

SHORELINE COMMUNITY COLLEGE

MASTER DEVELOPMENT PLAN

Approved May 5, 2014



**Revised February 2019, November 2020, and June 2023 to
Reflect Administrative Order PLN18-0175, PLN20-0169, and
PLN23-0033**

I. COLLEGE PROFILE

A. BACKGROUND

1. General Information

Shoreline Community College (SCC) is a member of the American Association of Community Colleges and is governed by the Board of Trustees of Shoreline Community College, District Number Seven. Although SCC comprises the geographically smallest service district in the state's community college system, it is the thirteenth-largest community college in Washington State as measured by state-funded student Full Time Equivalents (FTEs) during the 2009-10 academic year.

Shoreline Community College is a valuable community resource. The College provides academic and professional/technical training programs, as well as continuing education and community involvement programs to meet the lifelong learning needs of the community. SCC also includes a mix of support uses and services for students and the community such as retail, restaurant, childcare, conference rooms, dental hygiene clinic, library, theater, bus stops and recreational facilities.

2. Location

Shoreline Community College
16101 Greenwood Ave. N.
Shoreline, WA 98133
(206) 546-4101

3. Property Ownership

State of Washington

4. Zoning

Campus

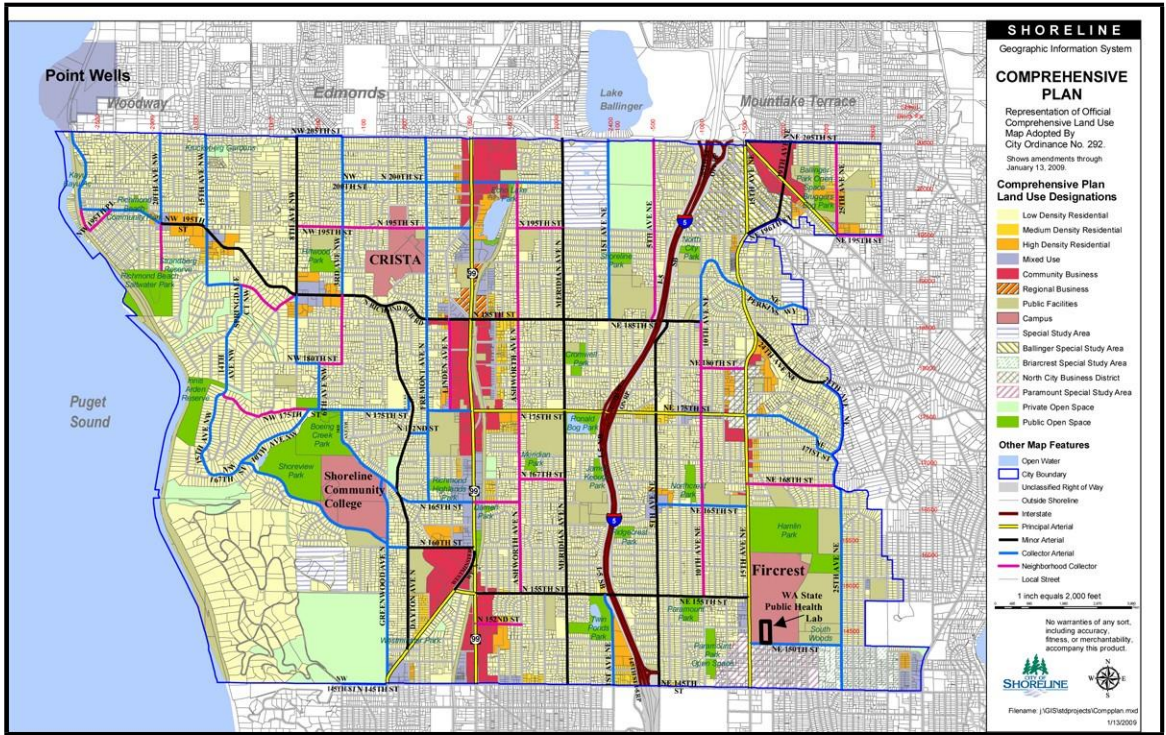


Figure 1. City of Shoreline Comprehensive Plan Land Use Map

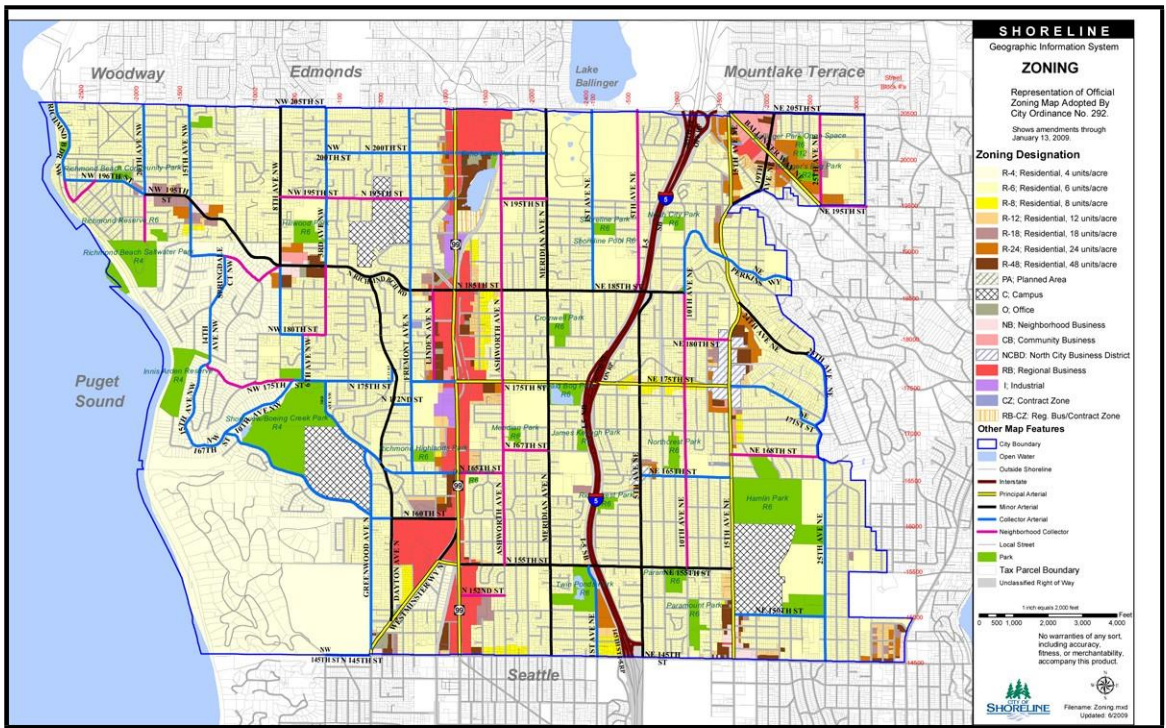


Figure 2. City of Shoreline Zoning Map

5. History

Community colleges in the Puget Sound region did not come into existence until 1961 when a law was repealed that had prevented two-year community colleges from establishing their operations near any existing state four-year institution. Dr. Ray Howard, Superintendent of the Shoreline School District at the time, was a key proponent of this measure and actively worked with other school districts in the area to convince legislators of the needs of “non-traditional” students who could not, because of economic circumstances, attend the University of Washington or other four-year institutions.

Dr. Howard and many other community college advocates saw the need to provide these students with access to higher education to build skills that would earn them higher wages. SCC opened its classrooms in January of 1964.

Despite popular belief at that time that SCC would not be able to attract a sufficient number of students to remain viable; the College enrolled more than 850 students and was operating beyond capacity on its first day. In order to accommodate the overflow enrollment, classes were held at Shoreline High School in the evenings and on weekends. The Boeing family eventually donated approximately 80 acres on a wooded bluff to Shoreline Community College, on which its first buildings were constructed. The Library, the Administration Building and the Student Union Building were the first structures built on campus. Portable buildings were installed to accommodate classes until capital funds could be released for the construction of additional buildings.

Today, twenty-six buildings comprise the campus. These include an automotive training center, a visual arts building, computer centers, laboratories, a student center, a theater, a gymnasium, a child care center, a multimedia center and the Ray W. Howard Library/Technology Center. Set among groves of native evergreens, SCC is one of the most aesthetically unified college campuses in the state. The scenic surrounding area is nationally recognized for its recreational and cultural opportunities, which complement the academic experience of SCC students.

SCC continues to focus on providing education to the community at large, particularly the 75% of the population that does not receive a traditional baccalaureate degree. The College continues to develop professional/technical training to move students straight into technical jobs. Its certificate programs also give students an opportunity to upgrade existing skills or to build an initial foundation for a specific career. Adult basic education programs prepare students to enter college. English-as-a-Second-Language (ESL) courses serve Shoreline’s immigrant population. High school completion programs and continuing education courses provide community members with opportunities for personal educational enrichment. SCC also continues to maintain its founding goal of providing two-year transfer education.



Figure 3. Vicinity and Context

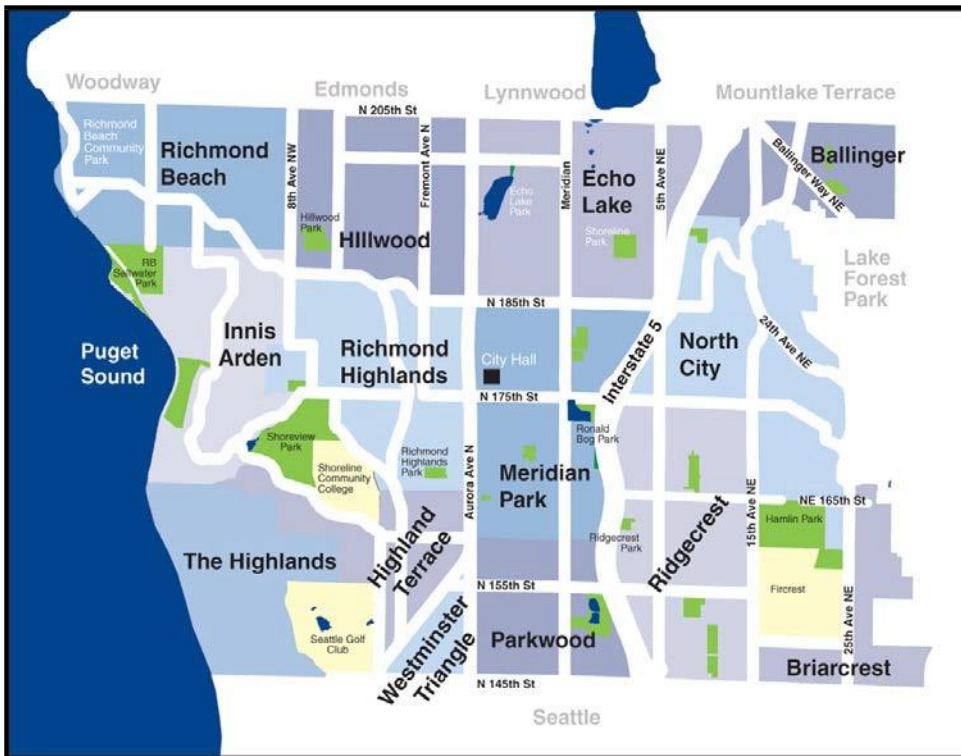


Figure 4. Campus Context

6. Previous Plans

The current SCC campus reflects the fact that most of the campus was conceived of and built during a short period of time during the 1960s. A significant portion of the buildings that exist on campus today are rapidly aging pieces of the original campus complex and are in need of replacement or renovation.

In 2006, LMN Architects worked with the College and neighboring stakeholders to draft a master plan that would help guide the College in making decisions about future growth or change. The primary goal of that draft master plan was to “support the mission and core values of SCC through the physical development of its campus.” A phasing plan was created to address the physical planning objectives targeted by the master planning team. The primary strategy that was developed was the concept of campus expansion through the replacement of outdated buildings with contemporary facilities.

All new development was proposed to occur within the existing boundaries of campus development so that environmentally sensitive areas around the edges of campus remained undisturbed. This strategy also helped to maintain a physical buffer between new development on the SCC campus and the surrounding residential neighborhoods. That draft master plan called for the construction of thirteen major projects, including four new replacement buildings, eight building renovations and one expansion. A concept for simplifying and clarifying vehicular circulation on and around campus was mentioned, but was not developed or described in detail.

That draft identified a net gain of approximately 225,600 gsf (gross square feet) that would occur in three general phases, with approximately 175,000 gsf net increase by the year 2015. The additional facilities were proposed to accommodate a 10% increase in FTEs that was projected for SCC by the State Board of Community and Technical Colleges (SBCTC) in its 2001 Capital Analysis Model.

In early 2006, the City of Shoreline granted a special use permit for the renovation of SCC’s 9000 (PUB) Building with the condition that the City would not process further land use or construction permits for SCC until a master plan had been reviewed and approved by the Shoreline City Council. In 2009, the City of Shoreline adopted Ordinance 507, which required SCC and the City’s three other major institutions to obtain City approval of Master Development Plans before further expansion.

B. STUDENTS & PROGRAMS

1. Enrollment

a. Current Enrollment

In the fall of 2010, there were 5,285 Student FTE’s enrolled at Shoreline Community College. Of these students, approximately 43.3% were enrolled in professional/technical education programs and 42.0% in transfer programs. Approximately 7.7% were enrolled with the goal of attaining basic skills, while 7.0% attended SCC for other reasons. In terms of comparative size, SCC currently ranks 13th in FTE count out of 36 community and technical colleges in the state.

SCC’s student population is uncharacteristically diverse; its demographics do not reflect those of the local community. Only 49% of SCC’s students are ethnically Caucasian, compared to an average of 76% at community colleges across the state of Washington. Because of the diversity present on campus, students that belong to underrepresented cultural groups feel comfortable at SCC.

One contributing factor to on-campus diversity is the success of the College’s various international programs. Students from all over the world are attracted to the campus because of its excellent professional/technical training programs. These students help to contribute to a multicultural campus environment. SCC also has a “multicultural understanding” general education requirement, and its students and clubs support the College’s strong multicultural community.

One-third of SCC’s students live in south Snohomish County. The majority of the remaining students come to the College from Seattle and its surrounding communities. Retention of students is high at SCC, with 69% remaining at SCC to complete their chosen programs of study.

b. Enrollment Trends

Predicting future enrollment is difficult in a changing economy. During economic recessions, enrollment tends to increase. However, enrollment has declined below 2003 levels of 5,600 FTEs and was at 3,249 Fall Quarter 2019 (Pre-Pandemic). The College anticipates slight enrollment growth through 2040 with enrollment estimated to reach 4,380 on-campus FTE.

FTE Summary – Fall Quarter (See note 1)

Academic Year	On-Campus FTE	Other FTE	Total
2016-17	5,077	422	5,499
2017-18	5,118	488	5,676
2018-19	4,450	496 (note 2)	4,969
2019-20	3,249	1,575	4,824
2020-21	1,792	2,473	4,265
2021-22	1,282	2,544	3,826
2022-23	1,679	1,979	3,852

Projected FTE

Academic Year	On-Campus FTE	Other FTE	Total
2029-30	3,508 (note 3)	1,695	5,203

2040-41	4,385 (note 4)	2,120	6,505
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Notes

1. Fall quarter FTE (Full Time Equivalent) is historically the highest enrolled quarter of any academic year and it therefore used for planning purposes. Data provided by the State Board of Community and Technical College Enrollment Dashboard unless noted otherwise.
2. Estimated. Actual In-person/hybrid/other data not available.
3. 2029-31 projection provided by the State Board of Community and Technical Colleges.
4. 2040-41 projected based on an assumed population growth of SCC of approximately 25%

2. Programs

a. Existing Programs

Associate Academic Transfer Degrees

- Associate in Arts–Direct Transfer Agreement (AA–DTA)
- Associate in Science–Transfer (AS–T)
- Associate in Arts–Individualized Plan (AA–IP)
- Associate of Fine Arts (AFA)
- Associate of Music (AM)
- Associate in Applied Science–Transfer (AAS–T)

University transfer courses are offered in the following disciplines at SCC:

American Sign Language	East Asia Studies	Intra-American
Anthropology	Economics Education	Studies
Art	Engineering	Mathematics
Art History	English	Music
Astronomy	Environmental Science	Music Technology

Biology	Film and Video	Nutrition
Biotechnology	Geography	Oceanography
Business	Geology	Philosophy
Chemistry	Health Care Information	Physical Education
Cinema	History	Physics
Communication Studies	Honors	Political Science
Computer Science	Humanities	Psychology
Criminal Justice	Informatics	Sociology
Drama	International Studies	World Languages

Professional/technical Training Degrees and Certificates
 Associate in Applied Arts and Sciences (AAAS)
 Certificate of Proficiency (CP)
 Certificate of Completion (CC)

More than 50 professional/technical training programs are offered in the following areas of study:

Accounting	Manufacturing/Industrial Technology
Automotive (Factory-Sponsored Training)	Medical Laboratory Technology
Biotechnology Lab Specialist	Music Technology
Business Administration	Nursing
Business Technology	Nursing Assistant—Certified
Criminal Justice	Phlebotomy
Dental Hygiene	Performance Arts/Digital Filmmaking
Education	Purchasing and Supply Chain Management
Engineering Technology: CAD/Drafting	Visual Communication Technology
Health Care Information	Zero Energy Technology

b. Program Trends

At a national level, there is a growing understanding of the relevancy of community colleges to professional/technical training. Increasingly, more people need access to 2-year institutions for job training and gaining skills for career advancement. The College has identified potential future opportunities for program expansion in the areas of renewable energy development,

professional/technical training for technology trades, multimedia design and health care. Another long term trend in community colleges is an enrollment increase in ESL students and those seeking basic education.

Community colleges such as SCC have the potential to provide a valuable community service by catering more to adult learners and at-risk youth. The City of Shoreline has an educated population, and its residents value the availability of diverse educational opportunities. Developing programs at community colleges will likely have an emphasis on returning military personnel who need training to transition from military skills to the professional/technical. Future enrollment at community Colleges will likely also include many more students with disabilities and veterans with special spatial needs.

Service learning is also seen as an emerging program area. Though not academic, it is related to community engagement and could be developed through curriculum-integrated internships. Several SCC faculty offer courses with integrated sustainability service that focus on both the SCC campus and the surrounding community. These service learning projects meet the Strategic Plan goals of excellence and innovation in education by bringing sustainability into the curriculum while befitting both the campus and the community.

c. Existing Strengths

SCC offers a number of exceptional programs, including Nursing, Science and Technology transfer courses, Music and Music Technology transfer, Green Technology and Energy Studies, CNC Machining and Manufacturing, and Early Childhood Education. Several of these programs draw students from across the country, and many have received national acclaim.

SCC's Automotive program is one of two manufacturer-specific programs in the state. The program has earned national recognition many times over the years, including a Governor's Award for Best Practices in Professional/Technical Development in 2007. The Toyota T-TEN program has been named one of the top programs in the country multiple times. SCC's automotive program has been highlighted by The Seattle Times as one of the top community college programs in the state.

SCC has one of approximately 30 certified Medical Lab Tech programs in the country. It also offers the only Biotechnology program in the northwest region. The University of Washington consistently refers science transfer students to SCC to complete foundation coursework for baccalaureate programs in medicine and the sciences.

SCC is the fourth-largest online education provider within the state system of community and technical colleges. SCC is currently offers both hybridized and web-enhanced courses for students, and most SCC programs have some online component. Online courses help busy students to juggle their schedules and complete their coursework on their own time.

Hybrid courses consist of 1-3 days of on-campus activities with lectures posted online. Hands-on programs such as Medical Lab Technology, Nursing, and the Laboratory Sciences still need face-to-face instruction time. Although most online students are also on-campus students, the

number of purely online students is increasing slowly. The impact of distance learning is being felt most in general lecture classrooms, which are needed less as courses begin to post lecture components online.

d. High-Demand Programs at SCC

Health Occupations & Science

SCC is known for its excellence in Health Occupations and Science instruction, and graduates have a high earning potential. Enrollment in these programs is currently at capacity due to the program's reputation for excellence. In 2008, the Nursing program received 110 applications for 32 openings.

SCC needs new health occupations and science facilities that include classrooms and labs that are flexible enough to benefit multiple programs. Some program-specific labs will also be required.

Music, Music Technology, and Multimedia

Newly emerging programs at SCC are growing out of the College's existing Music Technology and Multimedia, Energy Studies, and Business Center programs. The College is currently trying to bring degrees online in animation and midi music production. The Music program is developing a record label at the College. The existing Audio Engineering degree program is popular and draws students from across the country.

The College would like to realign its Music, Music Technology and Multimedia programs to form a new multidisciplinary program. There is no program availability at other I-5 corridor community colleges in these program areas. This kind of realignment would require a new facility in which these programs can be collocated and interact more easily with one another.

Developing niche programs in music technology and multimedia could help SCC to attract more international students as well as underrepresented population groups, such as disadvantaged males. Students in these programs tend to be highly motivated, entrepreneurial and have a broad skills base. Upon graduation, students are able to take advantage of broad occupational opportunities related to multiple industries.

Energy Studies

In the area of energy studies, SCC is breaking ground politically and educationally by forming ties to other institutions as well as offering award-winning courses in cutting-edge technology. SCC's Energy Studies program represents a convergence of disciplines, including machining, electrical engineering, photovoltaic development, environmental engineering and manufacturing. Currently, the College offers solar design ITV courses, which are in high demand. New programs are being offered in solar technology and energy audit training. The Renewable Energy Training program was nominated for a 2009 Bellwether Award for innovative community college practices and programs. SCC is one of only ten schools nominated nationally for this award in the 'professional/technical development' category.

The Zero-Energy House program has helped to build a relationship between the College and the State. SCC would like to leverage the success of this partnership to initiate more energy-related programs. When the Zero-Energy House is completed, it will include an office for a WSU faculty member. Five courses are currently offered in conjunction with this program, and the College would like to expand it to offer more. SCC is considered to be the state leader in solar design courses.

Statewide, there is great demand for Zero-Energy training. SCC's ability to expand these programs is limited by lack of appropriate facilities. There are currently no permanent spaces on campus dedicated to energy studies. SCC needs flexible space that is designed to accommodate hands-on teaching and activities.

e. Future Directions

All of SCC's programs are limited by the College's physical facilities to some degree. The College specifically identifies the need to fund and build an Allied Health Center as its top facilities priority, which is reflected in this 15-Year Plan (MDP). The 30-Year Plan (LRDP) discussed below, addresses the replacement of additional campus facilities in a manner that will address the College's program needs over time.

II. MASTER DEVELOPMENT PLAN OVERVIEW AND PROCESS

The current master planning process commenced in December of 2008. SCC leadership identified the most significant issues facing the College and worked with the planning team to devise a strategy for improving the campus by addressing the deficiencies of existing campus facilities and alleviating existing access and circulation problems. Early community input was also gathered. The first phase of the process resulted in this document, the MDP, which is supported by the College's LRDP. Both of these documents will serve as decision-making tools for the College as it transitions into the future.

SCC has provided educational opportunities for a wide range of population groups for more than 40 years and prides itself on its excellent and award-winning programs and faculty. The physical planning of the campus is a key component of SCC's transition into the future. If the College is to continue to serve its community for the next 40 years, the College's physical plant must support its excellent programs and assist SCC in achieving its full potential as an institution of higher learning.

The future outlook of the College is supported by two planning documents that address two major phases. The overall plan is represented by the Shoreline Community College Long Range Development Plan (LRDP). The LRDP presents a 30-year, long range vision for the transformation of the SCC campus. It is intended to guide future development and serve as the basis for subsequent funding requests from the State. The first phase of the LRDP (the next 15 years) is captured here to fulfill the City of Shoreline's requirement that SCC file for a Master Development Plan. Shoreline Municipal Code (SMC) 20.30.353.

A. MASTER DEVELOPMENT PLAN AND LONG RANGE DEVELOPMENT PLAN (LRDP)

1. Long Term

Since 2008, the master planning consultant team has worked with SCC faculty and staff to create a set of goals that would guide the development of a long range campus master plan. The LRDP serves two functions. One function is to identify and justify to funding agencies the College's most pressing needs for redevelopment projects. The second function is to provide a planning framework for the next three decades. As such, the LRDP includes the following priorities:

- Replacing worn and obsolete buildings with new buildings that support SCC programs, particularly professional/technical programs such as Allied Health and the Sciences
- Improving the campus environment in terms of orientation and wayfinding, disabled access and security
- Encouraging interaction among all members of the SCC campus community by providing a variety of communal indoor and outdoor spaces
- Respecting the character of the existing campus by preserving trees and other significant landscape elements
- Implementing SCC's commitment to an environmentally sustainable campus
- Creating a long range vision for the campus that is fundable through the SBCTC capital funding process.

On February 4, 2013, SCC issued a Housing Amendment to the LRDP. The LRDP Housing Amendment describes changes required to accommodate a potential student housing project option. The LRDP Housing Amendment adds a 400-bed student housing project to the LRDP. The LRDP Housing Amendment includes an Appendix with a new Transportation Technical Report from Transportation Solutions Inc. The Appendix also includes Utility Narratives and the Master Drainage Plan Supplement both issued by Reid Middleton, civil engineers. The Proposed Drainage System in the Campus Master Drainage Plan Supplement replaces that section in the previously issued Campus Master Drainage Plan that is in the Appendix of the LRDP. The Utility Narratives have been revised to reflect the Student Housing Project.

2. Near Term

In the near term (15 years), SCC does not forecast that its campus programs or population will grow significantly. By 2025, student FTEs will just be reaching 2003 levels or approximately 5,700 students. While the overall campus is not anticipated to grow, its existing facilities do require changes in order to continue to support SCC's educational programs. This will be accomplished through replacement projects that will right-size existing program spaces by providing proper space for indoor circulation and gathering as well as contemporary mechanical, electrical, and plumbing systems. There is not anticipated to be a substantial increase in FTEs as a result of these projects. These projects are discussed in greater detail in Section IV A. below.

One component of the growth forecast to happen in that time is an increase in international students. To respond to that need, SCC is planning for construction of a 400 bed student housing project on the northwest portion of the campus currently used for soccer fields. The facility would include food service for students living on campus and would be targeted at primarily international students. This project is anticipated to expand the overall student population by 400 FTEs. Both the housing project and the capital request plan, which covers the next 15 years, have been reviewed by the SCC Board of Trustees. The housing project, which will likely be funded by a development partner, is likely to proceed ahead of the capital request plan. As such, the infrastructure improvements needed to support the housing project have been addressed separately from the infrastructure for the capital request plan. The student housing project is discussed in greater detail in Section IV B.

Of the capital request projects, the two new Allied Health and Sciences buildings are identified as the College's highest priority. The Auto Tech building will likely be expanded within the 15-year horizon, but the funding for this project will come from outside sources, not through the state capital funding process.

The central location of these redevelopment projects will provide an opportunity for some site and infrastructure improvements, including limited landscaping, some parking and access and phased improvement of storm water management on the SCC campus. Due to the nature of the funding process, all proposed improvements associated with those individual capital request projects will be phased in conjunction with individual building construction. Existing accessibility problems will be addressed by providing universal access on steep slopes with a system of interior and exterior pathways that allows barrier free movement across the campus. Proposed new multi-story buildings will be planned as transit corridors to bridge difficult transitions in grade that occur across the campus. Elevators placed in strategically-located lobby spaces will help disabled campus users to negotiate the difficult elevation changes of the site.

Discussed further below is a narrative of some of the key elements of the campus environment that would be improved through the redevelopment projects outlined in the MDP.

3. Access, Circulation & Parking

Currently, mass transit plays a small but growing role in providing access to the College due to faculty, staff and student travel preferences. SCC is working to promote the use of mass transit by its students and staff. SCC has recently expanded its trip reduction program to include a transportation fee for all students that funds parking operations. The program provides subsidized transit passes to faculty, staff, and students. The benefits of this program will continue to materialize as fuel costs increase and the percentage of the campus population relying on single occupant vehicles decreases.

Vehicular circulation on campus consists of a combination of a fragmented loop road and indirect routes through parking lots. There is no clear sense of campus entry. The front parking lot, which serves visitors, is in a state of disrepair. Conflicts exist between vehicular and pedestrian circulation routes. Parking areas need to be more clearly delineated and provide a clear separation between vehicular and pedestrian paths of travel.

The SCC campus is currently difficult to use and navigate for students, faculty and staff. Wayfinding is difficult because campus buildings and circulation paths are not organized in a rational manner. There are very few communal outdoor spaces at SCC, a situation which limits interaction among campus user groups. The topography of the SCC campus makes accommodation of disabled access difficult. SCC is in need of a comprehensive reorganization of its campus circulation system so that pedestrian paths have clear relationships to one another as well as to building entries and outdoor gathering spaces.

4. Open Space & Landscape

Although the campus landscape is aesthetically pleasing, it does not function in a way that promotes access and wayfinding across the site. The campus needs a more organized collection of outdoor spaces of different scales and character that can support community-building activities and help students and faculty to navigate the challenging topography of the campus. At the same time, the Campus must continue to respect the natural qualities of the site.

5. Physical Plant

Although the excellence of the College's programs and faculty is widely recognized, SCC faces a difficult situation with regard to its physical facilities. Most of the campus was built during the 1960s, and those original buildings are in a state of advanced deterioration.

The original raised, pagoda-style buildings were designed to give the campus a distinct identity, but many of the features that make up SCC's architectural style are now liabilities. The characteristic wood-framed pagoda roofs of the buildings are too close together to meet contemporary fire- and life-safety standards. They are raised above the ground plane on pre-stressed, precast concrete slabs that are difficult to modify. The zigzagging system of raised and ramped walkways that connect the floating buildings is not universally accessible and is difficult for campus users to negotiate. Spaces for group study and student interaction that are necessary to supplement online learning, as well as traditional on-campus learning, are almost nonexistent.

Six of the College's buildings contain sloped-floor lecture halls with fixed seating, each of which accommodates between 80 – 165 students. Online courses reduce the need for lecture halls. Sloped-floor lecture halls are no longer needed per contemporary instructional methodologies.

The current state of technology infrastructure on campus is inadequate to serve the needs of existing programs. Wireless technology needs to be upgraded in order to support the growing number of students that use mobile devices while at SCC. Many courses have online components that need to be easily accessible to students at all times. Students need improved wireless service in all areas of the campus.

6. Sustainability

SCC has begun to emerge as a leader in sustainability among community colleges within the region. The College supports an active Sustainability Committee, offers educational opportunities in sustainable technology and promotes SCC-sponsored sustainability service projects. SCC is committed to conducting business in an environmentally responsible fashion by

making sustainable decisions at the campus scale. SCC has developed sustainable policies regarding on-campus landscaping and recycling. The College is one of twelve founding members of the Seattle Climate Partnership, a voluntary pact among Seattle-area employers to take action to reduce their own emissions and to work together to help meet the community-wide goal of reducing greenhouse gas emissions and improving quality of life.

III. SITE & VICINITY

A. LAND USE & ZONING

The City of Shoreline adopted its first Comprehensive Plan in 1998 in response to the requirements of the Growth Management Act. The Comprehensive Plan is a 20-year plan that articulates the community's vision and reflects its values. The goals and policies included within provide a basis for City regulations and guide decision-making practices. They also address how facilities and services will be maintained or improved to accommodate anticipated changes in population and employment.

With passage of Ordinance 507 in 2008, the Campus land use designation under the Comprehensive Plan was applied to four institutions within the community that serve a regional clientele on a large campus, including Shoreline Community College. Ordinance 507 also zoned the SCC property as one of several Campus zones within the City. Campus zones provide for the location of charitable, educational, health, rehabilitative or other institutions. Existing uses in these areas constitute allowed uses in the City's Development Code. If development of any new use or uses is proposed on a site that is designated Campus Land Use, an amendment to the Comprehensive Plan and the Development Code would be required. The Shoreline Community College Campus Zone (SCZ) encompasses the approximately 80-acre, State-operated community college.

B. ENVIRONMENT

1. Site Character

The City of Shoreline is located approximately 15 miles north of downtown Seattle. Bounded by Puget Sound to the west and composed of well-defined neighborhoods, celebrated school systems and abundant parks have shaped it into a community that is primarily residential in character.

Before becoming a city in 1995, the City of Shoreline was an island of unincorporated King County surrounded by the older cities of Seattle, Edmonds, Woodway and Lake Forest Park. Covering approximately 12 square miles, Shoreline is Washington's 18th largest city with more than 54,000 residents.

Shoreline is an attractive residential area because of its proximity to and views of Puget Sound as well as its convenient location relative to nearby urban opportunities, such as downtown Seattle. Residents perceive Shoreline as a wooded community and highly value this aspect of the city environment. Large evergreen trees are highly visible throughout the city, in both residential and

commercial areas. Numerous city parks provide quality recreational areas for community residents and visitors. Shoreline has been named “Best Neighborhood” twice by Seattle magazine for its abundant parks, respected school district and active neighborhoods.

The City is largely suburban in character - approximately 70% of Shoreline’s households are single-family residences. The local economy within the City of Shoreline is made up principally of retail businesses. Interstate Highway 5 and SR99, the busiest thoroughfares in the City, run in a north-south direction and provide access to Seattle and other neighboring areas.

Shoreline’s climate is typical of the Pacific Northwest region, with moderate temperatures during all seasons. Area precipitation is influenced by moist marine air being lifted and cooled as it moves inland from Puget Sound and causes persistent cloudiness and precipitation and resulting in about 40 inches of annual precipitation.

The Shoreline Community College campus is located on 80 acres atop a densely wooded bluff that is set among City parks and residential neighborhoods. This main campus is located midway between the SR99 commercial corridor to the east and the shoreline of Puget Sound to the west.

Although SCC is one of the principal employers in the area, the main campus is physically isolated. The College is nestled among residential zones and city parks. It is not located on a main transit corridor, nor is it highly visible from principal thoroughfares.

The north and west edges of the campus are bounded by Boeing Creek and Shoreview Parks, which are owned and maintained by the City of Shoreline. Highland Terrace Elementary School is across the street along the south edge of the campus. To the east of campus lies the Richmond Highlands neighborhood. The Highland Terrace neighborhood borders the SCC campus to the southwest. City streets form clear boundaries between the SCC campus and the residential neighborhoods that touch the edges of the campus along its east, south and west sides.

Five wetlands, two streams, fish and wildlife habitat conservation areas and geologic hazards are located on SCC property. These areas constitute valuable natural resources within the Shoreline community and are regulated by the City.

2. Plant Communities & Habitat Conservation Areas

Most of the forest habitat on the SCC campus meets the City’s definition of fish and wildlife conservation areas because of the presence of pileated woodpeckers, a Washington State Department of Fish and Wildlife priority species. Less developed, contiguous areas of native vegetation and woodland, such as those that occur on the northern part of campus and connect to the neighboring parks, provide habitat for wildlife. Wooded areas on campus also provide stabilization of soils on steep slopes and act as wind and sound barriers.

Low impact uses are allowed within fish and wildlife conservation areas as long as they do not compromise habitat integrity. There are no standard buffers for these areas, but the City may require the development of a habitat management plan to guide the retention and preservation of important habitat features. SCC will work to create conservation areas in the areas of campus that fall outside of the proposed boundaries for future development.

See the Critical Areas Reconnaissance Report in the LRDP Appendix for a table documenting plant communities by habitat area.

3. Streams & Wetlands

Shoreline Community College is located within the Boeing Creek drainage basin, which drains 1,600 acres west of SR99. The basin is approximately 90% developed and drains into Puget Sound.

Boeing Creek flows from east to west within a ravine along SCC's northeast property line. A second, unnamed stream flows south to north through a steep ravine of the east side of the College's property and empties into Boeing Creek at the northeast corner of the property. Both of these streams are intermittent and depend on stormwater runoff from piped systems for channel flow and so do not support fish habitat. These streams are separated from the naturally flowing portions of Boeing Creek by a dam and catch basin that were built at the northwest corner of the College's property in 1983 to control stormwater. Both streams are rated as Type III streams, which are typically assigned 35- to 65-ft. wide buffers, depending on the adjacent land use.

Wetlands support habitat and perform other valuable functions, including storm and floodwater storage, water quality improvement and groundwater exchange. Two of the five wetlands on SCC property area located in close proximity to Boeing Creek and are between 1,000 to 1,500 sf in size. The other three wetlands are located at the bottom of the steep ravine on the east side of the College's property. These range from 180 - 770 sf in surface area and are associated with the stream that flows through the bottom of the ravine. All of the wetlands on campus are rated as Type III wetlands, which are typically assigned 35- to 65-ft. wide buffers, depending on the adjacent land use.



Figure 5. Plant Communities and Habitat Conservation Areas

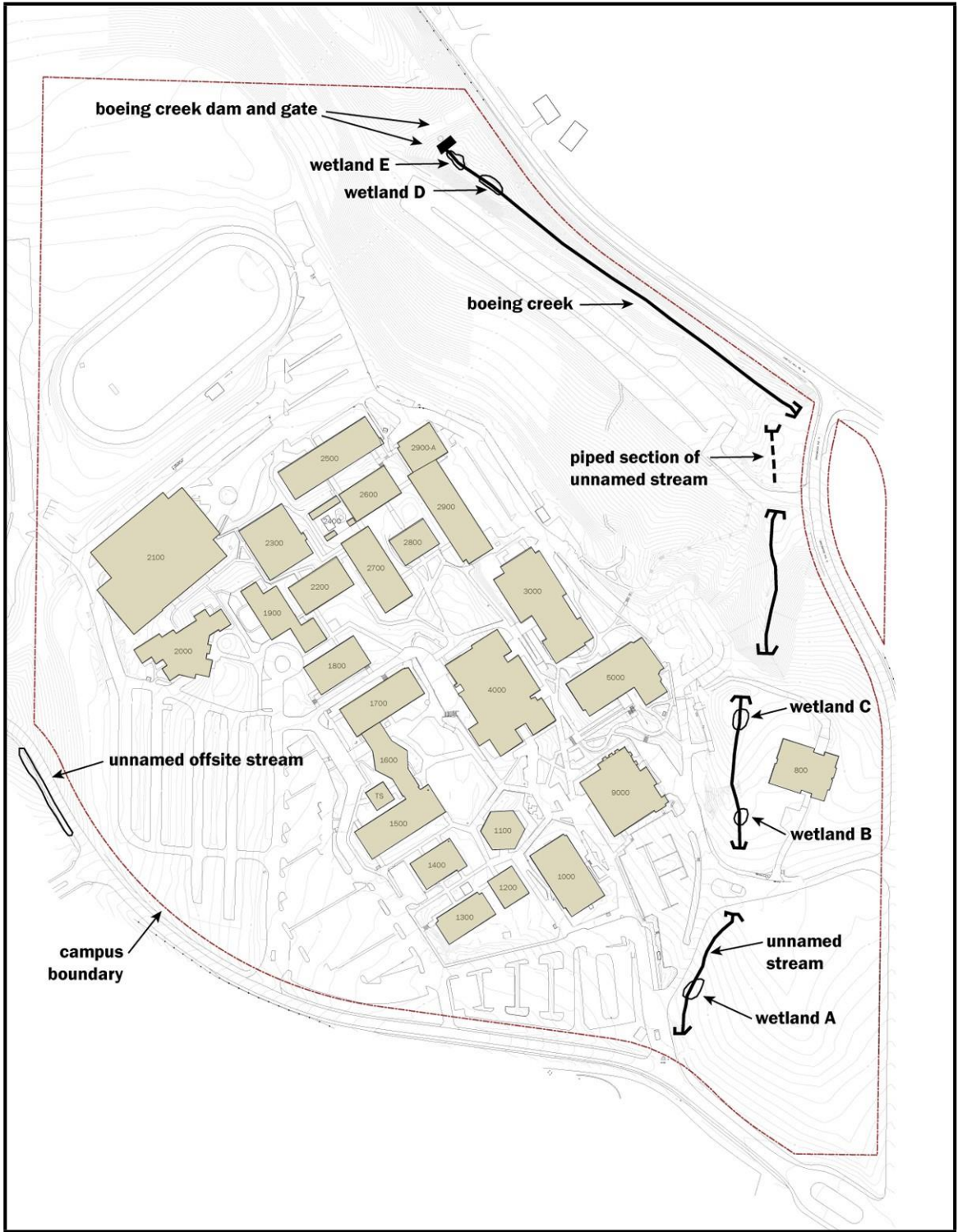


Figure 6. Streams and Wetlands

4. Geologic Hazard Areas

Geologic hazard areas include landslide areas, erosion hazard areas and seismic hazard areas. The soils on the SCC campus consist of sand, gravel, and/or glacial till.

- **Landslide Hazard Areas:** Moderate landslide areas occur between the SCC campus and the Greenwood Avenue parking lot, the hillside in the southwest corner of the property, within the ravine on the east side of the property, along both banks of Boeing Creek and to the north and south of the existing track. The northeast corner of the campus is mapped as a landslide hazard area in the City of Shoreline Hazard Mitigation Plan.
- **Erosion Hazard Areas:** Each area that constitutes a landslide hazard area (described above) also meets the City's definition of an erosion hazard area. An erosion and sediment control plan is required on any site containing erosion hazard areas.
- **Seismic Hazard Areas:** According to a focused geotechnical report, the dense glacial soils observed on the SCC campus will not liquefy under the design earthquake. Therefore, no seismic hazard areas are located within campus boundaries.



Figure 7. Geologic Hazard Areas

5. Site Access and Circulation

The City of Shoreline is easily accessible from surrounding urban areas via multiple transportation corridors. The major routes through the city are I-5 and SR-99 (Aurora Avenue N), which both run in a north-south direction. SR -104 (Ballenger Way) and SR-523 (N 145th St) and other arterials provide east-west connections to the regional transportation network.

The SCC campus can be accessed by car from either the north or the south from SR99 via I-5. From Aurora Avenue, motorists travel west on 160th Street to Greenwood Avenue North. There is an all-way, stop-controlled intersection at Greenwood Avenue/N 160th St, which is in close proximity to the intersection of Greenwood Ave N/Innis Arden Way. The proximity of the two intersections has historically resulted in congestion and is of concern to the surrounding community. Recent signalization of the intersection of SR99/N 165th St. now provides motorists with an alternative to the intersection at N 160th St., where SCC students and staff as well as the surrounding community benefit from protected turning movements on SR99. The existing parking areas at SCC were developed incrementally as a series of separate development projects that surround the campus. Because they were not developed according to an overarching plan for on-site vehicular circulation, the existing pattern of parking and resultant vehicular circulation loop around the campus is inconsistent, disorienting and difficult to negotiate. The existing route of vehicular circulation, particularly the western portion of the campus loop road, is inefficient.

6. Public Transportation

Shoreline Community College is served directly by King County METRO Transit. Bus stops and staging areas are located on Innis Arden Way near the main campus entrance as well as on-campus on the north side of the visitor parking lot. Transit service runs throughout the day with buses leaving approximately every half hour. The campus is currently served by five routes. Routes 5 and 355 connect to downtown Seattle; Route 330 to Lake City Way; Route 331 to Cascadia Community College; and Route 345 to North Seattle Community College and Northgate Transit Center. Faculty, staff, and students are able to receive subsidized ORCA cards either through payroll deduction or reimbursement.

Sound Transit plans to expand Link Light rail service north in the future from the Northgate Transit Center through the City of Shoreline to Lynwood. The light rail corridor will likely be within the I-5 right of way and provide local stops in Shoreline that would provide access to the regional light rail, transit, and commuter rail systems. Currently, mass transit plays a small but increasing role in providing access to the College. Although faculty, staff and student travel preferences continue to reflect a preference for the use of single-occupancy vehicles, the number of car trips per student FTE has declined slightly in recent years.

The use of public transportation may grow in importance as the densities of the city and county increase and the cost of gas rises. SCC is working to promote the use of mass transit by its students and staff by providing access to subsidized ORCA cards. As of Spring Quarter 2009, SCC began charging a Sustainable Commuter Options Fee, which supports commuter-related services such as parking lot maintenance, security personnel salaries, rental of the nearby Sears parking lot for off-campus parking, shuttle bus maintenance, shuttle drivers' salaries, vans for

sports teams, security escorts, motorist assists and first aid supplies as well as subsidized ORCA cards.

7. Vehicular Access & Parking

a. Off Campus

The main entrances to the campus on Innis Arden Way are accessed from Greenwood Ave N through the intersections of N 160th St/Greenwood Avenue N and NW Innis Arden Way/Greenwood Ave N. Due to their close proximity, these two intersections have historically resulted in congestion during periods of peak traffic volumes. The College, the City of Shoreline, and surrounding residential communities would all like to see improvements that would provide a more traditional intersection that would reduce congestion levels during periods of peak use. There is also campus access on Greenwood Ave N.

SCC currently operates a satellite parking lot on the Sears property, located along N 160th Street southeast of the campus. There is a contiguous sidewalk along the south side of 160th to Aurora Avenue North and the Sears lot, which contains approximately 210 spaces reserved for SCC. SCC operates a shuttle between the Sears lot and the campus that runs eight times per hour between 7:45am – 4:30pm on weekdays.



Figure 8. Sears Lot and Service

b. On Campus

Vehicular circulation on campus consists of a combination of a loop road and indirect routes through parking lots. There are several problem areas in the loop road. The two most challenging problems occur in the west lots where drivers are forced to loop south through the parking lot in order to reach the north part of campus and at the access loop corner near the 2900 building where the road is too narrow to provide adequate vehicular and emergency access.

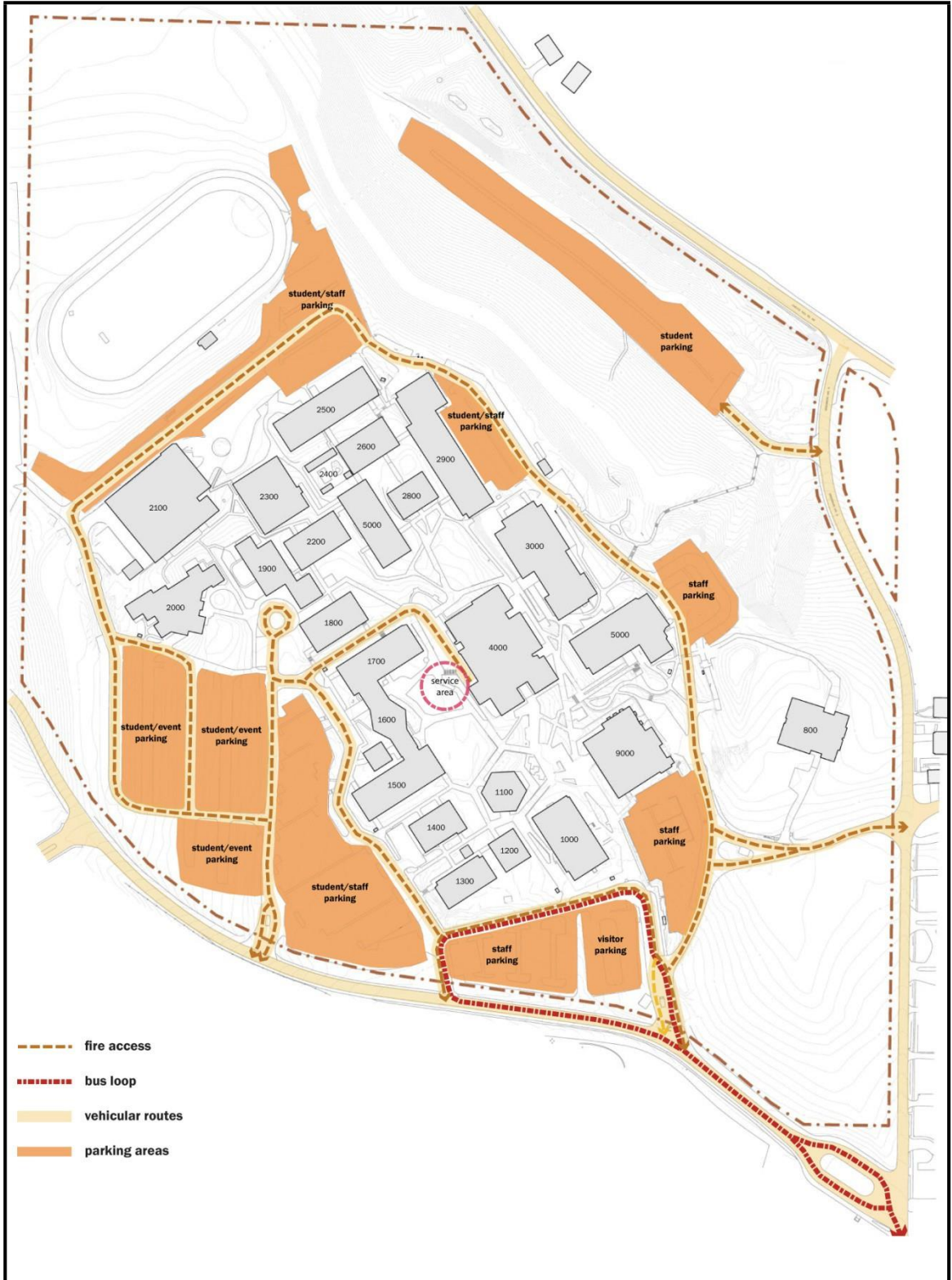


Figure 9. Vehicular Circulation

c. Parking

SCC's parking supply consists of a total of 1,680 spaces located in on-campus lots. The main campus lots consist of the visitor parking lot, the west lots, the north lots, and the east and staff parking lots. The Greenwood lot, located at the bottom of the slope on the east side of campus, is also used for student parking. As demonstrated in the STEAM Building Parking Study, the current parking supply is more than adequate to serve user demand and satisfy City requirements.

Parking Supply (Post HSAMCC)

Parking Zone	Supply	Post STEAM Supply
1. West Lot	346	346
2. Southwest Lots	406	406
3. Visitor Lot (South)	142	142
4. Greenwood/Innis Arden Lot	0	0
5. Student Housing Lot	9	9
6. East Lot	64	64
7. Northeast Lot	101	101
8. North Lot	259	259
9. Northwest Lot	13	13
10. North Greenwood Lot	340	320
Total	1,680	1,660



8. Open Space and Landscaping

The College campus is located on a bluff just east of Puget Sound. Suburban communities border the southern edge of the site, while steep and environmentally sensitive slopes make up the east, west and north boundaries of the campus leading down to Boeing Creek. These slopes are covered in a dense second-growth forest, comprised mostly of Western Red cedar, Douglas fir and Bigleaf maple.

The campus site was cleared for construction in the early 1960's, leaving a few stands of second-growth forest on the campus plateau. The sloped site and the remaining forest stands nestle the campus architecture and provide a unique campus setting.



Figure 10. Open Space and Landscape Existing Conditions

9. Civil Infrastructure

a. Water Service

The Seattle Public Utilities provides water for Shoreline Community College. Water is provided to the college campus from a 12-inch public water main along Carlyle Hall Road North. A 12-inch diameter main enters the campus through a master meter at the intersection of Carlyle Hall Road North and Greenwood Avenue North. Shoreline Community College owns and operates the water system downstream of the master meter.

Downstream of the master meter, a 12-inch ductile iron (DI) water main runs southwest through a pump station that provides a pressure boost for the system. The water main then runs uphill to the main campus near Building 3000. The 12-inch DI main branches out and loops the campus along the main circulation route until it reaches Building 1800 in the south and Building 2100 in the north, where the 12-inch DI main branches out to two 8-inch DI mains. The two 8-inch mains create an additional small loop around Buildings 2000 and 2100. Two 8-inch dead-end mains exist at the campus. One is located between Building 1700 and Building 1800. It starts from the main loop southwest of Building 1800 and ends northwest of Building 4000. Another starts from the 8-inch main northwest of the Building 2300, runs west between Buildings 2500 and 2600, and ends north of Building 2900.

Fire hydrants are located along the campus water mains. In addition, dry standpipe systems are extended into the campus interior near Buildings 1400, 1500, and 900. These areas are not accessible for fire trucks. About 50 percent of the campus buildings have fire sprinkler systems. Water services for the fire sprinkler systems are provided from the campus water mains. Domestic water service lines serve each building at the campus. Because the college has a master meter for the entire campus, water service lines to individual buildings are not metered. There are 14 irrigation zones on the college campus. Some of the irrigation systems are metered (“deduct” meters), while some of the irrigation systems are without meters.

The original campus water mains were installed with the campus development in the 1960s. The original water main system consisted primarily of 8-inch asbestos cement pipes. The campus water main improvements project in 2004 to 2005 replaced most of the original water mains with ductile iron pipes in larger sizes. One exception is the dead-end main running between Building 2500 and Building 2600 and from Building 2300 to the dead end remains asbestos cement. A pump station was constructed with the water main improvement in 2004. Pressure reducing valves were added to Buildings 900, 2000, 2100, 2300, 2400, 2500, 2700, 2900, 3000, 4000, and 5000.

Static water pressure at the campus varies considerably due to campus topography. At the master meter, the average static pressure is about 87 psi. The Seattle Public Utilities system is able to deliver a large flow to the master meter. The pump station is able to deliver 3,200 GPM water flow at 65 psi to the highest point on the campus. With the pump station and large flows available at the master meter, the college water system is capable of providing required water flow and pressure for future developments on the campus.

A temporary second connection to the college water system from the public water main was installed near the college main entrance on Innis Arden Way in the campus water main improvements project in 2004. After the pump station and the water main replacements commenced, this second connection was shutoff and locked. It is now inactive.

b. Sanitary Sewer

The campus sewer system is owned and operated by the Shoreline Community College. The sewer service purveyor is the Ronald Wastewater District. Public sewer service to the campus is provided at the intersection of Carlyle Hall Road NW and Greenwood Avenue NW, where the college system connects to the public system.

The campus sewer main system was constructed with the campus development in the 1960s. Extensions and service connections were added or modified with new buildings and building renovations during the last 40 years. The campus sewer system is a gravity system. It consists of 8-inch, 10-inch, and 12-inch pipes. It generally flows to the northeast. A 10-inch main running in a southwest to northeast direction, from Building 1500 to Building 5000, provides service to buildings in the southern half of the campus. Three separate 8-inch sewer mains provide services to buildings in the northern half of the campus. These sewer mains eventually converge near Building 5000 at the eastern side of the campus. A 10-inch sewer main then conveys waste northeast down a steep hill to the Greenwood Parking Lot area. From there, a 12-inch main conveys the sewage to an existing public sewer main in the Carlyle Hall Road NW at the intersection of Carlyle Hall Road NW and Greenwood Avenue NW.

Sewer services to buildings are provided through side sewer lines from college owned and operated sewer mains described above except for the Music Building. The Music Building has a separate sewer service line that discharges directly to the public sewer main in Greenwood Avenue through a side sewer line.

There are two oil/water separators on the college campus providing services to Building 2100 and Building 2900. One grease interceptor serves Building 800, which has a large kitchen for the student cafeteria. No acid neutralizers exist on the campus.

The college campus is served by a sewer main system that consists of 8-inch and larger pipes. No sewer capacity problem has been reported. No capacity problem is anticipated for future developments. Ronald Wastewater District stated sanitary sewer service will be available for the proposed campus master plan.

c. Storm Drainage

The College campus is about 80 acres in size. Within the 80 acres, approximately 42 acres are developed. The rest is forested area with mature trees. The developments include 27 buildings of various sizes, paved parking lots, gravel parking lots, circulation roads, plazas and walkways, and lawns and landscaped areas. The College campus lies on the top of a north - south running ridge. The elevation from the top of the ridge to the westerly edge of the campus drops 60 feet in various slopes over a 900 foot length. On the eastern portion of the ridge, the elevation drops 65

feet over 1,000 feet, to the edge of the building development. From the edge of development, the elevation drops steeply about 70 feet to the Greenwood Parking Lot, at the northeasterly edge of the campus. Soils in the campus consist of primarily glacial till or advance outwash, depending on locations.

The College campus is located in the Boeing Creek drainage basin. The campus consists of five drainage sub-basins. Storm runoff from the central area of the campus, where the buildings are located, discharges into Boeing Creek through underground pipe systems and two outfalls. Runoff from the wooded areas on the east side of campus either drains in sheet flows or flows in ditches to Boeing Creek. Storm runoff from the athletic field drains in sheet flows through the wooded area to Boeing Creek. On the parking lot southwest of campus, surface water flows to the roadside ditch along Innis Arden Way. The roadside ditch discharges to Boeing Creek about a half mile away.

Shoreline Community College owns and operates storm drainage systems inside the College campus. The storm drainage system includes building roof drain connections, yard drains, catch basins, manholes, underground pipes, culverts, and ditches. Most of the underground pipe systems were installed with the College development in 1960s and 1970s. Some improvements and modifications were made later, including new building and site developments. The conveyance systems have two 18-inch-diameter outfalls to Boeing Creek upstream of M1 Dam and one 6-inch-diameter outfall to the roadside ditch along Innis Arden Way.

The majority of the College developments were constructed before on-site stormwater management, such as detention and water quality treatment, was required. As a result, there is only one on-site stormwater detention facility on the College campus. It is an underground detention pipe system installed with the original Automotive Center construction. As for water quality treatment facilities, there is an oil/water separator at the Automotive Center area and an underground wet vault located in the parking lot south of Building 900. In paved parking lots, there are oil traps (outlet pipe with a tee) in some of the catch basins.

The existing storm drainage systems of the College campus are shown in the diagram on the preceding pages. The figure shows only the main pipes. Minor drainage elements, such as yard drains and roof drain connections, are not shown.



Figure: 11. Existing Storm Drainage System

d. Natural Gas

The natural gas system at the college campus is owned and operated by Puget Sound Energy (PSE). The campus gas pipe system originates from a 4-inch gas main at the intersection of Carlyle Hall Road NW and Greenwood Ave NW. The 4-inch gas line runs southwest, continues up the hill to the main college campus, and extends southeast of Building 1500. The gas main branches into two 2-inch lines running in south and north directions. The south line provides services to buildings at the south end of the campus. The north branch runs northwest to provide gas services to buildings on the remainder of the campus. Each building is equipped with an individual gas meter.

The campus gas system was installed with the campus development in the 1960s. Extensions and modifications were made with the campus evolutions in the last 40 years. The gas main system consists of mostly 2-inch and 4-inch lines. The system is adequate for the college's future developments because the master plan build-outs are to replace existing small buildings without expanding the overall area of building footprints on campus.

IV. DEVELOPMENT PLAN

The College's Board of Trustees has approved the proposed 15-year plan for capital requests that responds to the needs of SCC and the development criteria of the State Board of Community & Technical Colleges. It consists of two replacement projects and one matching project, which comprise the first step toward implementing the vision of the LDRP.

In early 2013, the College amended its LRDP in order to allow the option of developing student housing. The student housing would be constructed by a development partner with private funding. This 2013 amended MDP represents the first 15 years of the long range plan and is submitted in accordance with Shoreline Municipal Code section 20.30.060.

1. Overall MDP Scope

The MDP shows two phases for the projects that are to be permitted in the life of the Master Plan, the next 10-15 years. MDP Phase 1 includes the housing project and associated parking on the athletic field. MDP Phase 2 includes two academic buildings and an extension to the auto technology building. See Table below.

15-Year Plan MDP		Building	Existing Use	Year Built	SF Demolished	Future Use	SF of New Building	Net Campus Gross SF Added
Phase 1	Project 1a					Housing	145,000	145,000
	Totals						145,000	145,000

Phase 2	Project 2a	2400	Greenhouse	1965	1,500	Science & Allied Health I		
		2500	Dental	1972	25,952			
		2600	Biology & Medical Labs	1965	5,820			
		2700	Chemistry	1965	9,400			
		2800	Faculty Offices	1965	4,180			
				45,852		70,000	23,148	
	Project 2b	2200	Math	1966	6,270	Science & Allied Health II		
		2300	Nursing	1971	17,589			
					23,859		40,682	16,823
	Project 2c	2100	Automotive	1992		Automotive		
				2,600		32,400	29,800	
Totals				72,311		143,082	69,771	

2. Relationship between Parking and Drainage infrastructure.

Phases 1 and 2 of the MDP both provide for some amount of redeveloped parking and additional building and hardscape. This will increase the amount of impervious surface on site and because site conditions in this area are not conducive to infiltration, a larger regional drainage improvement will need to be developed. The proposed solution is a large infiltration pond in the Greenwood parking lot to provide flow control for most of the areas of campus being redeveloped. The sandy soil in the Greenwood parking lot has high infiltration capacity. The parking lot is at a lower elevation than both storm mains conveying runoff from the central campus to Boeing Creek. The pond will infiltrate over 90 percent of storm runoff from the redevelopment areas. The remainder will be detained in the pond and released through a flow control structure to Boeing Creek.

The infiltration pond will start from the northeast end and expand to the southwest within the existing Greenwood parking lot. The pond can be expanded incrementally, as needed, to provide stormwater flow control for each individual project area. See “Implementation Phasing” in the Utility Narratives for more information about expansion of the infiltration pond.

Because this improvement will consume existing parking in the Greenwood lot over time, each phase of the development will include the creation of additional parking areas that will replace the parking lost in the Greenwood Lot. This is described in the chart below.

	Phase 1	Phase 2
Projects Completed	2015-16	2025
Housing Project and replacement parking	218	0
Reconfiguration of north segment of loop road	-116	0
Storm water detention in Greenwood Lot	-60	-123
Automotive expansion & Science building construction	0	-156
Automotive expansion and Science building after construction	0	56
Reconfiguration of parking lots to improve circulation	0	0
Total Change	42	-223
Total Supply	2,103	1,880
Recommended Supply	1,779	1,880
Surplus/ (deficit)	324	0

3. Phase 1 Development

Phase 1, a 400-bed student housing project will be located on the site of the existing athletic track and field. SCC anticipates that the 400-bed dormitory-style student housing project would consist of building(s) that are three to four stories, with an overall building square footage of approximately 145,000 GSF and a building footprint of approximately 44,000 square feet.

On-campus student housing will likely increase enrollment over time, with reasonable worst case estimates of up to 400 additional FTEs by 2020. Housing would only be open to SCC students, the majority of which are expected to be full-time international students. Students already enrolled at the college would be expected to become the initial occupants, although student housing will increase SCC's competitiveness abroad over time. Overall, the added housing could result in total enrollment estimates of 5,700 FTEs in 2020 (5,300 FTEs for commuting students and 400 FTEs for students living on campus). This is still less than anticipated in the 2006 FEIS.

Additional pervious and impervious surfaces would surround the buildings for pedestrian and vehicular circulation and parking. The student housing buildings will include space for on-site food services, study rooms, and academic or recreational gathering spaces. Space efficiencies achieved with multi-story buildings allow room for the inclusion of courtyards with green space. Although the athletic fields are level there is a steep vegetated slope between the existing internal circulation road and the field for more than half of its length. The east side of the athletic field track is currently a parking lot and will be graded appropriately for vehicle access from the existing road. Vehicle access to the housing site, which will accommodate fire trucks as well as automobiles, is proposed to be through this horn shaped parking lot. The steep slopes and their existing vegetation would remain in place. The location of the housing on the north east side of the athletic field away

from the steep slopes also preserves access to natural light for the south facing first floor dormitory units. Project design and permitting will commence in 2014 with full build out of the housing and associated parking planned for by 2015-2016. See Figure 12.



Figure 12. Phase 1 Scope

4. Phase 2 a-c Academic Buildings Phasing

The second phase of campus development, with funding targeted to commence in 2015, are three projects to replace the existing Health Sciences buildings (2400, 2500, 2600, 2700, and 2800) with two new Allied Health and Sciences buildings. The last of the three will be an expansion of the Auto Tech program. *See* figure 13 below. During the first stages of implementing the MDP, there will be little surge space available on the SCC campus. For the first phase of building replacement, it may be necessary to temporarily locate SCC science and allied health facilities at an offsite alternate location, such as Cascadia Community College or another facility that has useable laboratory space. Making greater use of hybrid courses may also help to ease the transition from the old facilities to the new.

Although not currently designed or proposed for funding, with all projects outlined in the 15 year plan above, some amount of existing parking could be relocated either on site, offsite or into a parking structure(s). Pursuant to the Amendments and Exempt changes provision in Section VI, structured parking may substitute for surface parking.

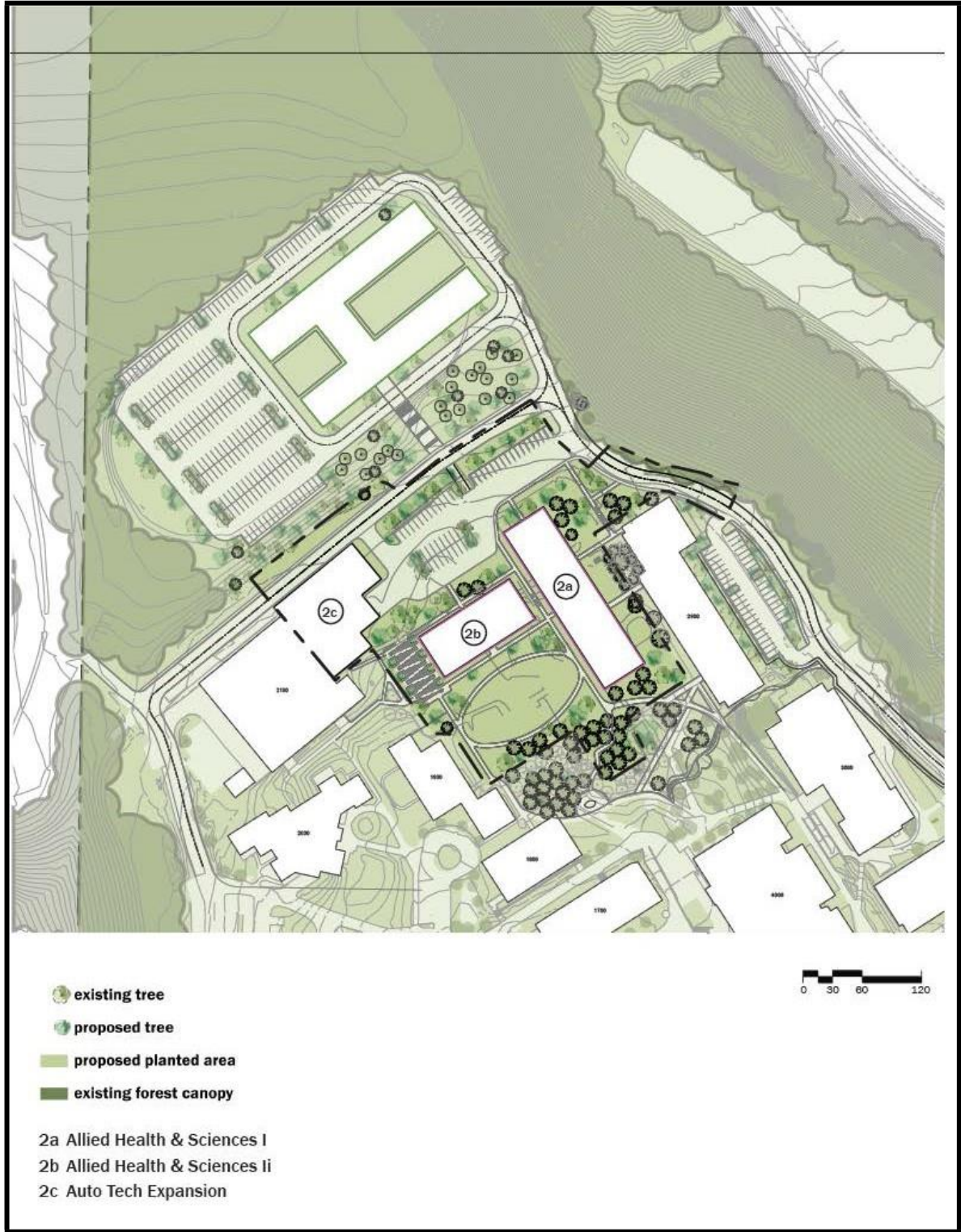


Figure 13, Phases 2a-2c

5. Overall Stormwater Infrastructure improvements

The MDP consists of two phases, MDP Phase 1 and MDP Phase 2. Phase 1 will construct a new building for student housing at the existing athletic field. MDP Phase 2 will demolish several small buildings and replace them with larger buildings. The storm drainage improvements required to support the entire MDP include:

- A new conveyance system around the proposed buildings and to the top of the steep slope to the northeast. (The existing pipe system will convey stormwater from the top of the steep slope to the Greenwood Avenue parking lot.)
- A flow-splitter structure to proportionally divert stormwater from redevelopment areas to an infiltration pond and bypass the remaining flow to Boeing Creek.
- A pretreatment basin and an infiltration pond.
- A reconstructed outfall to Boeing Creek using the existing stormwater outfall and piping to the extent possible.
- On-site water quality treatment systems for individual redevelopment projects in the MDP.
- On-site LID design features where feasible.

a. Phase 1

The Student Housing project at the athletic field will be the first project of the MDP, in MDP Phase 1. Storm runoff from the project site and building roof will be collected into an underground pipe system and conveyed eastward to the existing storm main running down the hill to Boeing Creek. Storm runoff from pollution-generating-impervious areas will be treated for water quality treatment before water flows down the hill. A proprietary manufactured system (such as StormFilter® and Filterra) is a good fit to provide on-site water quality treatment for this redevelopment project. A pre-settling basin and an infiltration pond will be constructed in the Greenwood parking lot for flow control. A flow-splitter structure will be constructed upstream of the infiltration pond to proportionally divert storm runoff from the MDP Phase 1 area to the pond and bypass the remaining tributary area to Boeing Creek. On-site stormwater management BMPs and LID design features, such as rain gardens, bioretention areas, and permeable pavement, will be used to enhance stormwater management as feasible to meet Minimum Requirements #5, On-site Stormwater Management. *See* Figure 7 of the Campus Master Plan Drainage report. Water Service.

b. Phase 2.

One of the MDP Phase 2 buildings, either the Allied Health & Science Building or the Automotive Center Expansion (Building 2100), will be the next project after Student Housing to be funded and constructed. Storm runoff from the site and the building roof will be collected and conveyed eastward to the existing storm main running down the hill. Stormwater quality treatment will be provided on site by using one of the proprietary manufactured systems approved by the City. On-site stormwater management BMPs and LID designs will be used to enhance stormwater management to the extent practical. The existing flow-splitter constructed in

MDP Phase 1 will be modified to proportionally divert storm runoff from the redeveloped areas to the infiltration pond. The existing pre-settling basin and infiltration pond will be expanded to accommodate increased storm runoff volume from the redevelopment project areas. As other individual building projects are developed in Phase 2 of the MDP, the required work and process as described for the first MDP Phase 2 project will be repeated until full MDP build-out. The master planned conveyance system can be constructed in increments, as needed, to collect and convey flows to the Greenwood parking lot infiltration pond. The infiltration pond system can also be expanded incrementally to provide pre-settling and infiltration for each project area. Water quality treatment facilities will be provided on site with each individual project. Pond design for each project must accommodate the master drainage plan parameters and provide for expansion of the infiltration and pre-settling ponds. Figure 7A shows the drainage and stormwater management systems for the completed MDP.

6. Other infrastructure improvements

a. Water System

Water main improvements are required to serve the proposed master plan build-out for the MDP development. The existing asbestos cement dead end water main, that will be located under the proposed buildings, will be removed. A portion of the existing 8-inch looped system east of the Building 2100 will be realigned for the building expansion. Domestic water service lines to the existing buildings will also be removed.

A new water main will be extended south into the campus interior through the area between the two proposed buildings in MDP and connects to the existing 8-inch dead end south of Building 1800 to create a small loop. New fire hydrants will be installed and connected to this new main to accommodate fire protection coverage for the new buildings. The new water main extension will also provide a connection for the water main loop to be completed in the future master plan phases in the campus interior. The new fire hydrants located in the south end of MDP phase will also improve extra fire protection coverage for the existing Building 2900.

For the Student Housing project to be constructed at the athletic field area, a water main will be extended from the existing 12-inch main south of the athletic field. The extended water main will loop around the new building and connect back to the existing main. Fire hydrants will be installed strategically along the loop to fire protection coverage for the new building.

Water services for domestic and building fire sprinkler systems will be provided to each building from the nearby water mains. Fire department connections will be provided for the two proposed buildings and the Building 2100 addition. Post indicator valves will be installed in each fire sprinkler service line. Backflow prevention assemblies will be provided either inside or outside each building for the fire sprinkler systems. Irrigation improvements are anticipated for this development phase. If the MDP area is in one of the irrigation zones without meter, the proposed irrigation system will be metered to reduce sewer charges that are based on domestic water consumption. General water system improvements are shown on Figure 3.1 – Proposed Water System in the Utility Narratives.

b. Sewer System

Sewer improvements will be required for the master plan build-out of the MDP development. The existing 8-inch sewer mains located under the future buildings will be removed. The 8-inch sewer main east of the existing Automotive Center (Building 2100) will be re-routed to make room for the Automotive Center expansion. The grease interceptor outside the existing Automotive Building Center will be relocated. Side sewer serving Building 1900 will be rerouted to the realigned main east of the Automotive Center. Gravity side sewer services will be provided to the new buildings from the nearby sewer mains except the Student Housing project. Items such as an oil/water separator, grease interceptor, or acid neutralizer may be required and will be provided as necessary if any of the new building usages include automotive technology, kitchen, or science lab.

For the Student Housing, an on-site lift station will be required. The building will be located at the existing athletic field that is lower than the closest available sewer main. The lift station will pump sanitary sewage from the building to the 8-inch gravity sewer main north of existing Building 2500. Figure 1.1 of the Utility Narratives depicts proposed sanitary sewer improvements.

c. Natural Gas

Gas mains and service improvements will be required for the master plan build-out of the MDP development. Existing gas lines, meters, and valves located under future buildings will be removed. The gas main north of the existing Building 2200 will be rerouted to accommodate new building construction and Building 2100 expansion. A new service line will be extended north from the existing line north of Building 2100 to serve the Student Housing project. The service line to Building 2900 will be re-routed to make room for new building construction. Gas meters, service lines, and valves will be installed for each new building. See Figure 4.1 – Proposed Gas System for MDP in the Utility Narratives.

7. Parking and On-Campus Circulation for MDP

Parking demand generated by SCC under the MDP would be accommodated by the proposed on-campus parking supply and the existing satellite lot at the Sears site. Parking on neighborhood streets has decreased due to the residential parking zone (RPZ) ordinance.

The MDP will include improvements to an existing parking area and modification of the north segment of the main road circulating through the campus. By the conclusion of the MDP, parking supply will decrease due to a portion of the North Greenwood lot being converted into a storm water detention facility incrementally with each development project requiring new stormwater management. The Automotive Center will also be expanded and result in the loss of some surface parking.

Campus parking supply and demand characteristics were surveyed to document the existing campus parking supplies and the parking demand generated by SCC faculty, staff, and students. The purpose of this survey was to establish the adequacy of existing parking supplies and

establish a baseline for forecasting future parking demand characteristics and recommended parking supplies. There are two parking resources utilized by SCC; on-campus parking and the satellite lot parking located at the upper level of the Sears building on N 160th St. The total available campus parking supply consists of approximately 2,061 stalls. The supply decreased from previous counts due to the closure of the City owned parcel located on the west side of the campus.

a. Campus Access and Circulation

The MDP will include improvements to an existing parking area on the north side of the campus and modification of the north segment of the main road circulating through the campus. The development of the housing project on the existing athletic field will also require the redevelopment of adjacent parking areas as described above as well as providing additional parking adjacent to the housing project.

b. Parking Supply and Demand

The parking supply will decrease due to a portion of the North Greenwood lot being converted into a storm water detention facility and the construction of a building and adjacent parking lot improvements on the north side of the upper campus. The Automotive Center will also be expanded and result in the loss of some surface parking. Preliminary plans call for parking to be provided below the Automotive Center expansion for vehicles used in the Center’s program. In addition, parking would be provided adjacent to the proposed housing project and some nearby parking lots would be reconfigured to provide access to the project site. The on-campus parking supply for 2025 is summarized in the Table below

The total parking includes new parking provided as part of the housing project as well as the number of stalls anticipated to be lost due to the Automotive Center expansion. However, it does not include any new stalls that would be constructed below the Automotive Center’s expansion to accommodate vehicles used in the program. It is anticipated that most if not all of the Automotive Center fleet of program vehicles could be housed below grade in the future and that the 2025 parking supply will be greater than the 1,888 stalls shown in the Table below.

Location	Parking Supply	Change	2025 Peak demand	2025 Parking Supply
Visitor Lot (South)	150	0	124	150
Southwest Lots	375	0	357	375
North & North West Lots	850	-58	735	852
East Lots	76	0	72	76
North Greenwood Lot	400	-115	188	217
Satellite Lot (Sears)	210	0	126	210
On Street			52	
Total	2,061	-173	1,654	1,880

The housing project will exhibit parking demand characteristics that are different than commuter students. Survey data from Seattle University and Seattle Pacific University master plans indicates that 28% and 39% respectively of the students living on campus have access to an automobile. Preliminary planning for the housing project shows that while housing will be open to all students it is likely that a very high percentage of the beds will be used by foreign students that would have lower vehicle ownership than the four-year colleges referenced above. For this reason, it is assumed that the housing project will generate a parking demand of 40 vehicles that could be accommodated by the proposed supply of 42 stalls. The total recommended parking supply for 2025 is 1,880 stalls and is consistent with the proposed parking supply of 1,880 stalls.

c. Off Campus Traffic Impacts

The proposed MDP anticipates a modest increase in student FTEs by 2025 over 2009 levels, but with enrollment remaining below levels from 2003. The effect of this increase in enrollment between 2009 and 2025 on the operation of signalized and unsignalized intersections on city streets was evaluated for both the AM peak hour, when vehicles are generally entering the campus, and the Mid-Day hour, when many vehicles are exiting the campus.

Tables 11-13 in the *Shoreline Community College Transportation Technical Report*, October 2018 summarize the comparison of future (2040) with and without-project during the weekday AM, Midday, and PM peak hours. With the MDP, most study intersections are forecasted to operate at LOS D or better during the weekday AM, Midday and PM peak hour conditions in 2040. Three locations are anticipated to not meet the LOS D including:

- **Dayton Avenue N/Carlyle Hall Road N.** This intersection would operate at LOS F during both the weekday AM and PM peak hours in 2040 with build-out of the MDP.
- **Greenwood Avenue N/NW Innis Arden Way.** This intersection would operate at LOS F during all study time periods under future (2040) with-project conditions.
- **Greenwood Avenue N/N 160th Street.** This all-way stop controlled intersection would operate at LOS F under with-project conditions during the weekday AM, Midday and PM peak hour conditions.

The Aurora Avenue N/N 160th Street intersection would operate at LOS F during the weekday PM peak hour in 2040 with and without the proposed MDP. The standard that applies to Aurora Avenue in Shoreline is LOS "E/ mitigated," meaning that congestion should be mitigated (through alternative means of travel such as transit). The City considers Aurora "mitigated" given the relatively recent improvement project. The project is anticipated to increase traffic volumes at the Aurora Avenue N/N 160th Street intersection by less than 1 percent, which is within the typical day-to-day fluctuation of traffic. Signal timing adjustments would improve operations at this intersection; it is likely that within the 20-year horizon of the MDP WSDOT would make signal timing adjustments to this corridor to provide more efficient operations. There are plans to provide more frequent transit service along the N 160th Street corridor as part of Metro Connects, which is consistent with the City's desire to use alternative means of travel to mitigate conditions at this intersection.

d. Pedestrian Circulation and Safety

Pedestrian safety on campus is compromised by the lack of sidewalks. To alleviate existing deficiencies, the College will, on a project-by-project basis: 1) ensure that the redesign of internal parking lots separates pedestrian and vehicular circulation routes; and 2) improve primary internal vehicular circulation routes to reduce the number of locations in which vehicles could back onto the roadway and minimize crossings and conflicts with pedestrian routes. Additionally, in order to provide safe access to the pedestrian walking route along 160th, the College could install a raised or otherwise improved pedestrian walkway along the right of way edge adjacent to the angled parking that will allow for a safe pedestrian walking route from campus to the Greenwood 160th Intersection.

The College is responsible for two phases of frontage improvements as outlined in the current MDP Hearing Examiner Conditions of Approval. These improvements include phase 1 and 2 sidewalk improvements along NW Innis Arden Way, Greenwood Avenue N and N 160th Street and ADA improvements at Greenwood Avenue N/NW Innis Arden Way/N 160th Street intersection. The College is responsible for constructing the phase 1 sidewalk improvements with development of the student housing.

e. Trip Reduction

As described above, SCC has recently expanded its trip reduction program to include a transportation fee that funds parking operations that provides subsidized transit passes to students. The benefits of this program will continue to materialize as fuel costs increase and the percentage of the campus population relying on single occupant vehicles decreases.

V. DESIGN STANDARDS AND PRIORITIES

New development proposed under the MDP will meet the City of Shoreline development standards of SMC 20.30.353.D as modified below. Setbacks, landscaping, lot coverage and other similar development standards shall be applied to the campus site as a whole without regard to existing interior lot or parcel lines.

In lieu of compliance with the tree retention, preservation, relocation and removal requirements of SMC 20.50.290-370, the College will comply with the requirements of 20.30.353.D6, which states that “new construction of buildings and parking areas shall preserve existing significant trees to the maximum extent possible.”

With the modifications described above, the Development Standards for the College are as follows:

1. Density is limited to a maximum of 48 units per acre;
2. Height is limited to a maximum of 65 feet;
3. Buildings must be set back at least 20 feet from property lines at 35 feet building height abutting all R-4 and R-6 zones. Above 35 feet buildings shall be set back at a ratio of two to one;
4. New building bulk shall be massed to have the least impact on neighboring single-family neighborhood(s) and development on campus;

5. New construction of buildings and parking areas shall preserve existing significant trees to the maximum extent possible. Landscaping of parking areas shall conform with the standards set forth in SMC 20.50.500;
6. Development permits for parking shall include a lighting plan for review and approval by the Planning Director. The lighting shall be hooded and directed such that it does not negatively impact adjacent residential areas;
7. The location, material, and design of any walkway within the campus shall be subject to the review and approval of the Planning Director; and
8. Where adjacent to existing single-family residences, existing and new campus roadways and parking areas shall be landscaped as much as possible in the space available to provide a visual screen. The amount and type of plant materials shall be subject to the review and approval of the Planning Director.

In addition to the development standards of the code, the following design priorities are incorporated into the MDP:

- Any new landscaped campus entry will provide a strong identity for the College and a true sense of arrival at the campus.
- Trees and plantings in campus parking lots should be used to reduce urban heat island effect and contribute to a stormwater management system that detains and filters surface runoff, protecting the ecosystem of the Boeing Creek drainage basin.
- The Campus will begin to implement a system of on-campus pedestrian circulation.
- The Campus will begin to implement improved vehicular circulation on campus on a project-by-project basis.
- Multistory structures are preferred.
- New buildings will make use of materials that fit in with the existing campus architecture, but they need not mimic the pagoda-style pavilions that exist on campus today.
- Facades of the buildings should incorporate brick that is similar in size and color to that used in the existing campus buildings.
- New buildings should be carefully sited to mitigate low light times in the winter while taking advantage of available daylight. Buildings should be oriented so that sustainable passive environmental control strategies might be used for interior spaces.
- All new proposed landscaping, parking and buildings will meet current Federal and State requirements for accessibility.

VI. AMENDMENTS, EXEMPT CHANGES AND VESTING

As described above and pursuant to SMC 20.30.353.C, SCC is proposing a 15-year rather than a 10-year development plan. Based on the SMC, all proposed projects will vest to Land Use and Environmental Regulations in place at the time of this MDP application. Additionally, the MDP provides the following framework for modifying elements of the Master Plan:

To supplement the provisions listed at 20.30.353.C, the following procedures shall be used to determine if a change to the MDP is exempt, minor or major.

1. Exempt Changes. An exempt change shall be a change to the design and/or location of a planned structure or other improvement from that shown in the MDP, which does not require any notice of further process other than confirmation with the Director that the change is exempt. Exempt changes are limited to the following:

a. Approved square footage may be re-allocated anywhere on campus; or

2. Any new structure or addition to an existing structure not approved in the MDP that is twelve thousand (12,000) square feet of gross floor area or less; or

3. Expansion of a parking area by 12,000 square feet or less not already approved in the MDP; or

4. An addition to a structure not yet constructed but approved in the MDP that is no greater than twenty percent (20%) of the approved gross floor area of that structure; or

5. Any increase in gross floor area below grade.

6. Amendments. The Director shall determine whether the amendment is minor or major according to subsections C and D of this section. The Director's decision that a proposed amendment is minor or major shall be made in the form of an interpretation letter. If the City and the College agree that a major amendment is required based on subsection D of this section, the interpretation letter may be waived, and the amendment and environmental review process shall be subject to the provisions of subsection D of this section.

7. Minor Amendments. A proposed change to an adopted master plan shall be considered and approved as a minor amendment when it is not an exempt change according to subsection B of this section, when it is consistent with the original intent of the adopted master plan, and when it meets at least one of the following criteria:

a. The amendment will not result in significantly greater impacts than those contemplated in the adopted MDP; or

8. The amendment is a waiver from a development standard or MDP condition, or a change in the location or decrease in size of designated open space, and the proposal will not be materially

detrimental to the public welfare or injurious to the property or improvements in the vicinity.

Notice of a minor amendment shall be as required in SMC 20.30.050

9. Major Amendments. A proposed change to an adopted master plan shall be considered a major amendment when it is not an exempt change according to subsection B of this section or a minor amendment according to subsection C of this section. In addition, any of the following shall be considered a major amendment:

a. An increase in a height designation, or

10. The expansion of the boundary of the Campus Zone or,

11. A use that is not already approved under the MDP.

If an amendment is determined to be major, the amendment and environmental review process shall be the same as required for approval of an MDP as provided in SMC 20.30.060.

VII. CONDITIONS

The LDRP and MDP have been evaluated by the College's SEPA Responsible Official under the State Environmental Policy Act. An addendum to the 2006 FEIS written in conjunction with the 2006 Draft Plan was issued on March 9, 2011. A SEPA addendum for the student housing proposal and an addendum to the LRDP were issued February 13, 2013. Where applicable, the mitigation proposed under those documents has been incorporated herein to mitigate the impacts of the MDP.

Proposed Construction Mitigation 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 Uniform 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.
- SCC will comply with the City's Critical Areas Ordinance.
- 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 area 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.

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

Water Mitigating Measures

- SCC will prepare and implement a TESCPC that includes 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.

Stormwater

- SCC will prepare and implement a TESCPC that includes BMPs to mitigate potential short-term impacts.
- 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 design of proposed parking areas will

integrate LID features, such as permeable paving and bioretention, to the extent feasible on soils. Runoff will be conveyed to new treatment and infiltration ponds in Greenwood parking lot.

Energy Conservation

- 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, building design and construction activities will meet goals for LEED Silver compliance.

Aesthetics

- Because proposed three-story buildings may not mimic the existing pagoda-style pavilions, new buildings should make use of materials and massing in order to "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 should be organized around a campus promenade, or landscaped pedestrian spine, and provide a variety of new open spaces, including plazas and courtyards.
- As set forth in the LRDP, SCC has developed a sustainable development plan that addresses building design, siting, landscaping, and civil infrastructure.

Cultural and Historic Resources

- If not exempt from Governor's Executive Order 05-05, SCC will initiate formal consultation with the DAHP and affected Tribes before completing building and civil infrastructure design. If during formal consultation DAHP identifies a known or potential culturally significant site on the area of the SCC campus, SCC will 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.

Vehicle Trip Generation, Distribution, and Assignment

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

Traffic Volume and LOS Impacts

Pedestrian/Frontage Improvements. The project would be responsible for two phases of frontage improvements. These Improvements include phase 1 and 2 sidewalk improvements along NW Innis Arden Way, Greenwood Avenue N and N 160th Street and Americans with Disabilities Act (ADA) Improvements at Greenwood Avenue N/NW Innis Arden Way/N 160th Street intersection. The College is responsible for constructing the phase 1 sidewalk improvements with development of the student housing.

Intersection Improvements. Contribution to improvements at the following intersections:

- **Dayton Avenue N/Carlyle Hall Road N.** Potential mitigation includes signaling this intersection. Development of the MDP would have an impact requiring mitigation at this intersection with an increase in campus trip generation of 52 net new weekday PM peak hour trips, which generally corresponds to the development of the student housing, allied health, science and advance manufacturing complex or an enrollment increase of 240 on-campus Full-Time Equivalent (FTE) students, for a total of 5,340 on-campus student FTE. The proposed MDP traffic represents 1.5% of the total future (2040) with-project weekday PM peak hour traffic at the Dayton Avenue N/Carlyle Hall Road N intersections.
- **Greenwood Avenue N/NW Innis Arden Way and Greenwood Avenue N/N 160th Street.** Development of the MDP would have an impact requiring mitigation at these intersections with an increase in campus trip generation of 35 net new weekday PM peak hour trips. This increase in trip generation is anticipated to occur with the student housing project with an enrollment increase of 100 students, for a total of 5,200 on-campus student FTEs. The proposed MDP traffic represents 3.5 to 4.5% of the total future (2040) with-project weekday PM peak traffic volumes at the Intersections. The recommended mitigation at these intersections was previously determined to be a traffic signal, which would accommodate both near- and long-term phases of the MDP. The traffic signals were projected to result in LOD D or better operations at the two intersections during the weekday AM, Midday, and PM peak hours under future 2040 conditions with buildout of the MDP. However, upon further review by the City and College, and following the signing of the May 18, 2018, Mitigation, Phasing, and Security Agreement, it was determined that the City preferred a roundabout to be constructed at these intersections. The City agrees that the College will pay a payment-in-lieu of constructing the roundabout in the amount of \$2,083,000, which includes the cost of right-of-way acquisition, which the City will pursue as part of its construction. The City and the College agree that this payment-in-lieu satisfies the full obligation at the Greenwood Ave N/NW Innis Arden Way, Greenwood Ave N, N.160th Street intersection, and no additional monies or mitigation will be required from the College for this improvement. The City agrees that it will construct the roundabout within six years of the issuance of the Certificate of Occupancy for the student housing, or it will refund the payment-in-lieu. The City also agrees to refund the College any funds not expended in the building of the roundabout. Should the roundabout costs exceed the payment-in-lieu amount, the City is responsible for that additional cost, and any interest earned on the payment-in-lieu may be applied to cover the additional costs. The City and the College entered into a “Revised Mitigation, Phasing, and Security Agreement” to further document this conclusion.

The thresholds or timing (by trips and enrollment) for the intersection improvements described above are summarized in Table 16 *Shoreline Community College Transportation Technical Report*, October 2018.

Parking. The College would build parking, secure off-campus parking to accommodate additional parking needs with the MDP or implement measures to reduce parking needs. The MDP conditions of approval require the College to provide no fewer than 1,670 on-campus parking spaces during all phases of the MDP. It is anticipated that the College would subsidize the cost of residential permits for new and existing Residential Parking Zones (RPZ) that are implemented by the City as a result of spillover parking. The College is required to subsidize the cost of the RPZ permit fees up to \$2,000 per year for the life of the MDP prorated based on the date of MDP issuance.

Transportation Impact Fee (TIF). The College would be required to pay the City of Shoreline transportation impact fees to mitigate general transportation-related project impacts throughout the City. The MDP will be built over the next 15 to 20-years; therefore, it is recommended that the College have the option to make incremental TIF payments based on the anticipated net new weekday PM peak hour trips for each MDP project. TIFs are required when the applicant is seeking a building permit. Table 17 in the *Shoreline Community College Transportation Technical Report*, October 2018 provides detail on how payments will be made overtime based on estimate weekday PM peak hour net new trip generation for the MDP projects. The specific fee for the MDP project will be calculated by the City of Shoreline at the time of application for building permit based on the current TIF per weekday PM peak hour trip, the trip length factor of 0.95 and the net new trips shown in in Table 17.

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

- 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.
- SCC is considering the implementation of a shuttle service between campus and the new 148th light rail station (scheduled to open in 2025).
- SCC shall provide no fewer than 1,500 on-campus parking spaces during all phases of the MDP. The College will subsidize the cost of residential permits for new and existing Residential Parking Zones (RPZ) that are implemented by the City as a result of spillover parking. The College will subsidize the cost of the RPZ permit fees up to \$2,000 per year for the life of the MDP prorated based on the date of the MDP issuance.

Circulation

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

Public Safety

- SCC should coordinate building design with emergency personnel to ensure effective location of ingress/egress points, building access options, and security-related design.
- All new 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.

Utilities

- 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.

- A contractor should agree to dispose of waste associated with construction activities. Where feasible, SCC will encourage recycling and/or reuse of construction waste materials.

- SCC should continue efforts toward expanding the existing waste recycling program to include plastic, glass, and aluminum items.