

**CITY OF SHORELINE**

**PLANNING AND COMMUNITY DEVELOPMENT STAFF REPORT**

**Project Name:** Shoreline Community College Master Development Plan Permit

**Project File No.:** 201859

**REQUEST:**

Shoreline Community College (SCC) requests application approval for a Master Development Plan (MDP) on four parcels of land zoned Shoreline Community College Campus Zone (SCZ). The proposal consists of two phases. Phase 1 is the construction of a 145,000 square foot, 400-bed student housing facility. Phase 2 is the construction of two Allied Health and Science buildings and an expansion of the Auto Tech building. Other associated projects are the upgrades to onsite utilities including water and sewer, conversion of a portion of an existing parking lot to a natural drainage pond, and reconfiguration of onsite circulation and parking areas.

**GENERAL INFORMATION:**

**Applicant:** Shoreline Community College

David Van Skike  
Van Ness Feldman Gordon Derr  
719 Second Avenue, Suite 1150  
Seattle, WA

**Owner:** Shoreline Community College

**Property Location:** 16101 Greenwood Avenue North

**Tax Parcel Numbers:** 1326039001, 1326039069, 1226039013, and 1226039136

**Legal Description:** E 604.46 FT OF NW 1/4 OF NE 1/4 NLY OF CO RD LESS E 113.85 FT & POR VAC RD, BEG AT NE COR OF SEC TH S 1038.21 FT TH W 203.07 FT TH N 56-21-40 W ALG RD 70.86 FT TH NLY ALG RD 300.67 FT TH S 59-05-17 W 60 FT TO SWLY MGN OF RD TH W 674.09 FT TH N 09-18-55 W 19.47 FT TO SLY MGN OF CO RD TH NWLY ALG SD RD MGN TO W LN OF E 113.85 FT OF NW 1/4 OF NE 1/4 TH N 00-40-21 E ALG SD W LN TO N LN OF SUBD TH E ALG N LN OF NE 1/4 TO POB LESS CO RDS & VAC RD WITHIN, POR OF SE 1/4 OF SE 1/4 LY SWLY OF CARLYLE RD & E 604.46 FT OF SW 1/4 OF SE 1/4 TGW POR OF VAC RD LESS POR OF S 1/2 OF SE 1/4 OF SD SEC DAF -

BEG AT SE COR OF SD SUBD TH N 89-25-09 W 1810.04 FT TO TPOB TH N 18-32-56 W 376.33 FT TH N 50-44-04 E 499.33 FT TH S 39-15-56 E 255.96 FT TH S 00-56-04 W 36.51 FT TH S 50-44-04 W 151.18 FT TH S 07-03-39 W 14.21 FT TH S 39-15-56 E 58.35 FT TH S 50-44-04 W 447.44 FT TO TPOB AKA LOT B OF KCLLA S91L0227 APPROVED 12-16-91, and POR OF S 1/2 OF SE 1/4 OF STR 12-26-03 BEG AT SE COR OF SD SUBD TH N 89-25-09 W 1810.04 FT TO TPOB TH N 18-32-56 W 376.33 FT TH N 50-44-04 E 499.33 FT TH S 39-15-56 E 255.96 FT TH S 00-56-04 W 36.51 FT TH S 50-44-04 W 151.18 FT TH S 07-03-39 W 14.21 FT TH S 39-15-56 E 58.35 FT TH S 50-44-04 W 447.44 FT TO TPOB AKA LOT A OF KCLLA S91L0227 APPROVED 12-16-91

### **PROJECT DESCRIPTION:**

The SCC proposes a master plan to guide development of its campus over the next 15 years. **Attachment 1** encompasses the entire MDP proposed by the SCC. The MDP has two phases.

Phase 1 is the construction of a **145,000 square foot**, 400-bed student housing building (dormitory). The proposed dormitory will be 3 or 4-stories high and will be located on parcel 1226039013, which currently maintains the SCC's running track. See **Attachment 2**.

Phase 2 has three projects. Project 2a is the construction of the 70,000 square foot Allied Health & Science Building 1. Project 2a will require the demolition of five (5) existing buildings - the greenhouse, the dental, biology & medical labs, the chemistry building, and faculty offices. The total square feet of building demolished is 45,852 square feet. The net building square footage added in Project 2a is **23,148** square feet. See **Attachment 3**.

Project 2b is the construction of the 40,682 square foot Allied Health and Science Building 2. Project 2b will require the demolition of two (2) existing buildings - the math building and the nursing building. The total square feet of demolished buildings is 23,859 square feet. The net building square footage added in project 2b is **16,823** square feet. See **Attachment 3**.

Project 2c is the construction of a **32,400** square foot expansion to the existing Automotive Technology building. See **Attachment 3**.

The 15-year Master Development Plan will add approximately **218,000** square feet of new buildings to the SCC's existing campus.

### **PROPERTY DESCRIPTION:**

The Shoreline Community College is an 80 acre campus located in the City of Shoreline. See **Attachment 4**. The SCC was opened in 1964 and is the 13<sup>th</sup> largest community college in the state. Today, there are 26 buildings that comprise the campus. These buildings were primarily built from 1964 to 1992 with the latest building, the student union building, being constructed

in 2008. These buildings include an automotive training center, a visual arts building, laboratories, a student center, a theatre, a gymnasium, a child care center, a multimedia center, and a library/technology center. Approximately 30 acres of the SCC is developed with buildings, parking areas, and driveways. The undeveloped portions of the SCC mostly consist of densely forested areas, wetlands, streams, and steep slopes.

The SCC is located approximately 0.5 miles west of the commercial areas along Aurora Avenue and N. 160<sup>th</sup> Street. The SCC is surrounded by single-family homes, parks, and an elementary school.

### **ZONING and LAND USE:**

The Shoreline Community College is zoned Shoreline Community College Zone (SCZ) and has a Comprehensive Plan Land Use designation of Campus. The area surrounding SCC is a mix of large city parks and residential that is designated in the Comprehensive Plan as low-density, single-family and zoned Residential 4 units per acre – R4 to the west and R-6 to the east.

The Shoreline City Council passed Ordinance 507 in December 2008 which rezoned this campus from Residential 6 units per acre (R6) to Shoreline Community College Campus Zone. Ordinance 507 also changed the Land Use Designation from Low Density Residential to Campus. The purpose of Ordinance 507 was to coordinate the analysis and mitigation of impacts with incremental development at the City's four large campuses - Shoreline Community College, CRISTA, Public Health Lab and Fircrest in relation to the single family neighborhoods in which these properties are located. The purpose of Ordinance 507 was to incorporate and illustrate all proposed new development, redevelopment and/or expansion of an existing institutional campus into a comprehensive long range site plan that identifies and addresses both onsite and offsite impacts. The Master Development Plan approval, as described in Ordinance 507 and since codified in Title 20 of the Shoreline Municipal Code also includes narrative and timetables to guide and phase growth and development in a way that serves the facility and benefits the community.

The SCC campus has a number of designated critical areas including steep slopes, streams, wetlands, erosion hazard areas, and habitat for priority species. Much of the north and east sides of the campus are constrained with landslide hazard areas (areas over 15% slopes). See **Attachment 5**. There are at least two streams on campus. The first is an unnamed and unclassified stream that runs the length of the eastside of campus. On the north side of campus is Boeing Creek which is a Type II stream. The plans submitted by SCC also show at least five wetlands on the west and north sides of the property. Observations in the critical area reports submitted by SCC show evidence of Pileated Woodpeckers which are listed as priority species by the State of Washington. **Attachment 6** is the Critical Area Report submitted by the SCC that shows streams, wetlands and wildlife habitat.

**PUBLIC NOTICE:**

Staff analysis of the proposed Master Development Plan approval considered information gathered from a series of informal meetings with the applicant between February 2009 and June 2010; an early community input meeting and neighborhood meeting conducted on December 8, 2010; a pre-application meeting on February 22, 2011; a second early community input meeting on April 9, 2013; a second neighborhood meeting on April 23, 2013; public comments received by the City, traffic reports, site visits, and various meeting with neighborhood residents and neighborhood groups.

A Public Notice of Application for the proposals was posted on site, mailed to all residents within 1,000 feet (579 notices), and advertised in the Seattle Times on May 12, 2011.

A Letter of Completeness was sent to the applicant on May 23, 2013.

A second Notice of Application for the proposal (amended to include the student housing proposal) was posted on site, mailed to all residents within 1,000 feet, posted on the City's website, posted on the City's cable access channel, and advertised in the Seattle Times on June 27, 2013.

The City issued a Notice of Public Hearing (SMC 20.30.180) on April 1, 2014. The Notice of Public Hearing was mailed to all property owners within 1,000 feet of the SCC, posted on site, advertised in the Seattle Times, posted on the City's website, and posted on the City's cable access channel.

**PUBLIC COMMENT:**

SMC 20.30.353 requires an Early Community Input Meeting and a Neighborhood Meeting as specified in SMC 20.30.090 prior to the submittal of an application of a Type C permit, such as a Master Development Plan approval. The Early Community Input Meeting and Neighborhood Meeting were held on two evenings; April 9, 2013 and April 23, 2013. Written and oral comments were received at this meeting and included:

Traffic

- Innis Arden and Greenwood intersection is challenged by high traffic volumes and long delay times at certain times of the day.
- Traffic from students living in dorms will impact traffic 24 hours a day.
- Residents are concerned that students do not always negotiate Innis Arden and Greenwood Ave intersection safely.
- Residents are concerned that student housing will bring many new trips to campus due to construction, food service, new residents, and new SCC staff.
- Are driveway limitations planned?

- What improvements is the SCC making to the intersection of Innis Arden and Greenwood?
- Is the SCC planning on restricting car ownership for dorm residents?

#### Parking

- Residents are concerned that students will own cars that will impact the available parking supply in the neighborhood.
- Where will the new parking lot adjacent to the dorms exit onto the street?
- Is the City required to close the Greenwood lot?
- Is there room for parking and storm water treatment in that lot?
- Is there enough parking planned for the SCC?

#### Stormwater

- Residents are concerned about increased stormwater runoff and conveyance
- The dorms will increase need for sewer and drainage connections.
- There will be increased runoff and sewer.
- How will drainage be handled?
- What are the impacts to Boeing Creek?
- What is the timeline and sequence of storm water detention in the Greenwood lot?

#### Noise

- Residents are concerned that new residents of the dorm may be disruptive and noisy.
- Events sponsored by the SCC already create noise throughout the neighborhood.
- The City's dog park also creates noise.

#### Public Nuisance

- Residents are concerned that the area will turn into a University Village atmosphere.
- Residents will change the dynamics of the City.
- Students will drink alcohol and hold parties.
- Dorms will be located too close to the park.
- Students will abuse the park.

#### Miscellaneous

- Residents are concerned that there was not enough notice and public input for the Comprehensive Plan text change that allowed dorms as part of the MDP approval process.
- Alternative dorm locations were not considered, specifically land on Aurora Avenue.
- Is there really a shortage of student housing?
- Coordination with the redevelopment of Aurora Square is needed to enhance traffic and parking.

A summary of the comments and questions from the public along with the applicant's responses is included as **Attachment 7**.

SMC 20.30.120 requires public notice of Master Development Plan application to property owners within 1,000 foot radius of Shoreline Community College. The notice was sent on June 27, 2013 (**Attachment 8**). The notice was sent to 579 property owners. The City received 49 written comments either through letter or email. **Attachment 9** is the public comment letters. Comments included lack of transparency in the application process, significant impact of students living on campus, lack of control over who can rent housing, inadequate parking, and traffic at nearby intersections.

#### **AGENCY COMMENT:**

The SCC's proposal was circulated among City departments and outside agencies for review and comment. King County Metro commented on the proposal and is advocating for intersection improvements at Greenwood Avenue and N. 160<sup>th</sup> street and better bus circulation on campus. King County Metro comments are in **Attachment 10**.

#### **ENVIRONMENTAL REVIEW:**

Pursuant to Washington's State Environmental Policy Act (SEPA), RCW 43.21C, Shoreline Community College, acting as lead agency, issued a Draft Environmental Impact Statement (DEIS) on July 1, 2003 and a Final Environmental Impact Statement (FEIS) for its Long Range Development Plan on June 20, 2006.

Shoreline Community College issued a SEPA Addendum to its FEIS on March 9, 2011. The addendum considered replacing the SCC's concept master plan with their long range development plan (30-year plan) and the proposed Master Development Plan (15-year plan).

Shoreline Community College issued a second SEPA Addendum to its FEIS on February 8, 2013. The second addendum considered amending the SCC's long range development plan in order to include on-campus student housing.

The FEIS and subsequent SEPA Addendums proposed various mitigation measures to address the impacts of Shoreline Community College's Master Development Plan proposal. The mitigation measures included in the 2006 FEIS and subsequent SEPA Addendums are listed in **Attachment 11**. Generally, SEPA mitigations address stormwater, significant tree retention, native vegetation, environmental health, open and recreation space, transportation, circulation, parking, and utilities. The SEPA Mitigation Measures have been incorporated into the proposal.

## DEPARTMENT ANALYSIS:

Master Development Plans are addressed in Shoreline Municipal Code (SMC) 20.30.353. The purpose of a Master Development Plan is to define the development of property zoned campus in order to serve its users, promote compatibility with neighboring areas, and benefit the community with flexibility and innovation.

Pursuant to SMC 20.30.353(E), any new use or uses on a campus zoned site must be processed as part of a Master Development P approval. New uses requested through a master development permit shall be considered concurrently with an amendment to SMC 20.40.150, Campus Uses.

SMC 20.30.060 classifies a Master Development Plan as a Type C decision. Pursuant to Table 20.30.060, the City of Shoreline Hearing Examiner, after holding an open record public hearing and preparing findings and conclusions, has decision making authority on a Master Development Plan Permit.

### Decision Criteria – SMC 20.30.353(B)

The decision criteria that the Hearing Examiner must use for a Master Development Plan is set forth in SMC 20.30.353(B). The MDP shall be granted by the City only if the applicant demonstrates that:

- 1. The project is designated as either campus or essential public facility in the Comprehensive Plan and Development Code and is consistent with goals and policies of the Comprehensive Plan.**

The Shoreline Community College is designated as Campus in the Comprehensive Plan and is similarly zoned. The MDP proposal is consistent with the applicable MDP goals and policies of the Comprehensive Plan below:

LU8 – Provide, through land use regulation, the potential for a broad range of housing choices and levels of affordability to meet the changing needs of a diverse community.

LU18 - The Campus land use designation applies to four institutions within the community that serve a regional clientele on a large campus. All development within the Campus land use designation shall be governed by a Master Development Plan approval. Existing uses in these areas constitute allowed uses in the City's Development Code. A new use or uses may be approved as part of a Master Development Plan.

Goal HII – Encourage development of an appropriate mix of housing choices through innovative land use and well-crafted regulations.

Goal HIII – Preserve and develop housing throughout the city that addresses the needs of all economic segments of the community, including underserved populations, such as households making less than 30% of Area Median Income.

Policy H5 – Promote working partnerships with public and private groups to plan and develop a range of housing choices.

Goal NEIII – Regulate land disturbances and development to conserve soil resources and protect people, property, and the environment from geological hazards, such as steep slope, landslide, seismic, flood, or erosion hazard areas.

Goal NEIV – Protect, enhance, and restore habitat of sufficient diversity and abundance to sustain indigenous fish and wildlife populations.

Goal NE VII – Continue to require that natural and on-site solutions, such as infiltration and rain gardens, be proven infeasible before considering engineered solutions, such as detention.

Policy NE1 – Promote infill and concurrent infrastructure improvements in areas that are already developed in order to preserve rural areas, open spaces, ecological functions, and agricultural lands in the region.

Policy NE3 – Balance the conditional right of private property owners to develop and alter their land with protection of native vegetation and critical areas.

Policy NE11 – Mitigate drainage, erosion, siltation, and landslide hazard impacts, while encouraging native vegetation.

Policy NE 19 – Minimize removal of healthy trees, and encourage planting of native species in appropriate locations.

Policy NE 26 – Restore existing degraded wetlands where feasible.

Policy NE 28 – Support and promote basin stewardship programs to prevent adverse surface water impacts, and to identify opportunities for watershed improvements.

However, the MDP proposal, as submitted, is inconsistent with the applicable MDP goals and policies of the Comprehensive Plan below:

LU51 – Encourage large commercial or residential projects to include transit stop improvements when appropriate.

LU53 – Examine the creation of residential parking zones or other strategies to protect neighborhoods from spillover by major parking generators.



Goal HIV – “Protect and connect” residential neighborhoods so they retain identity and character, yet provide amenities that enhance quality of life.

Goal TII – Develop a bicycle system that is connective, safe, and encourages bicycling as a viable alternative to driving.

Goal TIII – Provide a pedestrian system that is safe, connects to destinations, accesses transit, and is accessible by all.

Goal TV – Protect the livability and safety of neighborhoods from the adverse impacts of the automobile.

Goal TVI – Encourage alternative modes of transportation to reduce the number of automobiles on the road, promote a healthy city, and reduce carbon emissions.

Policy T2 – Place a higher priority on pedestrian, bicycle, and automobile safety than vehicle capacity improvements at intersection.

Policy T3 – Reduce the impact of the city’s transportation system on the environment through the use of technology, expanded transit use, and Nonmotorized transportation options.

Policy T4 – Enhance neighborhood safety and livability. Use engineering, enforcement, and educational tolls to improve traffic safety on city roadways.

Policy T21 – Implement the Pedestrian System Plan included in the City’s TMP through a combination of public and private investments.

Policy T22 – When identifying transportation improvements, prioritize construction of sidewalks, walkways, and trails. Pedestrian facilities should connect to destinations, access transit, and be accessible by all.

Policy T23 – Design crossings that are appropriately located, and provide safety and convenience for pedestrians.

The Shoreline Community College MDP proposal, as submitted by the applicant, is consistent with a number of land use and housing, and natural environment goals and policies but fails to address neighborhood compatibility, transit and transportation goals and policies of the Comprehensive Plan. Through conditions recommended by the City and measures that are required in the Transportation Demand Management Plan, the SCC’s MDP will meet the City’s Comprehensive Plan goals and policies.

**Criteria #1 will be met by the MDP as a conditioned.**

**2. The Master Development Plan includes a general phasing timeline of development and assessed mitigation.**

Shoreline Community College has provided a general phasing timeline of development and assessed SEPA mitigations. SCC has developed their plan to include 4 development projects within two phases and over the next 15 years. Phase 1 will likely occur within the next two to three years. Phase 1 includes one project which is the 400-bed student dormitory. Phase 1 also includes reconfigured parking lots (without increasing parking capacity), landscaping, and internal roadways to the dormitory.

Phase 2 contains the last three projects and will likely occur in the next 10-15 years. Project 2a is the first Science and Allied Health building. Project 2b is the second Science and Allied Health building. The last project, Project 2c, is the Automotive Technology expansion.

The SCC has included SEPA mitigations for the two phases of development (See **Attachment 11**). Staff believes SEPA mitigations do not fully address impacts from the proposal for traffic, parking, and pedestrian improvements as proposed. For example, SEPA does not address pedestrian connections from the campus to offsite amenities and SEPA fails to address the traffic impact at Innis Arden Way and Greenwood Avenue N.

The City's primary concern arising from the MDP is pedestrian safety, especially given the development of a 400-bed dormitory with no/limited vehicle access. The SCC has not proposed any pedestrian improvements off campus. The City of Shoreline has developed a phasing and improvement plan (**Attachment 12**) that addresses sidewalk/intersection improvements for pedestrians walking between the SCC and the commercial centers on Aurora Avenue, parking, and triggers for traffic mitigation. The City's phasing and improvement requirements are described below:

**Phasing and Improvement Plan**

The City's requirements for frontage and intersection improvements can be found on the attached map and are outlined below. Phase 1 improvements shall be applied for at the same time as the student housing building and installed before a Certificate of Occupancy will be issued for the student housing building.

**Phase 1  
Pedestrian/Sidewalk Improvements –**

Location	Requirement	Comment
Shoreline Community College NW Innis Arden Way Main Entrance to Greenwood Ave N	Standard section: 8' sidewalk with 5' amenity zone	Will consider deviations for site specific limitations such as topography or right of way
East side of Greenwood Ave N between NW Innis Arden Way	Standard 5' sidewalk and 5' amenity zone	Will consider deviations for site specific limitations such

and N 160th St		as topography or right of way
North side of N 160th Street between Greenwood Ave N and Dayton Ave N	Standard 5' sidewalk and 5' amenity zone	Will consider deviations for site specific limitations such as topography or right of way
Intersection of Greenwood Ave N, NW Innis Arden Way and N 160 <sup>th</sup> St	ADA Accessibility on all corners this includes curb ramps, landings, etc	Engineer can prepare Maximum Extent Feasible (MEFs) if specific site conditions such as right of way, existing slopes, etc make it difficult to fully meet ADA standards

The first phase, triggered by development of the dormitory, will develop the pedestrian connections from: Shoreline Community College's NW Innis Arden Way Main Entrance to Greenwood Ave N; along the east side of Greenwood Ave N between NW Innis Arden Way and N. 160<sup>th</sup> St intersection; along N. 160<sup>th</sup> St between Dayton Ave N and Greenwood Ave N, and improve ADA accessibility at the Greenwood Ave N/N. 160<sup>th</sup> St intersection. These improvements will allow continuous ADA access from the N.160<sup>th</sup>/Dayton Ave N intersection to the SCC. It will also have the greatest benefit to the public who use this route to travel east to Aurora Ave N.

**Phase 2  
Pedestrian/Sidewalk Improvements –**

Location	Requirement	Comment
Shoreline Community College NW Innis Arden Way Main Entrance to westernmost driveway off of NW Innis Arden Way	Standard section: 8' sidewalk with 5' amenity zone	Will consider deviations for site specific limitations such as topography or right of way

Phase 2 improvements will complete the ADA accessible route to be constructed as Phase 1 along NW Innis Arden Way from the SCC main entrance to Greenwood Ave N. Phase 2 improvements shall be completed by the end of the MDP timeframe – 15 years from the date of adoption.

**Traffic Mitigation Triggers (either phase of the MDP)–**

The SCC's traffic report shows one intersection (Dayton/Carlyle Hall Road) operating below adopted Level-Of-Service standards in the future with the MDP. The current traffic analysis indicates the Traffic Demand Management Plan (TDMP) (**Attachment 13**) will reduce trips therefore additional traffic mitigation is not being required by the City. However, should the Transportation Demand Management Plan fail to meet projected Level-of-Service (LOS) and traffic volumes as stated in the traffic report, mitigation and improvements will be required before any future development can be approved by the City.

**Trigger 1 –**

Improvements to the NW Innis Arden Way/Greenwood Ave N intersection will be required if the LOS falls below the City's adopted LOS of D. The SCC will pay their proportionate share to correct the level of

service at the intersection of Innis Arden Way and Greenwood Ave N. The proportionate share will be calculated based on the percentage of trips generated by the SCC. The same percentage will be used to determine the SCC share of the total project cost. The City will be studying this intersection in 2014 to determine probable future design solutions.

**Trigger 2 –**

Intersection of Carlyle Hall Rd/ Dayton Ave N. The SCC will be responsible for intersection improvements at Carlyle Hall Rd/Dayton Avenue to achieve LOS D or better.

**Measuring triggers through the TDMP –**

The intent of this requirement is to measure traffic counts at the two most problematic intersections around the SCC. SCC is required to bi-annually report prior to development permit issuance to the City how the TDMP is achieving the .3 parking ratio on campus and the reduction of trips going through NW Innis Arden Way/Greenwood Ave N and Carlyle Hall Rd/Dayton Ave N. The intersection improvements will be triggered if 2 out of 3 reports show the TDMP failing to meet projections (Fall/Spring/Fall trip reports) exceed traffic trips reported in the MDP (March 24, 2014 report by Van Ness Feldman – Attachment 16).

**City Justification for requiring the Phasing and Improvement Plan and Traffic Mitigation –**

The purpose of a Master Development Plan is to define the development of property zoned Campus in order to serve its users, promote compatibility with neighboring areas and benefit the community with flexibility and innovation.

For the City to support the proposed MDP, SCC needs to demonstrate that there is sufficient capacity and infrastructure in the transportation system to safely support the development in all future phases (see decision criteria #5). SCC also needs to demonstrate the MDP contains parking/traffic management and multi-modal transportation standards that minimize conflicts and create transitions between the campus and adjacent neighborhoods and between institutional uses and residential uses based on decision criteria #7.

The City believes the MDP proposal does not safely support the MDP in all future phases. There are currently no sidewalks adjacent to the SCC. Typically, frontage improvements are required under a number of circumstances including when building construction valuation for a permit exceeds 50 percent of the current appraised valuation. Large parcels such as SCC have never trigger frontage improvements because the valuation of one project will never exceed the value of all other structures on the campus.

The purpose of the MDP and the intent of decision Criterion #5 and #7 are to give guidance to the City to be flexible about where pedestrian improvements are located in requiring improvements and what improvements are related (nexus) and benefit the users of the SCC and the neighborhoods that adjoin it.

The pedestrian facilities between the SCC and the commercial centers on Aurora Ave N is substandard, dangerous, and in some sections, nonexistent. The City recognizes the fact that there are hurdles in obtaining State money to fund offsite pedestrian improvements. However, it is the responsibility of the SCC to provide a safe pedestrian and ADA route to and from the SCC. Based on current substandard pedestrian facilities between the campus and transit or shared parking at the WSDOT site, the dormitory project without additional parking, and the projected TDMP objective to increase pedestrian/transit usage - the need for improvements now and certainly before more development and building is critical.

The SCC MDP does the following – construct dorms on the campus, focuses on pedestrian, transit, and walkable campus, and also focuses on ways to reduce parking demand at SCC. The SCC's plan strengthens these things by doing the following:

- The dorms will place a 24-hour population on campus while restricting the students who live there to not owning a car.
- A Campus Transportation Coordinator will be appointed to ride-match, producing and distributing commuter information packets, and hosting an annual transportation fair.
- Increased parking prices on campus.
- An expanded RPZ adjacent to the campus.
- Transit subsidies.
- Car-sharing service

The SCC is trying to find ways to reduce commuter single-occupancy vehicle (SOV) impacts. At the same time, pedestrian connections must be put in place to encourage alternatives to SOV trips and provide a comfortable pedestrian experience.

The City supports the SCC in their goals of reducing SOV trips, reducing parking demand, and reducing trips through adjacent intersections. However, the success of that effort remains to be proven and can change even after proven and, therefore, should be conditionally tied to both phases of the MDP.

The City believes the phasing and improvement plan, as proposed by the City, is reasonable and flexible by allowing the SCC to implement the proposed TDMP to reduce parking demand and reduce the number of trips going through intersections adjacent to the campus. If for some reason the TDMP fails to reduce parking or trips to a level where additional on-site parking is not required, then the SCC will be responsible for constructing the projects noted as triggers on the above chart and shown on the attached map (**Attachment 12**).

The phasing and improvement plan and traffic mitigation is the minimal necessary by requiring the SCC to install pedestrian facilities in areas where they are most needed and away from areas where the need is not as high such as Greenwood Avenue N north of Innis Arden Way and along Carlyle Hall Road.

**Criteria #2 will be met by the MDP as a conditioned.**

**3. The Master Development Plan meets or exceeds the current regulations for critical areas if critical areas are present.**

The plan submitted the SCC does not include any development within critical areas or critical area buffers. The SCC has shown the Phase 1 development, the proposed dormitory, on the existing athletic field where no critical areas are present. The access drive and associated parking for the dormitory are utilizing existing drives so no additional roads or parking areas will impact critical areas or their buffers.

Phase 2 of the MDP is located internally of the campus where buildings currently exist and will not impact any critical areas or critical area buffers.

The Critical Area Reconnaissance Report (**Attachment 6**) acknowledges the presence of Priority Species as defined by the Department of Fish and Wildlife. The Report shows the presence of the Pileated Woodpecker in the densely forested areas surrounding the developed portion of the campus. The SCC has not proposed to cut any significant trees that surround the developed portion of the campus. The SCC has also included SEPA mitigations related to fish and wildlife such as retention of existing vegetation to the maximum 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.

The SCC contains two streams, five wetlands, fish and wildlife habitat conservation areas, and steep slopes. The MDP does not show any new buildings in any of the above areas.

The Plan also shows a third of the Greenwood North parking lot being removed and restored by using the parking lot as stormwater detention. This will decrease impervious area adjacent to Boeing Creek and increase ecological function to the area around Boeing Creek.

No trees will be cut in any steep sloped or fish and wildlife habitat conservation areas.

**Criteria #3 will be met by the MDP as a conditioned.**

**4. The proposed development uses innovative, aesthetic, energy efficient and environmentally sustainable architecture and site design (including low impact development stormwater systems and substantial tree retention) to mitigate impacts to the surrounding neighborhoods.**

The State of Washington requires "green" construction for all structures that receive State funding. Two State-mandated green building certification programs are Leadership in Energy and Environmental Design (LEED) and The Washington Sustainable Schools Protocol. SCC

intends to employ sustainable practices to steer design, construction, and site development toward energy efficiency.

The City of Shoreline requires all stormwater improvements to be in accordance with stormwater regulations in effect at the time of permit application. In addition, SMC 13.10 requires an emphasis on using Low Impact Design (LID) Best Management Practices (BMP's) to convey and treat stormwater runoff.

The existing drainage system does not meet the current City of Shoreline stormwater management requirements for flow control, water quality treatment, and low impact development required for new development and redevelopment. SCC proposes to install additional pipe system, stormwater detention and infiltration, and water quality treatment. Improvements will be implemented incrementally as individual buildings are constructed. The proposed master plan will result in an integrated system that supports campus development and complies with city stormwater requirements including LID techniques to the greatest extent feasible.

In order to meet the intent of decision criteria #4, the applicant shall comply with the following conditions:

1. Shoreline Community College shall construct all new buildings on campus to comply with a State-mandated green building certification programs such as LEED or comparable green building rating system.
2. Cutting of Significant Trees shall be prohibited in forested areas as shown in **Attachment 14**.
3. Cutting of Significant Trees shall be limited to areas shown in **Attachments 2 and 3** – the areas shown for future development.

**Criteria #4 will be met by the MDP as a conditioned.**

**5. There is both sufficient capacity and infrastructure (e.g., roads, sidewalks, bike lanes) in the transportation system (motorized and Nonmotorized) to safely support the development proposed in all future phases or there will be adequate capacity and infrastructure by the time each phase of development is completed. If capacity or infrastructure must be increased to support the proposed Master Development Plan, then the applicant must identify a plan for funding their proportionate share of the improvements.**

**Pedestrian Facilities**

Shoreline Community College is surrounded on three sides by public right-of-way. There are no sidewalks on any of the right-of-ways surrounding the SCC. Pedestrian facilities that connect the campus to surrounding amenities are either missing or substandard.

There are substandard sidewalks along the south side of N. 160<sup>th</sup> Street between Greenwood Ave N and Dayton Ave N. There is no sidewalk on the north side of N.160<sup>th</sup> Street between Dayton Ave N and Greenwood Ave N. Continuing on to the SCC campus, there are no sidewalks on either the west or east side of the street along Greenwood Ave N. Continuing on NW Innis Arden Way to the main entrance to the SCC, there are no sidewalks only a shoulder that is separated by a painted line on the street. Please see **Attachment 15** for existing pedestrian facilities.

### **Traffic**

Shoreline Community College has provided the City with a traffic report that identifies two problem intersections in the a.m. peak hour: Greenwood Ave N and NW Innis Arden Way and Dayton Ave N and Carlyle Hall Rd. **Attachment 16**.

The MDP anticipates adding 50 vehicle trips to Greenwood and 160<sup>th</sup>, 50 vehicle trips to Greenwood and Innis Arden, and 11 vehicle trips to Dayton and Carlyle Hall Road during the AM peak hour.

The proposed MDP shows the Level-of-Service (LOS) for Greenwood and Innis Arden at an E and the LOS at Dayton and Carlyle Hall Road is a F. The City's adopted LOS standard at unsignalized intersections on arterial streets is an LOS D (SMC 20.60.140(A)(1)).

The SCC has proposed the implementation of a Transportation Demand Management Plan that will reduce the amount of trips going through these intersections by as much as ten (10) percent. The SCC has determined by increasing the cost of parking and increasing the subsidies for transit, the number of trips going through these three intersections will decrease.

The MDP with the TDMP will decrease the amount of vehicle trips to through Greenwood and Innis Arden by 27 trips and the amount of trips going through Dayton and Carlyle Hall Road will decrease by 6.

The MDP with the implemented TDMP shows the LOS for Greenwood and Innis Arden is a C and the LOS at Dayton and Carlyle Hall Road continues to operate at an F. Even though the intersection of Dayton/Carlyle Hall Road continues to operate at an F; the SCC shows a decrease in traffic through this intersection. The TDMP shows a decrease in the wait time, from 82.4 seconds to 76.5 seconds, at the intersection of Dayton/Carlyle Hall Road.

Because the TDMP shows a reduction in trips, the SCC does not generate new trips therefore they do not need to provide mitigation for traffic. However, as identified previously, should the TDMP not obtain the desired results and the trips from the SCC increase, the SCC is responsible for traffic mitigation in order to meet the City standard for concurrency.



## Transit

There are 5 King County Metro routes that serve SCC. 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.

In June 2013, Metro submitted comments on the proposed MDP. In their comments, Metro recommended increased parking prices, upgraded infrastructure for pedestrians and bicyclists, transit passes, parking enforcement personnel, parking management plan, vehicle access, bus circulation, and more bus layover space.

The City has considered these comments within the parameters of the MDP decision criteria and incorporated them through the TDMP and the Phasing and Improvement Plan. When the intersection of Greenwood/160<sup>th</sup> is redesigned in the future, the City will seek input from Metro.

## Bicycle Facilities

There are no signed bicycle facilities around Shoreline Community College but there are wide shoulders next to the travel lanes on Innis Arden Drive. The City's Transportation Master Plan identifies a designated bike lane along N. 160<sup>th</sup> Street and signed bicycle route around the campus on Innis Arden Way and Greenwood Avenue N.

### Criteria #5 will be met by the MDP as a conditioned.

- 6. There is either sufficient capacity within the public services such as water, sewer, and stormwater to adequately serve the development proposal in all future phases, or there will be adequate capacity available by the time each phase of development is completed. If capacity must be increased to support the proposed Master Development Plan, then the applicant must identify a plan for funding their proportionate share of the improvements.**

There will be sufficient capacity within the public services such as water, sewer, and stormwater to adequately serve the development proposal in all future phases. The City of Shoreline Department of Public Works reviewed the proposed MDP and concluded that public services will be adequate to serve the development. City staff reviewed the provision of potable water, sanitary sewer, and stormwater management. All will require necessary improvements, as noted below. These improvements are conditions of approval for the MDP.

## Water

Water main improvements are required to serve the proposed master plan build-out. A new water main will be extended through the campus interior to serve the new student housing building as well as the new Allied Health and Automotive Tech buildings. New fire hydrants will

be installed and connected to this new main to accommodate fire protection coverage for the new buildings.

### **Sewer**

Sewer improvements will be required for the MDP. The existing 8-inch sewer mains will be removed and replaced with a new sewer main. Gravity side sewer service will be provided to the proposed buildings from the nearby sewer mains except for the student housing building. The student housing building will require an on-site sewer lift station. The lift station will pump sanitary sewage from the building to the new 8-inch gravity sewer.

### **Stormwater**

Stormwater runoff from the student housing site and building will be collected in an underground pipe system and conveyed eastward to the existing storm main running down the hill to Boeing Creek. Storm runoff from pollution-generating hardscape areas will be treated for water quality treatment before water flows down the hill. A pre-settling basin and an infiltration pond will be constructed in the Greenwood parking lot for flow control. On-site stormwater management Best management Practices (BMP's) and Low Impact Design (LID) features, such as rain gardens, bioretention areas, and permeable pavement, will be used to enhance stormwater management.

The above public service improvements will be required to meet City development standards when the applicant submits applications for building, site improvement, and/or clearing and grading permits.

### **Criteria #6 will be met by the MDP as a conditioned.**

**7. The Master Development Plan proposal contains architectural design (including but not limited to building setbacks, insets, façade breaks, roofline variations) and site design standards, landscaping, provisions for open space and/or recreation areas, retention of significant trees, parking/traffic management and multimodal transportation standards that minimize conflicts and create transitions between the proposal site and adjacent neighborhoods and between institutional uses and residential uses.**

### **Parking**

The applicant states that parking demand generated by SCC under the MDP would be accommodated by the proposed on-campus parking supply and the existing satellite parking lot at the Sears site.

The applicant completed a parking demand study that calculated a parking demand of .33 parking spots per FTE. **Attachment 16.**

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 (phase I and II), parking supply will decrease due to a portion of the North Greenwood lot being converted into a storm water detention facility, reconfigured circulation throughout the campus, and the expansion of the Automotive Center.

There are currently 1,851 parking spaces on campus and 210 spaces off campus for a total of 2,061 parking spaces. The MDP will decrease parking in the north and northwest lots by 58 spaces and decrease parking in the North Greenwood lot by 115 spaces. This leaves 1,678 parking spaces on-campus and 210 spaces off campus.

The applicant has identified ways to reduce parking demand by a number of measures listed in the Transportation Demand Management Plan. Through the implementations of the plan, parking demand will be reduced from .33 stalls per FTE to .3 stalls per FTE. Projected parking demand for commuter students equals 1,590 parking stalls (5300 FTE's times .30). Projected parking demand for the dormitory building equals 75 parking spaces (400-beds, 1 parking stall per 2 units, Director's authorized reduction of 25% equals 75). The total on campus parking demand (commuter FTE plus dorm parking) is 1,665 parking spaces. The SCC is supplying 1,670 parking spaces. In addition to providing the required parking on site, the SCC will also continue to operate the satellite parking lot at the Sears site. The satellite lot provides in additional 210 parking spaces.

Staff has experienced years of parking complaints from residents living near Shoreline Community College. The City has implemented a Residential Parking Zone for the neighborhood directly south of the SCC and has posted no parking signs in other areas around the SCC to mitigate parking problems caused by the SCC.

Staff believes with the implementation of the Transportation Demand Management Plan, parking will be sufficient for the duration of the MDP.

### **Building and Site Design**

The proposed MDP identifies a number of building and site design priorities including:

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

- The proposed student housing building, automotive technology building expansion and the new Allied Health and Science buildings are all interior to the campus and located away from existing single-family neighborhoods.
- The SCC developed portion of the SCC campus is surrounded by dense forest. SCC is not proposing to cut down any significant trees in these areas.
- The proposed student housing building is adjacent to the City's Boeing Creek Park and Shoreview Park. These two parks provide miles of trails, ball fields, tennis courts and other recreation opportunities for students living on campus.
- Significant trees within the campus are not proposed to be cut. Proposed buildings are internal to the campus on an existing track or other areas where buildings currently exist.
- New buildings shall make use of building materials that "fit in" with the existing campus architecture. The facades of buildings shall incorporate brick that is similar in size and color to that used in the existing campus buildings.

**Criteria #7 will be met by the MDP as a conditioned.**

**8. The applicant shall demonstrate that proposed industrial, commercial or laboratory uses will be safe for the surrounding neighborhood and for other uses on the campus.**

Shoreline Community College is not proposing any new industrial, commercial, or laboratory uses on its campus.

**Development Standards – SMC 20.30.353(D)**

SMC 20.30.353(D) sets forth Development Standards applicable to a Master Development Plan. These standards may be modified to mitigate significant off-site impacts of implementing the Master Development Plan in a manner equal to or greater than the code standards.

Development standards are:

1. Density limited to a maximum of 48 units per acre

The applicant has proposed a 400-bed student dormitory on the 80-acre campus. Density for the site with the proposed dorms will be 5 units per acre, far lower than the density allowed on the campus.

2. Height is limited to maximum of 65 feet

The applicant has indicated that the height of the proposed structures under the MDP will not be any higher than 4-stories. The applicant has not requested to exceed 65 feet in height.

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.

The proposed dormitory, Allied Health & Science buildings, and the Automotive Technology build expansion are all interior to the campus and do not adjacent to any residential properties zoned R-4 or R-6 and

4. New building bulk shall be massed to have the least impact on neighboring single-family neighborhoods and development on campus.

The applicant has not submitted specific building designs for the new building proposed under the MDP. The closest of the proposed buildings to single family residential will be approximately 700 feet away, the buildings will interior to the campus, and the sites where proposed buildings are located on campus will be lower than the surrounding single family neighborhoods.

5. At a minimum, landscaping along interior lot lines shall conform to the standards set forth in SMC 20.50.490.

The applicant has proposed interior landscaping adjacent to new buildings and in newly created or reconfigured parking areas. Landscaping along the existing campus boundary will not change.

6. Construction of buildings and parking areas shall preserve existing significant trees to the maximum extent possible. Landscaping of parking areas shall at a minimum conform to the standards set forth in 20.50.500.

The proposed dormitory will be located on the existing track that is void of any significant trees or landscaping. Parking lot landscaping shown on the applicants' proposal shall conform to 20.50.500.

7. 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.

The applicant shall comply with SMC 20.50.240(H) for outdoor lighting standards.

8. The location, material, and design of any walkway within the campus shall be subject to the review and approval of the Planning Director.

The SCC has stated that pedestrian safety on campus is compromised by lack of sidewalks. To alleviate existing deficiencies, the SCC will, on a project-by-project basis: 1) ensure that the redesign of internal parking lots that 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.

9. Where adjacent to existing single family residences, 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.

None of the proposed internal roadway improvements or parking areas is adjacent to single family residences. There is an existing visual screen of mature significant trees between campus buildings and single family residences that are not proposed to be modified.

Criteria #8 will be met by the MDP per the City Development Code.

#### **DEPARTMENT RECOMMENDATION:**

Based on the above analysis, the Planning and Community Development Department recommends **APPROVAL** of the Master Development Plan Permit for Shoreline Community College File No. 201859 **subject to the following conditions:**

#### **Conditions of Approval:**

Section VI and VII of the Master Development Plan shall be deleted and replaced by the conditions below:

1. The SCC shall provide 1,670 parking spaces onsite at all phases of the Master Development Plan. At no time shall there be less than 1,670 parking spaces on campus.
2. Phasing and Improvement Plan  
The City's requirements for frontage and intersection improvements can be found on the attached map and are outlined below. Phase 1 improvements shall be applied for at the same time as the student housing building and installed before a Certificate of Occupancy will be issued for the student housing building.

Phase 1  
Pedestrian/Sidewalk Improvements –

Location	Requirement	Comment
Shoreline Community College NW Innis Arden Way Main Entrance to Greenwood Ave N	Standard section: 8'sidewalk with 5' amenity zone	Will consider deviations for site specific limitations such as topography or right of way
East side of Greenwood Ave N between NW Innis Arden Way and N 160th St	Standard 5' sidewalk and 5' amenity zone	Will consider deviations for site specific limitations such as topography or right of way
North side of N 160th Street between Greenwood Ave N and Dayton Ave N	Standard 5' sidewalk and 5' amenity zone	Will consider deviations for site specific limitations such as topography or right of way
Intersection of Greenwood Ave N, NW Innis Arden Way and N 160 <sup>th</sup> St	ADA Accessibility on all corners this includes curb ramps, landings, etc	Engineer can prepare Maximum Extent Feasible (MEFs) if specific site conditions such as right of way, existing slopes, etc make it difficult to fully meet ADA standards

The first phase, triggered by development of the dormitory, will develop the pedestrian connections from: Shoreline Community College's NW Innis Arden Way Main Entrance to Greenwood Ave N; along the east side of Greenwood Ave N between NW Innis Arden Way and N. 160<sup>th</sup> St intersection; along N. 160<sup>th</sup> St between Dayton Ave N and Greenwood Ave N, and improve ADA accessibility at the Greenwood Ave N/N. 160<sup>th</sup> St intersection. These improvements will allow continuous ADA access from the N.160<sup>th</sup>/Dayton Ave N intersection to the SCC. It will also have the greatest benefit to the public who use this route to travel east to Aurora Ave N.

Phase 2  
Pedestrian/Sidewalk Improvements –

Location	Requirement	Comment
Shoreline Community College NW Innis Arden Way Main Entrance to westernmost driveway off of NW Innis Arden Way	Standard section: 8'sidewalk with 5' amenity zone	Will consider deviations for site specific limitations such as topography or right of way

Phase 2 improvements will complete the ADA accessible route to be constructed as Phase 1 along NW Innis Arden Way from the SCC main entrance to Greenwood Ave N.

Phase 2 improvements shall be completed by the end of the MDP timeframe – 15 years from the date of adoption.

1. Traffic Mitigation Triggers (either phase of the MDP)

The SCC's traffic report shows one intersection (Dayton/Carlyle Hall Road)) operating below adopted Level-Of-Service standards in the future with the MDP. The current traffic analysis indicates the Traffic Demand Management Plan (TDMP) (Attachment 13 and 17) will reduce trips therefore additional traffic mitigation is not being required by the City. However, should the Transportation Demand Management Plan fail to meet projected Level-of-Service and traffic volumes as stated in the traffic report, mitigation and improvements will be required before any future development can proceed.

Trigger 1 – Improvements to the Innis Arden/Greenwood intersection will be required if the LOS falls below the City's adopted LOS D. The SCC will pay their proportionate share to correct the level of service at the intersection of Innis Arden Way and Greenwood Avenue N. The proportionate share will be calculated based on the percentage of trips generated by the SCC. The same percentage will be used to determine the SCC's share of the total project cost. The City will be studying this intersection in 2014 to determine probable future design solutions.

Trigger 2 – Intersection of Carlyle Hall Road and Dayton Avenue. The SCC will be responsible for intersection improvements at Carlyle Hall Rd/Dayton Avenue to achieve LOS D or better.

Measuring Triggers Through the TDMP

The intent of this requirement is to measure traffic counts at the two most problematic intersections around the SCC. SCC is required to bi-annually report to the City how the TDMP is achieving two things - the .3 parking ratio on campus and the reduction of trips going through Innis Arden/Greenwood and Carlyle Hall/Dayton. The intersection improvements will be triggered if 2 out of 3 reports show the TDMP failing to meet projections (Fall/Spring/Fall trip reports) exceed traffic trips reported in the MDP (March 24, 2014 report by Van Ness Feldman – Attachment 17).

3. The SCC 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 from SCC in nearby neighborhoods that trigger established criteria for RPZ formation. The City will administer RPZ permitting on an as needed basis. SCC will subsidize the cost of the RPZ permit fees up to \$2,000 dollars per year for the life of the MDP prorated on the date of MDP approval (from Attachment 17).
4. Shoreline Community College shall construct all new buildings on campus to comply with a State-mandated green building certification programs such as LEED or comparable green building rating system.



5. Tree removal shall be prohibited in forested areas as shown in Attachment 9.
6. Tree removal shall be limited to areas shown in Attachments 2 and 3 – the areas shown for future development.
7. All SEPA Mitigation Measures, as recommended by the SCC, listed in Attachment 11 - especially:
  - a) SCC should continue to work with the City to implement an alternative that improves conditions and is sensitive to the surrounding community.
  - b) Provide frontage improvements as required by City Ordinance.
  - c) Provide improvements to the main entrance to improve alignment and meet City road standards.
  - d) Continue to support the Residential Parking Zone (see #3 above).
  - e) Continue to encourage participation in the required Commuter Trip Reduction program. Consider incorporating a transportation fee into the student fee schedule to subsidize transit passes or pay for parking permits.



Steven Szafran, AICP, Senior Planner

April 7, 2014

**ATTACHMENTS:**

- Attachment 1 – Master Development Plan
- Attachment 2 – Phase 1 Plan
- Attachment 3 – Phase 2 Plan
- Attachment 4 – Vicinity Map
- Attachment 5 – CA Map
- Attachment 6 – Critical Area Report
- Attachment 7 – Neighborhood Meeting Information
- Attachment 8 – Notice of Application

- Attachment 9 – Public Comment Letters
- Attachment 10 – King County Metro Comment Letter
- Attachment 11 – SEPA Mitigation Measures
- Attachment 12 – Phasing and Improvement Plan
- Attachment 13 – Transportation Demand Management Plan
- Attachment 14 – Forested Areas Map
- Attachment 15 – Pedestrian Facilities Map
- Attachment 16 – Traffic Report
- Attachment 17 – Supplemental Updates to Attachments 13 and 16