

III. ENVIRONMENTAL IMPACTS, MITIGATION MEASURES & SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS

This section of the Draft EIS evaluates the environmental impacts of the CTIP and alternatives, and identifies appropriate mitigation measures. It addresses those elements of the environment likely to be significantly affected by the proposal, as identified through the SEPA scoping process. The analysis encompasses land use (land use patterns, and consistency with plans and policies), employment and housing, transportation and air quality. As described in Chapter II of the Draft EIS, other elements of the environment have been addressed in previous environmental analyses, are not expected to experience significant adverse impacts, are not ripe for analysis at this time, and/or are adequately addressed in adopted City regulations.

The environmental analysis uses growth forecasts and housing and employment targets derived from several sources. The timeframes and geographic areas covered by the various forecasts and targets also vary. The analysis relies primarily on the forecasts for households, employment, and student population that were used in the traffic analysis for the CTIP. (The household forecasts provide a proxy for housing units based on the assumption of one housing unit required for each household.) They are based on information provided by the City of Seattle for traffic modeling, derived from forecast growth within the CTIP study area through 2010 and 2030, and identified pipeline projects.

In addition, the analysis references housing and employment growth targets for the Northgate Urban Center, which is the 411-acre core area of the larger 1,291-acre Northgate study area. These targets come from the 1994 and 2004 Seattle Comprehensive Plans, which each cover a 20-year period. The 2004 Comprehensive Plan updated the 1994 Plan and established new target for the period through 2024.

Both sources of information are relevant to the analysis. While the CTIP addresses needed improvements to the area-wide (NPA) transportation system, the majority of the growth in housing and employment is projected to occur in the Urban Center.

A. Land Use

1. Land Use Patterns

Affected Environment

The vision of the Northgate Area, as expressed in the Comprehensive Plan, is to transform what was characterized in 1993 as “a thriving, but underutilized, auto-oriented office/retail area” into a vital, mixed-use center of concentrated development surrounded by healthy single-family neighborhoods. That is still an accurate description of Northgate’s existing land use pattern and the challenge of implementing the Northgate neighborhood’s goals and policies. The desired transformation has been slow to date, and development patterns have continued to be dominated by single-use commercial structures. Recent and planned development projects, however, have provided important community facilities and improvements, including the Thornton Creek Watershed Improvements, the community center, library, park, and streetscape enhancements. In addition, significant private development is being planned or proposed.

The overall Northgate study area is 1,291 acres in area, and the designated Urban Center (or “core”) comprises 411 acres (see Figure 1). The majority of the land base in the study area is zoned and developed for single-family residential use. These residential uses generally radiate away from the central core, which is intensively developed for retail, commercial and institutional uses, and transportation facilities including Interstate 5 and King County’s Metro’s transit center. The largest population concentration is in the northern and eastern portion of the study area.

Retail space comprises approximately one-third of employment-related land use (by area) in the study area. Retail activity is concentrated in the Urban Center, with a particular in the Northgate Mall and surrounding area. These retail uses account for over 40% of the total retail square footage and employment in the study area. Office uses, including health care, are scattered throughout the study area. Northwest Hospital is located in the northwest corner and North Seattle Community College is located in the southwest portion of the study area. Commercial land uses are generally located between Aurora Avenue on the west, NE 115th Street to the north, 5th Avenue NE to the east and approximately NE 82nd Street to the south.

Meeting Northgate’s growth targets will require concentrating and intensifying the existing land use pattern. In general, commercial and retail sites are currently underutilized, with existing development less densely developed than allowed by the City of Seattle Land Use Code. The Northgate Mall, for example, contains less than 15 percent of the floor area that current zoning allows. Average residential densities are also low, with approximately 8 households per acre in the Northgate Urban Center. This density will need to approximately double to meet the Urban Center’s 2024 growth targets.

Significant Impacts of the Proposed Action

The *Proposed Action* recommends numerous street, pedestrian and transit improvements that are designed to meet CTIP and Northgate goals and policies of moving people safely and efficiently, reducing drive-alone travel, supporting housing and economic development, and protecting residential neighborhoods. The CTIP would not change land use designations or regulations. It would, however, indirectly support and thereby facilitate the type and amount of growth forecast to occur in Northgate, consistent with adopted City policies and regulations. Without the CTIP and/or other improvements, Northgate's transportation system may not accommodate long-term growth without significant delays and backups at intersections, and indirect impacts associated with traffic congestion, such as increased noise and deteriorating air quality.

In the near term (2010), implementation of the CTIP would enhance traffic circulation and pedestrian safety and could support and facilitate planned and pipeline development in the Northgate study area. In general, adopted Comprehensive Plan policies and existing zoning envision that land uses will be more intense, varied and coordinated in the Urban Center, with limited change occurring in surrounding residential neighborhoods. Recommended CTIP improvements would enhance mobility and safety throughout the study area, including improved pedestrian and bicycle access from residential areas to services and facilities in the core.

Over the longer term (2030), development in the Urban Center would continue to intensify and diversify in the form of high-density housing and mixed-use development. Planned transportation improvements would further enhance multiple modes of transportation, and residents would have improved access to transportation, employment, and shopping. The study area would continue its transition to a compact, vital, mixed-use core area surrounded by stable residential neighborhoods.

No changes to adopted land use designations are proposed in conjunction with the CTIP. The CTIP does recommend changes to existing off-street parking requirements, which are intended to apply existing city-wide parking provisions – such as allowing shared parking between land uses – to Northgate. Such changes, if adopted, would allow existing land to be used more efficiently -- for planned development rather than surface parking -- but no significant change in development intensity or capacity would result.

Impacts of the Alternatives

No Action

The *No Action Alternative* assumes that the CTIP's recommended transportation improvements would not be planned and implemented. Incremental improvements would occur as funding becomes available or in conjunction with mitigation requirements for individual development projects. The transportation system would experience increased congestion and could become a constraint to future growth. Current pipeline

projects are assumed to occur with or without the CTIP, and mitigation for transportation impacts would occur primarily project-by-project. It would be more difficult for the City to coordinate improvements throughout Northgate and to address the full spectrum of transportation needs. Without the certainty provided by a long-range transportation improvement plan, future property owners may be reluctant to invest in Northgate's growth. The desired transformation of the Urban Center would likely be incomplete.

Using the experience of the past decade as an indicator, without planning for adequate transportation infrastructure, Northgate may not achieve its housing and employment growth targets. Some increment of this future growth could be diverted to other neighborhoods in the City, or to other cities or unincorporated areas in the region. This could affect the timing or amount of growth, and the need for transportation improvements and other services and facilities, within those areas. In turn, this could result in greater and inappropriate development pressure on rural lands.

Mitigation Measures

Implementation of the *Proposed Action* would not cause any significant impacts to land use patterns in the Northgate study area and no mitigation measures are necessary. Future development in Northgate with or without the CTIP is assumed to be consistent with the Seattle Comprehensive Plan, including the Northgate neighborhood policies. Indirectly, the CTIP would enable the Northgate Urban Center to accommodate planned growth and transition to a compact, intensively developed mixed-use center providing a range of housing, services and employment opportunities for surrounding neighborhoods and the region.

Significant Unavoidable Adverse Impacts

No significant unavoidable adverse impacts have been identified.

2. Plans and Policies

The project site is located within the Northgate area, which is addressed in the City of Seattle *Comprehensive Plan*, including the neighborhood plans for *Northgate*, *Aurora-Licton* and *Broadview – Bitter Lake – Haller Lake*. In addition, two major institutions – North Seattle Community College and Northwest Hospital – are located within the study area. The following provides an overview of the relationship of the CTIP to each of these planning documents and major institutional plans.

A. City of Seattle Comprehensive Plan

Summary: The City of Seattle’s *Comprehensive Plan – Towards a Sustainable Seattle*, contains goals and policies designed to guide growth within the City for the next 20 years. The *Comprehensive Plan* is comprised of eleven elements and is based upon a development pattern called the urban village strategy. This strategy directs most new household and employment growth into designated urban centers or urban villages. The *Comprehensive Plan* designates six urban centers, one of which is Northgate. The study area for CTIP includes the Northgate Urban Center, and a portion of the Aurora-Licton Springs Residential Urban Village. The Bitter Lake Hub Urban Village is located just to the west of the study area. Major policies related to urban centers and villages are summarized below.

Urban Village Strategy

Goal UVG4 – Promote densities, mixed of uses, and transportation improvements, that support walking and use of public transportation, especially within urban centers and urban villages.

Goal UVG5 – Direct the greatest share of future development to centers and urban villages and reduce the potential for dispersed growth along arterials and in other areas not conducive to walking, transit use, and cohesive community development.

Policy UVI – Promote the growth of urban villages as compact mixed-use neighborhoods in order to support walking and transit use, and to provide services and employment close to residences.

Categories of Urban Villages

Goal UVG17 – Guide public and private activities to achieve the function, character, amount of growth, intensity of activity, and scale of development of each urban village consistent with its urban village designation and adopted neighborhood plan.

Policy UV12 – The intended functions of the urban village categories are generally:

- Urban centers, and the urban villages within them, are intended to be the densest of areas with the widest range of land uses.
- Hub urban villages will also accommodate a broad mix of uses, but at lower densities, especially for employment, than urban center.
- Residential Urban villages are intended for predominantly residential development around a core of commercial uses.

Urban Centers

Goal UVG18 – Designate as urban centers unique areas of concentrated employment and housing, with direct access to high-capacity transit and a wide range of supportive land uses such as retail, recreation, public facilities, parks, and open space.

Policy UV15 – Designate as urban centers those areas of the city that are consistent with the following criteria and relevant Countywide Planning Policies:

- Area not exceeding one and one-half square miles (960 acres).
- Accessibility to the existing regional transportation network including access to other urban centers, with access to the regional high-capacity transit system to be provided in the future.
- Zoning that can accommodate a broad mix of activities, including commercial and residential activities, as appropriate to the planned balance of uses in the center.
- The area is already connected to surrounding neighborhoods by bicycle and/or pedestrian facilities or can be connected through planned extensions of existing facilities.
- The area presently includes, or is adjacent to, open space available for public use, or opportunities exist to provide public open space in the future.
- Zoning that permits the amount of new development needed to meet the following minimum density targets:
 - A minimum of 15,000 jobs located within a half mile of a possible future high capacity transit station;
 - An overall residential density of 15 households per acre.

Distribution of Growth

Goal UVG30 – Encourage growth in locations within the city that support more compact and less land-consuming, high quality urban living.

Goal UVG31 – Concentrate a greater share of employment growth in locations convenient to the city’s residential population to promote walking and transit use and reduce the length of work trips.

Policy UV40 – Use 20-year growth targets for urban villages as a tool for planning for the growth that may occur in each urban village. Use these targets as a guide for City plans for development and infrastructure provision. Recognize that the growth targets do not represent the maximum amount of growth that could occur in a village. Recognize also that the private sector builds most housing units and creates most jobs and, therefore, the growth targets impose no obligation on the City to ensure that those numbers of households or jobs actually occur.

Transportation

Goal TGI – Ensure that transportation decisions, strategies and investments are coordinated with land use goals and support the urban village strategy.

Policy T1 – Design transportation infrastructure in urban villages to support land use goals for compact, accessible, walkable neighborhoods.

Policy T3 – Encourage and provide opportunities for public involvement in planning and designing of City transportation facilities, programs, and services, and encourage other agencies to do the same.

Discussion: The CTIP is intended to support *Comprehensive Plan* policies for Urban Centers and to facilitate the transformation of Northgate to a vibrant, attractive mixed-use area. The CTIP includes improvements that would increase vehicular circulation and pedestrian safety throughout the area and could facilitate planned residential and commercial development within the Urban Center area. Most planned development would occur within and intensify the Urban Center, consistent with the guidance of adopted policies and development regulations.

Neighborhood Policies

Northgate Neighborhood Policies

Summary: Policies from the 1993 *Northgate Area Comprehensive Plan* have now been incorporated into the Seattle Comprehensive Plan's *Neighborhood Plan* element. The policies are designed to transform the Northgate area into a thriving mixed-use center of concentrated development and to support a vibrant community that contains good transit service, roads, parks, libraries, play fields, retail shops, open spaces, pedestrian facilities, adequate drainage and several community and human services.

Goal NG-G1 – A place where people live, work, shop, play and go to school – all within walking distance.

Goal NG-G2 – A thriving, vital, mixed-use center of concentrated development surrounded by healthy single-family neighborhoods transformed from an underutilized, auto-oriented office/retail area.

Land Use & Housing Goals & Policies

Goal NG-G3 – The surrounding single-family neighborhoods are buffered from intense development in the core, but have ready access to the goods, services, and employment located in the core via a range of transportation alternatives including walking, bicycling, transit, and automobile.

Policy NG-P1 – Encourage development of the core as a major regional activity center for retail, commercial, office, multifamily residential, and educational uses with densities sufficient to support transit.

Policy NG-P4 – Concentrate employment activity where the infrastructure and transportation system can best accommodate it.

Policy NG-P7 – Reduce conflicts between activities and promote a compatible relationship between different scales of development by maintaining a transition between zones where significantly different intensities of development are allowed.

Transportation Goals & Policies

Goal NG-G6 – An economically viable commercial core with improved alternative means of access, good vehicular and pedestrian circulation, and an enhanced, interesting environment that attracts customers, visitors, and employers.

Goal NG-G7 – Medium- to high-density residential and employment uses are concentrated within a 10-minute walk of the transit center, reducing the number and length of vehicle trips and making travel by foot and bicycle more attractive.

Policy NG-P11 – Promote pedestrian circulation with an improved street level environment by striving to create pedestrian connections that are safe, interesting and pleasant.

Policy NG-P12 – Manage parking supply, location, and demand to discourage the use of single occupant vehicles, and to improve short-term parking accessibility for retail customers, patients and visitors, without undermining transit or high occupancy vehicle (HOV) usage, or detracting from the creation of an attractive pedestrian environment.

Policy NG-P13 – Seek to reduce the impact of increases in traffic volume by limiting conflicts with local access streets, and improving traffic flow, circulation and safety, without increasing vehicular capacity.

Policy PG-P-14 – Seek to control impacts of a high capacity transit station on surrounding neighborhoods by emphasizing non-motorized access, transit supportive land uses, and an attractive pedestrian environment at and near the station.

Financing Goal

NG-P18 – Explore and seek to develop a variety of strategies for financing implementation of these goals and policies.

Discussion: The CTIP includes a comprehensive and balanced package of recommended transportation improvements designed to improve all modes of travel. Many improvements would occur within the Northgate Urban Center, and most of these are concentrated around the Northgate Mall, and proposed Northgate Library, Community Center and transit center. These locations are heavily used travel corridors and the focus of transit and community activity. The transportation improvements would increase vehicular circulation and pedestrian safety in the study area, would facilitate bicycle and pedestrian commuting, and enhance connections between activities in the Urban Center. Pedestrian and bicycle improvements would make these travel modes safer, more pleasant, and practical alternatives to auto travel within the neighborhood.

In general, the recommended improvements would enhance the functioning, capacity and safety of Northgate's transportation infrastructure, which would support planned growth and the types and intensities of residential and employment land uses desired in the Urban Center. The CTIP also recommends a variety of revenue enhancements and techniques to finance needed improvements.

Aurora-Licton Neighborhood Policies

Summary: Policies from the 1999 *Aurora-Licton Neighborhood Plan* are included in the Comprehensive Plan's neighborhood plan element. The Aurora-Licton neighborhood includes the Licton Springs Park, the Wilson-Pacific school site, the Oak Tree Village shopping center and other businesses to the east and west of Aurora Avenue between NE 85th Street to NE 110th Street.

Policies are intended to build upon existing neighborhood resources to create a center or focus for the Residential Urban Village designation. Policies also focus on making the neighborhood easier, safer, and more pleasant for residents to cross, walk along and shop on Aurora Avenue North.

AL-G5 – Create one or more vibrant, safe and attractive commercial areas near the core of the urban village that provide the immediate neighborhood with convenient access to retail goods and services, and that do not significantly increase impacts to residential areas, such as parking, traffic, crime and noise. This area, or areas, should include residential uses.

Policy AL-P13 – Encourage the development of pedestrian-friendly pathways, which will enhance, encourage and support new pedestrian-oriented commercial activity and maximize pedestrian access to public facilities.

AL-G8 – A comprehensive network is established of safe and attractive pedestrian and bicycle connections to transit, between commercial and residential areas, and between the urban village and nearby destinations, such as North Seattle Community College and the proposed Northgate Sound Transit Station.

AL-G13 – Excellent multi-modal transportation services, connecting it to downtown Seattle, other neighborhoods and regional destinations with minimal negative impacts to residential areas.

AL-P34 – Work with the State and transit providers to develop connections between the Northgate transit center, the proposed Sound Transit light rail system and the Aurora-Licton urban village.

AL-P35 – Strive to prevent regional traffic from adversely impacting the residential and commercial areas.

Discussion: The CTIP is designed to meet several pedestrian and vehicular transportation goals that would improve circulation in the greater Northgate area. Improvements related to the Aurora-Licton Neighborhood in particular include providing bicycle lanes on both sides of Meridian Avenue N and College Way, developing an access management plan along Northgate Way, and intersection improvements at Northgate Way and the I-5 Off Ramp/Corliss Ave. These improvements, along with the improvements planned for the entire study area will facilitate vehicular circulation by reducing intersection delay and improving levels of service. Pedestrian and bicycle safety will also be improved by adding separate bicycle lanes and sidewalks throughout the neighborhood. Increased vehicular circulation and improved pedestrian safety and mobility would meet Aurora-Licton goals and policies and support planned growth.

Broadview – Bitter Lake – Haller Lake Neighborhood Policies

Summary: The *Broadview – Bitter Lake – Haller Lake Neighborhood Plan (Broadview Plan)* was adopted in 1999; policies are incorporated in the neighborhood element of the Seattle Comprehensive Plan. The Broadview community runs from 105th Avenue to 145th Avenue and from Puget Sound to Aurora Avenue North; the Haller Lake community extends from Aurora to 15th Avenue NE and from Northgate Way to 145th Avenue; and the Bitter Lake neighborhood includes the area surrounding Bitter Lake and along Linden Avenue North. Community members from these neighborhoods came together to look at ways to enhance their neighborhood and address issues that face the three communities.

Primary concerns addressed in neighborhood policies include Aurora Avenue North, which runs down the middle of the planning area, with many businesses of varying sizes servicing a regional customer base; the lack of some basic infrastructure within the planning area, such as sidewalks and drainage systems; providing pedestrian and bicycle connections to other neighborhoods; improving vehicular circulation; and preventing impacts from regional through-traffic.

Discussion: The Northgate CTIP could indirectly affect the Broadview-Bitter Lake-Haller Lake area, since there are some recommended improvements near the boundary of the planning area. Improvements include intersection improvements to N. 130th St./Meridian Ave. N. and N. 115th St./Meridian Ave. N., and on-ramp improvements at I-5 and NE 130th St. Bicycle lanes and sidewalk improvements are planned for portions of both sides of Meridian Ave. N. and on 1st Ave. N. These improvements, if implemented, would increase circulation and improve intersection LOS for some intersections and will support the policies of the Broadview Plan.

B. Northwest Hospital Final Adopted Master Plan

Summary: Northwest Hospital is located at 1550 North 115th St., southwest of Haller Lake and about a quarter mile west of Interstate 5, in the northwestern section of the CTIP study area. The hospital is a non-profit community hospital serving the residents of North Seattle and South Snohomish County.

The *Northwest Hospital Final Master Plan* was adopted in 1991 to provide a long-range facility plan to guide programmatic and capital planning decisions for the institution in conformance with the Master Plan requirements of the Seattle Land Use Code. The plan established development standards and general location and size of development. The major goals of the physical concept for the Northwest Hospital campus include:

- To give top priority to redevelopment and/or expansion of departments and services that are in substandard space or rapidly outgrowing their current space.
- To preserve the feeling of openness, greenery and beauty that has been associated with Northwest Hospital while permitting needed development to accommodate the expected growth.
- To integrate closely related activities, paying special attention to the sequential flow of services, to achieve maximum functional efficiencies and effectiveness.
- To create distinctive, user-friendly, campus zoning, with separation of inpatient and outpatient activities connected by a campus-wide pedestrian circulation pathway.
- To create campus vehicle circulation patterns that encourage greater use of major arterials south and west of the campus.
- To develop a facility plan that is sensitive to the residential nature of the surrounding community.
- To develop facilities, which are expandable, convertible and versatile in order to accommodate a continually growing and changing service mix.

Discussion: The *Proposed Action* includes several transportation improvements that would increase vehicular circulation and pedestrian safety in the Northgate area, including the Northwest Hospital neighborhood. The improvements would indirectly benefit travel to and from the hospital. Sidewalks and bicycle lane improvements on Meridian both north and south of the hospital, along with other improvements on

Northgate Way, could generate additional bicycle and pedestrian travel and reduce vehicle circulation and parking impacts on the hospital campus.

C. Transportation Strategic Plan (2005)

Summary: The *Transportation Strategic Plan (TSP)* is a 20-year work plan that SDOT uses to guide its activities and to implement the goals and policies of the Comprehensive Plan. The TSP encompasses long-term planning and day-to-day operational strategies and the range of projects, programs and services to implement the strategies. It also includes SDOT's financial plan and defines a multi-step process for evaluating projects and prioritizing funding. Criteria used to rank projects (as high, medium or low priority) include:

- safety
- preserving and maintaining infrastructure,
- cost effectiveness and cost avoidance,
- mobility improvement,
- economic development,
- Comprehensive Plan/Urban Village land use strategy, and
- improving the environment.

A specific program or project's readiness for implementation is determined based on consideration of funding availability, interagency coordination, geographic balance, and constituent balance.

Discussion: The CTIP's recommended improvements, shown in Tables 3a-3d, have been prioritized based on four primary goals: creating a balanced/multi-modal transportation system that will move people safely and efficiently; reducing drive alone travel; protecting residential neighborhoods; and supporting planned population and economic growth in the Northgate Urban Center and the surrounding community. These goals are similar to and consistent with the TSP's ranking criteria. Following completion of the CTIP, larger-scale CTIP recommendations would be reviewed and ranked by SDOT, and placed on a list of needed projects for which funding is sought.

D. Seattle Transit Plan (2005)

Summary: The Seattle Transit Plan identifies a long term (2030) vision of Seattle's transit network. Major elements of the plan address the Urban Village Transit Network (UVTN); major transfer points (multimodal hubs and transportation centers); criteria for evaluating transit technologies; transit street classifications; measures for transit quality of service; and tools for addressing transit priority.

The UVTN is intended to carry the highest concentration of transit trips in the City and is supported by a "secondary transit network" comprised of local circulation and UVTN feeder service. The UVTN consists of all transit lines (regardless of mode or operating agency) that operate every 15 minutes for at least 18 hours every day in two directions.

The planned North Link Light Rail system and station in Northgate is the designated high capacity UVTN. Northgate study area arterials that are part of the local UVTN include:

- Northgate Way
- Roosevelt Way NE/Pinehurst Way NE/15th Ave NE north of Northgate Way;
- 1st Ave NE between Northgate Way and NE 92nd Street;
- NE 103rd Street between 1st Ave NE and 5th Ave NE;
- 5th Ave NE south of NE 103rd Street;
- N 92nd Street between Wallingford Ave and 1st Ave NE;
- Wallingford Ave N/Campus Way N/Meridian Ave N south of N 115th Street; and
- N 115th Street west of Meridian Ave N.

Discussion: The CTIP's goals include creating a balanced/multi-modal transportation system that will move people safely and efficiently, and reduce drive alone travel, both of which will support increased transit use. Recommended CTIP improvements include streets within the local UVTN; reducing traffic congestion and improving mobility would also enhance operation of the transit system.

E. North Seattle Community College Compiled Major Institution Master Plan

Summary: North Seattle Community College is located at 9600 College Way west of Interstate 5 and in the southwest portion of the CTIP study area. The college was established in the 1960's and now comprises four major instructional program areas, including academic, basic education, occupational education, and continuing education. In 2004, the college had 502 staff members, including faculty and support staff, and had an enrollment of 6,125 full- and part-time students.

The *North Seattle Community College Compiled Major Institution Master Plan* was completed in 1995 to provide a long-range programmatic and capital planning facility plan. The specific purposes of the Major Institution Master Plan include:

- To develop a balanced master plan in accordance with the City's guidelines, which will accommodate the college's needs and guides the college's future development for the next ten to fifteen years;
- To provide a physical education curriculum and the necessary facilities for students to participate in any manner of exercise or fitness activities;
- To establish a facility for student activity uses, such as childcare and student centers, as well as instructional uses, such as basic skills classes and vocational labs;
- To improve the physical image of the east side of the campus (particularly from Interstate 5);
- To provide additional on-campus vehicle parking opportunities;
- To provide a clear statement of intent to the City and surrounding community regarding the college's plan for future development; and
- To define a physical framework that will enable the college to pursue its educational mission and continue providing quality educational services to the public.

Discussion: Improvements to sidewalks and bicycle lanes on Meridian Ave. N. and College Way N. and continuing on N. Northgate Way could increase the amount of bicycle and pedestrian commuters to the school and, in turn, reduce the amount of additional on-campus parking needed. The *Proposed Action* could also improve vehicular circulation from I-5 and from the Northgate Urban Village. An improvement concept not recommended in the CTIP would have created additional left-turn lanes on Northgate Way and Meridian. This concept involved high costs associated with condemnation for additional right-of-way.