

Compiled Major Institution Master Plan

Seattle Central Community College
Compiled Major Institution Master Plan

Prepared consistent with City of Seattle SMC 23.69, adopted by Ordinance 118362

September 2002

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* Seattle City Council MIMP conditions and SEPA conditions adopted by Ordinance #120842 are integrated into this document in appropriate sections and highlighted by *italics*. Italics also highlight key master plan standards.

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I. Introduction

1. Preface

This Compiled Master Plan, with all the conditions and changes approved by the Seattle City Council, is a zoning entitlement or regulatory framework to allow continued SCCC improvements. The Compiled Plan fulfills the requirements of 23.69.032K and it has been reviewed and approved by the Director of DCLU.

The Seattle Central Community College (SCCC) master planning process was slowed down to allow coordination of campus improvements with the envisioned light rail tunnel and the Capitol Hill Station under Broadway at the campus. However, Sound Transit has extended their process in order to re-evaluate the scope and timing of the light rail project. SCCC anticipates receiving capital funding this year for a renovation project and a new building on the North Plaza site. Based on this capital funding, SCCC finalized its master plan while still recognizing the potential integration of the light rail project if and when it occurs. The SCCC projects will be designed to allow development flexibility and coordination with Sound Transit while allowing SCCC to proceed with its planning and projects. The SCCC process was also slowed to allow full consideration of the Capitol Hill and Pike/Pine neighborhood plans.

Several changes to the SCCC master plan have occurred. The Technology Center is now proposed to be developed in two phases; a portion as a Planned Project and the remainder as a Potential Project. Both phases include parking that is considered desirable by the Citizens Advisory Committee (CAC) at the North Plaza location. The Technology Center was a Potential Project in the Draft Master Plan. This project was also included in the previously approved SCCC master plan, but was never implemented due to lack of funding.

The parking garage addition is shifted from a Planned Project to a Potential Project. The advancement of the Technology Center and delay of the parking garage addition is due to changes in college needs and funding availability. The parking provided with the Technology Center will reduce the current parking deficit. However, in order to fully analyze the garage addition impacts, the EIS retains the project level analysis as if it were to occur in the near term. The oversize vehicle parking lot has been eliminated as a proposed project.

The proposed Major Institution Overlay (MIO) campus boundary heights designations were reduced in response to expressed CAC concerns. The proposed boundary expansion area heights were reduced from MIO 105' to MIO 90'. All other existing areas of the campus remain unchanged at the current MIO 105'. The Council approval reduced the MIO heights south of Pine St. to 65' and maintained the MIO 105' north of Pine St.

The SCCC master plan was changed to clarify and expand the discussion of objectives, alternatives, and baseline conditions. A number of detailed questions by the City of Seattle, Department of Design, Construction and Land Use (DCLU), and the CAC were addressed in an expanded impact analysis. Additional impact analysis of the Technology Center was included due to the phasing shift. Specific conditions to approval of the SCCC master plan, plus key standards, are included in relevant sections of the document and are highlighted by *italic type*. A separate notebook includes copies of the supporting documents listed in Appendix 2 (page 67).

B. Purpose and Process

The purpose of the SCCC master plan is to further the College mission, values and programs. The purpose is also to resolve growth and change issues by providing physical campus and facility improvement direction. A specific objective of the planning effort is to secure a City Council approved Major Institution Master Plan (MIMP).

The master plan is intended to comply with all applicable local and state regulatory requirements. Extensive neighborhood participation sought to assure compatibility and facilitate necessary City approvals. The master plan will direct improvement actions that enable use and development of campus facilities.

The planning process included five concentrations of activity:

- Pre-design planning, needs assessment, budgeting, and programming, plus the master plan application, Citizen Advisory Committee formation and environmental analysis scoping
- Draft Major Institution Master Plan (MIMP) and Draft Environmental Impact Statement (EIS) preparation, issuance (September 1, 1998) and review
- Final MIMP and Final EIS preparation, issuance (August 30, 2001) and review
- On-going Citizen Advisory Committee (CAC) participation
- City review and Council decision-making

All five activities have been completed including 27 CAC meetings. SCCC has not yet made any Master Use Permit (MUP) applications for any of its master plan projects.

SCCC planning was coordinated with the planning for the Central Link Light Rail Transit Project of Sound Transit/Central Puget Sound Regional Transit Authority (RTA) and with the planning for the Capitol Hill, First Hill and Pike/Pine neighborhoods (Seattle Department of Neighborhoods). The timing of issuance of the Final MIMP was extended so that there could be more definition of the proposed light rail alignments and the Capitol Hill station as well as completion of the neighborhood plans. However, now the light rail timing on Capitol Hill is uncertain. Cumulative effects, including plans by other nearby major institutions, are also considered as part of the master planning.

C. Background

Seattle Central Community College (SCCC) opened in 1967 and is the oldest of the three Seattle community colleges. The College has a national reputation for excellence and innovation in its educational offerings. The College serves more than 10,000 students each academic quarter and is the center of many special community programs (also see Appendix 6: SCCC Populations). Future enrollment for the master plan period is expected to be stable and similar to current populations, but there is expanding use of the campus by the community. The Capitol Hill neighborhood location is one of the most densely populated areas of Seattle, and the College serves an important community role for workshops, town hall meetings and performing arts.

The Seattle City Council adopted the prior SCCC master plan in April 1985. That plan addressed an eight-year period (1984-1991) and most of the envisioned projects have been

completed. While the SCCC master plan still reflects the College's vision, changed conditions and new opportunities require that the plan be revisited. Two important planning activities are taking place in the College vicinity that affect the College's future. First, the Sound Transit may construct a transit station near the campus, which will make the College a logical location for the expansion of higher education. Secondly, the City's neighborhood planning process was recently completed for the Capitol Hill, First Hill and the Pike/Pine areas.

It is appropriate that the College conduct its own planning to be better able to respond to the transit and neighborhood initiatives. Changing educational and community service needs must be addressed in new college plans for the future. The master planning process provided an opportunity to inform the community and encourage participation in shaping the future.

D. SCCC Mission, Values and Programs

Seattle Central Community College promotes educational excellence in a multi-cultural urban environment. SCCC ensures opportunities for academic achievement, workplace preparation and service to the community by creating a learning environment, which is accessible, diverse, responsive and innovative:

Table 1
SCCC Mission and Values

Accessible

SCCC provides learning opportunities for students from varied backgrounds and circumstances

- Direct and developmental pathways to instructional programs
- A safe, healthy and barrier-free learning environment

Diverse

SCCC values basic, general, professional-technical and continuing education

- Different cultures, races, lifestyles and learning styles
- Collaborative learning and decision-making

Responsive

SCCC promotes programs to reflect and anticipate community needs

- An international focus in curricula and services
- Integration of general and professional-technical education
- Assessment and continuous improvement

Innovative

SCCC practices a holistic model of student growth and learning

- Alternative teaching and learning methods
- Technology-based instruction and services

Further, the faculty and staff of SCCC are committed to help students achieve the following learning outcomes:

Table 2
SCCC Learning Outcomes

Intra-Personal Learning's
Life-long learning
Self-esteem
Self-responsibility

Appreciation and Expression through
Art
Dance
Drama
Literature
Music

Social Behavior
Social interaction
Social responsibility

Skill Development
Computer use
Critical thinking
Information literacy
Language proficiency
Professional-technical skills
Quantitative skills

Knowledge of ideas and issues shaping human history
Economic
Environmental
Ethical
Media
Multi-cultural
Scientific
Social systems

SCCC offers a diversity of programs ranging from traditional academic, to professional, vocational and international studies.

E. Educational Issues and Needs

The profile of user needs for SCCC is characterized by:

- Stable enrollment
- Change in program needs mix (more academic and basic skills and less vocational)
- Shift to full-time students
- More services for targeted groups (such as ESL-English as a second language and international programs)
- Importance of local accessibility due to urban/downtown location
- Increased community program needs for facility use

There are a number of major issues that are addressed by the master plan. The key issues include:

- The occupancy of the Masonic Temple and the South Annex (part of the existing campus, but outside of the Major Institution Overlay (MIO) campus boundaries)
- The location and nature of future growth (new boundaries, property acquisition)
- Space shortages due to college and community resource programs and the best utilization of existing facilities recognizing the extended hours of operation
- Parking shortages, security and accommodation of oversize vehicles
- Transit linkages, particularly the integration of a potential new rail station with the campus
- Uncertainty and timing of state funding and need for flexibility
- District office needs and location
- Off-campus programs, facilities and relationships with the central campus
- Neighborhood changes and development intensification, shared campus uses and support

No major change is expected to current SCCC student populations, faculty and staff over the master plan period. Total head count is expected to continue to be over 10,000 students and about 900 employees*. Additional SCCC population data is given in Appendix 6 (students, faculty, staff for 1996, 1997 and 1998). Increased utilization of SCCC facilities, however, is expected. Serving broader community populations and programs will create increasing demands and needs.

The master plan includes approximately 325,000 SF of new construction that includes a net increase of 291,000 SF (34,000 SF demolition). This net increase includes about 141,000 SF of college space and 150,000 SF of parking (about 535 spaces). Projects are also intended to improve current space deficiencies and aging facility conditions. The parking and Technology Center are campus-wide resources, not expanded programs.

*For Fall 1999, there were 10,992 students and 915 employees, including 199 classified, 66 exempt, 135 full-time faculty, 219 part-time faculty and 296 hourly employees.

F. MASTER PLAN OBJECTIVES

Overall and specific objectives for the current master plan were developed in a series of planning work sessions and summarized in the following Table 3.

Table 3
SCCC Master Plan Objectives

Overall Objectives
Meet current needs of the SCCC campus by providing resource space that is currently lacking
Provide additional parking to decrease existing parking deficits
Provide technology opportunities and help to remove student time/place barriers
Provide more flexible and competency-based courses/programs
Develop closer partnerships with business, industry, community, K-12 and other educational institutions
Specific Objectives
Decentralize technology/computer labs
Provide space for multi-media communications
Create a broad performing arts center
Integrate related nearby initiatives (RTA transit station, parking, neighborhood plans, reservoir cover, Bobby Morris playfield, business district improvement, and housing).
Explore partnerships with the City and private interests for mutually beneficial projects, given state funding uncertainty and shifts
Address community access to facilities after hours and operational concerns
Create a new facility at the north end of the campus that can function separately
Comprehensively resolve parking needs and transportation management
Provide parking for oversize vehicles (buses, vans, and service trucks)

A further objective is to continue to be a part of the local community. More specifically, an objective is to be generally consistent with the recently adopted Pike/Pine and Capitol Hill neighborhood plans. (Note: The reduced MIO District height is inconsistent with SCCC objectives to develop a compact campus with concentrated development that minimizes geographic expansion. SCCC responded to CAC concerns and reduced the proposed height of boundary expansion areas from MIO 105' to MIO 90'. However, the Council approved MIO 65' south of Pine St. and maintained the MIO 105 north of Pine St. Geographic campus expansion, as evaluated in the EIS, may now be a more viable alternative).

An objective of the master plan is to satisfy the requirements of the Major Institutions Policies and Land Use Code. The master plan is required to have three components: 1) development standards, 2) development program and 3) transportation management program. This document is organized to include each of the required components.

II. Development Standards

A. ZONING DISTRICT

1. MIO District and Underlying Zoning (23.69.030.C1)

The Major Institution Overlay (MIO) District (with approved expansion areas) and the underlying zoning are shown in Figure 1. The State/SCCC owns all property within the approved boundary except for the public right-of-ways/streets. This property area within the approved boundary, excluding the public right-of-ways/streets, amounts to about 8.6 acres.

There was one major institution designation for the entire district: MIO-105' (Major Institution Overlay District, 105 feet maximum height). The area south of Pine St. is now MIO 65'. The institutional boundary includes existing campus facilities and the three areas where the boundary was extended (see below). The underlying zoning is predominantly Neighborhood Commercial (NC3-40' and NC3-65'). The western half of the main campus block and existing garage are designated NC3-65' and the eastern half of the main campus block is NC3-40', both with the MIO-105' overlay zone. One parcel is designated Mid-Rise Multifamily Residential (MR) adjacent and to the north of the existing parking garage. There is a P1 Pedestrian Overlay District along Pine Street and along Broadway. There is also the Pike/Pine Overlay District along these streets.

2. Proposed Modifications (23.69.030.C2)

The MIO District boundary was proposed to be expanded to include all of the existing State/SCCC property ownership and campus facilities. This includes three modifications also shown on Figure 1:

- Include the Masonic Temple site located at the southeast corner of Pine and Harvard
- Include the South Annex site located at the southeast corner of Broadway and Pine
- Include the lot fronting Broadway, located mid-block between Pine and Pike (motor pool lot)

All three parcels are currently owned by the State/SCCC and occupied by campus uses. The property area amounts to about 0.9 acres, which would bring the total campus, land area within the MIO District to about 9.5 acres. (A legal description of this property and the entire SCCC campus are included in Appendix 3.)

All of the MIO boundary expansion areas were proposed to have the same MIO 90' institutional designation. This includes the Masonic Temple site, the South Annex site and Broadway fronting motor pool parcel. The existing underlying zoning of this area is all NC-3 65'. Although the development capacity allowed by the inclusion within the MIO boundary and the proposed height designation will not be realized by the proposed projects, the proposal was intended to allow long-term concentration of the institution without neighborhood encroachment. The proposed MIO 90' was a reduction in height from the previously proposed MIO 105' in the draft master plan. The reduction responded to concerns expressed by the CAC.

The lot fronting on Broadway was previously included within the campus but was deleted in the past Major Institution Master Plan because it was thought that it would be disposed/sold. The

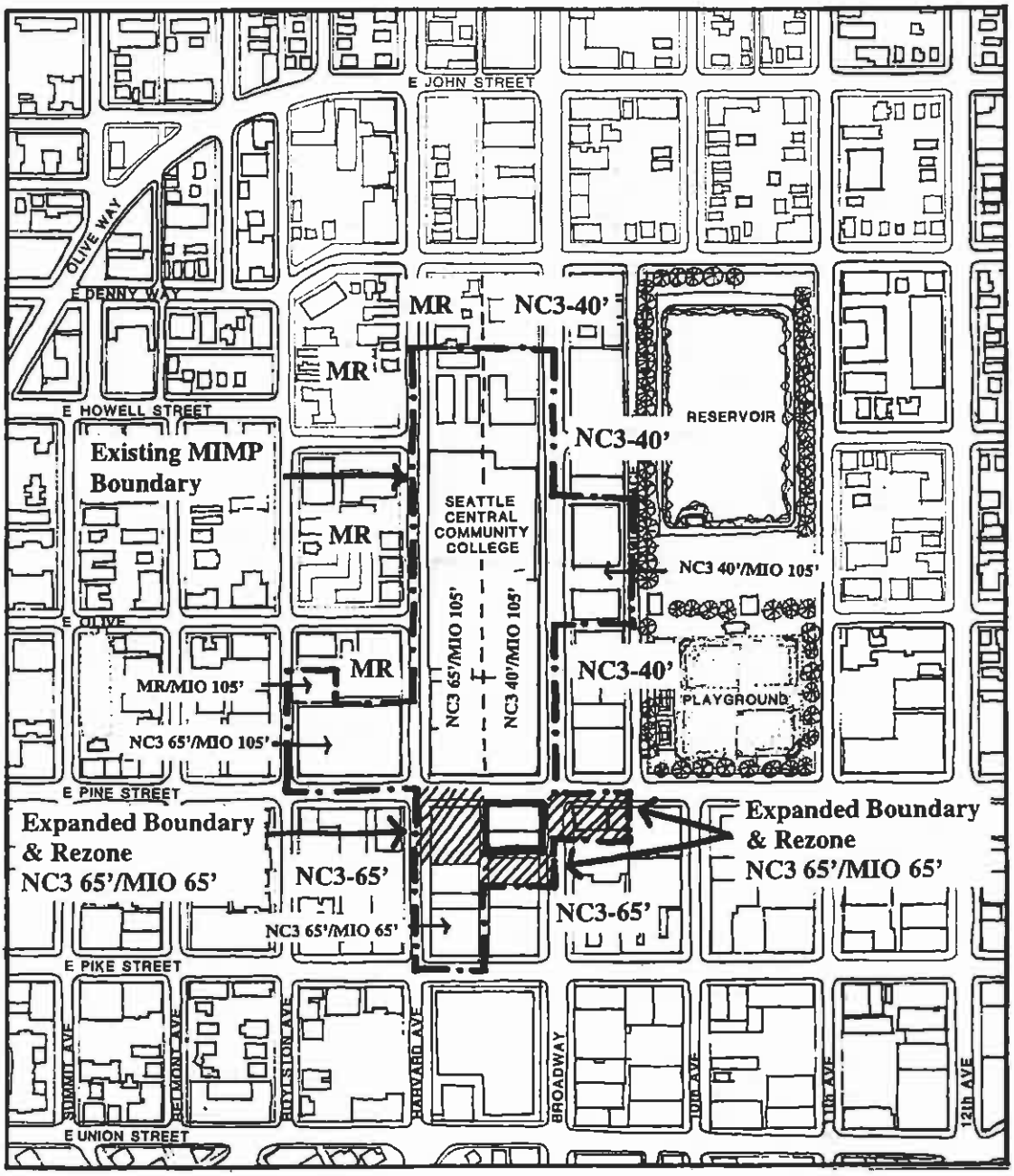
campus use has not changed and is not proposed to change. There are no plans to sell the property, so it is now proposed to be re-included within the campus boundary. The existing campus area north of Pine Street and the Little Theater/District Offices south of Pine Street were proposed to retain their MIO 105' institutional designation.

The parcel at the southwest corner of the Broadway/Pine intersection is not currently proposed by SCCC to be included in the MIO district (existing gas station). However, inclusion of that area may be more supportive of zoning practices of the city. The Council decided not to include this parcel within the MIO District.

Figure 2 depicts the approved zoning, including the MIO boundary and the MIO district heights. There is no change to the MIO district north of Pine St. that remains MIO 105'. However, the Council approved the boundary expansion areas but reduced the heights of both the existing campus area (that were MIO 105') and the expansion areas (proposed MIO 90') to MIO 65'. This is the same height as that in the underlying zoning.

MIMP Condition #1:
The Seattle Central Community College Major Institution Master Plan boundary shall be expanded to include all areas south of East Pine Street, which they currently own (to include the South Annex, the Masonic Temple, and Motor Pool lot Broadway East.).

MIMP Condition #2:
Areas of Major Institution Overlay for SCCC south of East Pine Street shall be limited in height to the 65-foot limit allowed in the underlying zone. If this height limit is changed in the future, so too, should the potential height of SCCC development in the area.



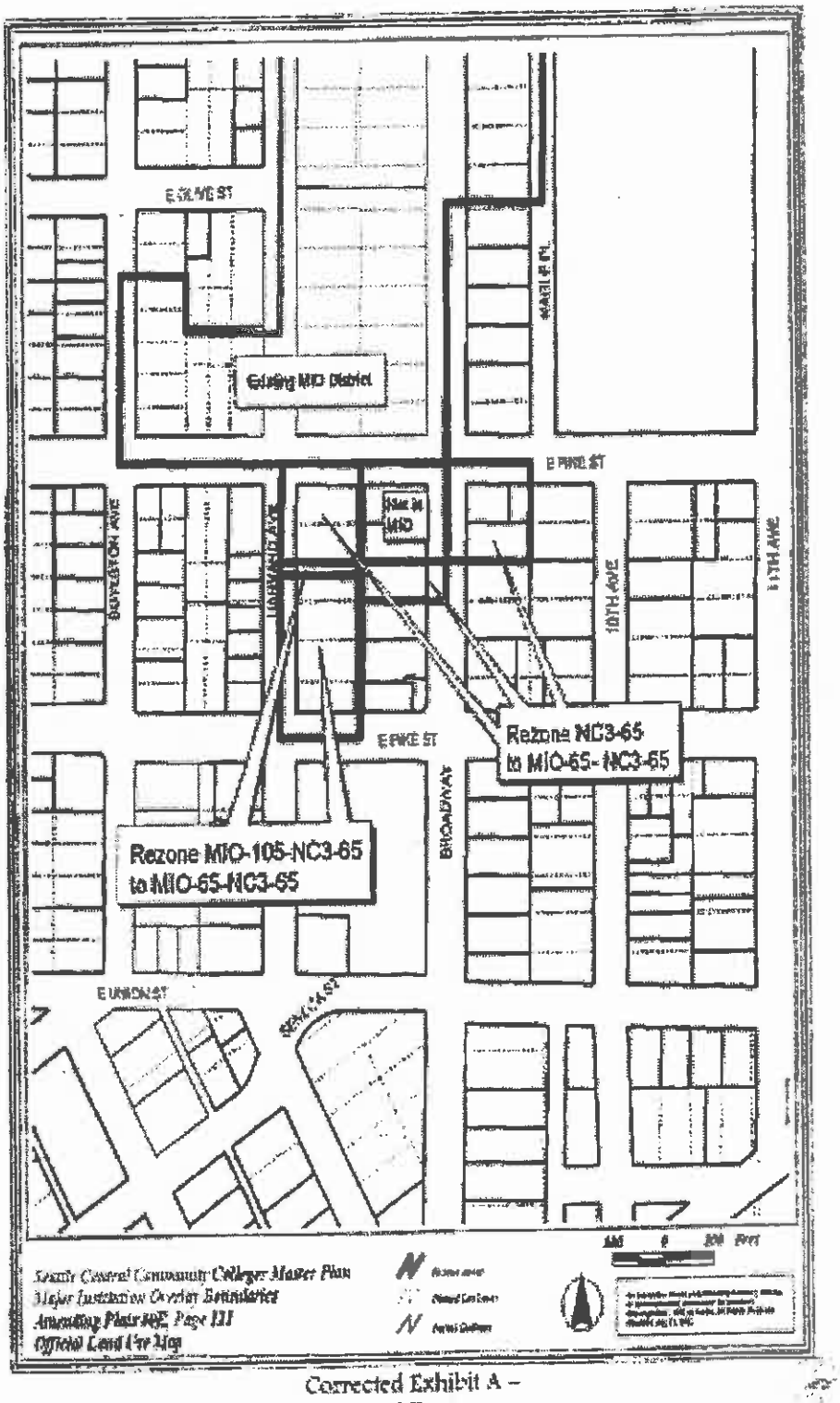
Underlying Zoning/Overlay Zoning

Approved Boundary Expansion

P 1 Pedestrian Overlay District along Pine Street and Broadway
Also see city zoning map

Figure 1

MIMP Boundary & Underlying Zoning



Corrected Exhibit A –
Approved Zoning

Figure 2

B. BASIC STANDARDS

The underlying NC3 and MR zoning development standards, the Pike/Pine Overlay District and the Pike/Pine Urban Center Village Design Guidelines will be replaced by the following development standards pursuant to the major institutions code (SMC 23.69).

1. Setbacks (23.69.030.C.3.a)

Seattle Land Use Code standards for structure setbacks on the perimeter of the SCCC MIO District, existing at the time of development permit application, are intended to apply. The setback standard for SCCC is the setback standard of the code and is not tailored by the master plan development standards.

SCCC had proposed that generally, no minimum setbacks would be required along the edges of the SCCC property (along streets and campus boundaries). A minimum setback is required for expansion of the existing garage, which is non-conforming to current standards because the setback requirements changed from the time of its development. A code amendment, variance or other relief may be sought to relieve the expansion of the parking garage from the setback requirement. The existing Land Use Code setback requirement in effect when project permit application is made would apply until such relief is granted. The area is urbanized and most buildings are developed at their property lines.

The institutional standards for setbacks must be no less than the standards of the underlying zone, or the zone of abutting lots, or directly across a street or alley from the campus, whichever is greater. For SCCC, the setback provisions of the NC3 and MR zones apply. These standards were reviewed and applied to the campus. The minimum structure setbacks apply along public rights-of-way and at the boundary of the MIO District. Setbacks are also indicated along abutting lots.

There is a special case for underlying commercial zoning setbacks along the mid-block lot line adjacent to the MR residential zone. This applies to the site of the existing garage/proposed addition and the western half of the North Plaza site. At these two locations, setbacks are dependent on the structure height as follows:

Table 4
Commercial Zone Minimum Setbacks
(SMC 223.47.014)

Structure Height	Minimum Setback
0 to 13 feet	0 feet
13 to 65 feet	10 feet
greater than 65 feet	10 feet plus 1 foot setback for every 10 feet over 65 feet (For example, a 105 foot high structure would have a setback of 14 feet)

Although the garage addition has not yet been designed, it appears that under the Land Use Code, the two additional floors would need to have at least a 10-foot setback along the eastern segment of the north property line. The existing garage does not conform with this setback and changing the structural grid and functional layout of the addition creates feasibility issues. (An engineering analysis of the garage addition with and without the setback is included in the appendix.) A code amendment, variance, waiver or other relief may be sought to allow expansion of the garage without requiring the 10-foot setback on the upper floors of the garage. (It may not be feasible to construct the garage with setbacks and comply with accessibility requirements.) The North Plaza re-development would comply with the setback standard.

An additional triangular shaped setback for structures is required along Boylston Avenue and along Harvard Avenue at the northern edge of the SCCC property. This setback is on the site of the existing garage, which was legally developed under different standards existing at the time of its development, does not conform to the existing code development standards. The existing garage extends to within five feet from the northern property line. The proposed garage addition would also not conform with this triangular setback because of the need to repeat the current floor plate for a functional garage. The code relief described previously may also apply to this triangular setback.

A similar triangular setback is required at the western portion of the North Plaza site at Harvard Avenue. The potential North Plaza re-development would meet this setback requirement.

The setback requirements of the Mid-rise Residential zone are as follows (SMC 23.45.056). The front setback is the average of the adjoining setbacks. For this site, there are no setbacks along Harvard Avenue, so the setback is 0 ft. The minimum rear setback is 10 feet with modulation or an average of 15 feet with no portion less than 10 feet. The side setback is based on the proposed structure height and depth, a minimum of 8 feet for 65-feet depth structures and heights above 51 feet (Table 23.45.056A in the Land Use Code details the setbacks). Structures with total depths of up to 105 feet and heights of 51 feet or more must have an average side setback of 14.5 feet

and not less than 8 feet. For a structure depth of 195 feet and structure height of 51 feet, minimum side setbacks must be 28 feet.

The existing Broadway Edison Buildings along Harvard Avenue were built to the property line. The Mid-rise Residential setback provisions 10 - 15 foot setbacks would apply to any new development on this frontage. The existing structures are legally non-conforming, and the master plan does not propose any development at this location.

No setbacks are proposed adjacent to the gas station site at the southwest corner of the Broadway/Pine intersection. No project development is currently proposed for this site. Relief may be needed for this setback change if any future project is proposed for this site that requires modification of setback standards.

No setbacks are required or proposed along other street frontages. However, if street trees are required and not provided, then a minimum 5-foot setback is required for landscaping as identified on the graphic.

There are no pending or immediate MUP applications for development that would require modifying required setbacks. Future Council action may be needed related to setback modifications when projects are proposed. Specific project actions would be in addition to action on the master plan development standards. SCCC may proceed to make MUP applications for the first phase of the Technology Center after council action on the master plan. However, no required setback modifications are necessary for the Technology Center.

MIMP Condition #10:
The MIMP shall be written to clearly state that the Seattle Land Use Code standards for structure setbacks on the perimeter of an MIO District existing at the time of development permit application are intended to apply.

2. Height (23.69.030.C.3.b)

A maximum height limit of 105 feet applies to the MIO District north of Pine St. The maximum height limit is 65 feet for the MIO District south of Pine St.

The height limit would have the standard exceptions allowed as part of the commercial zoning district as well as use of the standard height measurement techniques defined by the zoning code.

Existing and currently proposed SCCC structures are not developed to the maximum 105' height limit. Rather than requiring future expansion expanding horizontally into the neighborhood, the height limit was proposed to be retained at 105' to preserve the ability to allow intensified institutional development consistent with the Major Institutional Policies. Any future projects that have a building height beyond the height of the projects discussed in this MIMP would be subject to a new master plan, or at least a major amendment to this master plan. The Council retained the MIO 105' north of Pine Street and established the MIO 65' south of Pine Street for the SCCC campus.

3. Lot Coverage (23.69.030.C.3.c)

Lot coverage by above grade structures will not exceed 80% for the entire campus area. The lot coverage shall be calculated over the entire MIO District and shall not apply individually to the building sites, lots, etc.

Current lot coverage ranges from 15 - 100% by individual building sites with the total average for the entire MIO District estimated at 67%. As an urban campus, intensification is expected and planned. The re-development of the North Plaza area (which is now occupied by 'temporary portables') would be the primary addition to overall campus lot coverage. If this area were 100% covered, the total campus average would reach about 75% lot coverage. Other possible lot coverage by building additions and the level of accuracy of the conceptual site/building statistics suggest that the 80% maximum lot coverage standard is appropriate.

The underlying zone has no lot coverage or open space standard for non-residential uses. Thus buildings could cover 100% of their sites.

4. Landscaping (23.69.030.C3.d)

The intent of campus landscaping is to soften the built environment and not create any safety/security or maintenance concerns. There are no specific landscaping standards.

Rather, a standard is proposed for landscaped open space (see Item 5 below). Landscaping will be developed as part of each individual building project, but it will consider the relationships with the campus.

The landscaping standards of the underlying commercial zone apply with two exceptions:

- Landscaping for new construction will rely upon the campus open space, which is landscaped, to satisfy individual project landscaping requirements (23.47.016B), and
- No landscaped setbacks along street lot lines are proposed for the garage addition because the existing garage floor plate is not setback. It is not practical to demolish/setback the existing garage 5 feet from street lot lines due to the upper level addition (23.47.016D2).

In addition to the major landscaped open space noted below (item 5), landscaping is proposed to complement building development in the form of street trees and plantings in plaza and pedestrian circulation spaces. The location and configuration of these landscaped spaces may change over time. Specifically, the landscaped area adjacent to the parking garage is proposed to remain in the near term, but may be re-developed in the future. For example, the site could be made available for housing. The open space at the North Plaza will be modified when the proposed Technology Center is developed and, when the light rail transit station is developed. The commercial zone landscape standards would apply to possible joint SCCC development with Sound Transit.

MIMP Condition #3:
Landscaping shall be incorporated into any areas along Harvard Avenue, developed or redeveloped by the College, and shall be in a form which complements both the institution and neighboring residential areas.

MIMP Condition #13:
Upon remodel and/or expansion of the existing parking garage, the college shall retain existing and incorporated new landscaping along street frontages.

5. Open Space (23.69.030.C.3.e)

The minimum amount of landscaped open space on the SCCC campus will be 11% of the total campus land area of the approved MIO District. The open space is concentrated at the existing park-like area at the Broadway Performance Hall.

No open space is required for non-residential uses in the underlying commercial zone. SCCC proposes to provide open space (and define a specific standard) to reinforce the campus environment and improve compatibility of the institutional use with the neighborhood.

Open space on the SCCC campus is in the form of plazas, landscaped areas, pedestrian walkways and building setbacks. These areas may be modified over time to better serve and complement campus buildings. The existing open space includes a portion of the parking garage site (MR zoned) that amounts to about 9000 square feet. The total existing open space amounts to about 13% of the campus. An additional 20% of the campus includes walkways, plazas, building setbacks, and paved parking areas (see EIS, Land Uses).

There is one major landscaped open space on the SCCC campus that is proposed to be designated as permanent open space. The park-like space adjacent to the historic Broadway Performance Hall at the corner of Broadway and Pine is the major designated open space of the campus. The space distinguishes the campus, the building and the Broadway/Pine Street location. This open space area is approximately 45,296 square feet and amounts to about 11% of the total campus (proposed MIO District). The pedestrian walkway in the previously vacated Howell Street right-of-way is not designated open space, but at-grade pedestrian through-access will be maintained. The landscaped area north of the existing SCCC parking garage along Boylston is also not designated open space. The major landscaped open space is identified in Figure 3.

The Seattle Public Utilities has plans to lid the Lincoln Reservoir to the east of SCCC and develop a park on the lid (see Appendix 8). This additional open space may offer opportunities to be linked to SCCC and Broadway. Specifically, the pedestrian connection along the vacated Howell street corridor will be maintained.

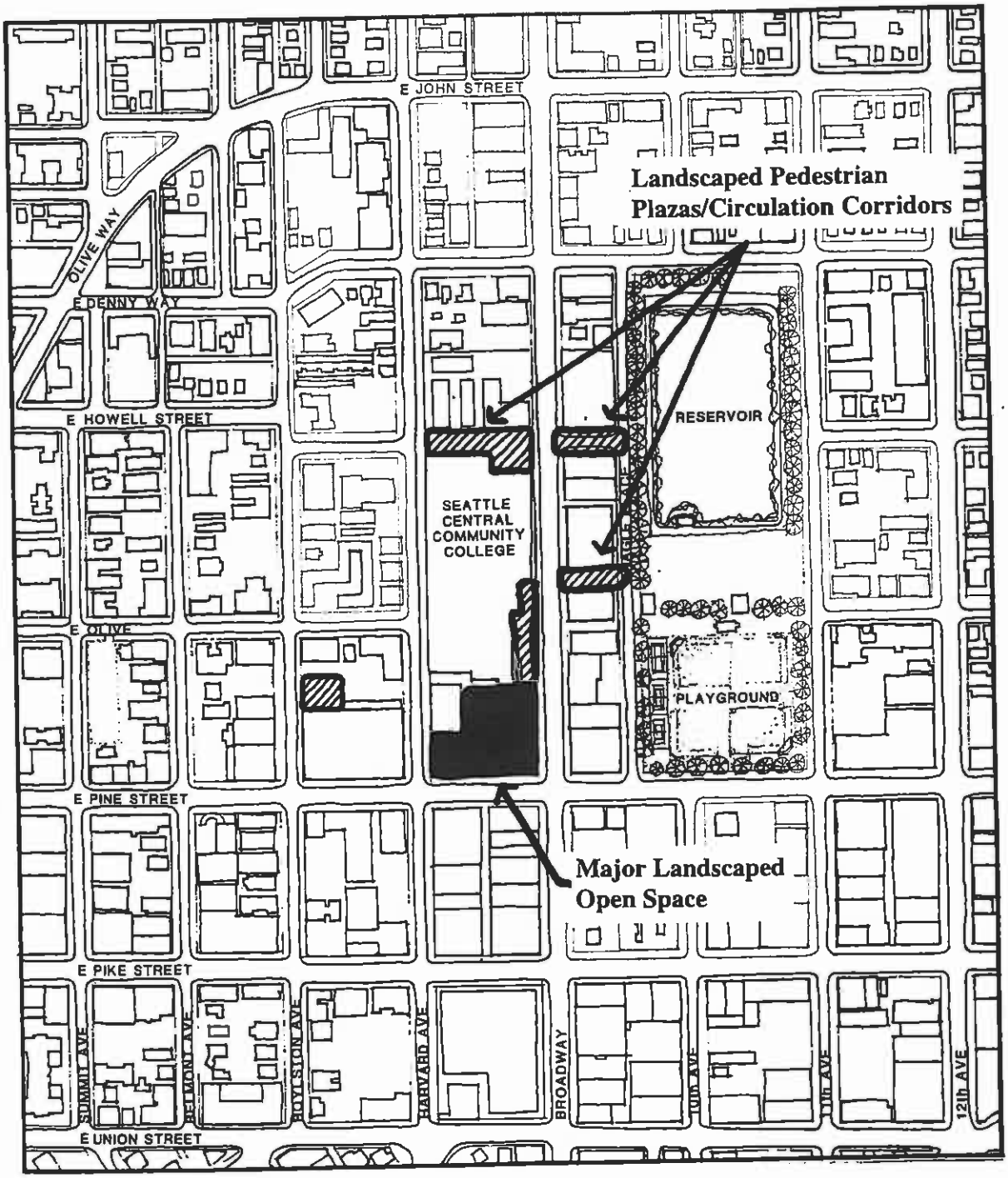


Figure 3

Landscaping/Open Space

C. ADDITIONAL STANDARDS

Additional standards may be proposed by an institution or required by the Director of DCLU per the Major Institution Overlay District (23.69.030.C.4).

1. Height and Scale Transition (23.69.030.C.4.a)

The transition in height and scale between SCCC development and the surrounding neighborhood will be achieved by other standards for height, setbacks and landscaping/open space.

No further standards will apply.

The other proposed standards that establish lot coverage, density (floor area ratio), and open space limits effectively create a building transition between the zone's height differences. For example, there are no lot coverage limits in the underlying commercial and residential zones. SCCC proposes an institutional lot coverage limit of 80%. The site coverage limit will reduce the institutional building 'footprints' and create building separations. There are no density limits in the underlying commercial and residential zones.

The maximum SCCC campus density is FAR of 2.1 (see page 34). For comparison, the more intensive commercial zones have 85 feet/FAR 4.5 and 125 feet/FAR 5.0 limits. The relatively lower FAR in the higher height zone will contribute to density transition. The commercial zone has an open space minimum of 5% and the residential zone specifies 25%. SCCC proposed 11% minimum. The amount of proposed open space is within the two zone's limits and intended to make a transition. The proposed height of the boundary expansion area along Broadway steps down (90 feet) from the heights of the campus area north of Pine Street (105 feet) to aid the transition.

The proposed 2-story addition to the existing SCCC parking garage proposes no further height and scale transition standards. With the garage addition, the structure is less height than the apartment to the north. There is also over 65 feet of separation between the garage and the apartment (see FEIS Figure 10).

2. Width and Depth (23.69.030.C.4.b)

There are no planned developments with excessive width or depth, so no width and depth limits will apply.

3. Other Setbacks (23.69.030.C.4.c)

The campus is developed in a linear form adjacent to public rights-of-way. Therefore, the setbacks required at MIO boundaries and adjacent to the rights-of-way are sufficient setback requirements, and no additional setbacks will apply. Seattle Land Use Code standards for setbacks apply (see page 13).

4. Historic Preservation (23.69.030.C.4.d)

The Broadway Performance Hall is the oldest and perhaps the most historically significant structure on the SCCC campus. The former Broadway High School has been renovated as a 295-seat theater. It is used as a performing arts center and no change is proposed in the MIMP. The building is not formally designated as a landmark.

While no specific standards are proposed, the Broadway Performance Hall is proposed to be preserved.

The landscaped open space will also be maintained to protect the importance of the setting. No buildings/sites on the SCCC campus are proposed to be formally designated as historic landmarks. The State Office of Archaeology and Historic Preservation indicated that the Masonic Temple and Boothe Building (South Annex) are eligible for nomination as historic landmarks. However, it is not known if they meet the required criteria for designation.

The Masonic Temple and the South Annex also have community value, but are not formally designated as historic landmarks. Interior and life safety code upgrades are proposed that would not significantly change the building exteriors. It is possible that exterior seismic bracing may be required on the east and south facades (along the alley and adjoining the SCCC Little Theater) of the Masonic Temple. The interior life safety compliance improvements and remodeling are not subject to MIMP approval.

A specific standard will apply to the Masonic Temple: SCCC will preserve the historic character of the north and west facades and the lobby of the building.

Some alterations may be required such as for seismic safety and handicap access, but the overall integrity of the design is intended to be maintained.

MIMP Condition #12:
SCCC shall preserve the historic character of the north and west facades and the lobby of the Masonic Temple building.

5. View Corridors (23.69.030.C.4.e)

The campus is located on a relatively flat site and there are no significant views to be preserved. Therefore, no view corridor standards will apply.

6. Pedestrian Circulation (23.69.030.C.4.f)

A system of pedestrian circulation is identified but there are no specific standards.

The campus framework for pedestrian circulation is depicted on Figure 4. The circulation system includes pedestrian routes along the adjoining streets, particularly Pike, Pine, Broadway, and cross campus shortcuts to the east and west from Broadway. The pedestrian

routes along the vacated East Howell Street and to the south of the Student Center will be maintained at ground level. A major interior pedestrian circulation route extends north/south within the Broadway Edison complex. The potential North Plaza redevelopment will link with and be the northern terminus of this interior route. The vacated Howell Street pedestrian corridor may be crossed at upper levels by connected SCCC facilities.

All pedestrian routes will be recognized and maintained with campus improvement. Pedestrian activity and amenities will be encouraged in facility design, especially along the major pedestrian routes. Improvements may include weather protection, lighting, signage, special paving and amenities (benches, kiosks, etc.). The intent is to encourage street level activity and to create an environment that improves the pedestrian experience. Pedestrian oriented activity and retail uses will be provided with new development along the major pedestrian corridors, Broadway, Pike and Pine Streets.

MIMP Condition #7:
New development along Harvard Avenue shall create a sidewalk environment along Harvard Avenue, which incorporates setbacks and landscaping designed to be compatible with, and to transition into the Mid-rise (MR) residential zoning along the eastern side of that street.

MIMP Condition #8:
The mid-block pedestrian crossing between Harvard Avenue and Broadway, at the former East Howell Street right-of-way shall remain available for general public use to the greatest extent possible and consistent with security and programmatic needs of SCCC.

7. Other

The development standards in this section are intended to replace the standards of the underlying zoning. This includes replacing and superceding provisions that limit the size of commercial development in the Pike/Pine Overlay District (23.73.008.D), particularly related to the proposed garage addition. Street level retail requirements of the P1 pedestrian overlay are also modified to allow similar high activity (but not necessarily retail/commercial) institutional uses. The details of the overlay districts will not apply to SCCC. However, SCCC will consider the policy intent and will seek to achieve the basic design objectives. DCLU will have the final authority for project review during city permitting of projects (MUP's).

MIMP Condition #11:
The MIMP shall contain a provision that nighttime lighting of all outdoor pedestrian areas on the SCCC campus, new, existing or remodeled, shall be maintained at a level consistent with that established for public sidewalks in the regulations and practices of the Seattle Transportation Department ("Sea Tran"). That level, for sidewalks not adjacent to roadways, is expressed at this time as two-foot candles.

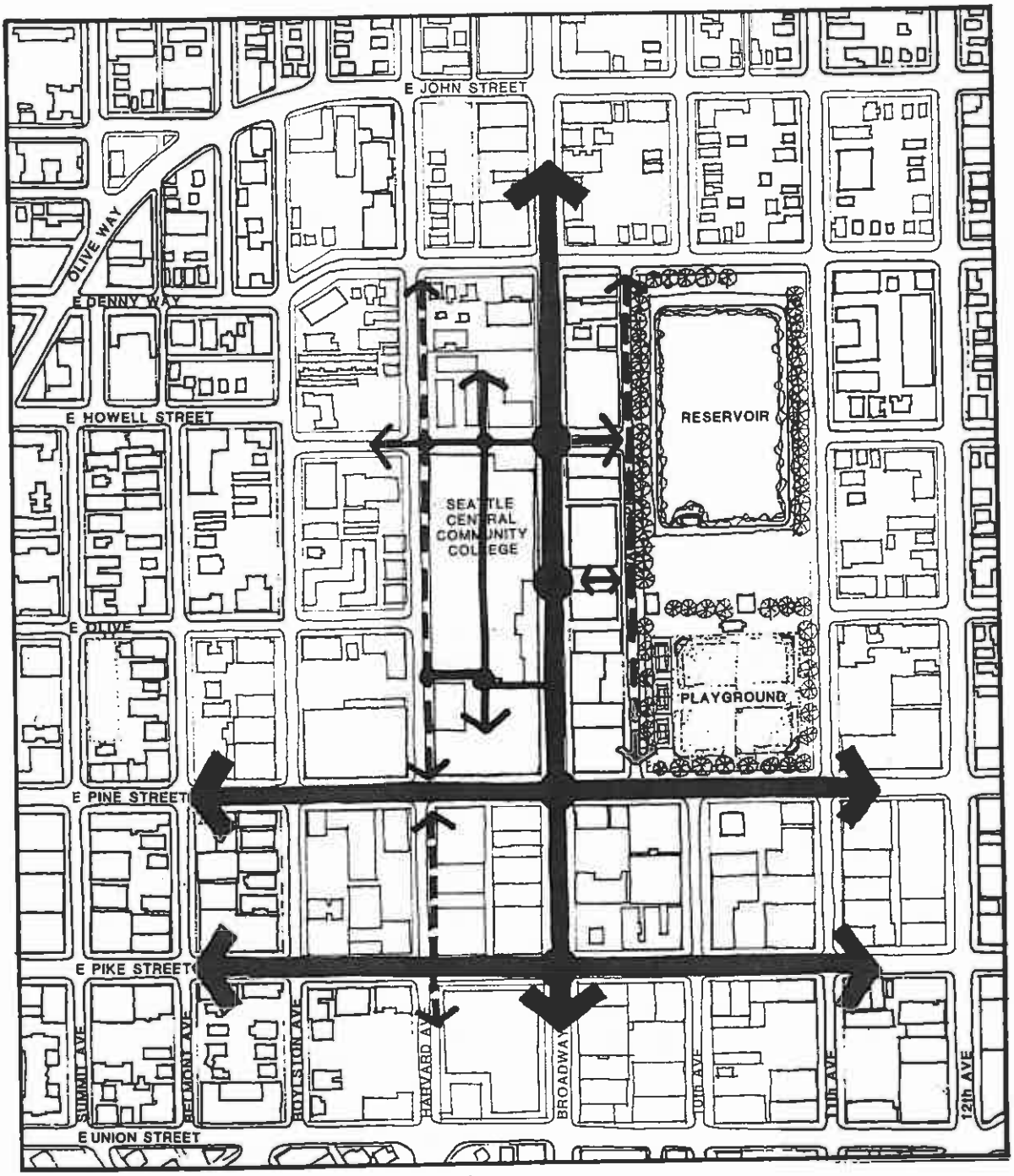


Figure 4

Pedestrian Circulation

D. SEPA Conditions

Two SEPA (State Environmental Policy Act) conditions were imposed on the SCCC Master Plan by the Council.

SEPA Condition #1:
Lighting of any new development in the area of the Technology Center or the parking garage shall be screened or otherwise designed to eliminate direct view of light sources from surrounding buildings and properties.

SEPA Condition #2:
Additional new areas of on-site parking shall be designed to screen vehicle headlights from view, both at grade and at higher levels, from surrounding buildings and properties.

III. Development Program

A. SCCC Campus

1. Property Ownership (23.69.030.E.5 & E4c)

The existing property ownership of the State/SCCC is depicted in Figure 5 (the street layout is also depicted). No additional land acquisition is proposed as part of the master plan. However, the master plan does not preclude additional land acquisition, development or leasing outside the campus boundaries. The State/SCCC owns all property within the approved MIO District boundaries. A legal description of the property is given in Appendix 3.

The State/SCCC property ownership amounts to a total land area of about 9.55 acres. The parcel details are given in Table 5, based on King County Assessor's records:

Table 5
Property Ownership

Property Address	Name	Property Area
1500 Harvard 1518 Harvard 801 E. Pine	Siegal Center Little Theater Masonic Temple	42,222 SF (0.97 acres)
1519 Broadway 1523 Broadway	Parking lot/Retail	7,200 SF (0.17 acres)
1601 Harvard	Parking Garage	50,985 SF (1.17 acres)
1701 Broadway	Broadway Performance Hall Broadway Edison North Plaza Portables A,B,C	261,632 SF (6.0 acres)
1700 Broadway	Student Activity Center	39,168 SF (0.89 acres)
1532 Broadway	South Annex	15,360 SF (0.35 SF)
TOTAL CAMPUS		416,567 SF (9.55 acres)

(The gas station site at Broadway/Pine is not owned by SCCC and is not within the approved MIO Overlay District, but is surrounded by SCCC property).

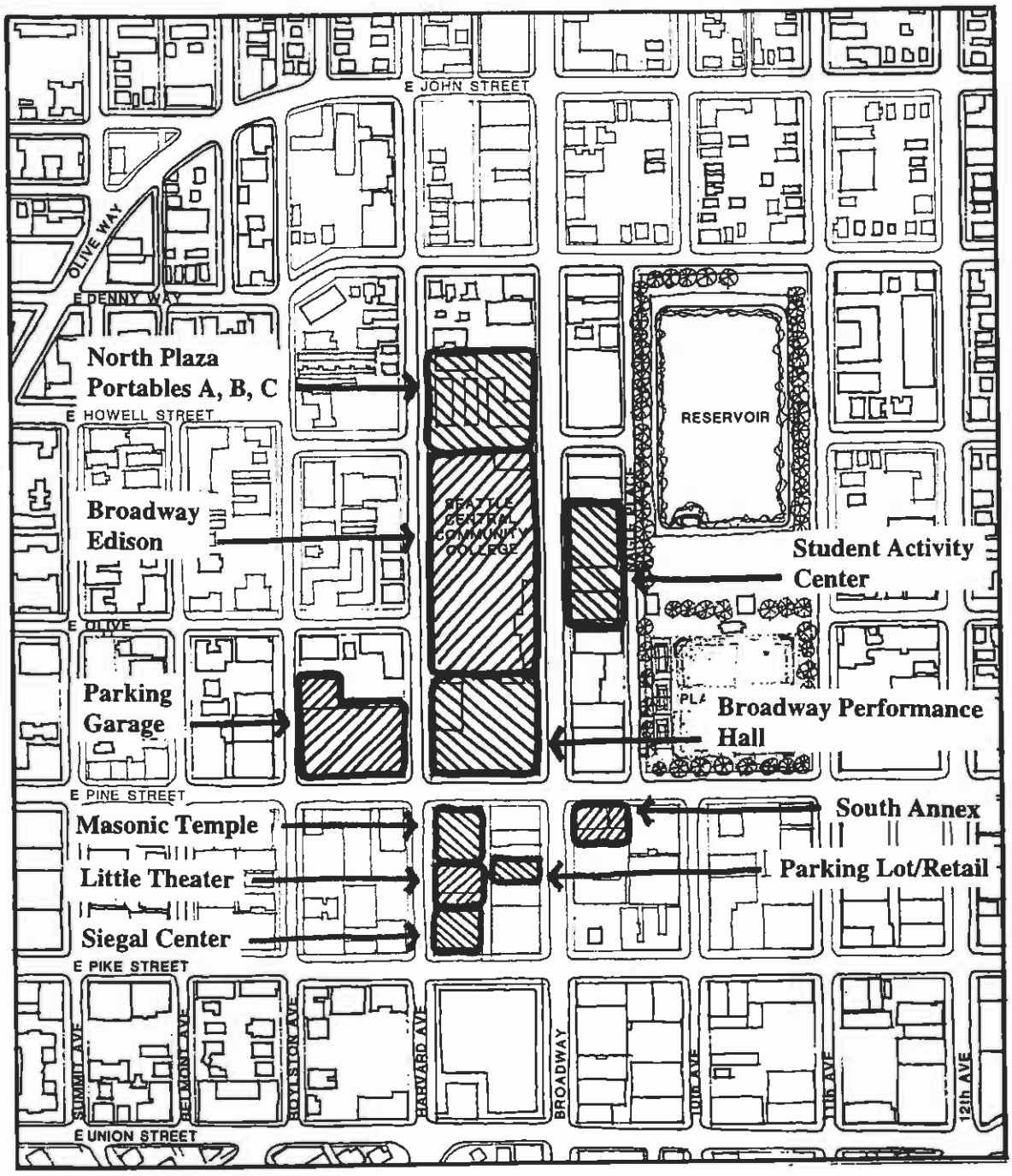


Figure 5

Property Ownership

2. Existing Development

Three properties with existing SCCC uses are owned by SCCC, but were outside the MIO District until the approval of this master plan. The Fine Arts Building (former Masonic Temple) was a fraternal institution/private club. It was acquired in 1992 and includes the college's fine arts programs. The South Annex was leased in 1986 and purchased in 1995. It includes classrooms and the international student programs. Its former use was an art school. The motor pool property was within the MIO District, but removed by the prior SCCC master plan. The use was and continues to be institutional; a motor pool parking lot for the college. Both the South Annex and Fine Arts Building include street level retail uses. All three properties were institutional use and continue to be institutional use, except for the continuing street level retail use.

The SCCC campus is developed with the facilities described in Table 6. This data provides a baseline for comparing approved development and detailing the development standards.

Table 6

Existing Seattle Central Community College Site and Building Statistics

Property	Building Name	Building Area	Building Footprint	Lot Area	Lot Coverage
1500 Harvard	Siegal Center	47,668 SF	17,502 SF	-	-
1518 Harvard	Little Theater	11,500 SF	7,920 SF	-	-
801 E. Pine	Masonic Temple	64,820 SF	16,800 SF	-	-
	Subtotal	123,988 SF	42,222 SF	42,222 SF 0.97 acres	100%
1519 & 1523 Broadway	Parking Lot/Retail	800 SF	800 SF	7200 SF 0.17 acres	11%
1601 Harvard	Parking Garage	151,800 SF	46,400 SF	50,985 SF 1.17 acres	91%
1701 Broadway	BPH	29,400 SF	9717 SF	-	-
	Broadway Edison	442,984 SF	118,518 SF	-	-
	North Plaza	19,470 SF	10,467 SF	-	-
	Portable A	3,840 SF	3,456 SF	-	-
	Portable B	3,875 SF	3,456 SF	-	-
	Portable C	6,764 SF	6,720 SF	-	-
	Subtotal	506,333 SF	152,334 SF	261,632 SF 6.0 acres	58%
1700 Broadway	Student Activity Center	85,000 SF	29,585 SF	39,168 SF 0.89 acres	76%
1532 Broadway	South Annex	14,800 SF	7680 SF	15,360 SF 0.35 acres	50%
TOTAL CAMPUS	-	882,721 SF* (730,921 NIC parking)	279,021 SF	416,567 SF 9.55 acres	67%

*Of the total building area, 28,444 SF is leased retail space, including a 20,530 SF theater (Fine Arts Building), 4,714 SF dental offices and 2400 SF cafe (South Annex) and 800 SF retail (motor pool site).

3. Development Purpose and Public Benefits (23.69.030.E13b)

The purpose of the development is to further the College's mission, values and programs. The development also intends to be consistent with and complementary to larger City initiatives of regional transit and neighborhood planning.

The development serves the public purpose mission of SCCC by allowing the campus to continue to provide and enhance:

- Accessible educational opportunities, both professional and technical,
- Exposures to cultural diversity and,
- Responsiveness to local and international learning needs.

Growth and change issues will be resolved by providing the physical campus and facility improvements directed by the master plan. The learning resource Technology Center, supporting parking and improvements to existing facilities are all parts of the necessary campus infrastructure to fulfill SCCC's mission. Educational, social/cultural and economic public benefits will result from the proposed master plan. Specifically, SCCC provides community meeting and event space and allows public use of the garage after noon and on weekends. The college facilities public open space, recreational facilities and parking are a resource and are extensively used by the community. The benefits are to the broader community and to the local neighborhood.

4. Consistency with Plans and Policies (23.69.030.E.11 and 13.a)

The SCCC MIMP is generally consistent with the Major Institution Policies, the Seattle Comprehensive Plan, Pike/Pine and Capitol Hill Neighborhood plans and the planning for Sound Transit. A detailed analysis of the relationship of the SCCC MIMP with relevant plans and policies is included in the Final EIS (see Section III A, Land Use/Relationship to Plans, Policies, Regulations).

Major Institution Policies include "framework policies, definition, overlay district, housing presentation, master plan, re-zones, and transition provisions". The proposed expanded MIO boundary and minimizing neighborhood impacts is particularly relevant.

Goals and policies of the Comprehensive Plan include "Preferred Development Pattern, Categories of Urban Villages, Distribution of Growth and Major Institution Overlay Areas". The SCCC Master Plan is generally consistent with these goals and policies.

The Pike/Pine Overlay District and the Pike/Pine Urban Center Design Guidelines include standards for use and development along those street corridors. The SCCC proposed development standards would replace the Pike/Pine requirements.

The SCCC planning process was specifically extended to allow better definition of the Pike/Pine and Capitol Hill neighborhood plans, and the Sound Transit light rail system Capitol Hill station.

The SCCC MIMP furthers the institution's educational mission, which is consistent with the Seattle Comprehensive Plan Education and Employability goals and policies (Human Development Element, goals G6 and G7 and policies HD 20 -HD 26). The age of student populations includes a broad range of young and old. Both academic and vocational programs improve opportunities for employment.

5. Decentralization Plans (23.69.030.E.12)

SCCC will continue to offer programs at off-campus locations: the Seattle Vocational Institute, Maritime Training Center and Wood Construction Center. SCCC is also one of three colleges (with North Seattle Community College and South Seattle Community College) under the direction of the Seattle Community College District. Those institutions have their own separate master plans. There are no additional decentralization plans. Some SCCC functions may be located in the vicinity to better serve the community and meet college and public needs. For example, the Sound Transit development of the Capitol Hill station may displace the North Plaza functions (Middle College High School, Distance Learning/Continuing Education, Main Stay Developmentally Disabled Program, etc.) that would have to be located somewhere in the vicinity. Specific locations for the relocation are not currently known. However, any leased space would preferably be within a five-minute walk from the campus.

B. Planned Development

The proposed development is described in terms of Planned Development and Potential Development consistent with Major Institution Code requirements (SMC 23.69.030). Planned Development includes projects, which are more definite and will likely occur in the near future. Potential Development includes projects that are less definite and may occur in the long-term future, although timing could change.

1. Uses and Areas (23.69.030.D and E.4.a)

The SCCC master plan planned development is summarized in the following Table 7 and Figure 6. The project sizes and locations are identified. Timing is estimated, although no specific dates are known due to the uncertainties with state funding. The Technology Center is the only project that proposes new facility space (other new space may include minor additions/renovations to existing facilities). The phase 1 development would replace existing temporary building space and result in no, or relatively small, net gain in campus building area.

For purposes of measuring the development program areas of the master plan, the project sizes assume that below-grade space is not included. Non-occupiable mechanical/electrical/equipment areas are not included in the programmed areas and would be additional. Spaces solely devoted to circulation (such as skybridges) are also not included and assumed to be additional building area. Building areas for parking are specifically identified and are based on planning standards and actual designed garage areas may vary somewhat depending on their efficiency. These details are intended to assist in interpreting the allowable development program when projects are designed. The details have no effect upon the master plan concept or impacts.

Table 7

Seattle Central Community College Planned Development

Project	Location	Size[1]	Timing[2]
Technology Center Phase 1	North Plaza site, between Broadway and Harvard at vacated Howell Street	Approximately 20,000 to 40,000 SF New building 2 to 6 levels Parking for 100 spaces (surface and/or garage about 30,000 SF Demolition of existing temporary buildings (up to approximately 34,000 SF)	Near term
Renovations (Not subject to MIMP approval) and Minor Additions	Campus wide	Additions and renovations of space; up to 25,000 SF Masonic Temple and Little Theatre renovation underway (Other projects not yet defined but will likely include the Broadway Edison Building)	On-going

[1] Up to 291,000 SF of net additional space planned and potential projects including 150,000 SF of parking is proposed in the master plan. Other projects are minor additions/renovations and parking. The Technology Center would serve existing student populations and remedy library and technology deficiencies. It would also be an added public resource for use by the community. Thus, it would not result in any major change to student/staff/faculty population.

[2] Dependent on state funding

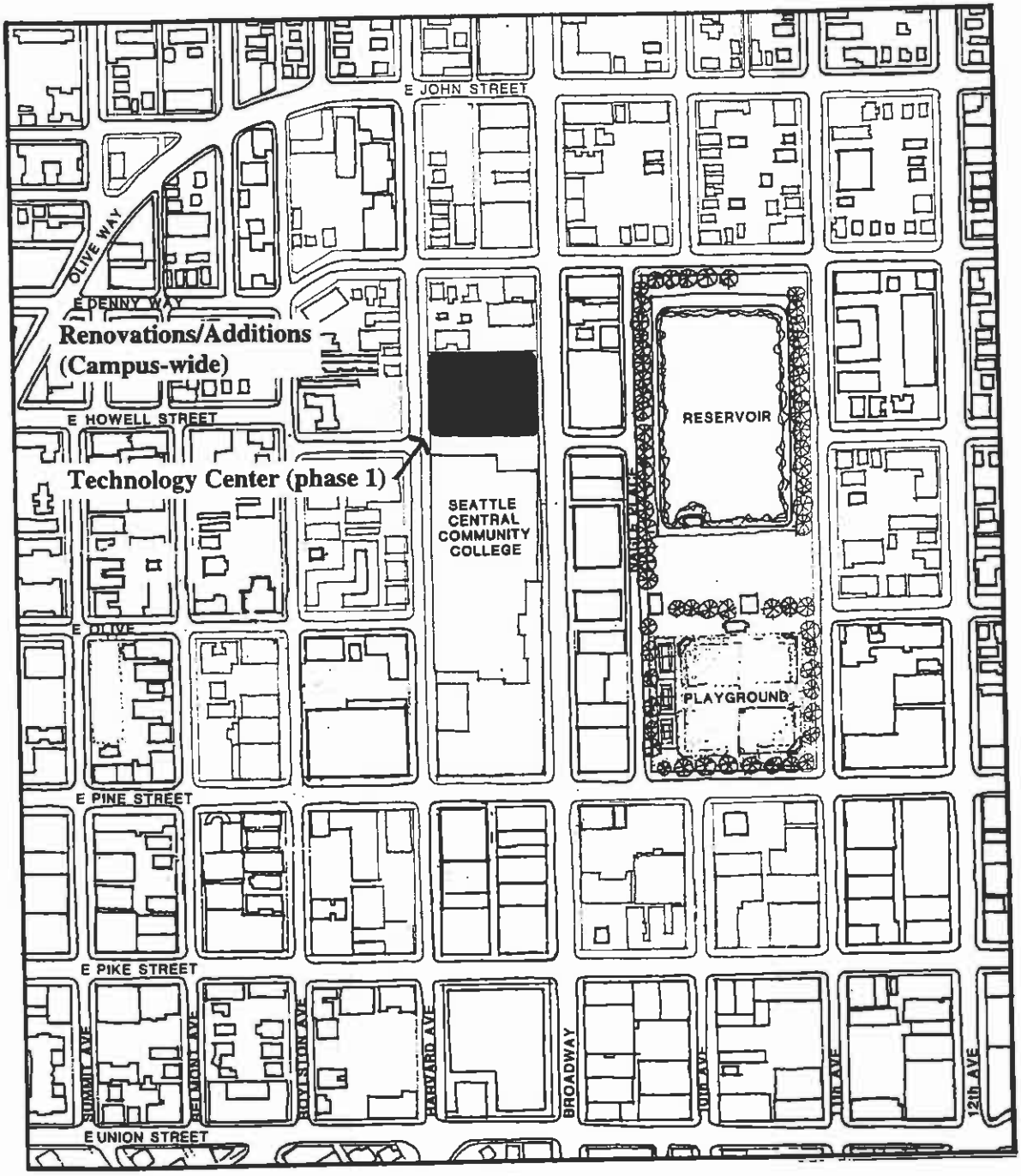


Figure 6

SCCC Planned Development

The first phase of the Technology Center is proposed for the North Plaza site.. Demolition of the temporary portable buildings is proposed, and development would likely be on the western portion of the site (along Harvard Avenue). The North Plaza Building may be retained until the future development phase. A total of up to 34,000 SF of existing building demolition is proposed. At-grade pedestrian connections would be maintained along the vacated Howell Street corridor, but there may be upper level building connections. Development of 20,000 to 40,000 SF is proposed in the first phase, plus about 100 parking spaces (30,000 SF). A conceptual design of the project is given in Appendix 9.

Interior upgrades and life-safety code improvements are underway for the Masonic Temple (see Appendix 7). Seismic analysis is determining what structural improvements must be completed. It is possible that structural bracing may be required on the south and east exterior facades. The adjacent Little Theater will likely be demolished and then replaced in substantially the same building form as part of the necessary Masonic Temple upgrades. It is likely that there will be renovations of the Broadway Edison Building to accommodate various on-going changes to programs.

A master plan development program allowance up to 25,000 square feet of additional space is assumed associated with campus wide renovations and building upgrades. Specific projects are not yet defined. The allowance is intended to add flexibility to the Master Plan and be able to respond to minor project needs in the timely fashion. For example, some replacement space projects might result in a small net increase in building area because existing spaces are sub-standard.

MIMP Condition #4:
As (At) the time of the Master Use Permit application for the development of the proposed Technology Center, a traffic study shall be conducted in consultation with the SCCC Standing Advisory Committee and appropriate City of Seattle officials and a vehicle access shall be designed and conditioned in a way which both meets the need of SCCC and minimizes impacts to the surrounding community.

MIMP Condition #6:
Within the entire MIMP boundary, use limitations, derived from underlying zoning shall not apply to SCCC buildings when they are replaced by SCCC uses (except as required by SMC 23.69.008 or successor sections). In all areas within the MIMP (whether or not designated as pedestrian zones) uses at the ground level, across streets from commercial zones and adjacent to surrounding streets shall, to the greatest extent reasonably possible, be those of the College, which are most commercial or customer service in nature such as, but not limited to, reception, retail, food service, and educational programs which are commercial-like (i.e. cosmetology) or to those uses which would be visually interesting from the public realm and are of a kind where public observation would not be harmful to the educational purpose therein.

2. Development Density (23.69.030.E.2)

The maximum campus development density standard will be a floor area ratio of FAR 2.1.

The FAR shall be calculated over the entire area of the Major Institution Overlay District and shall not apply to individual building sites, lots or campus sectors.

The total amount of campus development is described by the amount of building and by a floor area ratio (FAR) comparing building with site area. The basis for the floor area ratio calculations is summarized in Table 8. Typical zoning exclusions apply, specifically the exclusion of parking structure area and an allowance of 3-½% for mechanical/electrical space. It is assumed that below-grade space and circulation space (skybridges, etc.) are additional to the development program areas (not chargeable floor area).

The FAR for the existing campus is calculated as about 1.7. The proposed additional development results in an additional FAR of 0.3, amounting to a total campus FAR of about 2.0. The standard is proposed to be slightly greater at FAR 2.1 because of the uncertainty and accuracy of the building and land data.

Table 8
Floor Area Ratio Calculation

	Existing Campus Building Area	Proposed Additional Development	Total Campus Building Area
Approximate GSF	882,721	265,000 to 325,000 (Planned & Potential)	1,207,721
Less demolition of existing space		(34,000)	1,173,721
Less parking garage space	151,800	150,000	(301,800)
Less 3-1/2 % for mechanical electrical space	25,582 (3.5% X 730,921)	4935 (3 1/2 % X 141,000)	(30,517)
Chargeable GSF (For FAR purposes)	705,339	136,065	841,404
Floor Area Ratio* (FAR)	1.7	0.3	2.0

*Campus land area calculated to be 416,567 SF (9.55 acres)

3. Height/Bulk/Scale (23.69.030.E.6)

Heights are limited to 105 feet north of Pine Street and 65 feet south of Pine Street.

The Technology Center would intensify the North Plaza site in two phases (see page 123). In addition, the parking garage addition adds to the SCCC campus height/bulk/scale. The existing and potential garage development is depicted in Figure 7.

MIMP Condition #5:
SCCC buildings south of East Pine Street and along Broadway north of the existing main campus buildings shall be designed to fit well with the commercial and pedestrian context of the surrounding areas. To this end, a human scale is to be developed at sidewalk level. Buildings shall have a commercial appearance, be close to the sidewalks and have a high level of transparency, with highly visible entries directly accessible from the public sidewalk realm. Materials used for windows, walls and other elements and architectural patterns (spacing of windows and support columns and overall architectural styles) shall be drawn from the context of immediately surrounding area and from the Pike/Pine area.

MIMP Condition #9:
New structures and additions shall be designed with architectural measures to minimize height, bulk and scale impacts on surrounding properties to the greatest extent practicable.

4. Streets/Vacations (23.69.030.E.9)

No public right-of-ways are proposed to be vacated.

5. Parking (23.69.030.E.4.d and E.3)

The Seattle Land Use Code (23.54.016) establishes minimum and maximum parking limits for Major Educational Institutions. The maximum parking requirement shall be 135 % of the minimum requirements, summarized from the code as follows:

1. Long Term Parking. The number of spaces equal to 15% of the maximum students present at the peak hour, plus 30% of the employees present at the peak hour. SCCC does not provide any on-campus housing so there are no resident students.

2. Short Term Parking. The number of spaces equals to 5% of the maximum students present at the peak hour. There are no resident students at SCCC.

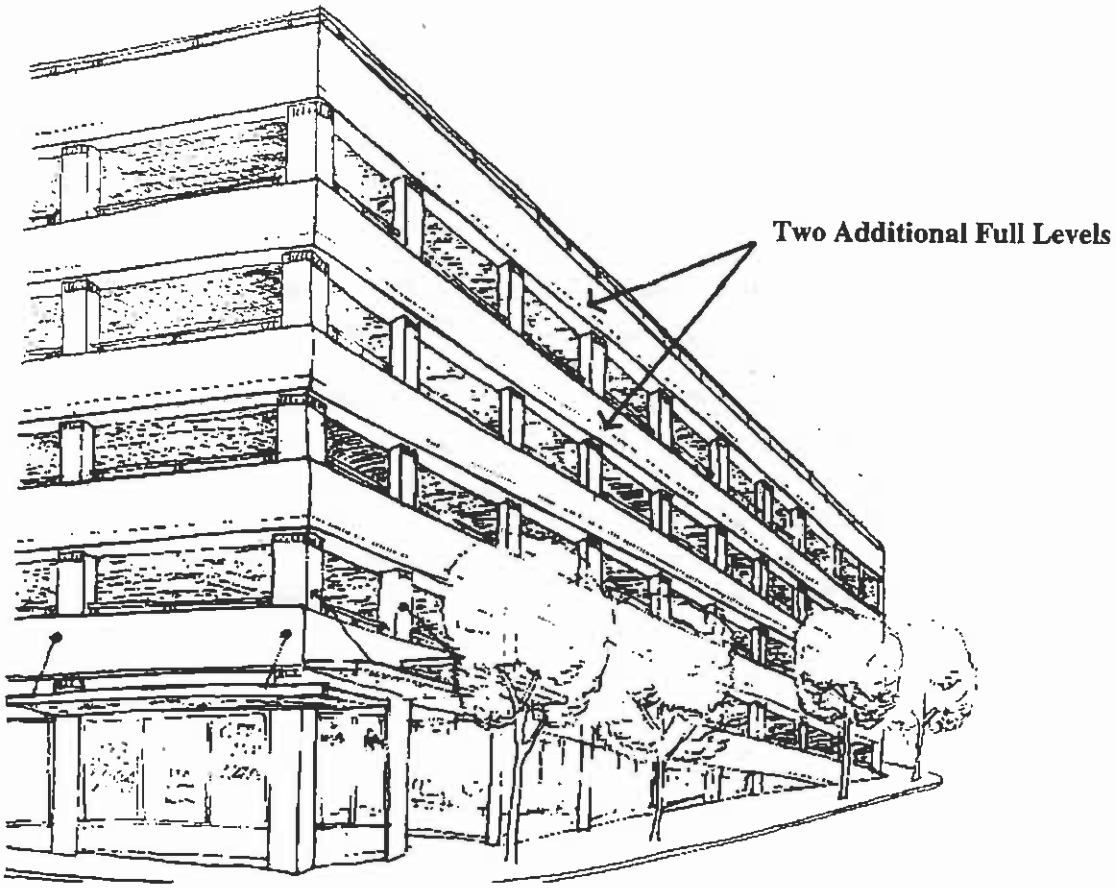
3. Additional Short Term Parking.
   Theater, auditorium or assembly hall. One space for each 200 SF of audience assembly area not containing fixed seats, and one space for every 10 seats for floor area containing fixed seats.

   Spectator sports facility. One space for each 10 permanent seats and one space for each 100 SF of spectator assembly area not containing fixed seats.

The additional short-term parking may be met by joint use of parking areas if the DCLU Director determines that the uses have different hours of operation (23.54.020 G).

The calculations are based on the current population projections and assumptions regarding peak hour accumulations. The results of these calculations are detailed in the Final EIS.

The total code requirement based on zoning standards is a minimum of 1,375 spaces and a maximum of 1,856 spaces. As an existing major institution, SCCC has a code deficit of 762 spaces. SCCC is required to make up 5% of the deficit per project, plus provide the required parking for each project. Parking is not required for parking projects. No population increase is expected for the Technology Center. Thus, the minimum 5% additional code required parking for the SCCC master plan to address the existing deficit is 38 spaces.



Proposed Garage Addition



Figure 7

Existing Garage

SCCC currently has an off-street parking supply of 613 spaces, 513 in the garage and 100 other surface parking spaces (North Plaza, South Annex, parking lot on Broadway). Carpool spaces are located in the existing garage.

Thus, the total code-parking requirement for the SCCC master plan is 651 spaces (supply plus 5% deficit code provision for existing institution versus 1,375-1,856 for new major institution).

Based on the traffic and parking analysis done for SCCC, the long-term parking demand is estimated to be 1,084 spaces (Shapiro and Associates, 1999; see Final EIS).

SCCC proposes to provide from 250/285 to 500 additional off-street parking spaces. The 250/285 would be in the garage addition (potential project) and up to 250 would be provided with the Technology Center (planned and potential project). Some existing surface parking may be displaced. The provision of additional off-street parking must be balanced with the encouragement of transit use, including the high possibility of light rail service with a station immediately adjacent to the campus. The following is the SCCC parking development standard:

The total on-campus parking supply of off-street parking shall be targeted at 1,100 spaces.

The parking standard does not apply to other motor pool/oversize vehicle parking, to any leased parking off campus (outside of the Major Institution District) or other remote lots, or on-street parking.

In the long term, SCCC would be satisfying both the code requirements for parking and meeting the actual parking demand, as follows:

Existing Parking Supply	**Code Required Parking** (min/max)	**5 % of Parking Deficit** (762)	**Parking Demand**
613 spaces	1,375/1,856 spaces	38 spaces	1,084 spaces

The proposed parking supply of 1,100 spaces meets demand, satisfies making up the required deficit, but is lower than the code required size.

Bicycle parking shall be provided with the number of bicycle spaces equal to 10% of the maximum number of students present at the peak hour plus 5% of the employees.
This amounts to a parking requirement of 1000 spaces. SCCC currently provides 235 bicycle-parking spaces throughout the campus (South Plaza-10, North Plaza-150, garage-75). The master plan proposes to provide additional 165 bicycle-parking spaces for a total supply of 400 spaces to meet actual demand (less than code standard). Additional bicycle parking will be distributed throughout the campus with a higher concentration in the North Plaza area, near the light rail station (if/when developed).

6. Open Space (23.69.030.E.4.b)

See Open Space development standards in Section II.

7. Infrastructure (23.69.030.E.7)

All infrastructures, including roads and utilities exist in the urban and developed campus location. The infrastructure conditions and capacities are adequate to serve the proposed level of campus development. Extensions and connections of utilities to specific development projects will occur as typical of construction projects. The Sound Transit proposed light rail system and Capitol Hill station will add to the transportation infrastructure in the area.

8. Phasing (23.69.030.E.8)

The timing of SCCC proposed development is subject to extreme variability due to the uncertainty of state funding and project authorizations. The timing is identified in Table 7, which details the planned development program. The timing is characterized as 'near term, on going, and long term'. It is possible that the project construction phasing may change such that planned projects may be postponed or potential projects may occur sooner. Such variability is inherent of master plans and would be processed by DCLU consistent with SMC 23.69.035.

C. POTENTIAL DEVELOPMENT (23.69.030.E.10)

Two potential projects are proposed by SCCC, described below and in Figure 8.

Table 9
SCCC Potential Development

Project	Location	Size	Timing[1]
Technology[2] Center Phase 2	North Plaza site, between Broadway and Harvard at the vacated Howell St.	Approximately 70,000 SF to 110,000 SF addition to Phase 1 New building of 2 to 6 levels Parking for 50-150 spaces (surface and/or garage of about 45,000 SF) addition to Phase 1	Long Term
Parking garage addition	On top of existing garage at Pine Street between Boylston and Harvard	Approximately 250-285 spaces, 75,000 SF addition of 2 levels	Long Term

SCCC Lots	11%
Off-campus/on-street	37%
Off-campus/off-street	10%

[1]Dependent on state funding.

[2] The Technology Center is the only Master Plan project that proposes an increase in facility space. It is the second phase of a two-phase development. Other projects are minor additions/renovations and parking. The Technology Center would serve existing student populations and remedy library and technology deficiencies. It would also be an added public resource for use by the community. Thus, it would not result in any major change to student/staff/faculty population.

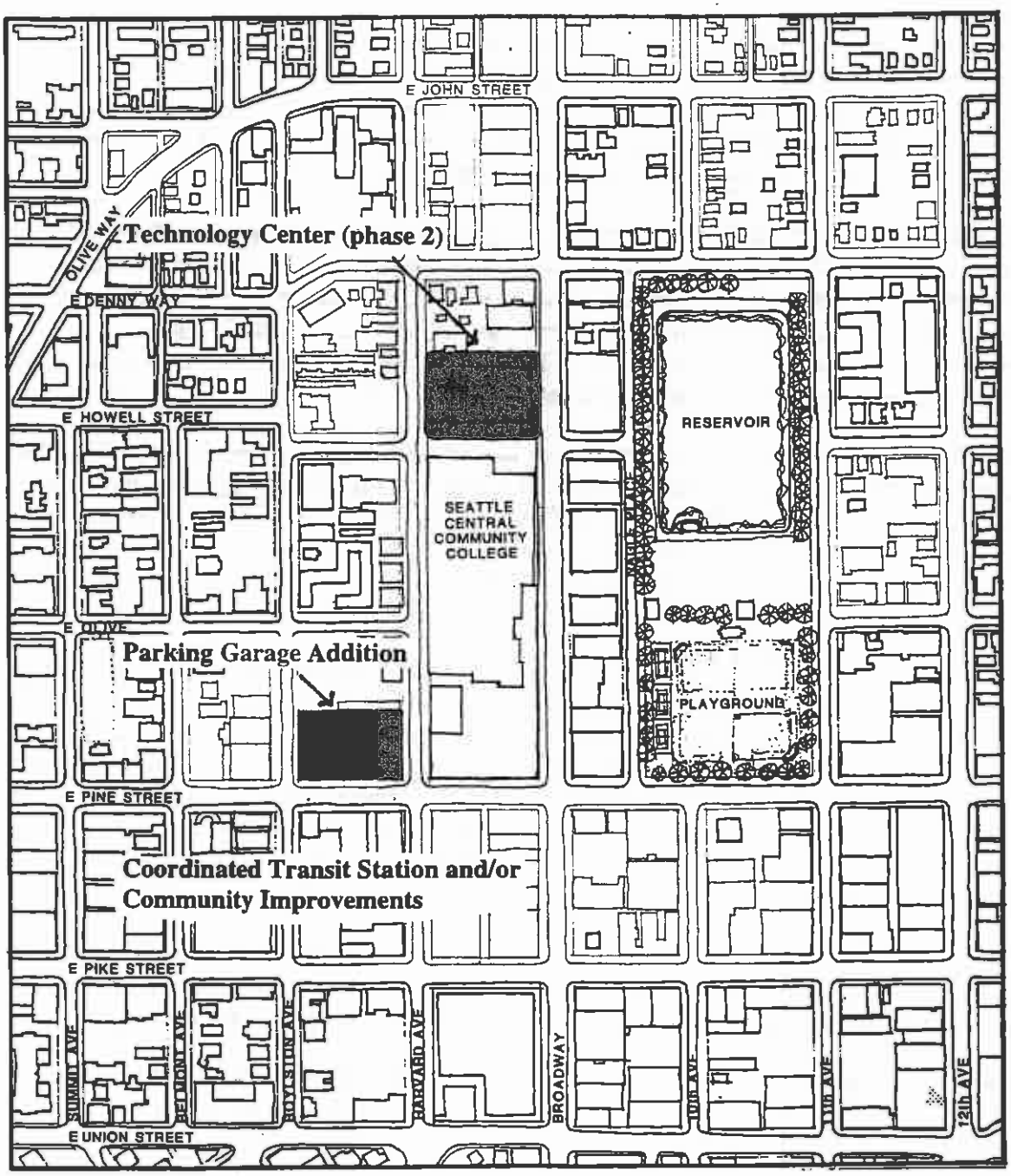


Figure 8

SCCC Potential Development

The parking garage addition was originally proposed as part of the SCCC 1985 master plan. During the approval process, the proposed 750-car garage was reduced to a 500-car garage that was built. SCCC is proposing again to complete the addition of 250 to 285 parking spaces to the existing garage. The garage will be able to accommodate some of the neighborhood's parking needs when not in use by the college, such as late evenings, nights and weekends. Additional parking information is given on page 35 of this document.

The garage addition is depicted in Figures 9, 10, 11 and 12. Each of the four structure elevations is depicted, although the garage addition has not yet been designed and the sketches are conceptual. The actual design may vary from these sketches, but the overall concept and massing will be similar. Additional preliminary engineering information is included in Appendix 4. A second garage entry/exit on Boylston Street exists and may need to be opened with the garage expansion in order to distribute traffic.

The garage floor-to-floor height is not enough to accommodate large vehicles. SCCC and the college district have a motor pool lot proposed to remain along Broadway where two 9-passenger vans, two service vans, a pick-up truck, and five sedans are parked. In addition to these vehicles, the SCCC motor pool has two buses (20 passenger and 15 passenger), which are currently parked off-site. This arrangement would continue into the future. The vehicles are now either temporarily parked on streets, off-site, or simply circulated until needed.

The Technology Center was included in the previously approved MIMP (along with 140 below-grade parking spaces) but was never built because State funding was not received.

Funding for the first phase of the Technology Center is expected. Future funding is uncertain and is not expected in the near term, given current State funding priorities. SCCC intends to retain the project in the master plan to be implemented in two phases. The future phase would likely be located on the western portion of the North Plaza site (along Broadway) to allow coordination with the Sound Transit Capitol Hill station, if and when developed.

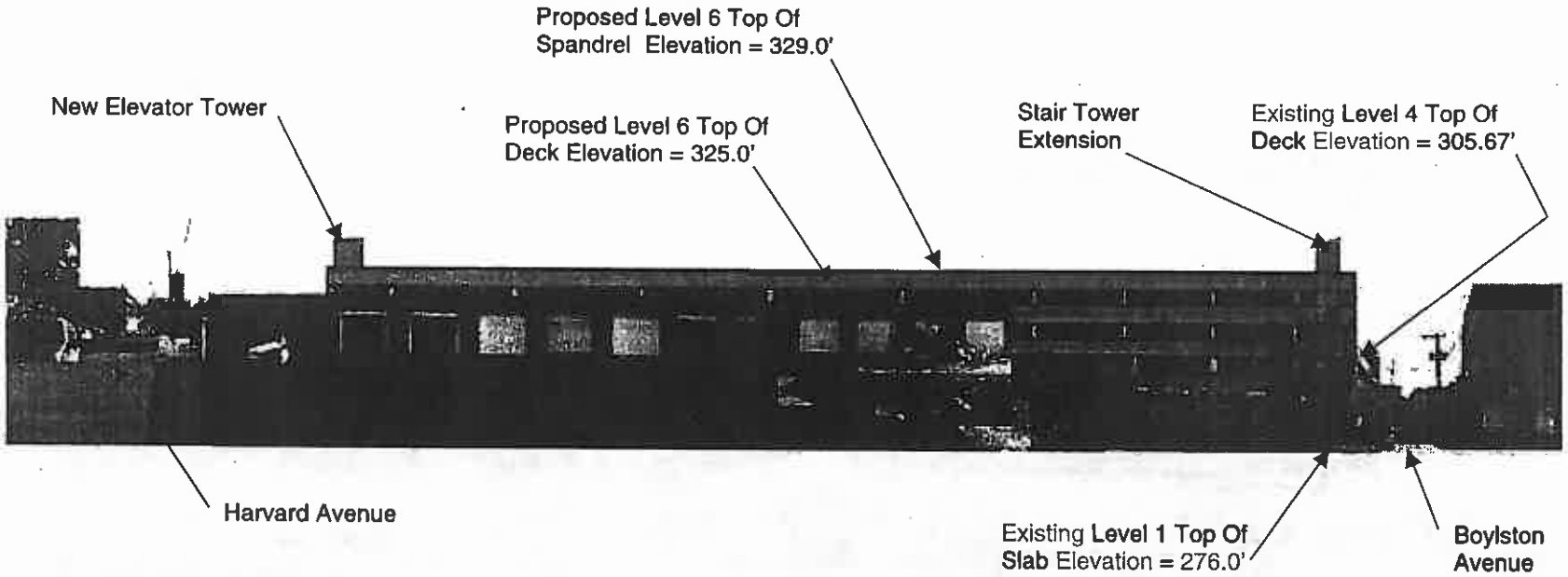
There is the potential for development needs by the Seattle Community College District offices. These facilities, currently located on campus at the Siegal Center, could continue, be expanded or relocated. Needs are not yet defined and any development actions are very uncertain.

Additional college 'potential development' projects beyond that described cannot be identified at this time for SCCC. However, SCCC recognizes the need for coordination and will cooperate with two related public initiatives:

1. The planning by Sound Transit for the Capitol Hill station along the light rail system alignment under Broadway Avenue East near the College.

2. The implementation by the City of Seattle and the local community of the Pike/Pine Corridor, Capitol Hill and First Hill neighborhood plans.

Master plan flexibility is required to allow possible coordinated projects with a number of public and private initiatives. The EIS analyzes this possibility under the 'Additional Potential Projects Alternative'.



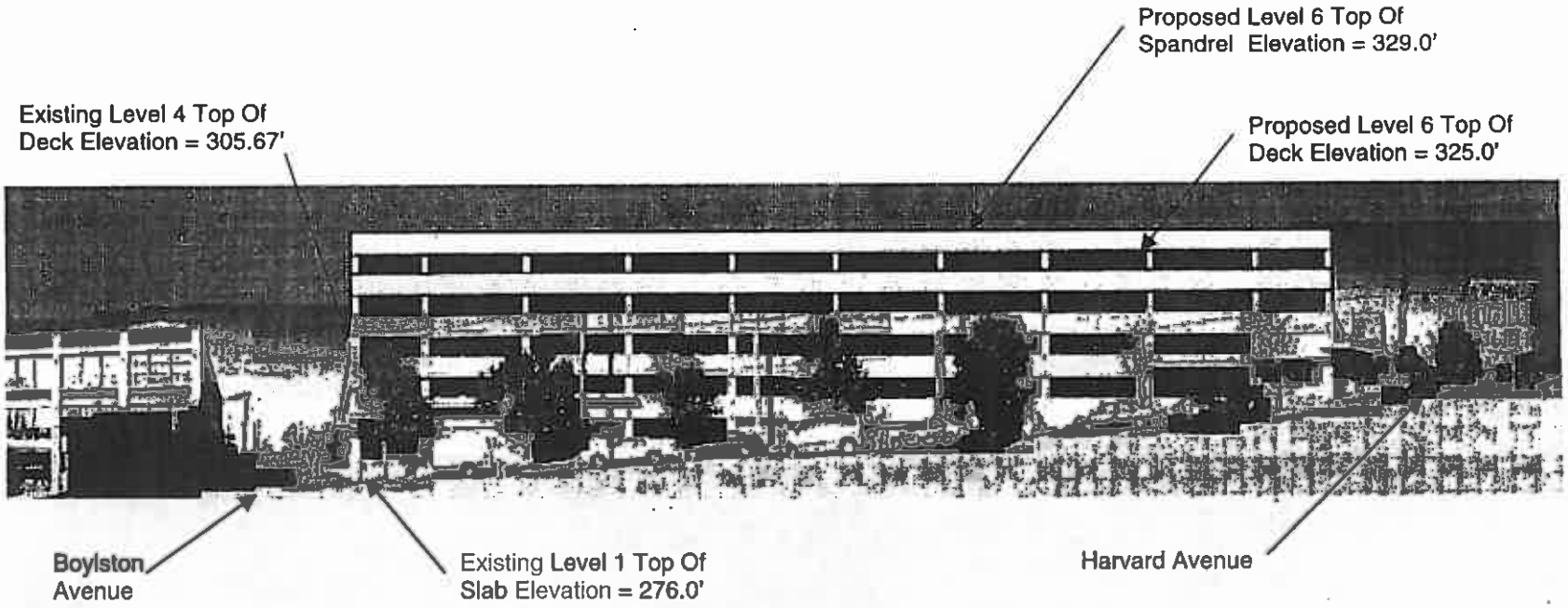
NOTE: Horizontal scale of proposed garage addition exaggerated to show proper relationship to Harvard Avenue.

NOTE: Existing elevations shown above based on original construction documents prepared by HNTB, Inc., Project Number 9344-21-02, dated September 12, 1985, revised December 18, 1985.

Figure 9

NORTH ELEVATION

NO SCALE

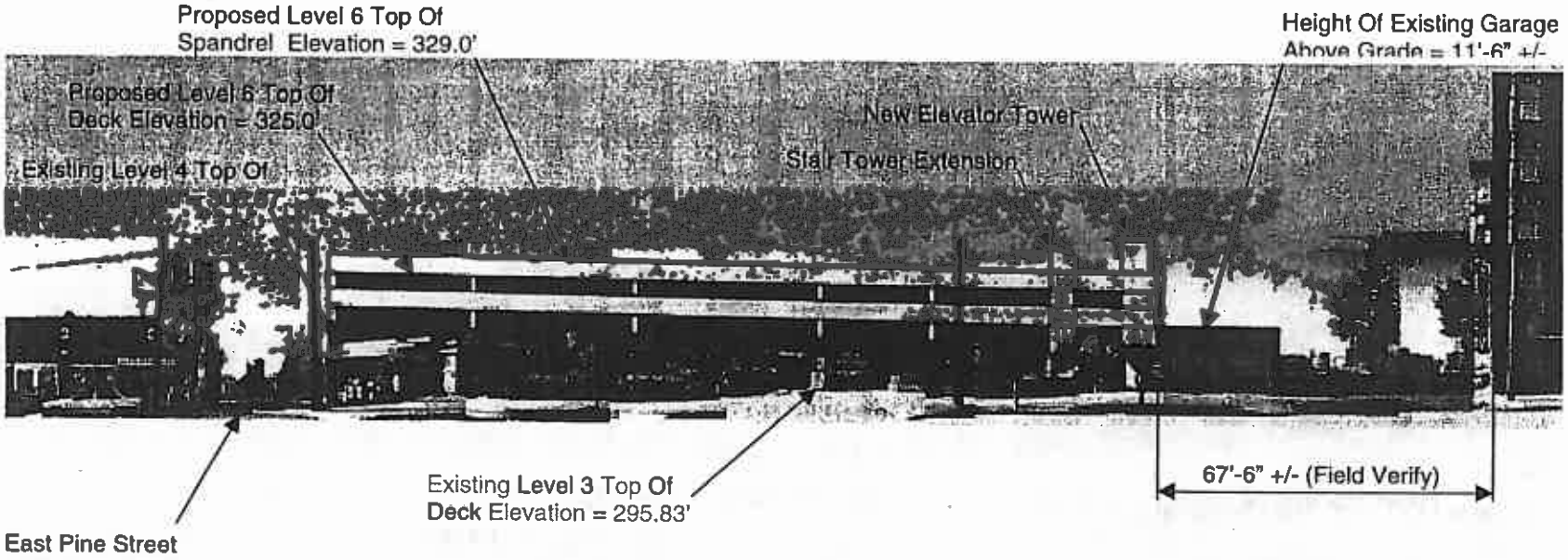


NOTE: Existing elevations shown above based on original construction documents prepared by HNTB, Inc., Project Number 9344-21-02, dated September 12, 1985, revised December 18, 1985.

Figure 10

SOUTH ELEVATION (EAST PINE STREET)

NO SCALE

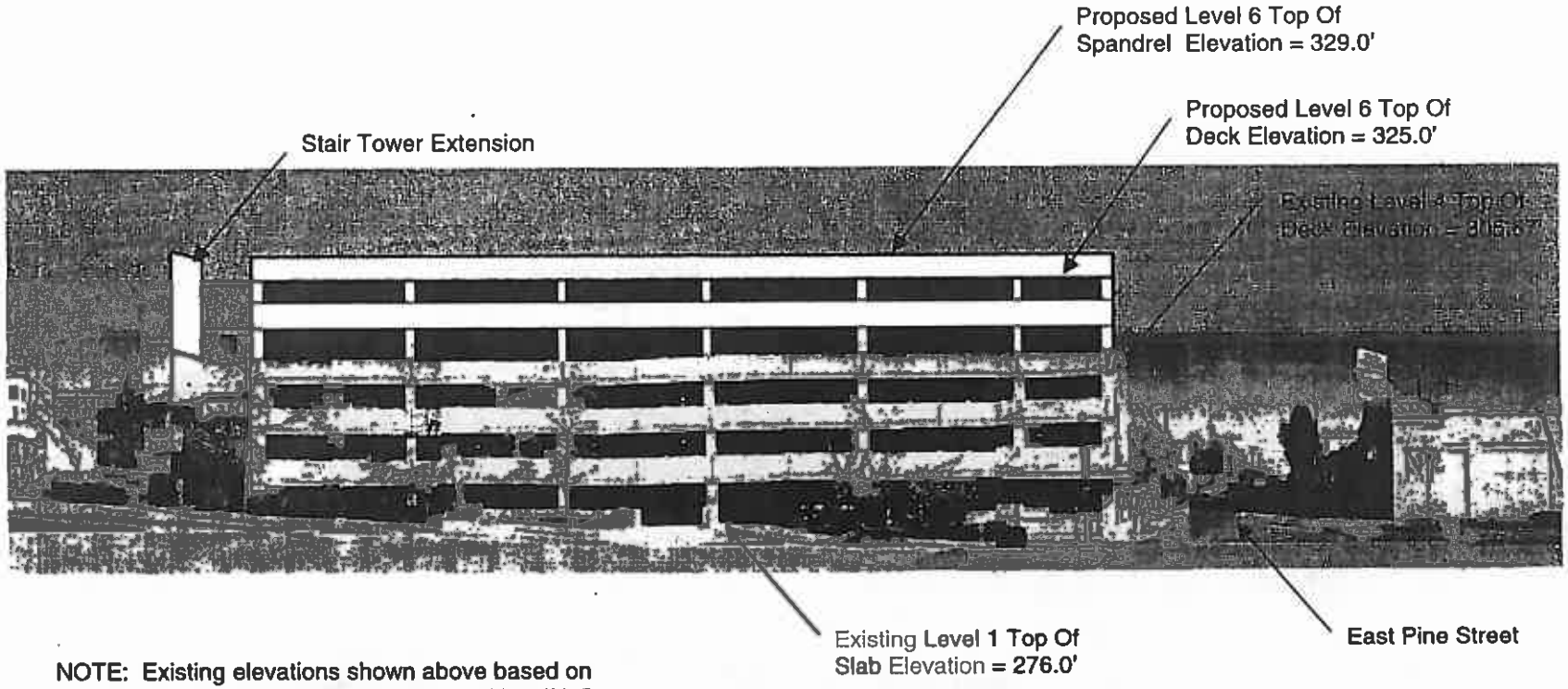


NOTE: Existing elevations shown above based on original construction documents prepared by HNTB, Inc., Project Number 9344-21-02, dated September 12, 1985, revised December 18, 1985.

Figure 11

EAST ELEVATION (HARVARD AVENUE)

NO SCALE



NOTE: Existing elevations shown above based on original construction documents prepared by HNTB, Inc., Project Number 9344-21-02, dated September 12, 1985, revised December 18, 1985.

Figure 12

WEST ELEVATION (BOYLSTON AVENUE)

NO SCALE

The Additional Potential Projects Alternative addresses joint public entity and public/private partnerships where mixed uses with multiple objectives could improve public benefits, with SCCC participation. Projects are identified as 'Potential' because they are only conceptual ideas and are not detailed. Timing is uncertain and could be either in the near-term or long-term. The participants, in addition to SCCC, are also not defined. The intent is leverage public resources, given very limited state funding for the college, by combining development initiatives. By initiating the environmental review early in this master plan's EIS, timesaving later may be possible to take advantage of opportunities.

The proposed Technology Center (Phases 1 and 2) project could be integrated with the plans for a new transit station. There is potential public benefit and reduced impact if SCCC facilities, such as the garage addition, mixed use projects or even housing, are a community resource, balancing college needs and the increasing commercial and residential development needs of the neighborhood. Joint planning and potential development would need to be consistent with the fundamental mission and role of the College. Linking city library improvements with the desired SCCC Technology Center is another possibility. The SCCC leasing at other property may be necessary during development and construction of the Technology Center/Light Rail Station project. The existing SCCC North Plaza functions would be displaced and would have to be accommodated somewhere.

The EIS also describes a No Action Alternative, Adjacent Property Acquisition/Development Alternative, and Additional Potential Projects Alternative. This second alternative contrasts the proposed action's intensification of the SCCC campus with horizontal expansion at reduced scales. The approved master plan reduced the allowable heights south of Pine Street so more pressure for campus expansion may now occur. Master Plan flexibility is also required to include aspects of such an expansive alternative. SCCC may develop outside its MIO District, consistent with the Land Use Code, as any major institution is allowed (23.69.022).

SCCC proposes the Design Principles described in Table 10 to address the relationship of potential SCCC master plan improvements with the transit and neighborhood efforts. Specific actions and projects are not yet defined. The principles are a general guide to future community enhancements.

Table 10

SCCC Design Principles for Public Transit and Neighborhood Planning Initiatives

Purpose

The purpose of the design principles is to anticipate and assure compatibility of the SCCC campus with the potential public transit center and neighborhood planning activities. The intent is to create a partnership among the Sound Transit, the City of Seattle Department of Neighborhoods and Seattle Central Community College to improve the regional public resource benefits and their local compatibility.

Design Principles

- Strengthen the accessibility and integration of the College campus with the neighborhood by the design and location of the transit station.
- Consider shared use of the SCCC facilities, such as the parking garage, and physical campus connections with the transit station.
- Increase community linkages with the SCCC campus. The location near Pine Street could enhance the access of the performing arts center and garage. The location near Denny could enhance the access of the proposed learning resource/technology center.
- Improve community compatibility by the mix of educational, community service, commercial and residential uses and urban density around the station area.
- Maintain multi-agency and public participation, communication and coordination in the planning, design and implementation of improvements, including appropriate mitigation of construction related impacts from the transit project

SCCC continues to work with Sound Transit on ideas to integrate the Capitol Hill light rail station into the neighborhood and to fit with SCCC. A preliminary concept is depicted in Appendix 9. The actual station design and North Plaza re-development may vary from this concept. However, the intent is to apply the design principles in a cooperative process and allow for flexibility in the future SCCC development, if/when state funding is available and if/when the rail project and station proceed.

IV. Transportation Management Program

A. INTENT

The intent of this program is to diminish impacts to the environment, such as air quality degradation and traffic congestion, resulting from employees and students commuting to the Seattle Central Community College (SCCC) campus. This will be accomplished by consolidating commuter trips into fewer vehicles, thereby reducing the number of automobiles driven to the SCCC campus on the Capitol Hill area of Seattle. Trip consolidation will result from the provision of incentives by the college for use of High Occupancy Vehicle (HOV) alternatives such as transit, carpooling and vanpooling, and walking. The existing SCCC Transportation Management Program and Commute Trip Reduction Program information is described in Appendix 5.

B. PROJECT LOCATION

Seattle Central Community College is located in the Capitol Hill neighborhood of Seattle, with a street address of 1701 Broadway Avenue. The existing SCCC Master Plan area is bounded on the north by an east-west line approximately equidistant between of East Howell Street and East Denny Way, on the south by East Pine Street, on the east by Broadway Avenue except south of Bonney-Watson to an easterly extension of East Olive Street where the east boundary is Nagle Place, and on the west by Harvard Avenue. In addition, the Master Plan area also includes the approximate southerly one-half block defined by Harvard Avenue, Boylston Avenue, East Pine Street and East Olive Street where the SCCC's parking garage is located; and the southeast one-quarter block defined by Broadway Avenue, Harvard Avenue, East Pine Street and East Pike Street. A legal description is provided in Appendix 3.

SCCC's Master Plan area also includes a portion of the block on the east side of Broadway Avenue, directly across from the main campus building, which house the Physical Education Building, the Student Activity Center and the Student Bookstore.

The existing Major Institution Overlay (MIO) District boundary is shown in Figure 1 (page 11 of this document). The State or SCCC except for public rights of way/streets owns all property within the boundary. The proposed MIO District boundary is proposed to be extended to include all State/SCCC property ownership that includes the following modifications:

- The Masonic Temple site located at the corner of East Pine Street and Harvard Avenue.
- The South Annex located at the southeast corner of Broadway and East Pine Street.
- The lot fronting Broadway, located mid-block between East Pike Street and East Pine Street.

C. AUTHORITY

This program is established as a requirement of the Major Institution Master Plan, Seattle Municipal Code 23.69.0030, and the State Environmental Policy Act (SEPA). The Transportation Management Program shall be consistent with DCLU Director's Rule 2-94, which supersedes DCLU Director's Rule 4-91 and SED Director's Rule 91-5, establishing procedures for Transportation Management Programs. This program requirement shall be a covenant

running with the land as well as a condition of occupancy. Key terms used in this TMP are defined in Attachment A. (Note: SED - Seattle Engineering Department is now called SeaTran-Seattle Transportation.)

D. Program Goals and HOV Incentive

The goal of this program is to ensure that Single Occupant Vehicles (SOV) trips are no more than 50% of the SCCC staff, faculty and student commute to and from campus as an SOV. Attachment B (page 59) illustrates the current mode split analysis, which shows that this level of SOV trips is presently being exceeded, being at 49%. A 1998 survey indicated the SOV rate was 48%.

This goal will continued to be achieved through continuing to provide incentives to ride transit, form carpools, and use other forms of travel, such as bicycle and walking, to the SCCC campus.

E. Program Elements and Responsibilities of the Participants*

The elements of the SCCC Transportation Management Program will be consistent with those described in the Seattle Municipal Code 23.69.030 and the Director's Rule 2-94. These elements include:

- Building or Institutional Transportation Coordinator
- Periodic Promotional Events
- Commuter Information Center
- Tenant Participation
- Ride Match Opportunities
- Staff/Faculty/Student Survey
- Annual Program Performance Reports
- Site and Access Improvements as required by the Land Use Code and environmental impact mitigation

Specifically, in accordance with the intent and the goals of this program, Seattle Central Community College shall:

1. Establish and maintain an on-site Building or Institutional Transportation Coordinator (BTC) whose primary responsibility is to implement the provisions of this TMP. The BTC shall be responsible for accomplishing program goals and maintaining the CIC.

2. The BTC shall organize and staff promotional events.

3. Establish and maintain a Commuter Information Center on campus consistent with Metro specification. Metro and the City shall have final approval of placement of the CIC.

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* Because there is no substantial change in student, faculty, staff population and attendance under the proposed MIMP, this TMP is substantially the same as the prior TMP and is a continuation of the agreement by all participants.

4. All SCCC tenants shall participate in the TMP unless specifically waived by DCLU in the permit condition.

5. The BIC shall ensure that tenant ridesharing information is available in the CIC, receive applications for ridesharing, and forward applications to Metro.

6. Survey, in conjunction with SED and Metro, all staff, faculty and students biennially to determine percentage of commute trips by each mode (SOV, carpool, transit, and other) reduction for evaluation purposes.

7. Provide Seattle Commuter Services with full disclosure of parking costs for staff, faculty and students on a quarterly basis.

8. Provide at least 200-reserved carpool parking spaces on the SCCC campus. A carpool shall be defined as at least two persons. All carpool participants shall be either staff, faculty or students of SCCC.

9. Provide a discount on all monthly, quarterly or annual transit passes to staff, faculty and students (discount amount to be determined).

10. Promote the transportation management program semi-annually with a major special event and information distribution. The scale of these events will be determined in cooperation with Metro by the number of staff, faculty and students on campus.

11. Provide a guaranteed-ride-home-program for staff, faculty and students in cooperation with Metro.

12. Provide ride-matching services to staff, faculty and students in cooperation with Metro.

13. Provide bicycle racks at a ratio of one rack per 20 automobile spaces, and provide shower facilities for bicycle commuters.

<u>The Seattle Transportation (SeaTran) Department shall:</u>

1. Work with Metro to train the Campus Transportation Coordinator.

2. Certify carpool eligibility for the SCCC Carpool Program, provide renewals, and monitor TMP compliance and participation.

3. Participate in the semi-annual promotional events.

4. Assist the Transportation Coordinator in the biennial commuter survey; review and analyze the data from the survey; and prepare an evaluation of the program performance based on the survey data and the quarterly reports.

King County Metro shall:

1. Work with SeaTran to train the Campus Transportation Coordinator.

2. Work with SCCC and SeaTran to conduct semi-annual promotional efforts at the college, the scale of which shall be determined by the number of staff, faculty and students on campus.

3. Provide the Campus Transportation Coordinator with a variety of marketing services and promotional materials about ridesharing and transit use.

4. Send King County Metro Commuter Service Information to the college as advised by the Campus Transportation Coordinator.

5. Maintain materials in the Commuter Information Center at a rate determined by King County Metro's Distribution Section based on material utilization. Materials will include a destination brochure that summarizes all commuter transportation services on campus.

DCLU shall:

1. Receive annual evaluation reports from SeaTran regarding the effectiveness of the SCCC TMP.

2. Certify compliance or non-compliance with the terms of the agreement.

3. Take enforcement action, as necessary, if the program is not in compliance and/or the terms of this Agreement are not being met. Any fines levied will be consistent with the fine schedule in place for non-compliance with the City of Seattle's Land Use requirements.

F. Evaluation Criteria and Evaluation Procedures

1. Flexibility in achieving the purpose of this TMP shall be permitted pursuant to DCLU Director's Rule 2-94. The signatories to this agreement shall biennially evaluate the effectiveness of HOV incentives. Program evaluation shall be consistent with Director's Rule 2-94.

2. The Seattle Central Community College shall not generate more than 50% daily SOV's (staff, faculty and students), consistent with a maximum of 80 percent SOV commuters for all campus staff, faculty and students. The current TMP is already meeting the goal. Progress will be measured by SCCC maintaining SOV levels at or below the 50% SOV goal. If adequate progress toward achieving the requirements is not achieved, SCCC shall provide additional incentives for HOV travel in coordination with the City. Continued review and adjustment of the TMP shall be made by SCCC. Adequate progress for the first four years after adoption of this TMP shall be defined as not exceeding the SOV requirement stated above. There will be no 10 percent grace allowed after four years.

3. The number of daily SOV's shall be determined by subtracting from the total staff, faculty and student population the number of non-vehicle commuters (walkers, bicycle riders and drop-offs), the number of transit riders and the number of car-poolers. The amount remaining after subtracting out the known non-SOV's shall be defined as the number of SOV's commuting to campus. The rideshare amount for transit and carpooling shall be based on the quarterly reports filed by SCCC. Attachment A provides the results from the transportation survey administered to staff, faculty and students in May 1998.

4. Each evaluation will be based on a comparison of performance data from quarterly reports and biennial surveys, carpool utilization, the use of transit and other transportation modes with the projected performance goals expressed in the TMP.

Evaluation Procedures

1. The SCCC Transportation Coordinator shall conduct a biennial survey to determine levels of participation in the TMP and the commute mode categories. The analysis of the survey data will be done by SeaTran and/or SCCC's consultant; all costs for tabulation and analysis of the data will be the borne by SCCC. A performance evaluation will be prepared by SeaTran from the data to be shared with SCCC and King County Metro. SED and King County Metro shall approve the survey instrument.

2. The Director of DCLU may at any time require from SCCC the submission of a survey to verify the actual levels of staff, faculty and student enrollment.

Successors and Assigns

This agreement is binding on the heirs, successors, and assigns to the parties.

Agreement to Cooperate

This Transportation Management Program is to provide the opportunity for all parties to cooperate in efforts to explore and develop alternative means of travel to the Single Occupant Vehicle. It recognizes the dynamics of the last decade as our energy resources and transportation system were recognized as finite resources vital to the health and vitality of our community and our economic development.

There shall be a full, good faith commitment to achieve the purposes of this program.

Enforcement

Failure to achieve adequate progress toward the goal of 50% SOV's at the end of two years following initial acceptance of this TMP, the end of four years, and for the life of the SCCC Major Institution Master Plan shall constitute a violation(s) of the Master Institution Master Plan and the condition of the occupancy approval. The City may, at its option, enforce the conditions of this agreement to Seattle Municipal code 23.90 and 23.76. Similarly, failure to comply with any other requirement of this MOA shall be subject of enforcement action.

Attachments

Attachment A provides a list of definitions.

Attachment B identifies the existing mode split (Fall Quarter 1997) and parking summary, assuming the goal for SOV reduction is met at average building (SCCC) densities (staff, faculty and students). Attachment B provides background data on existing staff, faculty and student transportation operations as well as the existing parking costs summary in the vicinity of the SCCC campus. Attachment B illustrates that SCCC presently meets the 50% maximum SOV level.

(Date)

(Name), Director
Department of Design, Construction and Land Use
(Address)

Re: TMP Acknowledgement Letter for Master Use Permit Number_____

I_____(NAME)_____, as owner of _____
(LEGAL DESCRIPTION)_____, identified as_____
(ADDRESS)_____understand that I am required to comply with the following condition (s) related to the Transportation Management Plan (TMP) imposed on Master Use Permit (MUP) number_____.

_____MUP CONDITIONS_____

If fully understand that additional MUP condition(s) unrelated to the TMP may apply to the subject proposal as specified by the Directors decision.

I further understand that failure to achieve the goals specified in the TMP and/or to comply with the mandatory requirements of the TMP, as set forth by Director' Rule 2-94, and specified by the condition(s) listed above shall be a violation of the permit condition(s) and will result in enforcement pursuant to the Seattle Land Use Code (SMC 23.90) and Master Use Permit Process (SMC 23.76). The condition(s) under which this project was approved runs with the life of the project and shall be complied with by me, and/or my company, and/or future property owner(s).

Sincerely,

ATTACHMENT A

Definitions

For the purpose of this Transportation Management Plan, the following definitions apply:

Campus Employee

Any employee of Seattle Central Community College (SCCC), (employee includes staff, faculty and students).

Campus Transportation Coordinator (CTC)

The position establishes and is maintained on the SCCC campus by the proponent to oversee implementation and administration of the Transportation Management Program (TMP). The CTC may delegate responsibility to staff and will be available during normal business hours on-site to assist employees and promote the TMP.

Carpool

Any vehicle containing at least two (2) people, all of whom are defined as campus employees, including students, and commute together at least two days a week.

Commuter Information Center (CIC)

A permanent, highly visible, on-site display of the array of commute modes available. The CIC holds information about ridesharing (carpools, vanpools); Metro Transit travel; as well as flexible work hour scheduling (flextime). CIC's are designed to blend with an ambiance as well as properly display permanent information material.

Employee Commute Trip

The commute to and from the SCCC campus made by an individual employee.

High Occupancy Vehicle (HOV)

Any mode of travel carrying two or more people- to include, but not limited to carpools, vanpools, transit and custom bus service.

Other Trips

Any mode of travel to and from SCCC to include, but not be limited to walking, bicycling, ferry, motorcycles, and drop-offs from a vehicle, continuing to another location of employment.

ATTACHMENT A (continued)

Transit Subsidy or Discount

The policy of allowing any employee eligible to receive a transit discount from SCCC to apply the amount of their transit discount on their share of any vanpool or carpool parking at the SCCC garage.

Transportation Management Program (TMP)

A program to de-emphasize and reduce the use of the Single Occupancy Vehicle (SOV) commuting and to encourage employees to commute by HOV.

Vanpool Discount

The portion of a SCCC employees' fare on a vanpool paid by another party, such as an employer. The purpose of vanpool discount is to provide an economic incentive to employees to commute to work by vanpool.

Vanpool Parking Space

Parking spaces provided by SCCC for vanpool vehicles. Vanpool parking spaces have sufficient clearance, driveway width and turning radii to accommodate outsized vehicles with seating capacity of 7 to 15 people.

Vanpool Participant

A commuter who travels to and from his/her home to SCCC at least two days a week in a designed vanpool. The participant shall be an employee of SCCC to be eligible for fare discount offered under any terms of this agreement.

ATTACHMENT B

Seattle Central Community College

Mode Split and Parking Analysis for the Transportation Management Program (Fall 1997)

Category		Percent	Number
Project Data:			
Student Population	Fall 1997	95%	9,434
Staff & Faculty	Fall 1997 =	5%	
Total Population	Fall 1997 =	100%	
Commute Mode Split - Persons			
Transit (including subsidy)		33%	2,726
Other (peds, bike, etc.)		16%	1,468
Auto (SOV + HOV)		51%	6,292
Auto Split - Persons			
Carpool		28%	1,133
SOV		72%	5,159
Auto Split - Vehicles			
Carpool (Avg. Car Occupancy=1.39)		28%	929
SOV (Avg. Car Occupancy=1.0)		72%	5,159
Total Parking Demand			
Total Long Term Parking (staff & faculty)			1,084
Short Term Parking Demand (students)			291
(Per SED formula)			
Parking Supply			613
Parking Surplus or (Deficit) Based on Demand			(471)
Mode Split Summary - Persons			
Transit		37%	2,726
Other		6%	1,468
Carpools		16%	1,133
SOV		41%	5,159
(Goal = 80% = 8,389 persons)			
Total Population		100%	10,486

ATTACHMENT B (continued)

(Backup Information, Fall 1997)

1. SCCC Staff, Faculty and Student Population
(These numbers include both full-time and part-time students and staff/faculty)

A.	Student Population	Fall 1991 = 9, 958
B.	Staff & Faculty	Fall 1991 = 538
C.	Total Population	Fall 1991 =10,486

2. Parking Permits - Fall 1991

Annual Full-time Permits	= 376
Annual Full-time Carpool Permits	= 17
Quarterly Part-time (staff, faculty)	= 124
Quarterly Student Permits	= 188
Quarterly Student Carpool Permits	= 89
Total Daytime Permits	= 794
Total Evening Permits	= 786
Total Parking Permits Issued	= 1,580

3. Transit Passes Issued - Fall 1991

3,531 transit passes were issued between July 1991 and December 1991, an average of 589 passes per month.

4. SCCC Trip Generation - ITE Trip Generation Manual, 5th Edition

ITE Land Use Code 540, Junior/Community College - The studies contained in this code area are limited, were conducted in the 1970's in Delaware and Kansas.

Trip generation per student on a weekday:

Daily: 1.33 per student = 13,244 vehicle trips
A.M.: 0.16 per student = 1,593 vehicle trips
P.M.: 0.12 per student = 1,195 vehicle trips

No information was available on mode splits.

ATTACHMENT B (Continued)

5. Total Parking Demand

Total Long Term Parking (staff & faculty) 393
(Based on annual full-time permits issued, including carpool permits)

Short Term Parking Demand (students)
(Per SED formula)

6. SCCC Transportation and Parking Survey
Fall (December) 1990
(Final results are attached)

A. Mode of Travel – percent

Car	60%
Bus	26%
Walk, Bike, Motorcycle	14%
Total	100%

B. Travel by Car

SOV	82%
Avg. Vehicle Occupancy	1.22
Carpool	18%

C. Overall, 49% (0.60 x 0.82) SCCC Population (staff, faculty & students) arrive via Single Occupant Vehicles (SOV). A 1998 Survey estimated the SOV rate at 48%.

D. Parking Locations

SCCC Garage	42%
SCCC Lots	11%
Off-campus/on-street	37%
Off-campus/off-street	10%

V. Appendices

Appendix 1: SCCC Major Institution Master Plan/Environmental Impact Statement Process Milestones*

- June, 1997
  SCCC submits letter of intent to DCLU to prepare new Major Institution Master Plan (MIMP)

- August, 1997
  SCCC submits letter to DON requesting formation of Citizen Advisory Committee (CAC)

- October, 1997
  SCCC submits application to DCLU for new MIMP (Concept Plan Application)

- December, 1997
  Seattle City Council approves CAC membership of twelve representatives

- January, 1998
  SCCC master planning process formally begins

- February 26, 1998
  Publish notices of MIMP application

- January 7 1998
  CAC Meeting #1 (orientation)

- August-September, 1998
  Public scoping of environmental impact statement
  (Including public scoping meeting September 29, 1998)

- February 3, 1998
  CAC Meeting #2

- March 3, 1998
  CAC Meeting #3

- April 7, 1998
  CAC Meeting #4

- April 14, 1998
  Lead Agency defines scope of environmental analysis

*Acronyms used include the following:
SCCC: Seattle Central Community College
DCLU: City of Seattle Department of Design, Construction and Land Use
DON: City of Seattle Department of Neighborhoods
CAC: Citizen Advisory Committee (for SCCC)
MIMP: Major Institution Master Plan
EIS: Environmental Impact Statement

- May 5, 1998
  CAC Meeting #5

- May 21, 1998
  Issue preliminary review copy of Draft MIMP and Draft EIS

- June 2, 1998
  CAC Meeting #6

- July 7, 1998
  CAC Meeting #7

- September 1, 1998
  Issue Draft MIMP and Draft EIS for 45-day public comment period

- October 6, 1998
  Public hearing for Draft MIMP and Draft EIS

- November, 1998
  SCCC requests temporary delay of process

- August 4, 1999
  CAC Meeting #8

- September 1, 1999
  CAC Meeting #9

- September 12, 1999
  CAC Meeting #10

- October 13, 1999
  CAC Meeting #11

- December 15, 1999
  Issue preliminary progress copies of Final MIMP and Final EIS

- January 12, 1999
  CAC Meeting #12

- March 16, 1999
  CAC Meeting #13

- April 20, 1999
  CAC Meeting #14

- May 11, 1999
  CAC Meeting #15

- June 8, 1999
  CAC Meeting #16

- July 13, 1999
  CAC Meeting #17

- September 14, 1999
  CAC Meeting #18

- October19, 1999
  CAC Meeting #19

- February 24, 2000
  Issue preliminary copies of Final MIMP and Final EIS

- March 22, 2000
  CAC Meeting #20

- April 17, 2000
  CAC Meeting #21

- April 26, 2000
  CAC Meeting #22

- May, 2000
  Revised preliminary Final MIMP and Final EIS documents completed

- August, 2000
  SCCC requests temporary delay of process

- March, 2001
  Process re-started

- May 12, 2001
  Issue revised preliminary copies of Final MIMP and Final EIS

- August 30, 2001
  CAC Meeting #23

- August 30, 2001
  Issue Final MIMP and Final EIS to public

- September 10, 2001
  CAC Meeting #24

- September 24, 2001
  CAC Meeting #25

- October 4, 2001
  DCLU issues Draft Director's Report

- October 4, 2001
  DON issues Draft CAC Report

- October 15, 2001
  CAC Meeting #26

- November 5, 2001
  CAC Meeting #27 (final meeting)

- December 6, 2001
  DCLU issues Final Director's Report

- December 20, 2001
  DON issues Final CAC Report

- January 16, 2002
  Public hearing before Seattle Hearing Examiner

- February 22, 2002
  Hearing Examiner issues Findings and Recommendations

- May 7, 2002
  Consideration by Seattle City Council Land Use Committee

- June 4, 2002
  Consideration by Seattle City Council Land Use Committee and recommendation for approval subject to Hearing Examiner conditions

- July 1, 2002
  Seattle City Council approves SCCC master plan with conditions

- July 9, 2002
  Ordinance #120842 signed by Mayor adopts new Major Institution Master Plan for SCCC

- August, 2002
  Draft Compiled Plan submitted to DCLU for review and approval

- September, 2002
  Compiled Plan approved by DCLU and issued

TOTAL ELAPSED TIME: 60 MONTHS

Appendix 2: Reference Documents

The following documents are included in a 3-ring notebook binder and are a separate appendix incorporated by reference to the SCCC Compiled Plan.

- MIMP Correcting Ordinance #120910, passed by Council September 9, 2002, and signed by Mayor September 17, 2002
- MIMP Ordinance #120842 adopting the new SCCC major institution master plan, passed by Council July 1, 2002, and signed by Mayor July 9, 2002
- Seattle City Council Findings, Conclusions, and Decision, CF 302336, Project #9705705, July 1, 2002
- Findings and Recommendations of the Hearing Examiner for the City of Seattle: CF 302336, February 22, 2002
- Analysis and Decision of the Director of the Department of Design, Construction and Land Use: Application # 9705705, December 6, 2001
- SCCC Major Institution Master Plan Citizen's Advisory Committee Final Report, November 2001
- SCCC Major Institution Master Plan Citizen's Advisory Committee Minority Report, November 2001
- SCCC Final Major Institution Master Plan, August 30, 2001
- SCCC Final Environmental Impact Statement, August 30, 2001
- SCCC Draft Major Institution Master Plan, September 1, 1998
- SCCC Draft Environmental Impact Statement, September 1, 1998

Appendix 3: SCCC Campus Property Legal Description

1. Parking Garage - 1601 Harvard - KCA #600300-570-04

Lot 1, Box 7, addition to the City of Seattle, as laid off by D.T. Denny, Guardian of the estate of J.H. Nagle, (commonly known as Nagle's addition to the City of Seattle) as recorded in Volume 5 of plats. Page 153, records of King County, Washington. Except the southerly ten feet thereof, condemned in King County Superior Court cause No. 57057 for widening of East Pine Street, as provided by Ordinance No. 14500 of the City of Seattle.

All of Lots 3-9, inclusive and the south half of Lots 10 and 11. All Block 3, supplementary plat of union addition to the City of Seattle as recorded in Volume 9, of plats, page 12, records of King County, Washington, except the southerly ten feet of said Lots 7, 8 and 9, thereof condemned in King County Superior Court Cause No. 57057, for widening of East Pine Street as provided by Ordinance 14500 of the City of Seattle.

2. Broadway Performance Hall - 1625 Broadway - KCA #600300-0600-08

All of Block Eighteen (18) in an addition to the City of Seattle as laid off by D.T. Denny, guardian of the Estate of J.H. Nagle (known as J.H. Nagle's Addition).

3. South Annex - 1524 Broadway, 909 East Pine, 1500 Broadway

Lots 5 and 6, Block 14, addition to the City of Seattle, as laid off by D.T. Denny, Guardian of the estate of J.H. Nagle (commonly known as Nagle's Addition to the City of Seattle) according to the plat thereof, recorded in Volume 1 of plats, page(s) 153, in King County, Washington.

4. Masonic Temple - 801 East Pine - KCA#600-300-0470-05

The North 20 feet of Lot 4 and all of Lots 5 and 6, Block 15, Plat of an addition to the City of Seattle as laid off by D.T. Denny, guardian of the Estate of J.H. Nagle according to the plat thereof recorded in Volume 1 of plats page 153 in King County Washington, except that portion condemned for alley under City of Seattle ordinance number 22905.

6. District Office - 1514 Harvard Street - KCA #720250-0010-05

The north 26.00 feet of lot 3, and the South 40.00 feet of lot 4, all in block 15 of Addition to the City of Seattle, as laid off by D.T. Denny, Guardian of the Estate of J.H. Nagle (commonly known as Nagle's Addition to City of Seattle) according to plat recorded in volume 1 of plats, page 153, in King County, Washington, EXCEPT these portions thereof lying within the east 9.00 feet of said lots 3 and 4, condemned for alley in King County Superior Court Cause No. 72345, Ordinance No. 22905 of City of Seattle.

7. Little Theater - 800-10 East Pike - KCA #720250-0010-05

That portion of lot 1, block 2, Sachman Home Addition to the City of Seattle, according to plat recorded in volume 8 of plats, page 80, in King County, Washington, lying north of the north line of Pike Street as established under Ordinance No. 16415 of the City of Seattle and west of the west line of the alley as established under Ordinance No. 30411 of said City;
AND
That portion of lot 2 and of the south 34 feet of lot 3, block 15, Addition to the City of Seattle, as laid off by D.T. Denny, Guardian of the Estate of J.H. Nagle (Commonly known as Nagle's Addition to the City of Seattle) according to plat recorded in volume 1 of plats, page 153, in King County, Washington, lying west of the west line of the alley as established under Ordinance No. 22903 of the City of Seattle.

8. Motor Pool Lot - 1519/1523 Broadway - KCA #600300-0505-04

Lot 9, Block 15, Addition to the City of Seattle, as laid off by D.T. Denny, Guardian of the Estate of J.H. Nagle (Commonly known as Nagle's Addition to the City of Seattle), according to plat recorded in volume 1 of plats, page 153, in King County, Washington; EXCEPT the west 8 feet thereof condemned for alley in King County Superior Court Cause No. 72648, Ordinance 22905 of City of Seattle.

9. Student Activities Building - 1712 Broadway (North Two Lots) -
KCA # 600300-1105-06

The north 15 feet of lot 3; all of lot 4; the south 10 feet of lot 5; ALL in block 30, Addition to the City of Seattle, as laid off by D.T. Denny, Guardian of the Estate of J.H. Nagle (commonly known as Nagle's Addition to the City of Seattle), according to plat recorded in volume 1 of plats, page 153, in King County, Washington.

The north 23 feet of the south 33 feet of that portion of E. Olive Street lying East of Broadway Avenue East and West of Nagle Place East vacated under ordinance No. 99865 which attached by operation of law to Lot 6, Block 19, John H. Nagle's Addition to the City of Seattle according to Plat thereof recorded in volume 1 of plats, page 153, records of said county.

10. Broadway/Edison - 1700 Broadway - KCA #600300-1105-06 and 600300-1130 - 05

North 40 feet of lot 4, block 31, Addition to the City of Seattle, as laid off by D.T. Denny, Guardian of the Estate of J.H. Nagle (commonly known as Nagle's Addition to the City of Seattle), according to plat thereof recorded in volume 1 of plats, page 153, records of said county, EXCEPT the east 8 feet thereof reserved for alley.

The north 40 feet of lot 9, Block 31, Plat of an Addition to the City of Seattle, as laid off by D.T. Denny, Guardian of the Estate of J.H. Nagle, according to plat recorded in Volume 1 of Plats, page 153, records of said county.

Lot five (5), Block thirty-one (31), plat of Addition to the City of Seattle, as laid off by D.T. Denny, Guardian of the Estate of J.H. Nagle, according to plat recorded in volume 1 of Plats, page 153, records of said county (commonly known as Nagle's Addition to the City of Seattle), EXCEPT the East eight (8) feet for alley; situated in the City of Seattle, County of King, State of Washington.

Lot six (6), block thirty-one (31) Addition to the City of Seattle, as laid off by D.T. Denny, Guardian of the Estate of J.H. Nagle (commonly known as Nagle's Addition to the City of Seattle), according to plat thereof recorded in volume 1 of plats, page 153, records of said county.

North Forty Feet of the West One Hundred Twenty Feet of Lot Two (2), Block Thirty-one (31) of J.H. Nagle's Addition to the City of Seattle, as laid off by D.T. Denny, guardian to the estate of J.H. Nagle.

The west sixty (60) feet of the east sixty-eight (68) feet of Lot 1 (1) and the west sixty feet of the east sixty-eight feet of the south twenty feet of lot two (2) in Block thirty-one as designated on a plat of an addition to the City of Seattle, as laid off by D.T. Denny, guardian of the estate of J.H. Nagle, which plat is duly recorded in the Auditors office in said King County volume one of plats at page 153.

The west 60 feet of lot one (1) and the west sixty feet of the south 20 feet of lot two (2), Block thirty-one (31), of Plat of an addition to the City of Seattle, as laid off by D.T. Denny, guardian of the Estate of J.H. Nagle.

Undivided one-half interest of Lot Three (3), and the south twenty (20) feet of Lot Four (4), Block Thirty-one (31) of plat of the addition to the City of Seattle, as laid out by D.T. Denny, guardian of the estate of J.H. Nagle.

11. North Plaza - 801 Howell St. - KCA 600300-1135-08

The West 45.33 feet of the South 59 feet of Lot 1, Lot 34 Addition to the City of Seattle, as laid off by D.T. Denny, guardian of the estate of J.H. Nagle, commonly known as Nagle's addition to the City of Seattle, according to Plat recorded in volume one of Plats, page 153, in King County, Washington.

Appendix 4: Proposed Garage Addition Data

A preliminary structural investigation of the garage addition compared two options (N. G. Jacobson and Associates, Inc. August, 1999): Option 1, without any setback along the north property line (same as the existing garage), and Option 2, with a ten-foot setback for the two-floor addition. Option 1 is the proposal of SCCC. Option 2 follows setback limits and would result in a stepped garage along the north side.

Option 1 is depicted on Plates 1A through 9A and Plates 1B through 9B describe Option 2. The plates show floor-by-floor plans, two cross sections, and an isometric diagram for each option. This data should not be considered a final project design but rather was an analysis to test the differences of the two options. The table summarizes the number of existing parking stalls in the current SCCC garage and the additional stalls under the two options.

In Option 1, the elevator is retained in the location originally planned at the north wall and in the areaway ventilation shaft south of the stairway to Harvard Avenue. In Option 2, the elevator is located only in the areaway east of the superstructure. This location prevents extensive removal, shoring and post-tensioning of the existing post-tensioned slabs. This design aspect will need to be more thoroughly evaluated when the actual project is designed. It is unclear whether it is feasible to construct Option 2 and be able to meet current accessibility requirements.

Based on 1999 dollars, a preliminary order of magnitude construction cost estimate was prepared:

	Option 1 (No setbacks)	**Option 2 (Setbacks)**
Total Estimated Cost	$4.65 million	$4.95 million
Cost/Added Stalls	$16,300	$19,000

Option 2 is more expensive and the cost per added stall is higher because fewer additional parking spaces are provided at a higher construction cost. This cost appears to be excessive for structured parking and makes feasibility questionable.

There will be short-term construction impacts that disrupt use of the existing garage. Due to the strengthening of the exterior ductile (seismic frames), only limited parking will be available during the construction. It is estimated that only 40% of the existing parking will be usable (180 to 200 spaces) during the strengthening phase of the exterior walls (no parking will be available that heads into the exterior walls). This restriction may last up to 6 months for Option 1 and up to 9 months for Option 2. The total construction period will likely range from 9 to 14 months.

NGJ

Existing Parking Stalls

LEVEL NO.	COMPACT SPACES	LG/MED SPACES	HDCP	TOTAL
1	92	36	2	130
2	107	39	0	146
3	85	41	9	135
4	49	54	0	103
TOTAL	333	170	11	514

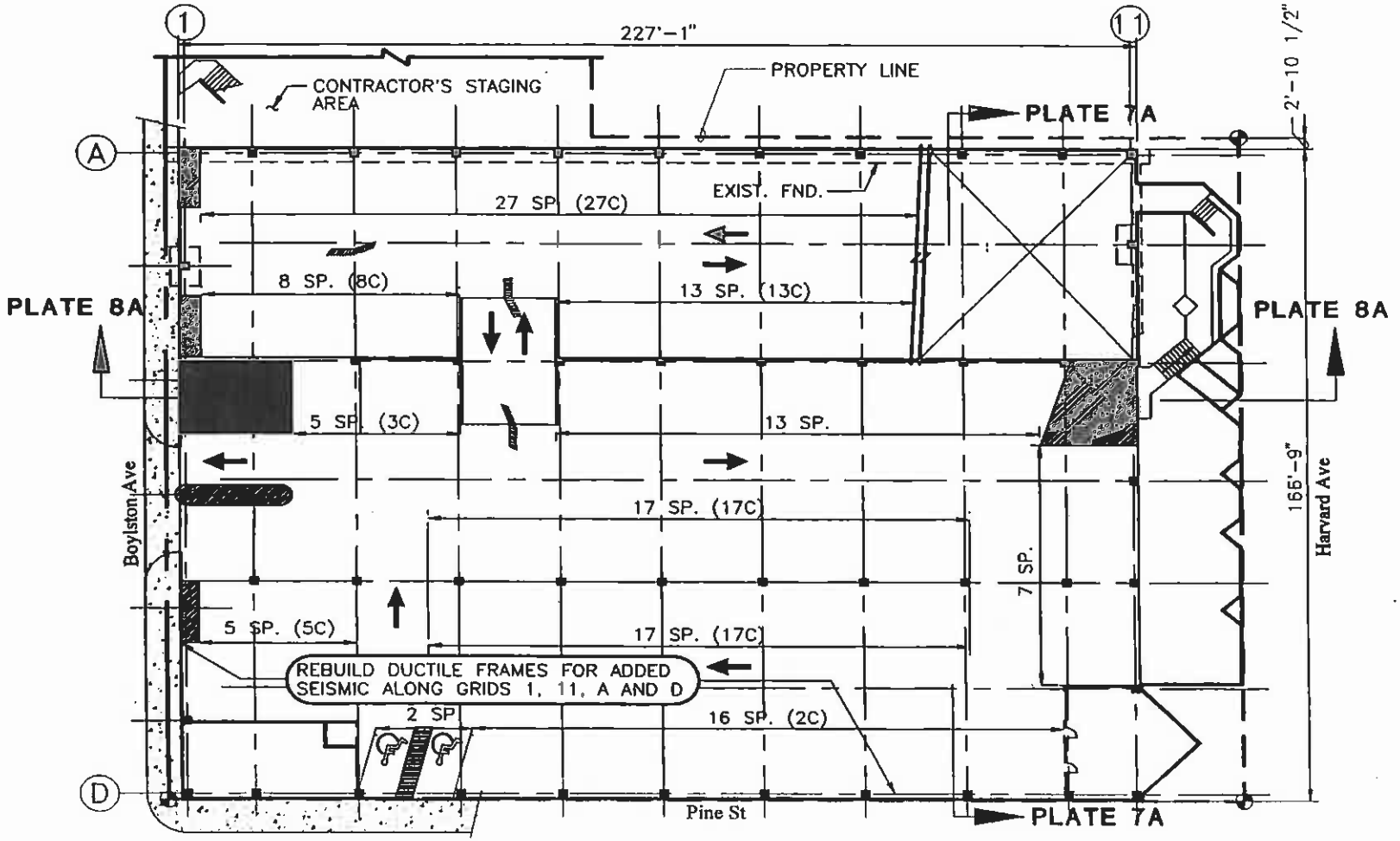
(513 spaces are usable)

Option 1
(No further setback north property line)

	ELEV. @ NE CORNER AT BLOCKOUT FROM LEVEL 2 TO LEVEL 6				ELEV. @ EAST OF THE STRUCTURE FROM LEVEL 2 TO LEVEL 6			
LEVEL NO.	COMPACT SPACES	LG/MED SPACES	HDCP	TOTAL	COMPACT SPACES	LG/MED SPACES	HDCP	TOTAL
1	92	36	2	130	0	0	0	130
2	107	39	0	146	-1	0	0	145
3	85	41	8	134	0	0	1	135
4	52	93	0	145	0	-1	0	144
5	9	126	6	141	0	0	0	141
6	7	95	0	102	0	-1	0	101
TOTAL	352	430	16	798	-1	-2	1	796

Option 2
(10 ft. setback north property line)

LEVEL NO.	COMPACT SPACES	LG/MED SPACES	HDCP	TOTAL
1	90	36	2	128
2	106	39	0	145
3	79	41	8	128
4	59	75	0	134
5	24	102	6	132
6	7	94	0	101
TOTAL	365	387	16	768



GROUND LEVEL - EL. 276.00

32' 16' 0' 32'

PLATE 1A/ OPTION 1

8/18/99

NOTE: C = COMPACT STALL

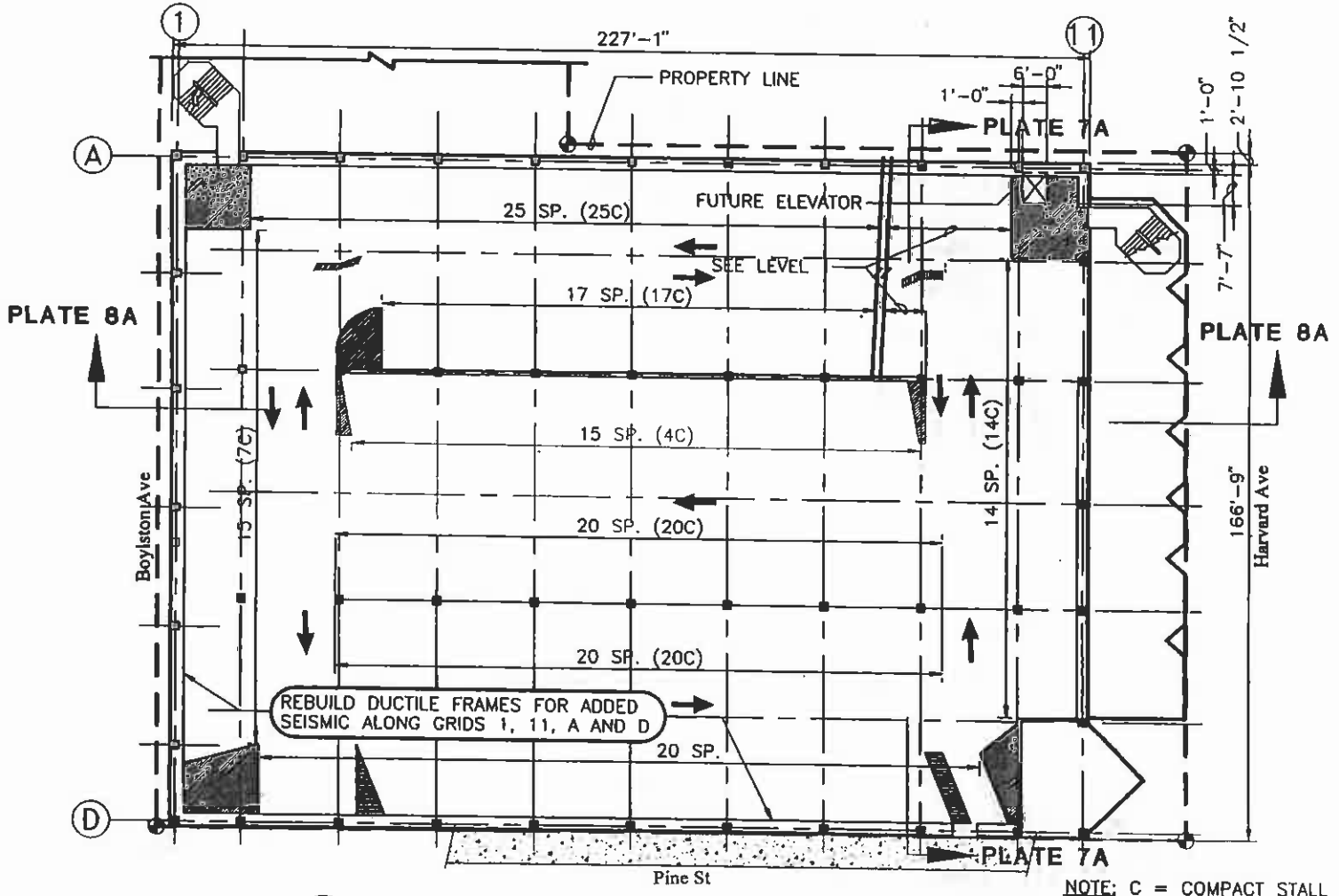
GROUND LEVEL:

COMPACT SPACES = 92

MED/LARGE SPACES 46

HDCP SPACES 2

SUBTOTAL SPACES 140



NOTE: C = COMPACT STALL

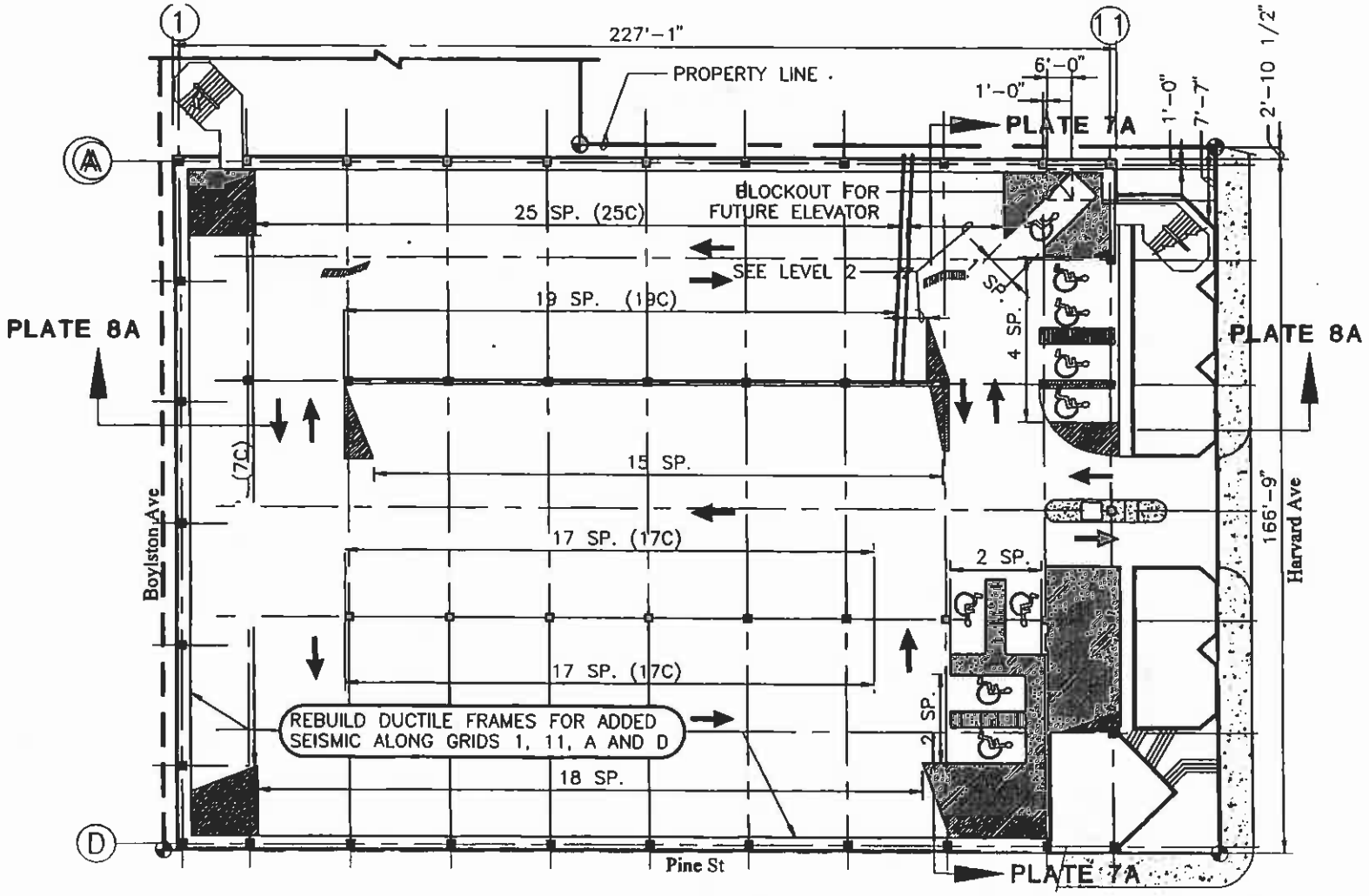
LEVEL 2 - EL. 288.00

32' 16' 0' 32'

PLATE 2A/OPTION 1

EXIST. - LEVEL 2:		ADDED ELEVATOR-LEVEL 2:	
COMPACT SPACES =	107	COMPACT SPACES =	107
MED/LARGE SPACES =	39	MED/LARGE SPACES =	39
HDCP SPACES =	0	HDCP SPACES	0
SUBTOTAL SPACES =	146	SUBTOTAL SPACES	146

8/18/99



LEVEL 3 - EL. 295.83

32' 16' 0' 32'

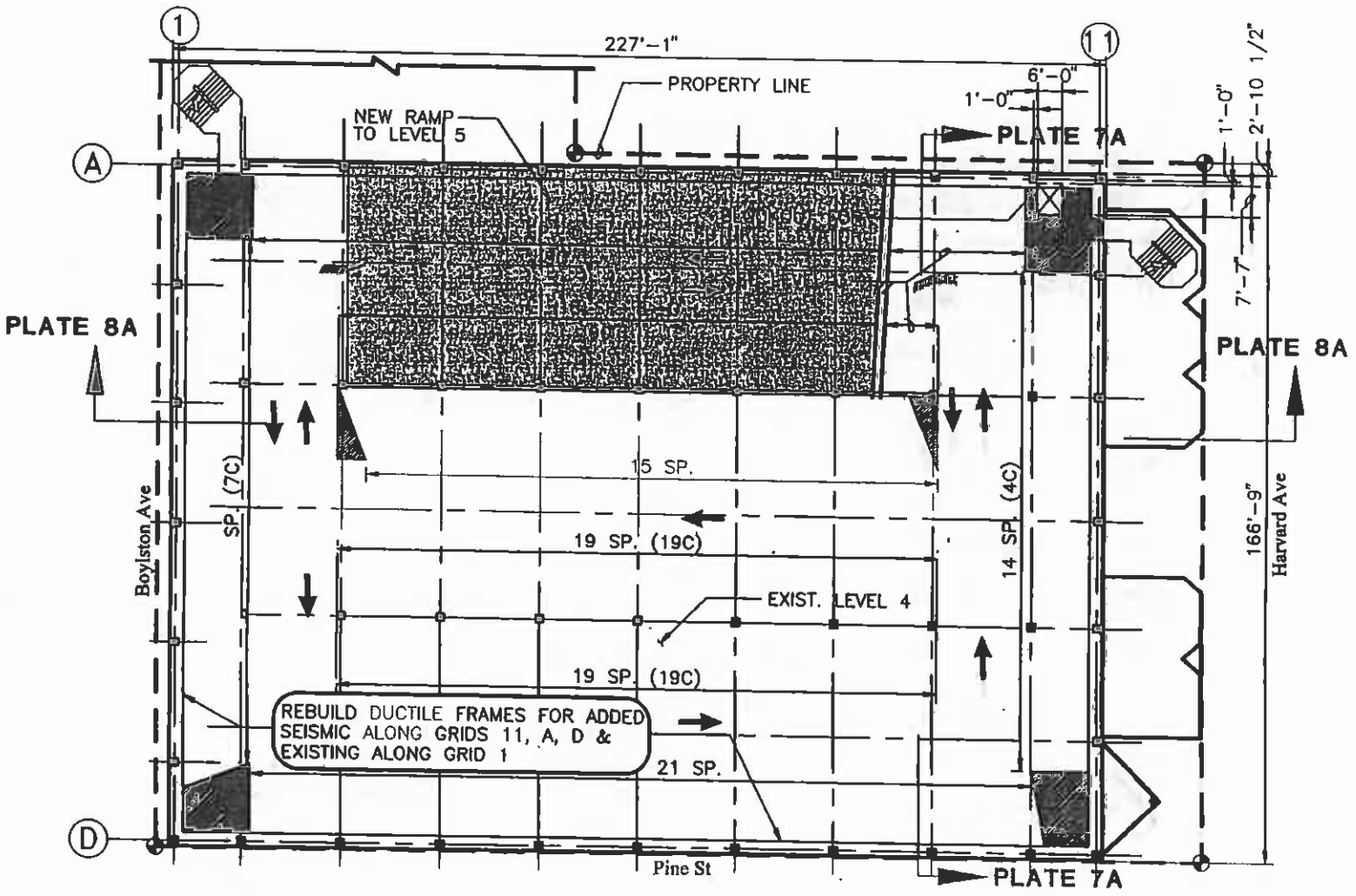
PLATE 3A/OPTION 1

EXIST. LEVEL 3:		
COMPACT SPACES	=	85
MED/LARGE SPACES	=	41
HDCP SPACES	=	9
SUBTOTAL SPACES	=	135

NOTE: C = COMPACT STALL

ADDED ELEVATOR-LEVEL 3:		
COMPACT SPACES	=	85
MED/LARGE SPACES	=	41
HDCP SPACES	=	8
SUBTOTAL SPACES	=	134

8/18/99



NORTH

8/18/99

LEVEL 4 - EL. 305.67

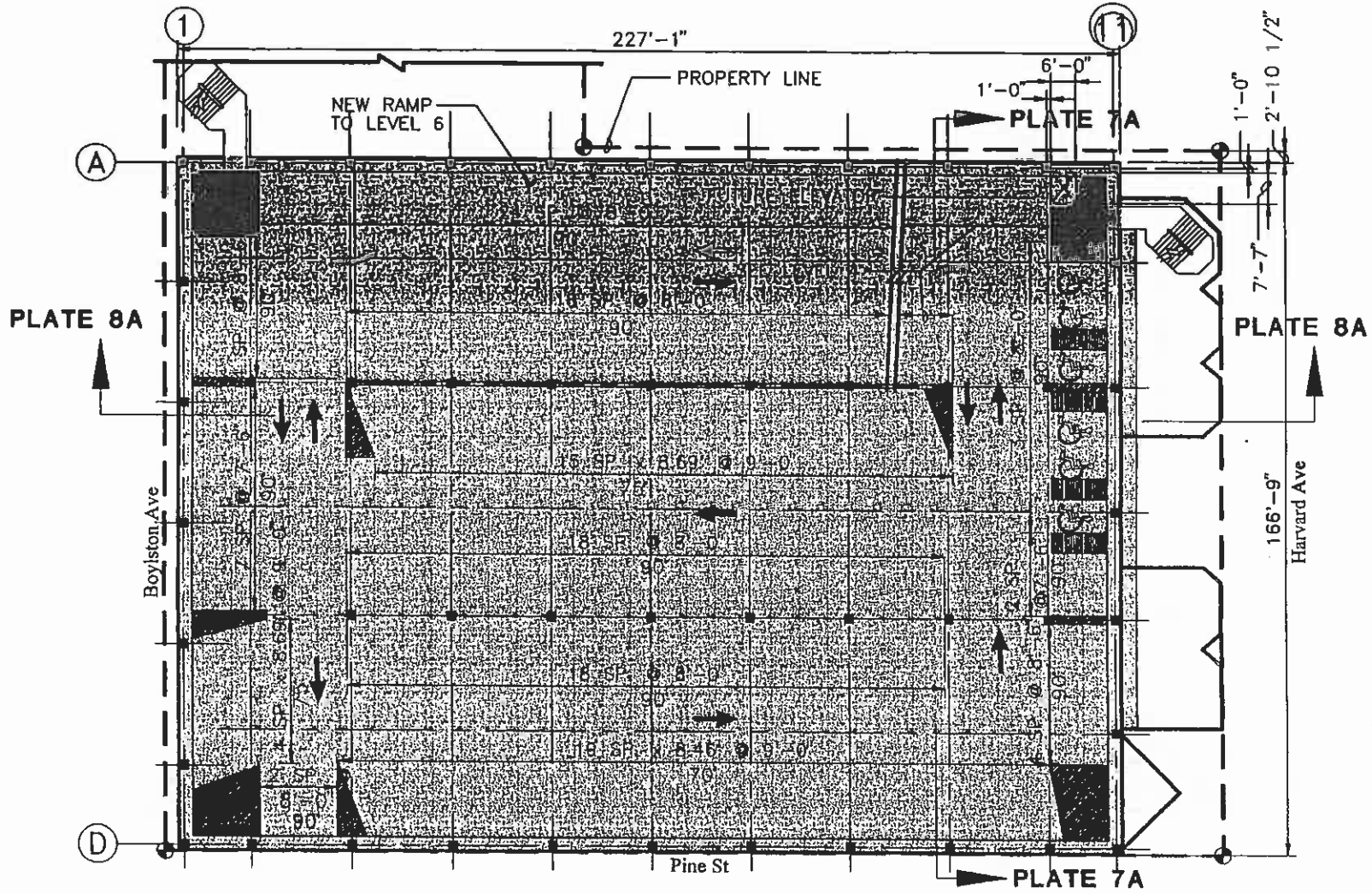
32' 16' 0' 32'

PLATE 4A/OPTION 1

EXIST. AS STRIPED – LEVEL 4:		
COMPACT SPACES	=	49
MED/LARGE SPACES	=	54
HDCP SPACES	=	0
SUBTOTAL SPACES	=	103

NOTE: C = COMPACT STALL

LEVEL 4 W/ADDED RAMP:		
COMPACT SPACES	=	52
MED/LARGE SPACES	=	93
HDCP SPACES	=	0
SUBTOTAL SPACES	=	145



LEVEL 5 - EL. 315.50

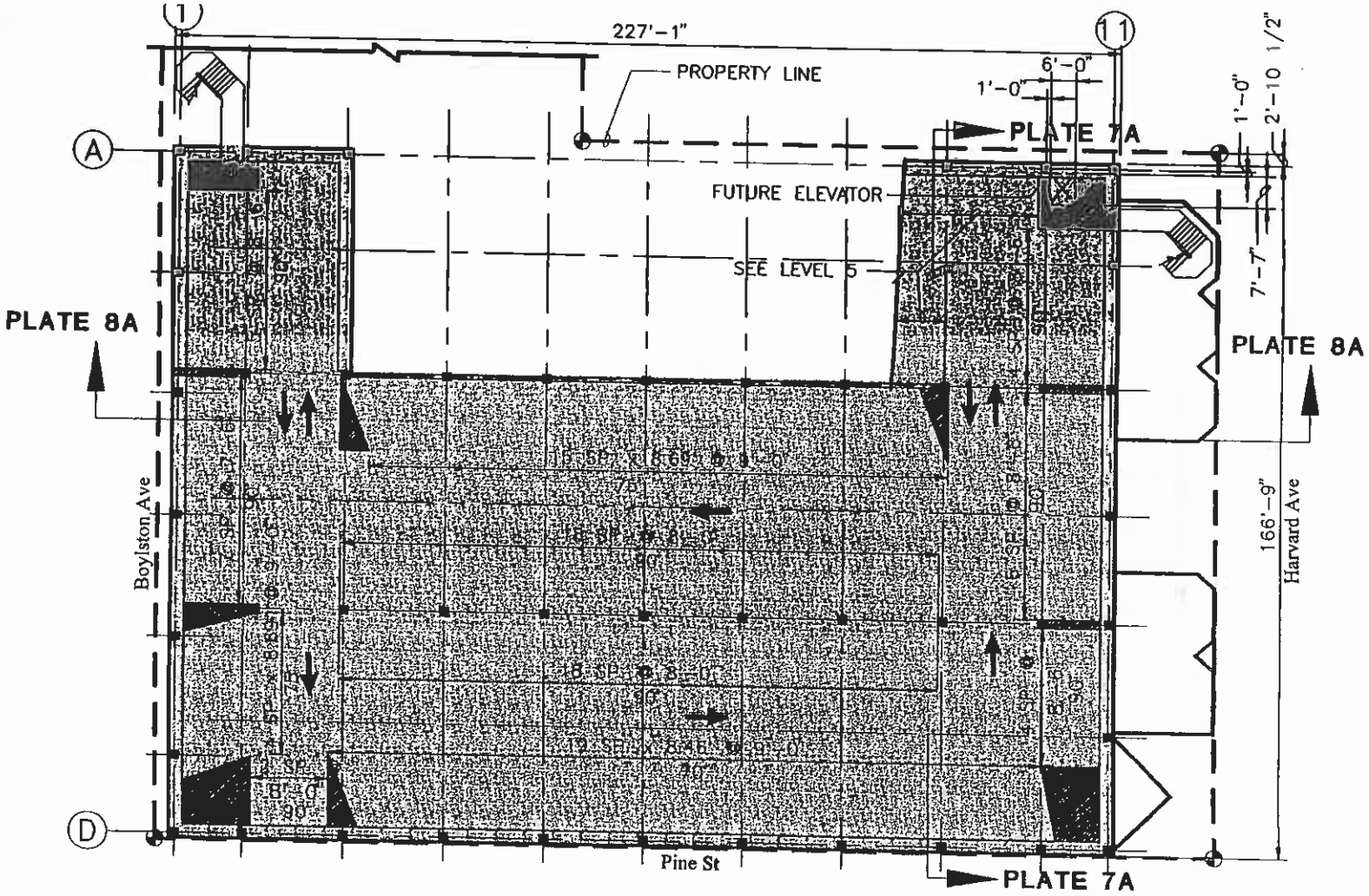
32' 16' 0' 32'

PLATE 5A/OPTION 1

8/18/99

LEVEL 5:

COMPACT SPACES	=	9
MED/LARGE SPACES	=	126
HDCP SPACES	=	6
SUBTOTAL SPACES	=	141



LEVEL 6 - EL. 325.00

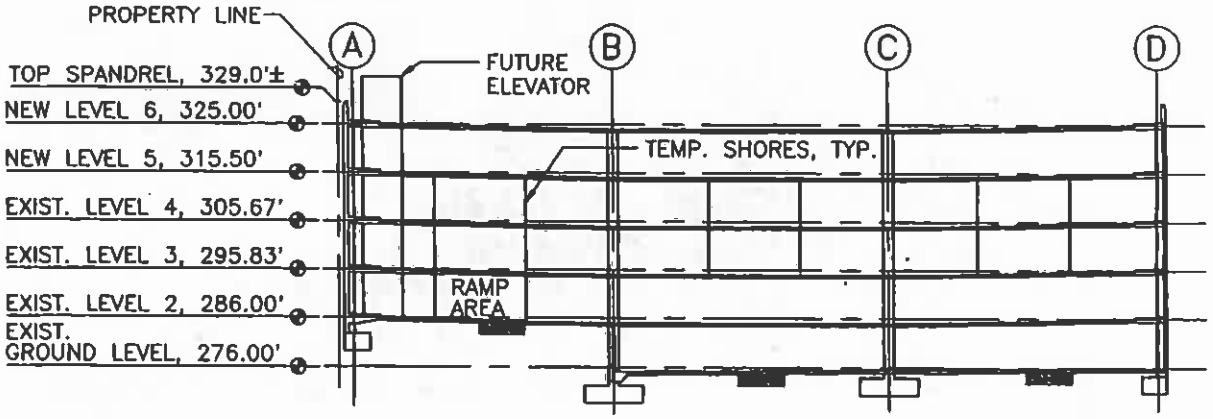
32' 16' 0' 32'

PLATE 6A/OPTION 1

8/18/99

LEVEL 6:

COMPACT SPACES	=	9
MED/LARGE SPACES	=	95
HDCP SPACES	=	0
SUBTOTAL SPACES	=	102



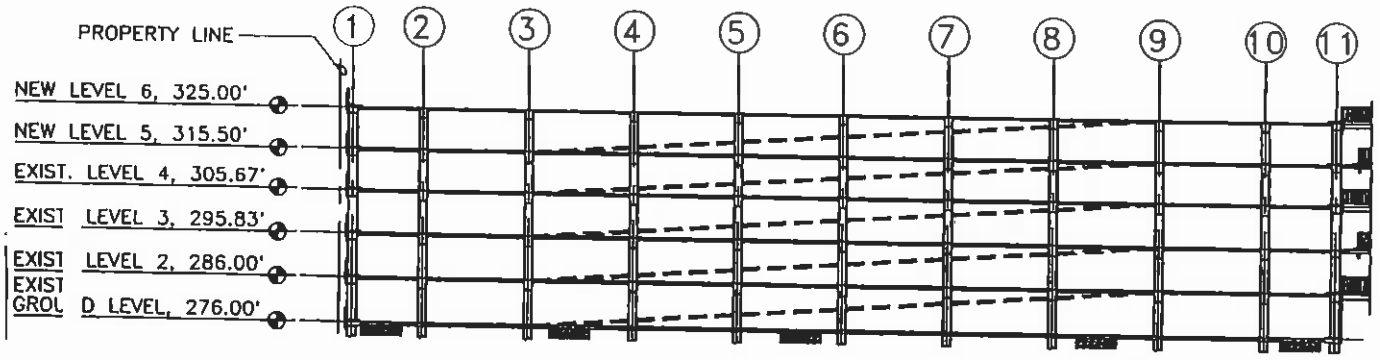
NOTE: ELEVATION AT TOP OF ELEVATOR @ GRID A–10 IS APPROXIMATELY 340.0'

SECTION

32' 16' 0' 32'

PLATE 7A/OPTION 1

8/18/99



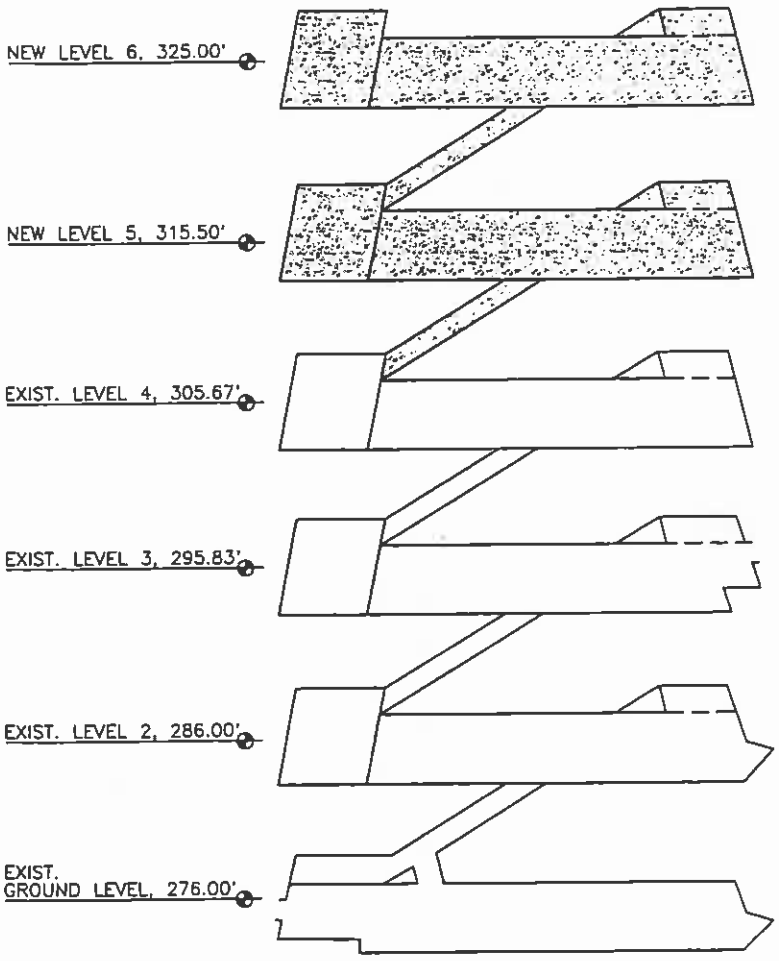
NOT TO SCALE

8/18/99

SECTION

32' 16' 0' 32'

PLATE 8A & 8B/OPTION 1

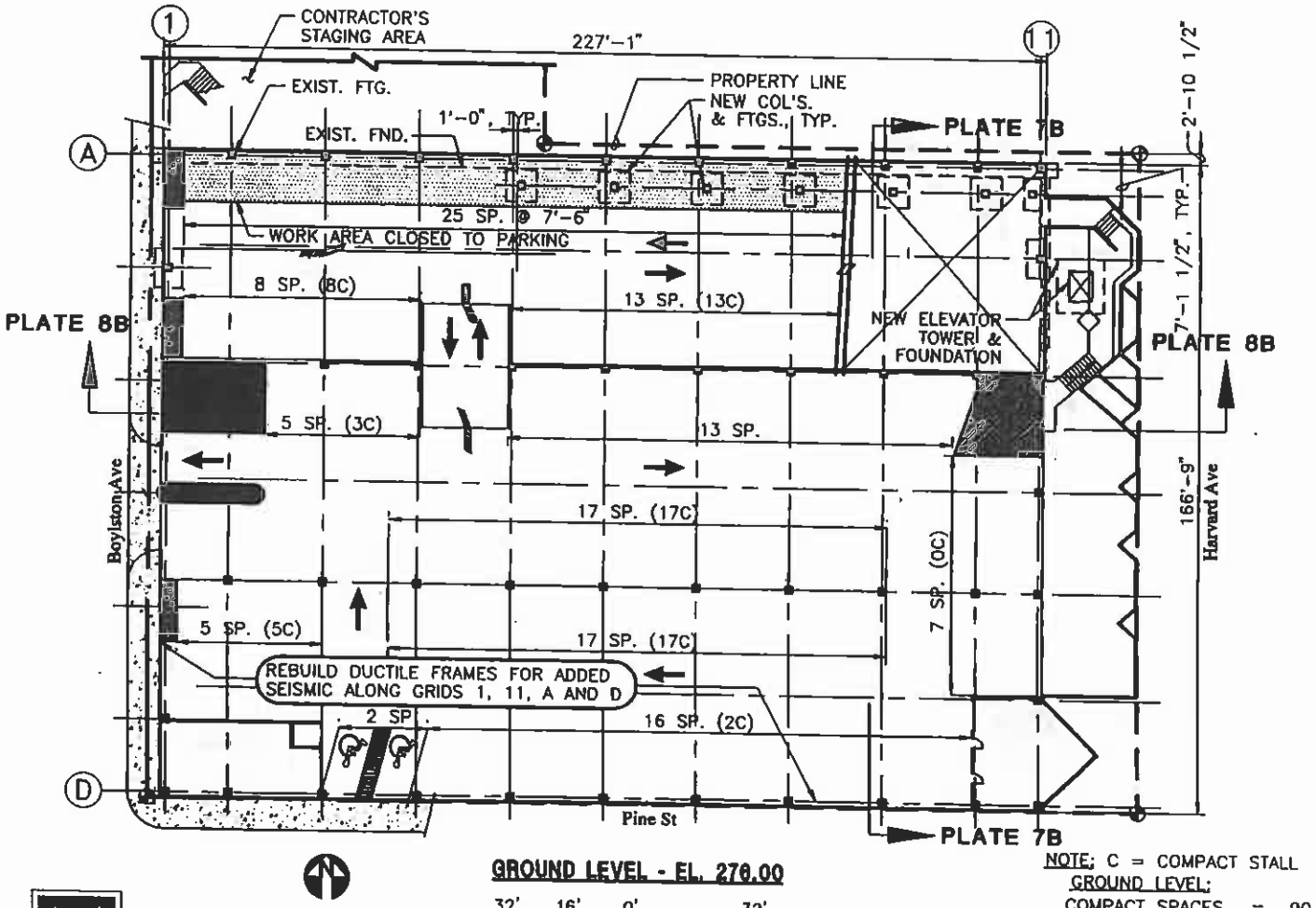


ISOMETRIC

32' 16' 0' 32'

PLATE 9A & 9B/OPTION 1

8/18/99



GROUND LEVEL - EL. 270.00

32' 16' 0' 32'

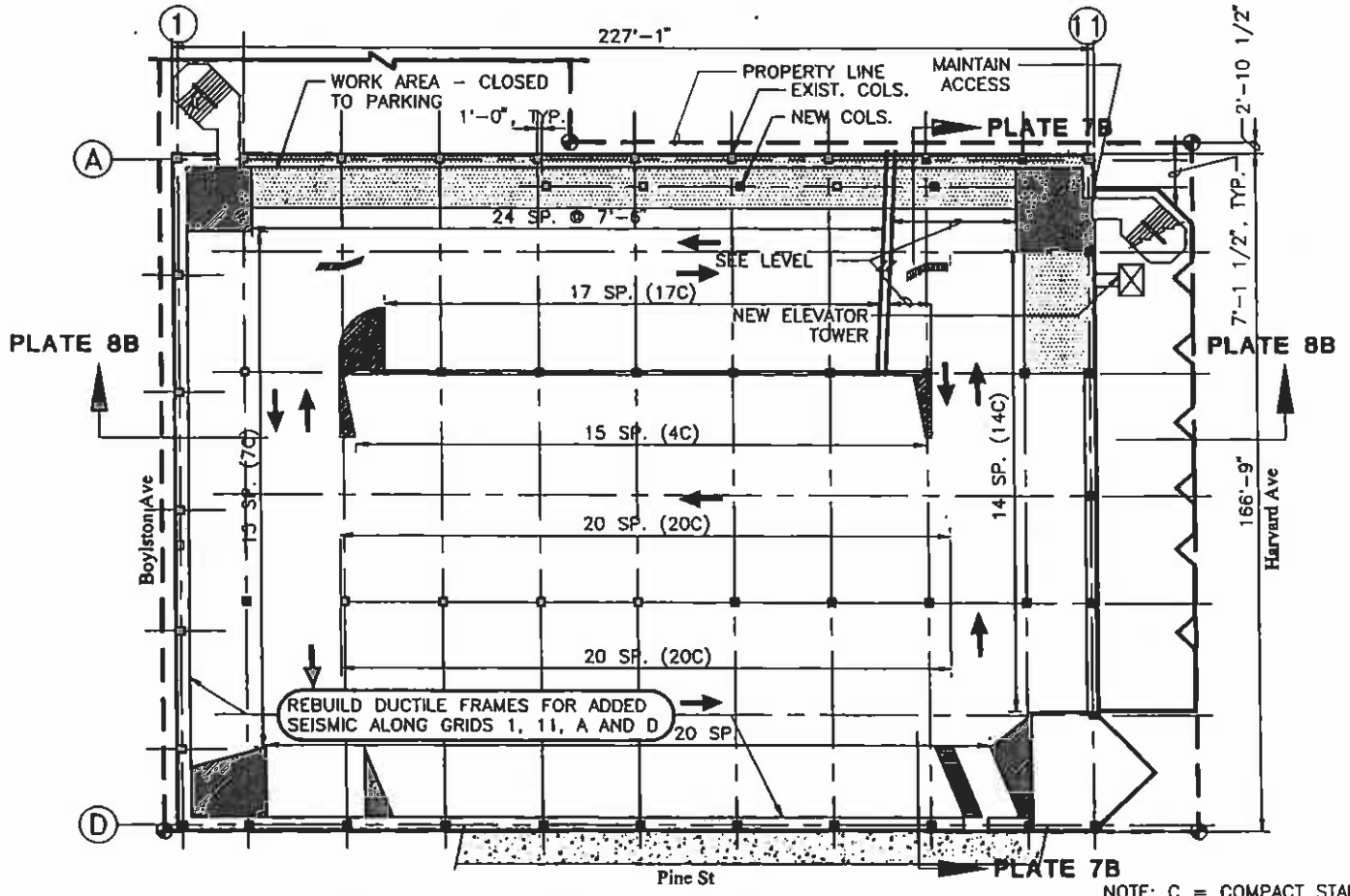
PLATE 1B/OPTION 2

8/18/99

NOTE: C = COMPACT STALL

GROUND LEVEL:

COMPACT SPACES	=	90
MED/LARGE SPACES	=	36
HDCP SPACES	=	2
SUBTOTAL SPACES		130



LEVEL 2 - EL. 286.00

32' 16' 0' 32'

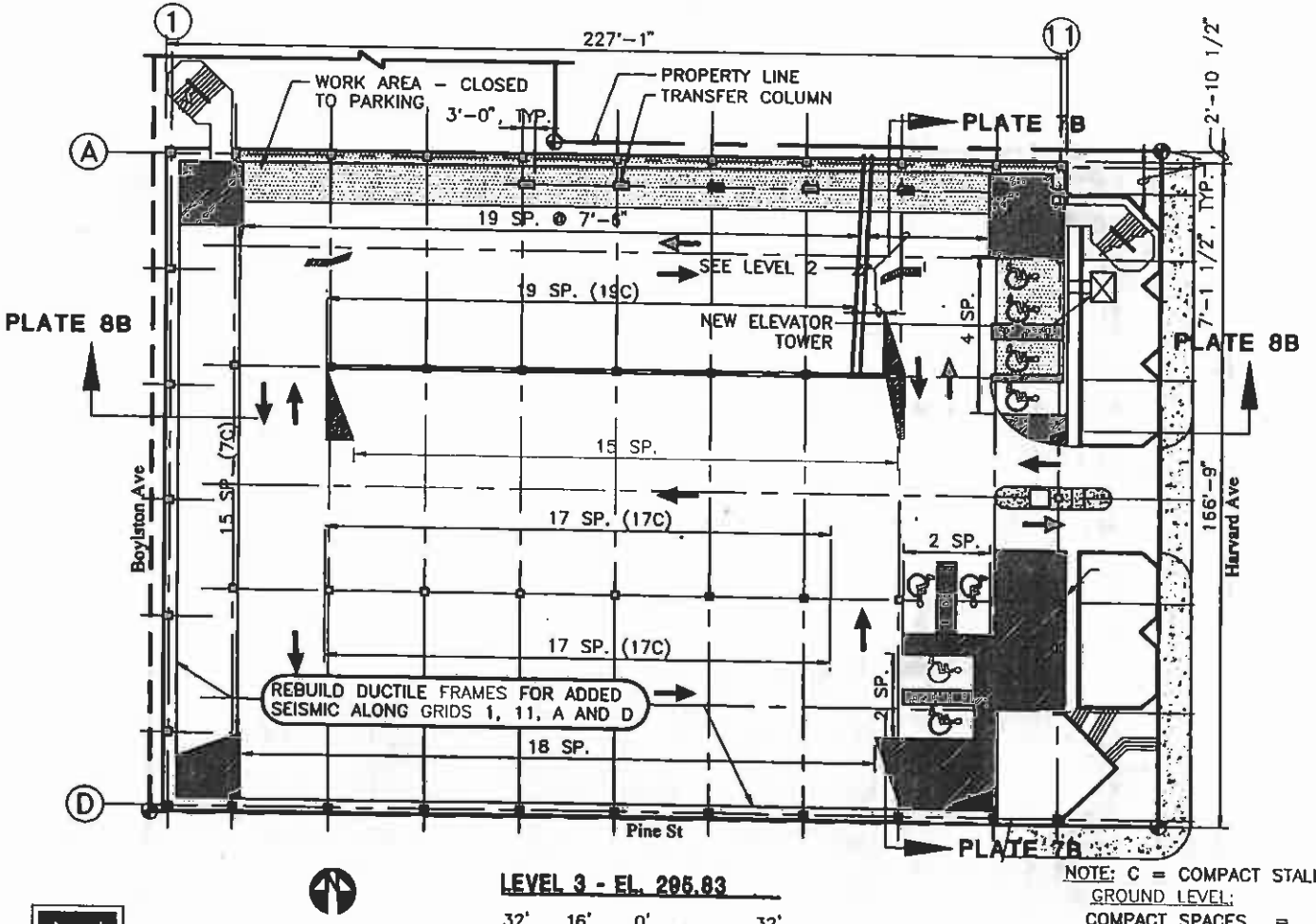
PLATE 2B/OPTION 2

NOTE: C = COMPACT STALL

GROUND LEVEL:

COMPACT SPACES	= 106
MED/LARGE SPACES	= 39
HDCP SPACES	= 0
SUBTOTAL SPACES	145

8/18/99



LEVEL 3 - EL. 295.83

32' 16' 0' 32'

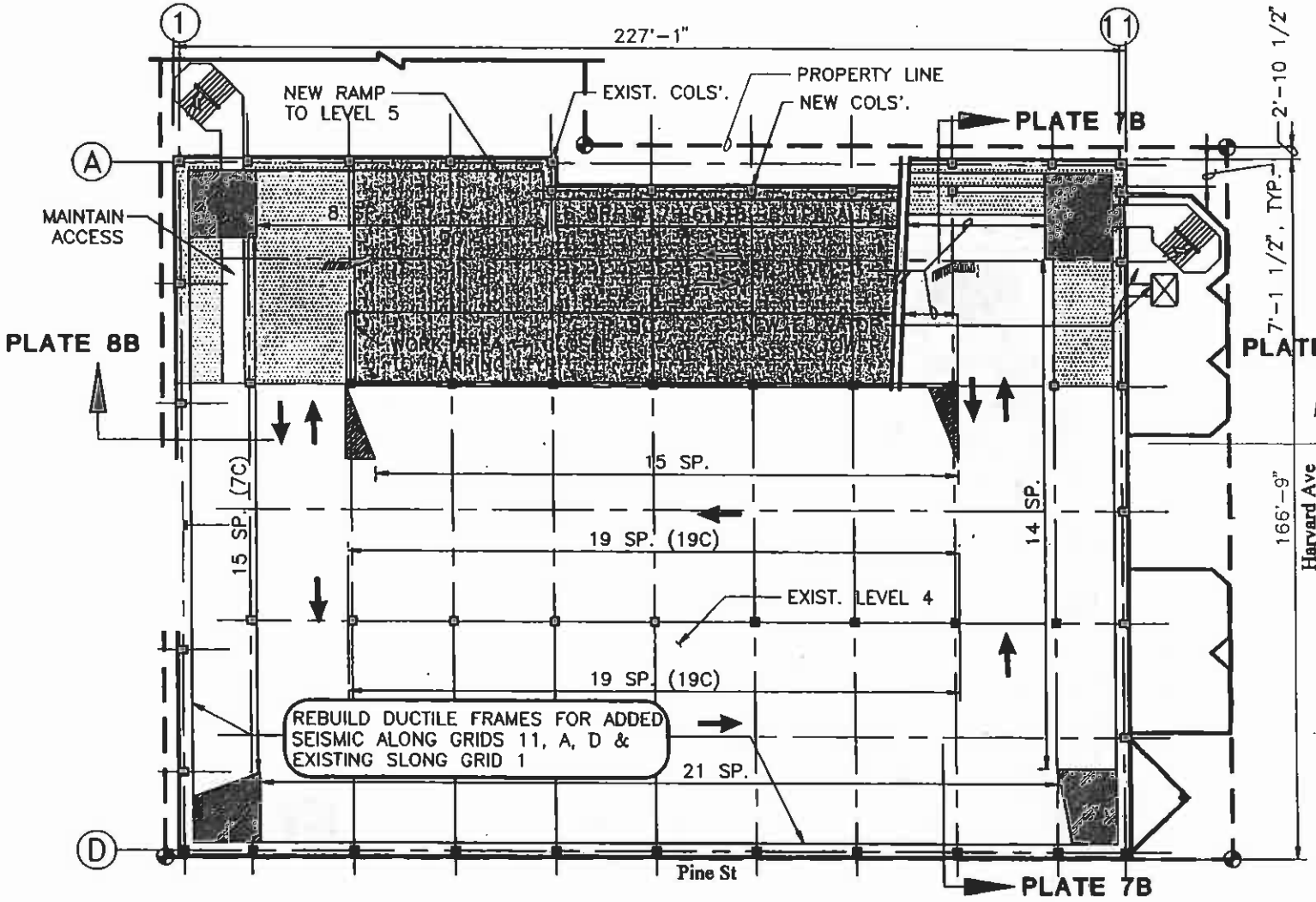
PLATE 3B/OPTION 2

8/18/99

NOTE: C = COMPACT STALL

GROUND LEVEL:

COMPACT SPACES	=	79
MED/LARGE SPACES	=	41
HDCP SPACES	=	8
SUBTOTAL SPACES	=	132



LEVEL 4 - EL. 305.67

32' 16' 0' 32'

PLATE 4B/OPTION 2

NOT

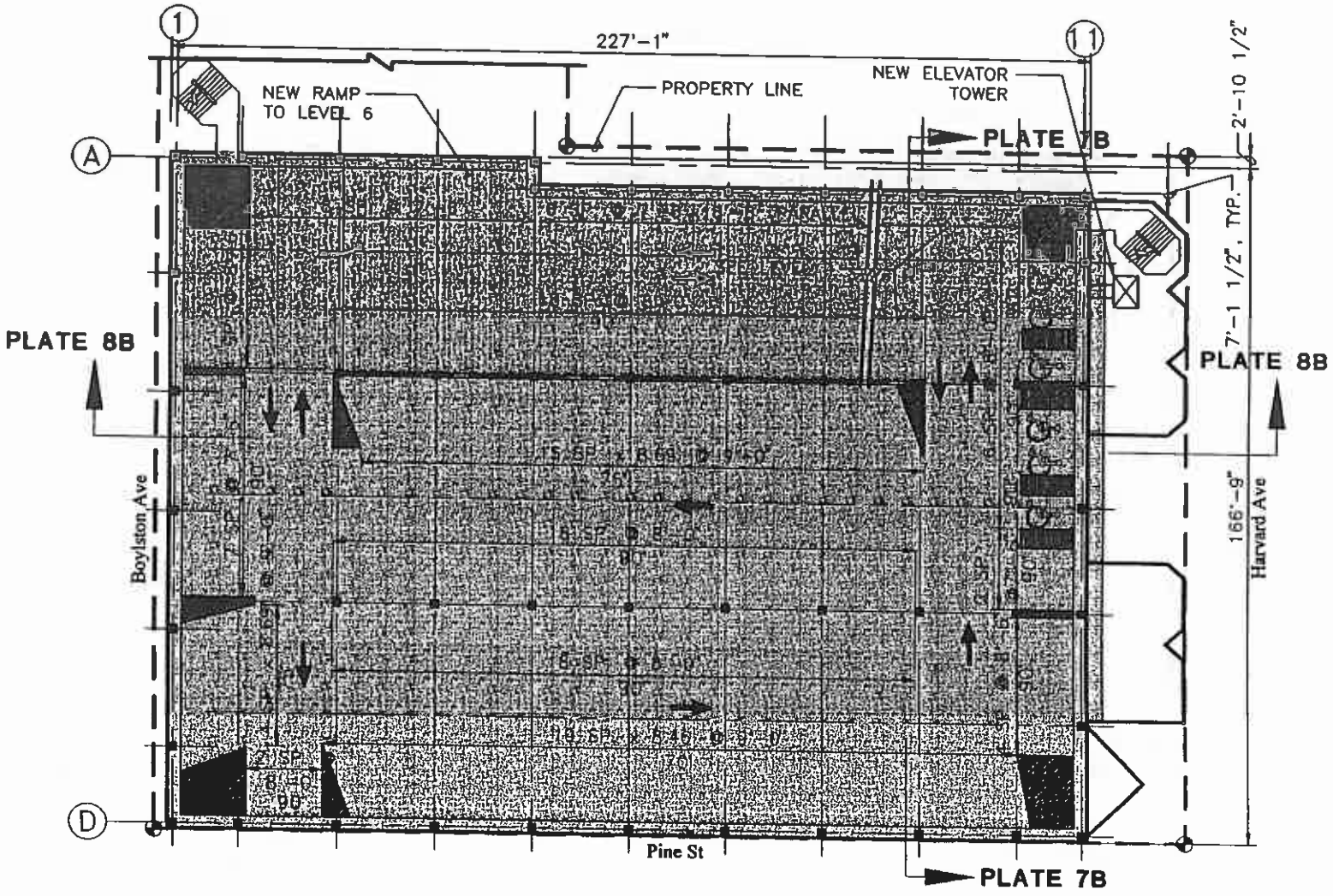
8/18/99

NOTE: C = COMPACT STALL

GROUND LEVEL:

COMPACT SPACES	=	60
MED/LARGE SPACES	=	76
HDCP SPACES	=	0
SUBTOTAL SPACES	=	136

87



LEVEL 5 - EL. 315.50

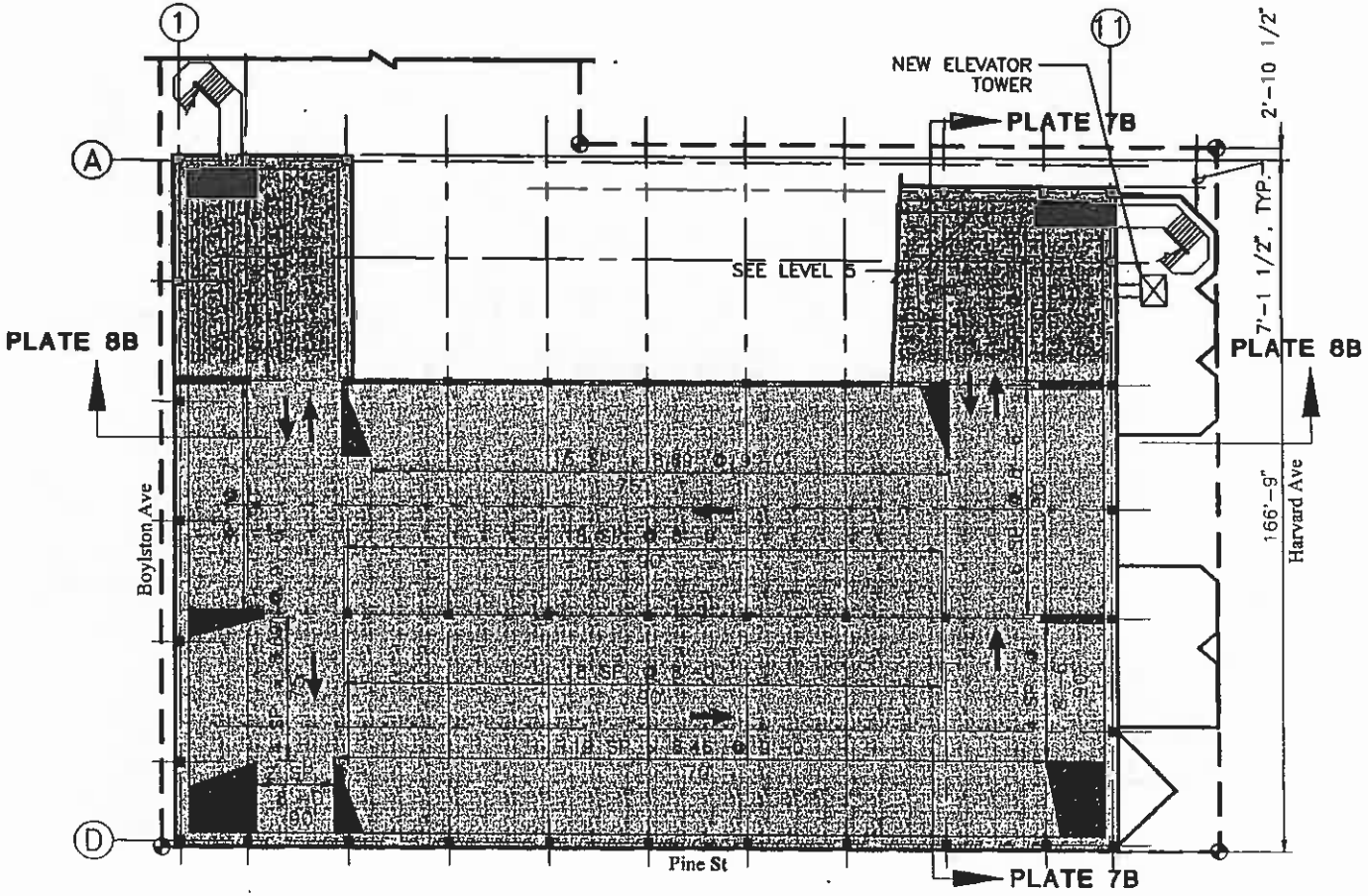
32' 16' 0' 32'

PLATE 5B/OPTION 2

8/18/99

GROUND LEVEL:

COMPACT SPACES	= 24
MED/LARGE SPACES	= 102
HDCP SPACES	6



LEVEL 6 - EL. 325.00

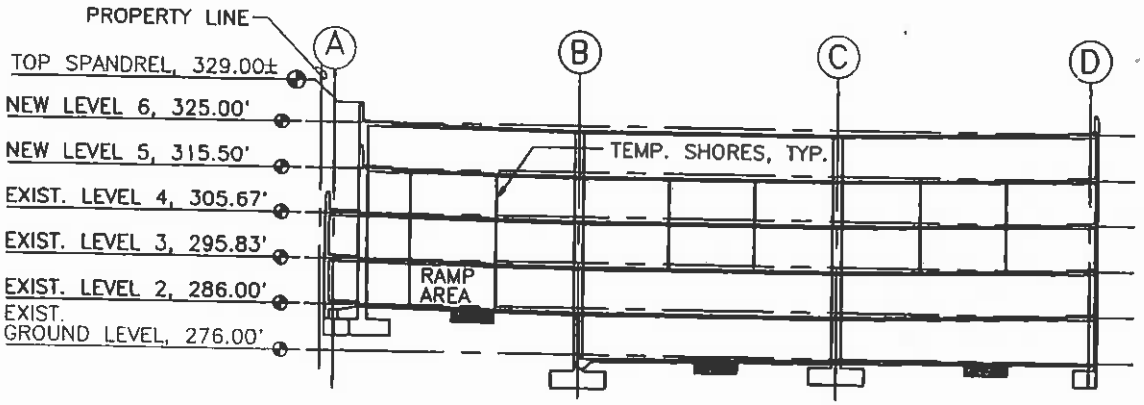
32' 16' 0' 32'

PLATE 6B/OPTION 2

8/18/99

GROUND LEVEL:

COMPACT SPACES	=	7
MED/LARGE SPACES	=	95
HDCP SPACES	=	0
SUBTOTAL SPACES		102

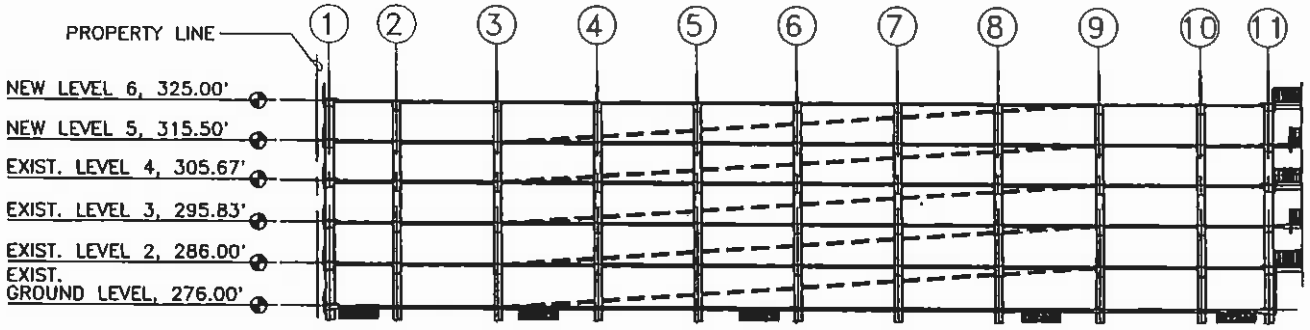


SECTION

32' 16' 0' 32'

PLATE 7B/OPTION 2

8/18/99

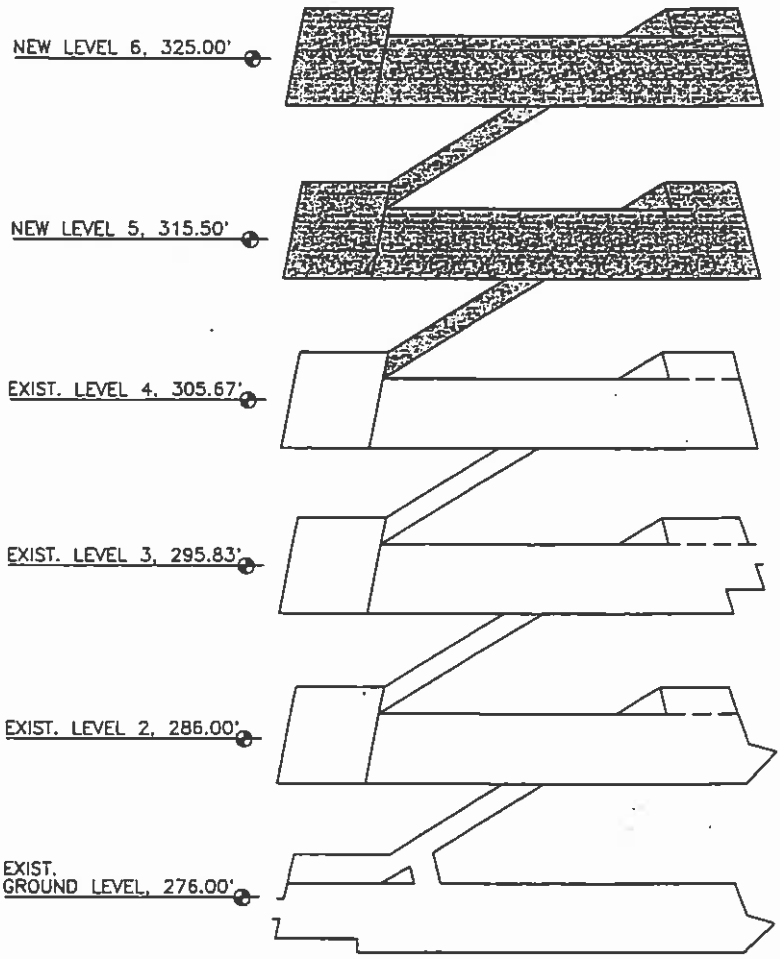


SECTION

32' 16' 0' 32'

PLATE 8A & 8B/OPTION 2

8/18/99



ISOMETRIC

32' 16' 0' 32'

8/18/99

PLATE 9A & 9B/OPTION 2

Appendix 5: SCCC TMP/CTR Background

Seattle Central's Commute Trip Reduction (CTR) Program

The requirements filter down from the federal, state and municipal governments.
Goals are set for single occupant vehicle (SOV) use and vehicle miles traveled(VMT).
We submit a 137 item annual report and conduct a survey every other year.

Our program elements include:

Employee Transportation Coordinator who is "trained and participates in a CTR network.
Providing CTR information to employees at least twice a year.
Providing CTR information to all new employees.
Posting CTR information for employees.
Communicating CTR information via e-mail.
Communicating CTR information via the Communique.
Conducting transportation events.

Providing ridematch support.
Providing priority parking for carpools.
Providing discounted parking for carpools.

Supporting the Metro kiosk.
Providing bus shelters.
Providing a transit subsidy.

Providing a ferry subsidy
Providing carpoolers and walkers with a subsidy.

Providing bike racks.
Providing clothes lockers and showers.

Supporting a compressed workweek.
Providing vehicles for work related trips.

Providing a "Guaranteed Ride Home" program.

Elements still to be considered:

Teleworking.
Cars for non-work related trips.
Larger financial incentives or disincentives.

The 10-Year Master Plan required of major institution by Seattle includes a transportation section. What is going to be included in the new one is still being determined.

Major challenges:

Making students aware of their transportation benefits.
Successfully encouraging more people to use alternative forms of transportation.
Providing parking for those people not served by other modes of transportation.

CTR Presentation 7 13 99

Transportation / GoPass Information for Seattle Central Community College Students Including Seattle Vocational Institute Students

Students enrolled in 10 or more regular college credits per quarter are eligible to buy a discounted quarterly Metro bus pass. This pass costs you less than $7.25 per week to ride Metro buses anywhere in the system, at any scheduled time the buses run and you are able to take as many trips as you want.

If it is only used to commute to and from the college campus once each weekday, the cost is $1.45 per day round-trip! This is a 42 % discount for one zone peak bus riders and a 58% discount for two zone peak bus riders compared to the daily Metro bus fares.

The GoPass lets you ride the bus anywhere in King County, anytime you wish. You can take the bus to campus and for errands, shopping, recreational destinations, or to get to work.

What if there is no Metro service from your neighborhood? You may be able to catch a bus at a nearby Park & ride lot. To find the Park & Ride lot nearest you call Metro at 553-3000.

Students with 10 or more qualified credit hours can buy a GoPass, good for the entire quarter for just $87 at the Cashier's Office, room 2BE1104.

Qualified credit hours exclude classes in ABE, ESL, Continuing Education, and a few additional special categories.

If you have fewer than 10 qualified credit hours, you can purchase your GoPass for $132.

A Comparable Metro bus pass costs $174. You'll be saving a lot.

If you're a student with 10 or more qualified credit hours, you have other bus fare options:

Instead of purchasing a GoPass good for the entire quarter, you can choose a once-a-quarter $30 transit subsidy to buy a Metro monthly pass that lets you ride any anytime on regular Metro service for one month. To take advantage of this offer request a bus voucher from the cashier's office in room 2BE1104. Seattle Central's bookstore will accept the voucher as partial payment toward a one month pass. Eligible students can purchase a GoPass or receive a bus voucher. **A student can not receive both benefits.**

If you ride **Community Transit, Pierce Transit** or ride the **Washington State Ferries** you may be eligible for a $45 refund once each quarter. See Michael Pham in room 2BE1112 to request this refund. A student can not receive the $45 refund in addition to a GoPass or bus voucher.

See the other side for more information

GoPass Information for Students 1 99

Bus Service to Seattle Central:

There has always been good bus service to Seattle Central Community College, but just in case you didn't know, Metro routes 7, 9, 10, and 60 provide service directly to campus. Routes 8, 11, and 43 are only about a block away.

For example, Route 7 offers service every ten minutes weekdays between downtown Seattle and Aloha Street, making it easy to connect downtown with buses serving many areas of King County. Between campus and the U-District, Route 7 buses operate every 30 minutes. Route 7 bus stops are located at Broadway and E. Pine Street.

Route 8 buses from lower Queen Anne operate weekdays every 30 minutes from 6:30 a.m. to 9:30 p.m., stopping at Broadway and E. John Street.

Routes 10 and 11 also provide frequent and convenient service to campus from downtown Seattle and many areas of Capitol Hill. And, Route 43 serves the U District and downtown, with stops at Broadway and E. John Street.

Route 60 from Beacon Hill offers service every 30 minutes from 5:30 a.m. to 7:00 p.m. with stops at Broadway and E. Pine Street.

Your GoPass may not be loaned, sold, or otherwise transferred to another person.

Student Parking at Seattle Central

The **only student parking available before noon on Monday - Friday** is for students who carpool with another currently registered Seattle Central student. Applications for student carpool permits are available outside room 2BE1112 starting on the day class registration starts for the following quarter. When the supply of this type of parking does not meet the demand these quarterly permits are allocated on a first come, first served basis. It may help to apply early. Student carpool permits cost $29.50.

Single Occupant Vehicle(SOV) student parking permits are available for afternoon and evening use. The cost ranges from $17.25 to $51.75 depending on the number of credits the student is registered for.

For more GoPass or parking information contact Dick Coulter, Transportation Coordinator, at 344-4393 or Michael Pham at 587-6932.

Metro's 24-Hour Rider Information Phone:
(206) 553-3000 or toll free 1-800-542-7876

Web Site with everything needed to travel around the Puget Sound region:
www.SmartTrek.org Try it. It is great!

GoPass Information for Students 1 99

Seattle Central Community College

Employee

Transportation Management Plan

1998 -1999

Seattle Central's transportation program offers many ways for **faculty and staff** to get to and from campus - and save money doing it!

A variety of transportation benefits are available to employees throughout the district including the "GoPass". The "GoPass" is a transit pass that lets you ride regular Metro bus service anytime, anywhere all over King County - as often as you want.

If you're a qualifying employee who doesn't purchase a single occupant vehicle parking permit and if you carpool, walk or ride a bicycle to campus you may be eligible for special benefits. Read on!

Ridematch assistance is available to anyone associated with the college.

BUSES

A **GoPass** lets you ride the bus anywhere in King County, anytime you wish. You can take the bus to campus - and also for errands, shopping or entertainment. A comparable Metro bus pass costs $174. You will be saving a lot.

If you are working 50 % or more of a full-time schedule, you can pay a $10.00 per quarter transportation fee by payroll deduction and receive your GoPass at no additional charge.

If you work less than 50 % of full time, you can purchase your quarterly GoPass at the Cashiers office for $132.

No bus service in your neighborhood? You may be able to catch a bus at a nearby Park & Ride lot. To find the Park & Ride lot nearest you call Metro at 553-3000. Bus schedules are available at the transit information kiosk just inside the Broadway entrance to the school.

Check with Transportation Services in room BE112 or extension 4393 or 6932 for a substantial subsidy if you ride Community Transit or Pierce Transit buses - or if you ride the Washington State Ferries as a walk-on, bicycle riding or carpool passenger.
There is good bus service to Seattle Central. Metro routes 7, 9, 10, and 60 provide service directly to campus. Routes 8, 11, and 43 are only about a block away.

A:TMP emploee 98 99

For example, Route 7 offers 10-minute service weekdays between downtown Seattle and Aloha Street, making it easy to connect downtown with buses serving many areas of King County. Between campus and the U District Route 7 buses operate every 30 minutes. Route 7 bus stops are located at Broadway and E. Pine Street.

Route 8 buses from lower Queen Anne operate weekdays every 30 minutes from 6:30 a.m. to 9:30., stopping at Broadway and E. John Street.

Route 9 from the University District and Columbia City operates every 30 minutes weekdays and makes stops on Broadway and E. Pine Street.

Routes 10 and 11 also provide frequent and convenient service to campus from downtown Seattle and many areas of Capitol Hill. And Route 43 serves the U District and downtown, with stops at Broadway and E. John Street.

Route 60 from Beacon Hill offers 30 minute service from 5:30 a.m. to 7:00 p.m. with stops at Broadway and E. Pine Street.

VANPOOLS.

Vanpools are a convenient, comfortable and affordable way to commute for people who don't have bus service.

If you're an employee working 50% or more of a full-time schedule, you are eligible for a $35 subsidy towards your vanpool fare. Metro provides the van to a group of 5 to 15 commuters who share their ride and pay a fixed fare. To find out more about vanpools, call Metro at 625-4500. Vanpools receive discounted parking rates.

CARPOOLS

Employees who carpool to campus receive discounted parking.

If you work 50 % or more of a full time schedule and carpool to campus, you may also be eligible for a "Commuter Bonus Plus" voucher worth $35 per person each quarter. You must register at the start of the quarter as a carpooler and carpool at least 4 days/week.

Under this program a carpool is defined as two (or more) individuals commuting together for at least 50% of carpool's longest individuals commute distance. Registered participants must be old enough to be eligible for a Washington State driver's license. If you are interested in carpooling, a free Ride match service is available to help you find someone to share the ride. Call Metro at 625-4500 for more information.

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WALKERS & BIKE RIDERS.

When you walk or ride your bike to campus, you commute and get a great workout at the same time.

Faculty and staff working 50 % or more of a full time schedule - and who walk or bicycle to campus every day they come to campus - are eligible for Commuter Bonus Plus vouchers(see below).

COMMUTER BONUS PLUS

If you are an employee who works 50 % or more of full time, you may be eligible for Commuter Bonus Plus Vouchers worth $35 per quarter if you meet the criteria for a carpooler, walker or bicycle rider.

The vouchers can be used to buy goods or services related to your commute - for example auto service, bicycle equipment or walking shoes.

Commuter Bonus Plus vouchers are distributed around mid-quarter. Several local stores and businesses have agreed to accept the vouchers as payment for goods and services. The list includes BP Gas Stations, Firestone, REI, Brown Bear Car Wash, YMCA, AAA-Washington and the college book store.

To take advantage of Commuter Bonus Plus, you must register with Transportation Services in room BE1112. Employees who purchase a single occupant vehicle parking permit are not eligible for the Commuter Bonus Plus program.

HOME FREE GUARANTEE

What happens if you take the bus, carpool, walk or ride your bike to work - and then there is an emergency and you have to get home fast?

No problem. If an emergency comes up during work hours - such as a family illness, unexpected overtime or a missed ride - you just grab a cab and go. And, it's free, up to two trips per quarter and 60 miles one-way per trip.

To be eligible, you must work 50 % or more of full time. When you need to use your Home Free Guarantee, just contact the Transportation Services office at 4393 or 6932. After 4:30 contact the Information Office. ~~You will receive a voucher~~ for you to give to the driver. Show the driver picture identification, and you are on your way.

More on the next page.....

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SINGLE OCCUPANT VEHICLES

When you drive to campus alone, you pay the highest costs for fuel and parking fees. In fact parking fees for single occupant vehicles can be almost twice as much as the rate for a carpool - and you don't get to share the cost with others.

Car maintenance and insurance also are more expensive when you drive your own car every day. And when you drive alone, you can't take advantage of HOV lanes which often significantly reduce the time it takes to commute.

For a variety of good reasons, some people have no choice except to drive alone. However, many others could take the bus, share the ride, walk or ride their bikes at least part of the time. The school does have two cars and a van available to be checked out for work related trips. To reserve a vehicle call Transportation services at 6932.

Be sure to explore all your commute options. Why pay the high cost of solo commuting if you really don't have to?

By offering the transportation plan elements described above Seattle Central is comply with Washington State law and Seattle city ordinances and demonstrating an ongoing commitment to being a good neighbor in our community. Traffic congestion and air pollution are problems that won't get better unless everyone is involved in the solutions.

GIVE IT A GO

Try the GoPass or one of the many other alternatives to driving alone. You may be surprised how much you enjoy it.

And, here's another benefit. If you regularly commute by bus, carpool, vanpool, walking or bike riding, you may be eligible for free parking 12 times per quarter - for those few days each month when you really need to drive. Transportation Services issues the parking coupons when you register for the appropriate program.

RESPONSIBILITY

Your GoPass may not be loaned, sold, or otherwise transferred to another person. If you leave your job permanently, you must turn in your GoPass to your department.

QUESTIONS ?

Look at Seattle Central's web page for "Campus Services" and then "GoPass" for a permanent posting of campus transportation information.

If you are still have questions, call Dick Coulter at 4393 or Michael Pham at 6932.

A:TMP emploee 98 99

TMP STATISTICS
Seattle Community Colleges 1995-99

	College	Employee GoPass	Student GoPass	Avg Mnth Pass +	Employee Carpoolers	Student Carpoolers	Bikers	Walkers		TOTAL	Bonus Vouchers	Avg Daily Shuttle
FALL QTR, 1995	NSCC	160	195	56	carpools	*104	21	23		455	172	131
	SCCC	520	524	406	carpools	*193	10	30		1490	77	0
	SSCC	160	77	94	carpools	* 83	7	4		342	83	21
											332	
WINTER QTR, 1996	NSCC	176	188	56	carpools	*138	40	50		510	343	162
	SCCC	454	892	452	carpools	*229	6	7		1811	82	0
	SSCC	170	68	98	carpools	*103	2	2		340	148	34
											573	
SPRING QTR, 1996	NSCC	150	186	64	carpools	*121	36	54		490	300	136
	SCCC	480	486	448	carpools	*281	6	7		1427	84	0
	SSCC	170	80	107	carpools	*142	3	2		362	145	47
											529	
TOTAL 1995-96		2,440	2696	1,781		1394	131	179		8,621		
FWS AVERAGES		813	899	594	adjusted**	697	44	60		3106	478	0
*carpool figures represent combined number of employee & student carpools rather than number of people who carpool												
**divided # carpools by 3 then multiplied by 1.5 (assumed that half the carpool drivers are accompanied by a non-college rider)												
SUMMER QTR, 1996	NSCC	170	86	41	12	13	11	15		348	72	99
	SCCC	460	143	175	61	174	7	0		1,020	55	0
	SSCC	170	41	57	50	107	3	1		429	74	27
											201	
FALL QTR, 1996	NSCC	130	211	70	24	167	25	51		678	241	196
	SCCC	587	759	392	72	467	6	12		2295	95	0
	SSCC	183	91	128	73	248	3	2		728	174	40
											510	
WINTER QTR, 1997	NSCC	135	193	78	25	237	24	48		740	286	212
	SCCC	565	670	449	84	519	6	14		2307	97	0
	SSCC	200	87	113	62	265	1	4		732	165	57
											548	
SPRING QTR, 1997	NSCC	140	186	75	30	206	26	50		713	298	203
	SCCC	560	588	492	87	556	6	14		2303	100	0
	SSCC	200	78	114	88	474	2	8		964	147	55
											545	
TOTAL 1996-97		3500	3133	2,184	668	3433	120	219		13257		
FWS AVERAGES		900	954	637	182	1046	33	68		3820	534	254

TMP STATISTICS
Seattle Community Colleges 1995-99

	College	Employee GoPass	Student GoPass	Avg Mnth Pass+	Employee Carpoolers	Student Carpoolers	Bikers	Walkers		TOTAL	Bonus Vouchers	Avg Daily Shuttle
SUMMER QTR, 1997	NSCC	130	86	46	26	59	13	17		377	90	150
	SCCC	470	158	203	91	36	6	0		964	67	0
	SSCC	150	48	44	49	82	4	3		380	70	34
											227	
FALL QTR, 1997	NSCC	165	232	75	40	330	32	44		918	276	0
	SCCC	615	756	317	92	459	5	19		2263	103	0
	SSCC	190	107	98	81	212	3	5		676	128	76
											507	
WINTER QTR, 1998	NSCC	161	230	75	35	292	23	44		860	284	0
	SCCC	595	696	295	96	602	6	21		2311	91	0
	SSCC	188	88	83	53	233	1	5		651	139	70
											514	
SPRING QTR, 1998	NSCC	154	250	50	37	326	31	46		894	292	0
	SCCC	566	661	284	99	483	6	21		2120	87	0
	SSCC	170	76	87	43	191	5	5		577	136	65
											515	
TOTAL 1997-98		3554	3388	1657	722	3305	135	230		12991		
FWS AVERAGES		935	1032	455	185	1043	37	70		3757	512	70
	College	Employee GoPass	Student GoPass	Avg Mnth Pass+	Employee Carpoolers	Student Carpoolers	Bikers	Walkers		TOTAL	Bonus Vouchers	Avg Daily Shuttle
SUMMER QTR, 1998	NSCC	130	120	18	25	62	24	39		418	89	0
	SCCC	433	200	138	83	6	6	17		883	55	0
	SSCC	137	50	15	27	48	1	4		282	51	38
											195	
FALL QTR, 1998	NSCC	177	281	44	31	230	35	56		854	193	0
	SCCC	647	837	276	96	546	3	14		2419	109	0
	SSCC	240	106	94	53	215	4	4		716	171	19
											473	
WINTER QTR, 1999	NSCC	171	269	65	36	223	20	57		841	243	0
	SCCC	595	755	210	89	473	3	14		2139	83	0
	SSCC	182	101	115	53	234	1	1		687	142	32
											468	
SPRING QTR, 1999	NSCC	170	319	64	38	208	31	82		912	197	0
	SCCC	650	895	162	95	537	3	14		2356	91	0
	SSCC	177	124	95	62	218	3	2		681	105	43
											393	
TOTAL 1998-99		3709	4057	1296	688	3000	134	304		13188		
FWS AVERAGES		1003	1229	375	184	861	34	81		3868	445	31

6/29/99

Seattle Central
GoPass and Carpool
History

Year	GoPass Employee	GoPass Student		Carpool Employee	Carpool Student
95 - 96	1,454	1,902			
96 - 97	2,172	2,160		304	1,716
97 - 98	2,246	2,271		378	1,580
98 - 99	2,325	2,687		363	1,472

Commute Trip Reduction Zones and Goals for King County

1995 1997 1999 2000

	Base Year Values		1st Goal Measurement 15% Reduction Goal		2nd Goal Measurement 20% Reduction Goal		3rd Goal Measurement 25% Reduction Goal		4th Goal Measurement 35% Reduction Goal	
Worksite Zone	SOV	VMT	SOV	VMT	SOV	VMT	SOV	VMT	SOV	VMT
North King County	85%	7.9	72%	6.7	68%	6.3	64%	5.9	55%	5.1
North Seattle	85%	8.2	72%	7.0	68%	6.6	64%	6.2	55%	5.3
North Central Seattle	74%	7.8	63%	6.6	59%	6.2	56%	5.9	48%	5.1
Central Seattle	59% 64	9.2 9.6	50% 55.3	7.8 7.8	47% 51.5	7.4 6.9	~~44%~~ 48 47	6.9 7.1	38%	6.0
Seattle Central Business District	43%	6.8	37%	5.8	34%	5.4	32%	5.1	28%	4.4
South Seattle	83%	9.6	71%	8.2	66%	7.7	62%	7.2	54%	6.2
Duwamish	88%	10.3	75%	8.8	70%	8.2	66%	7.7	57%	6.7
East King County	85%	9.3	72%	7.9	68%	7.4	64%	7.0	55%	6.0
Bellevue Central Business District	81%	9.2	69%	7.8	65%	7.4	61%	6.9	53%	6.0
South King County	85%	9.3	72%	7.9	68%	7.4	64%	7.0	55%	6.0
Rural King County	90%	9.0	77%	7.7	72%	7.2	68%	6.8	59%	5.9

revised 8/97

Appendix 6: SCCC Populations

NUMBER OF STUDENTS AND EMPLOYEES AT SCCC FALL 1996, 1997, AND 1998

STUDENTS:

Total Headcount:
(includes state, contract, running start, international, community service students)

Fall 1996	**10,001**
Fall 1997	**10,303**
Fall 1998	**10,304**

Average weekday headcount by time of day:
Number of students enrolled in classes morning, afternoon, and evening

Quarter	Morning 6:30 am to 12:00 PM	Afternoon 12:00 pm to 5:00PM	Evening 5:00 pm to 10:00 PM
Fall 1996	5888	2663	1506
Fall 1997	5891	2583	1602
Fall 1998	5994	2637	1480

FACULTY:

Total Headcount:
Includes faculty teaching weekdays, weekends, distance learning, release time

Fall 1996	**475**
Fall 1997	**479**
Fall 1998	**477**

Average weekday headcount by time of day:
Number of faculty teaching classes morning, afternoon, and evening

Quarter	Morning 6:30 am to 12:00 PM	Afternoon 12:00 pm to 5:00 PM	Evening 5:00 pm to 10:00 PM
Fall 1996	222	113	69
Fall 1997	239	114	73
Fall 1998	217	115	73

OTHER STAFF:

Headcount permanent staff:

Quarter	SCCC	Siegal Ctr.
Fall 1996	267	88
Fall 1997	269	92
Fall 1998	263	84

Current headcount hourly staff:

SCCC	Siegal Ctr.
261	20

Appendix 7: Masonic Temple Renovation Plans

JOHNSON
Architecture
& Planning

2124 THIRD AVENUE
SUITE 200
SEATTLE, WA 98121
206-448-7580
FAX 448-8977

SEATTLE CENTRAL COMMUNITY COLLEGE
FINE ARTS BUILDING (MASONIC TEMPLE REMODEL)
DESIGN NARRATIVE
January 7, 1999

BUILDING EXTERIOR

The design intent is to impact the appearance of the building exterior as little as possible. The original materials are in very good condition (with the exception of portions of the sheetmetal). The two street facades will have the cornice repaired and repainted, with deteriorated portions replaced.

The most noticeable modification will be at the northwest entrance, where the floor level is being lowered to provide a barrier-free building entrance. The entrance at Harvard Avenue will be closed, with access maintained from E. Pine. Detailing of the new entrance will re-use as much original material as possible, with new work matching the original.

The most significant modification to the south and east facades is the addition of steel bracing at the upper floors, to provide seismic reinforcing for the brick.

- NORTH ELEVATION (E. Pine St.)
  - Existing stair at northwest entrance will be removed. Entrance floor level is being lowered to sidewalk level to provide barrier-free entrance. Existing door enclosure and doors will be re-used, and new transom windows constructed to match the existing construction.
  - Existing sheetmetal cornice will be replaced
  - Repair and repaint existing cornice and other ornamental sheetmetal (abate lead paint)
  - Repair and repaint existing wood windows (abate lead paint)
  - Repair and repaint existing marquee at Egyptian Theater entrance
  - Repair and refinish natural wood at entrances
  - Rework portions of existing sidewalk to accommodate barrier-free entrances
  - Existing signage and stencil painting at Egyptian Theater left as-is
  - No work at brick (brick and mortar are in sound condition)
  - No work at terra cotta (terra cotta and mortar are in sound condition. There may be an Alternate Bid to include removal of existing paint and application of a clear, graffiti-resistant sealer).
  - Existing "Masonic Temple" signage will be removed, replaced with "Fine Arts"
  - Existing light fixtures will be cleaned and relamped.

- WEST ELEVATION (Harvard Ave.)
  - Existing stair at northwest entrance will be removed. New windows will be constructed to match the existing construction.
  - Existing sheetmetal cornice will be replaced
  - Repair and repaint existing cornice and other ornamental sheetmetal (abate lead paint)
  - Repair and repaint existing wood windows (abate lead paint)
  - Repair and refinish natural wood at entrances

- No work at brick (brick and mortar are in sound condition)
- No work at terra cotta (terra cotta and mortar are in sound condition. There may be an Alternate Bid to include removal of existing paint and application of a clear, graffiti-resistant sealer).
- Existing light fixtures will be cleaned and relamped.
- A new louver will be installed in one of the sidewalk-level window openings

- SOUTH ELEVATION (Little Theater)
  - Existing sheetmetal cornice will be replaced
  - No work at brick (brick and mortar are in sound condition)
  - New structural steel strongbacking will be installed at the upper floor levels (steel "T" members: 9" projection from face of building, painted to match brick).

- EAST ELEVATION (Alley)
  - Existing sheetmetal cornice will be replaced
  - No work at brick (brick and mortar are in sound condition)
  - New structural steel strongbacking will be installed at the upper floor levels (steel "T" members: 9" projection from face of building, painted to match brick).
  - Most windows will be filled in with artificial stucco, texture and color to match other filled openings. Remaining windows will be repaired and repainted.
  - Fire escape will be repaired and repainted, or be removed and replaced with a steel ladder.
  - Additional gas pipes and electrical conduits will run vertically to the roof. All piping will be painted to match the brick.

- ROOF
  - Existing sheetmetal ventilators and mechanical equipment will be removed.
  - Existing elevator penthouse will be removed.
  - Existing sheetmetal siding at raised portion of Corinthian Room will be replaced.
  - A new stair enclosure will be constructed: sheetmetal siding will match Corinthian Room enclosure.
  - New skylights for the Ionic and Corinthian Rooms will be added.
  - New rooftop mechanical units will be installed.

BUILDING INTERIOR

The primary motivation for the project is to remedy numerous Code deficiencies, to reconfigure spaces to accommodate the College's Fine Arts programs, and to upgrade the building's service systems.

The design intent is to distinguish between the original construction and new work. Most of the new building systems (shear walls, plumbing, HVAC, fire protection and electrical) will be exposed. The nature of the original construction does not allow for these systems to be concealed. The systems are being visually integrated to the greatest extent possible.

The stairwells are required to be enclosed to satisfy Code requirements. To maintain some of the open character, enclosures are designed with doors on hold-open devices so natural light can still reach interior spaces.

While many interior spaces are being remodeled to suit the College's academic program needs, the planning of the project allowed the major rooms (Doric, Ionic and Corinthian Rooms) to remain essentially intact. Within these important spaces, the building systems will be able to be concealed in order to preserve the architectural character of the rooms.

Finish materials, colors and fixtures are being selected that are sympathetic to the character of the original construction but provide the level of amenity needed. Selected historical fixtures are being refurbished and re-used.

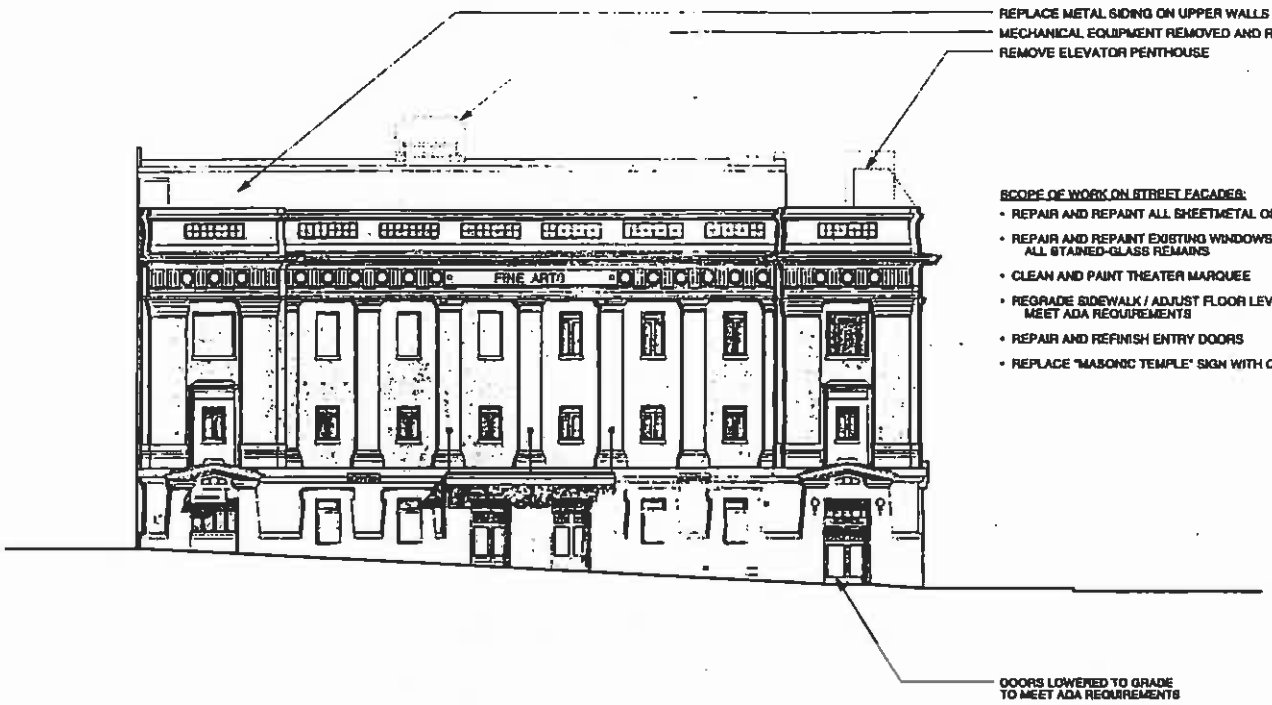
- FIRST FLOOR
  - The existing layout will be substantially revised, to accommodate the program requirements of the Drama Department. The significant large space is being used as a rehearsal hall.

- SECOND FLOOR
  - The floor level at the main entrance will be lowered to provide a barrier-free entry. The existing mosaic floor tile pattern will be demolished. An abstracted floor pattern design, as well as a refurbished light fixture from the Corinthian Room, are intended for the new lobby.
  - The Egyptian Theater will remain essentially as-is, with the addition of new building systems. As part of the HVAC installation, the unused side portions of the mezzanine will be partitioned off from the auditorium.

- THIRD FLOOR
  - The existing spaces will undergo minor remodeling in order to serve as College classroom and offices.

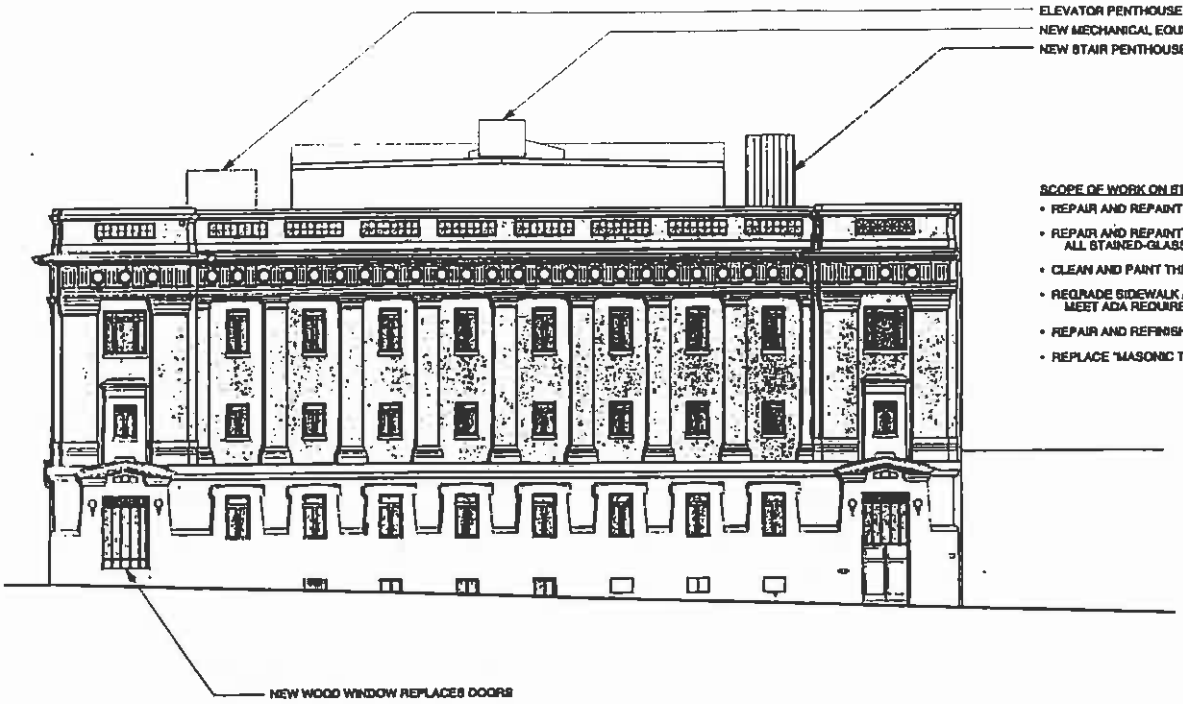
- FOURTH FLOOR
  - The former Lodge Rooms (Doric, Ionic and Corinthian) will house drawing and painting, design and printmaking studios. Support facilities will occupy the smaller service rooms.
  - The western portion of the floor will be remodeled to provide classrooms, offices and toilet rooms. A central space will serve as a Gallery for presentation of student and faculty work.

- FIFTH FLOOR
  - This level will remain inaccessible to the public, at it contains mechanical and electrical service equipment and building storage.



NORTH ELEVATION

Seattle Central Community College
Fine Arts

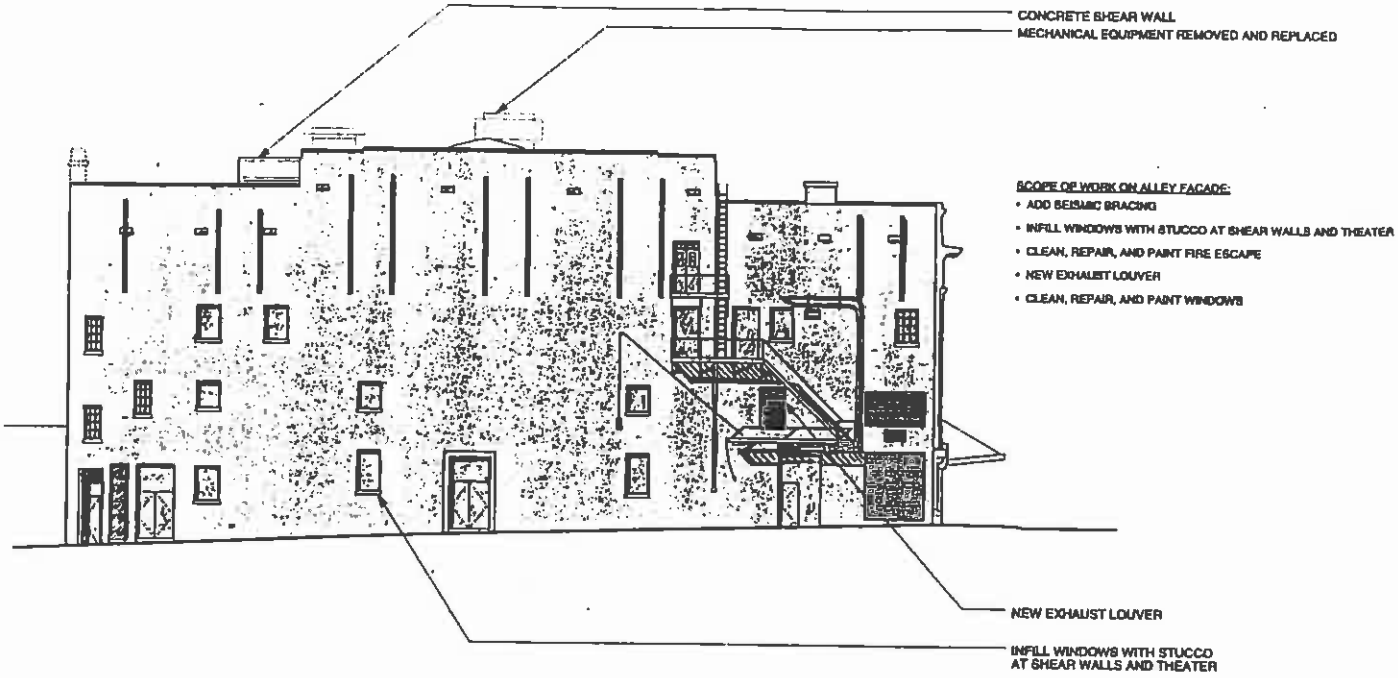


SCOPE OF WORK ON STREET FACADES:

- REPAIR AND REPAINT ALL SHEETMETAL ORNAMENT
- REPAIR AND REPAINT EXISTING WINDOWS ALL STAINED-GLASS REMAINS
- CLEAN AND PAINT THEATER MARQUEE
- REGRADE SIDEWALK / ADJUST FLOOR LEVELS AT ENTRIES TO MEET ADA REQUIREMENTS
- REPAIR AND REFINISH ENTRY DOORS
- REPLACE "MASONIC TEMPLE" SIGN WITH COLLEGE SIGN

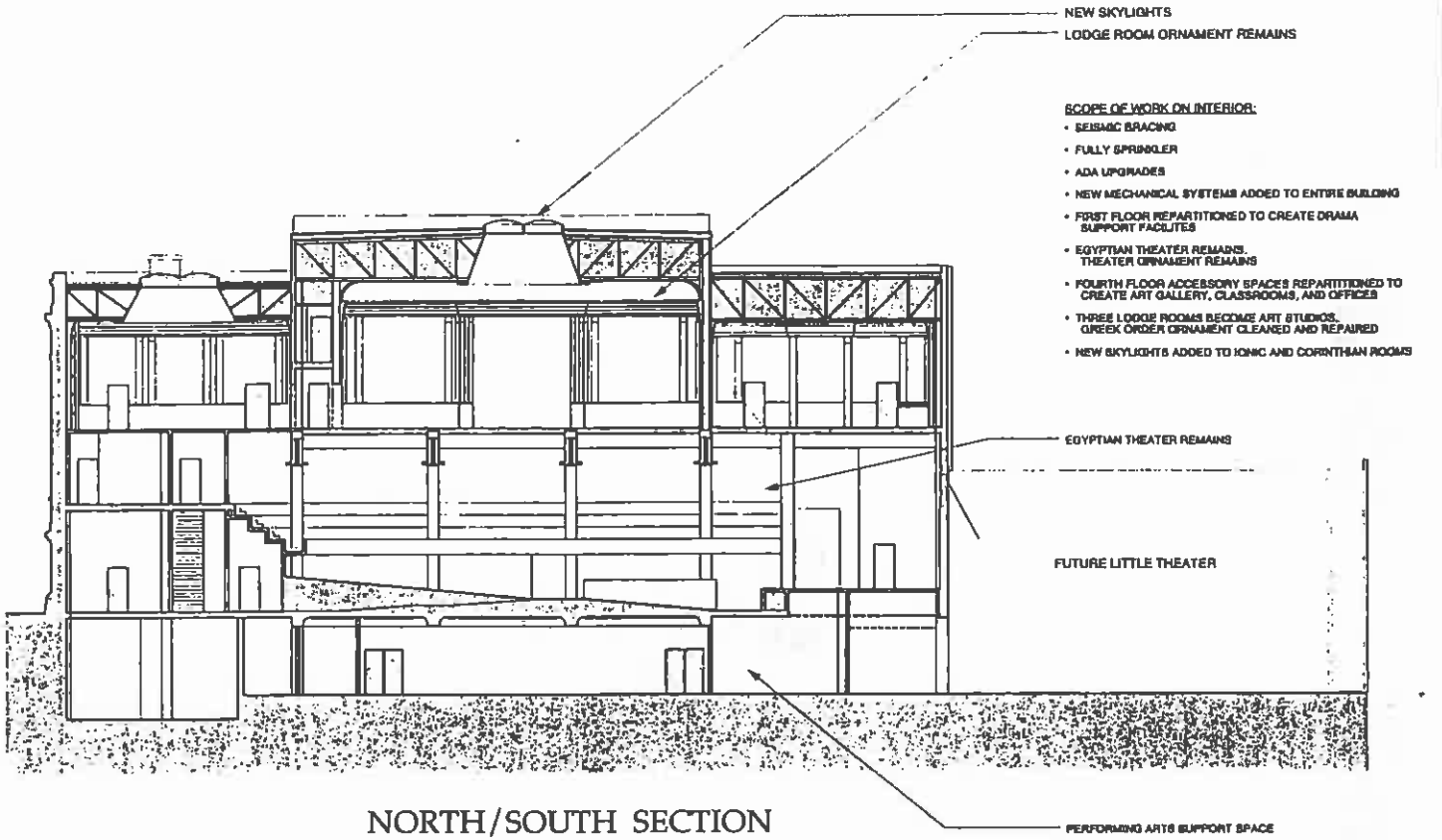
WEST ELEVATION

Seattle Central Community College
Fine Arts



EAST ELEVATION

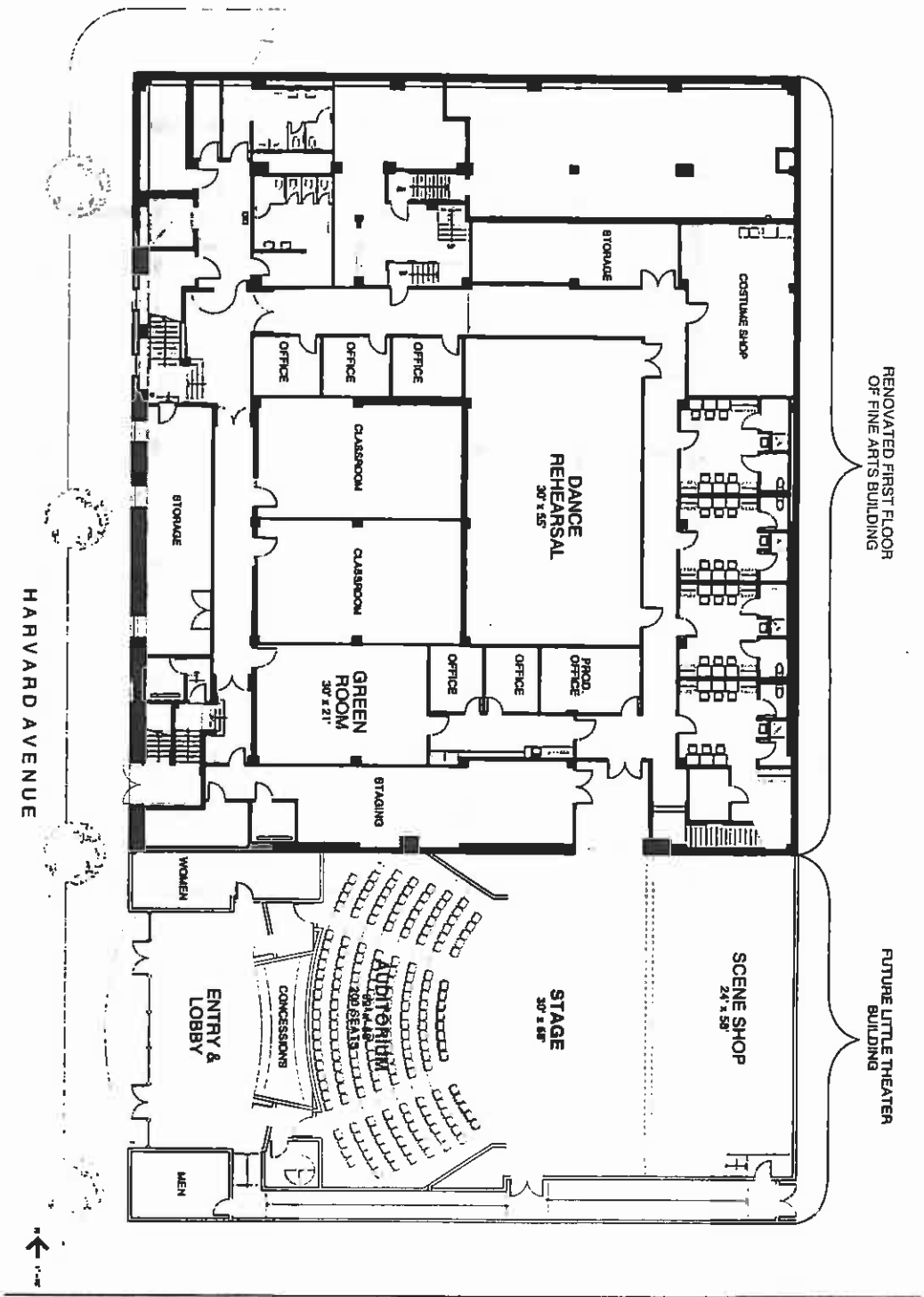
Seattle Central Community College
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NORTH/SOUTH SECTION

Seattle Central Community College
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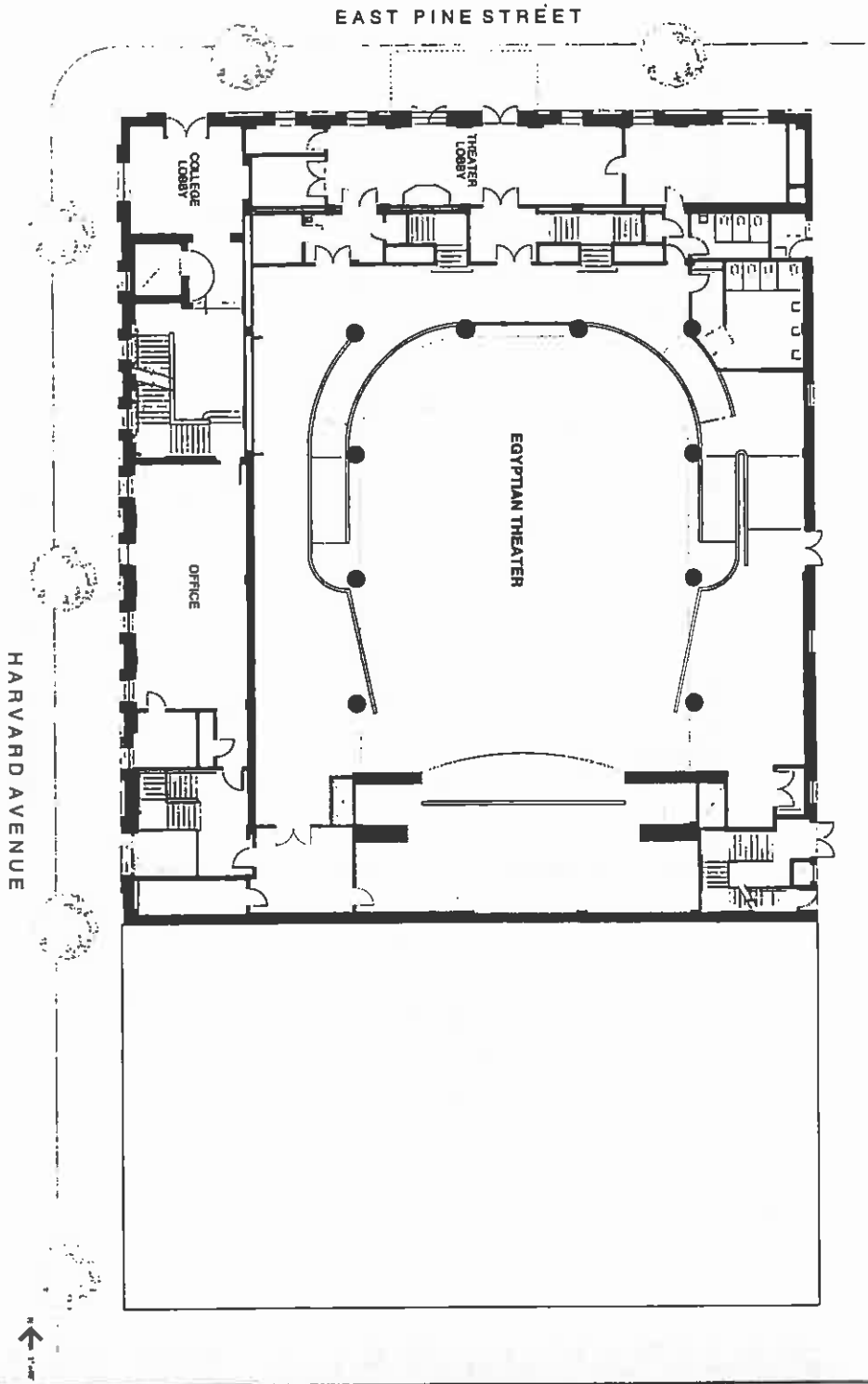
Johnson Architecture
Planning
December 1998



Seattle Central Community College

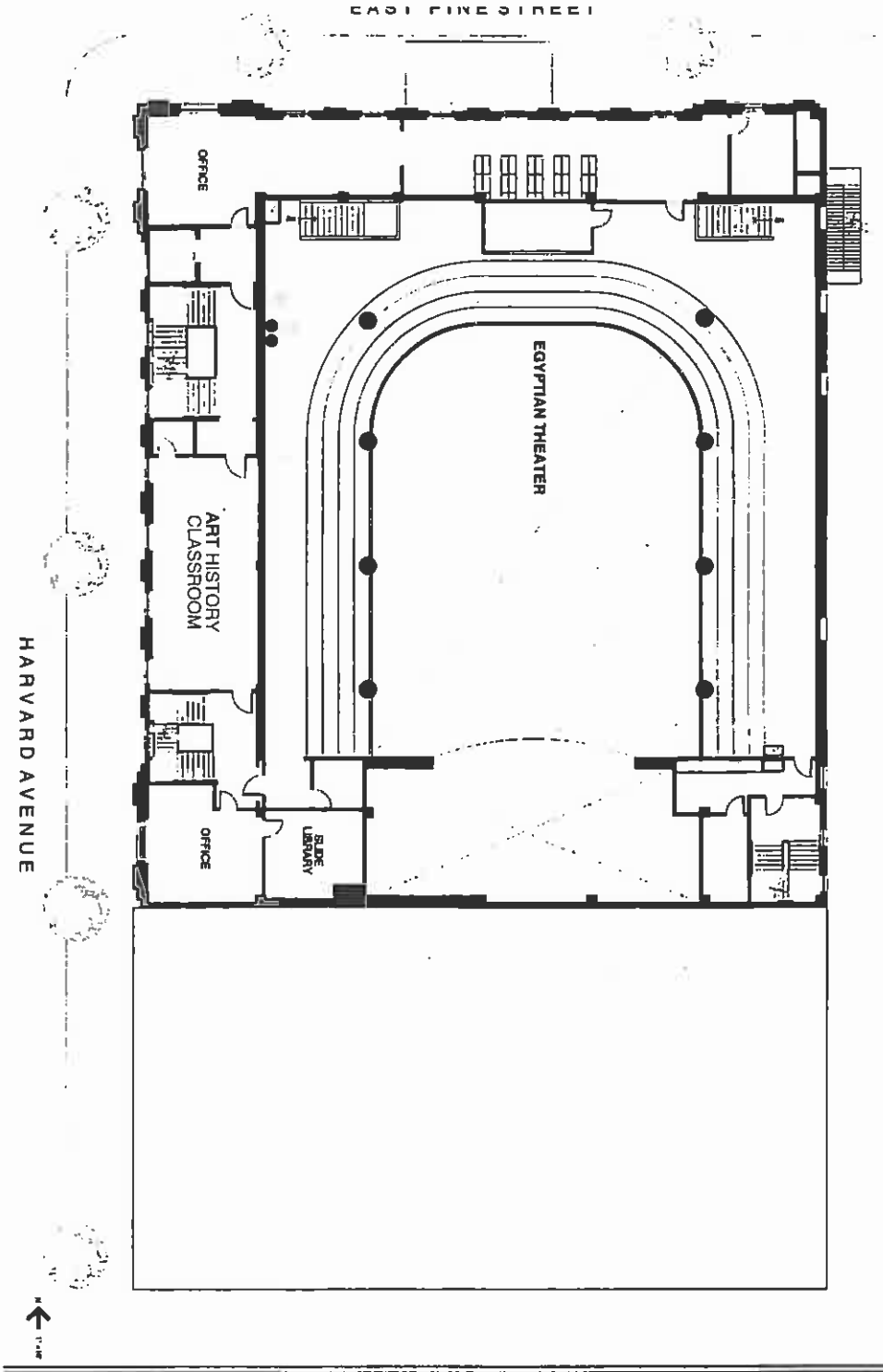
Fine Arts

Johnson Architecture & Planning
16 December 1998



Seattle Central Community College
Fine Arts

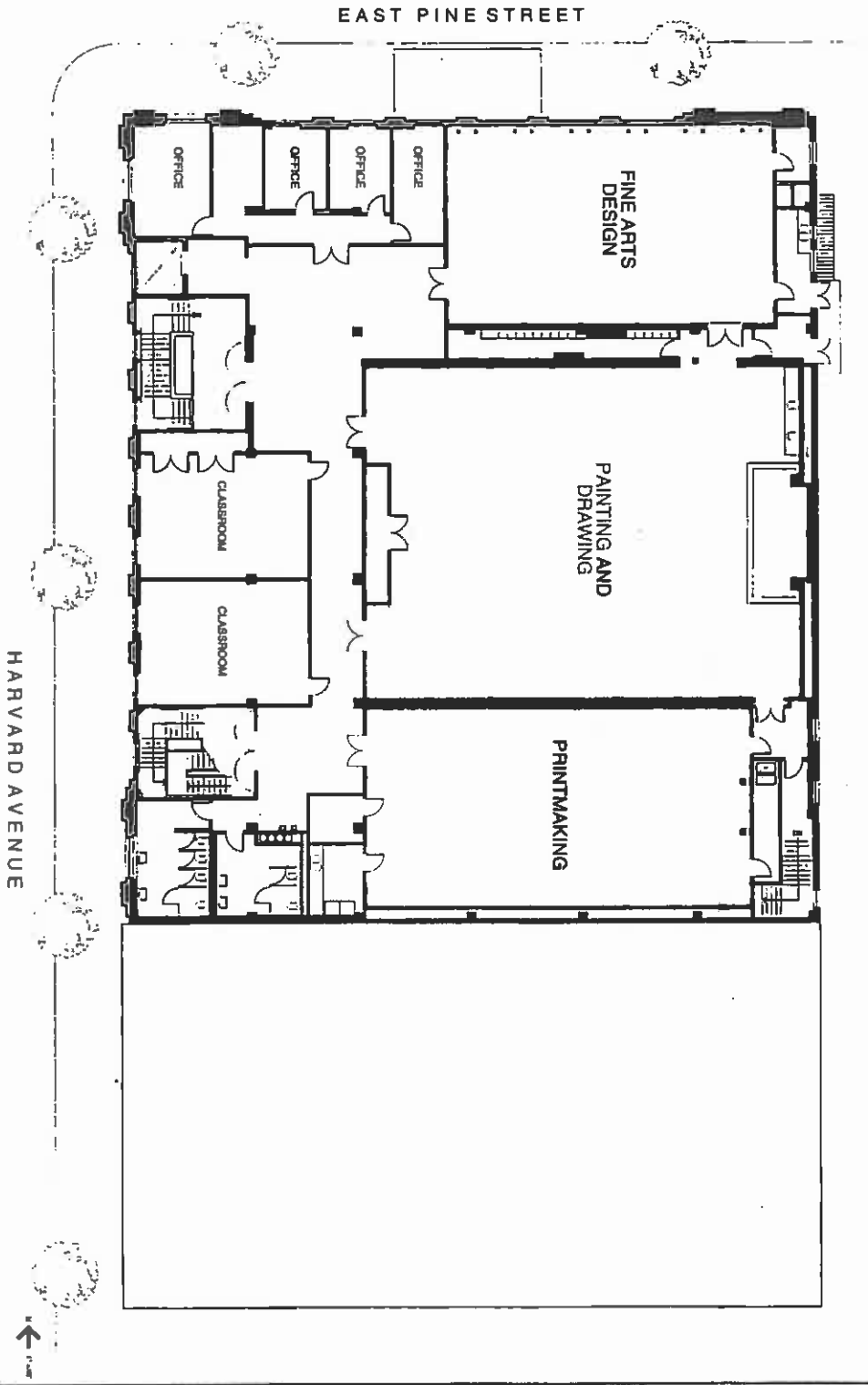
Johnson Architecture & Planning
16 December 1998



Seattle Central Community College

Fine Arts

Johnson Architecture & Planning
16 December 1998



Seattle Central Community College

Fine Arts

Johnson Architecture & Planning
16 December 1998

Appendix 8: Lincoln Reservoir Lid/Bobby Morris Playfield Plan

Seattle Public Utilities
Lincoln Reservoir Replacement and Park Master Plan
SEPA Determination of Nonsignificance (DNS)

scription of Proposal:

Seattle Public Utilities proposes to replace its 21-million gallon Lincoln Reservoir, an open-water facility located on Capitol Hill in Seattle, with a 15-16 million gallon covered facility. The reservoir is being covered in order to comply with a regulatory requirement by the Washington Department of Health to cover all open drinking water reservoirs. The new reservoir would be an underground, concrete cast-in-place structure in the shape of a rectangle, and approximately 445 feet long and 230 feet wide with a maximum depth of 21 feet. Reservoir water will be disinfected by generating sodium hypochlorite (a dilute form of household bleach) on the site using sodium chloride and water. The Park Site Master Plan describes a park that would be placed over the new reservoir and occupy the entire 7.5-acre site. The park would consist of open lawn areas, many new trees and planting, new or redeveloped entrances and walkways, a relocated children's play area, a sun bowl/amphitheater, improved or expanded park entries, and a large water feature. The park would be constructed in two or more phases. Phase 1 would be part of the reservoir replacement and would include removal of parts of the existing landscape; construction of soft path paving and interim entry improvements; and installation of electrical service for pedestrian lighting, and a variety of landscaping improvements. Subsequent phases would include additional landscaping, final entry improvements, potential pedestrian improvements along Nagle Place; and the construction of the water feature and amphitheater; and a new restroom.

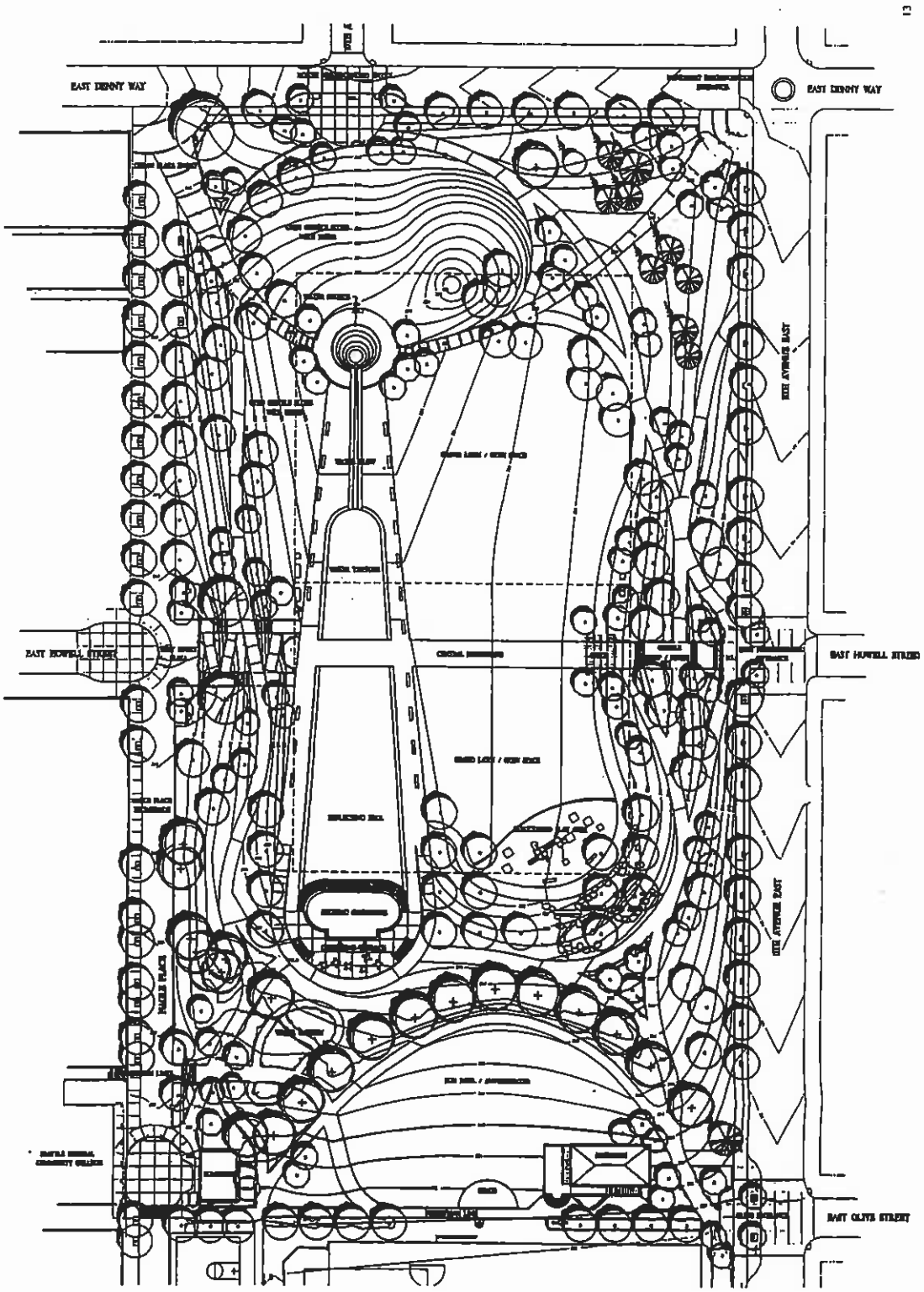
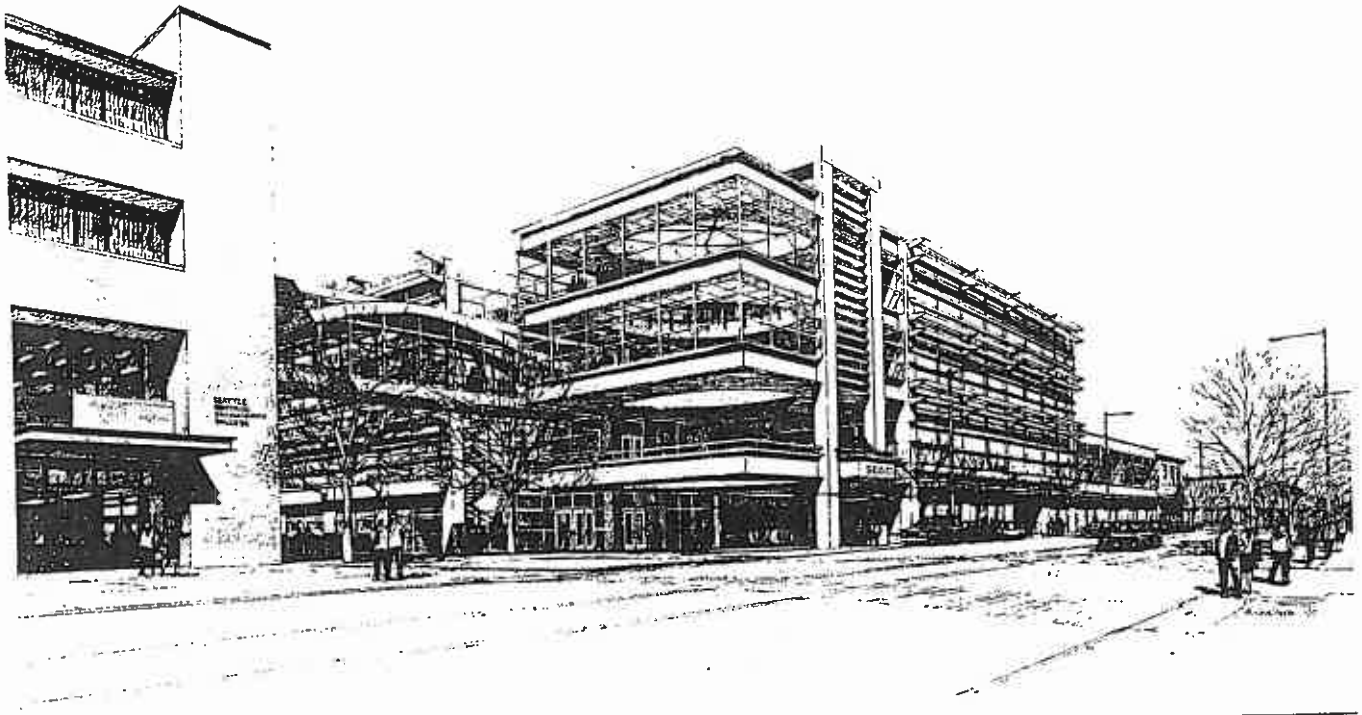


Figure 4. Proposed park master plan.

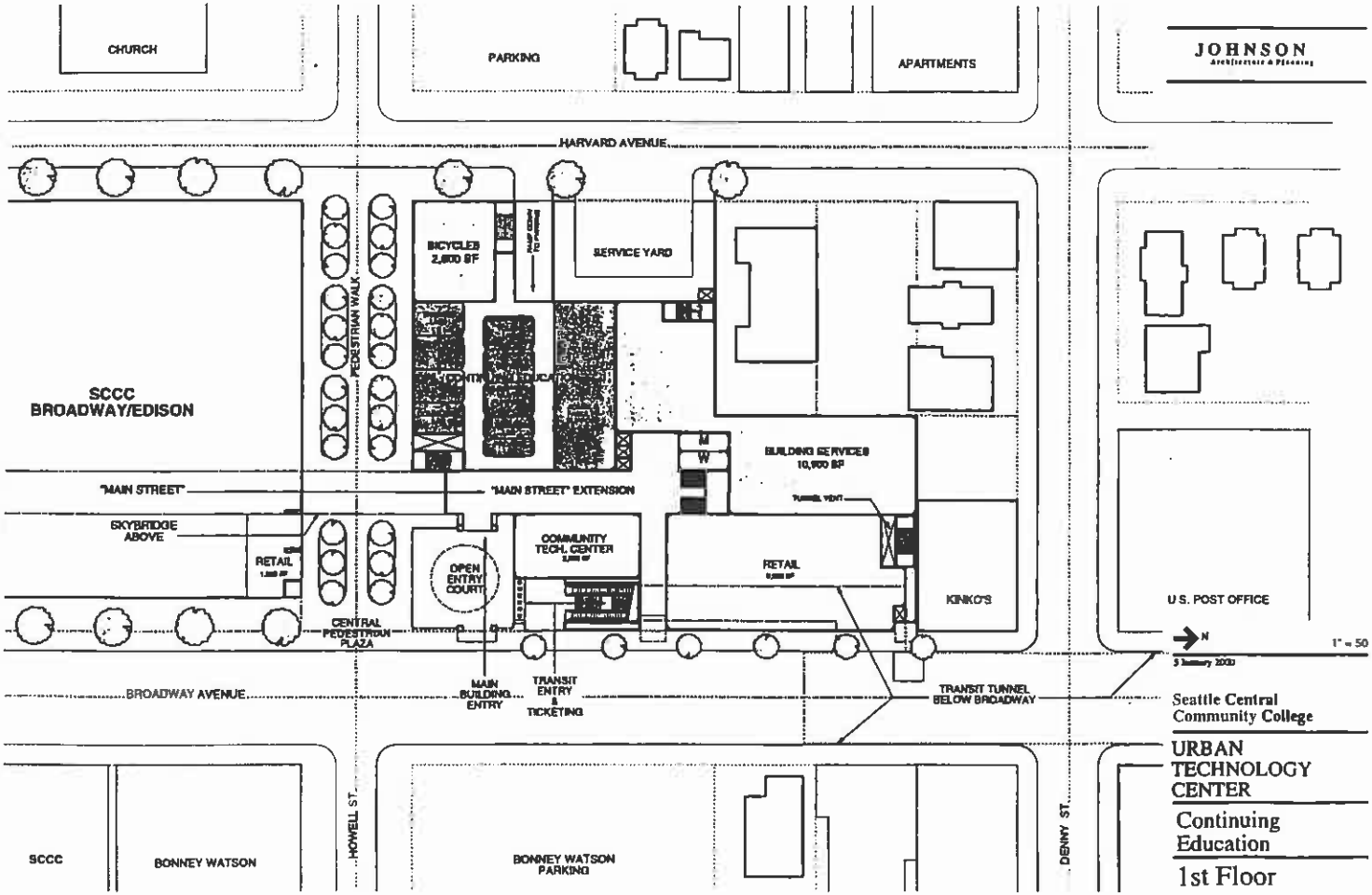
Appendix 9: Light Rail - Capitol Hill Station/SCCC Preliminary Concept

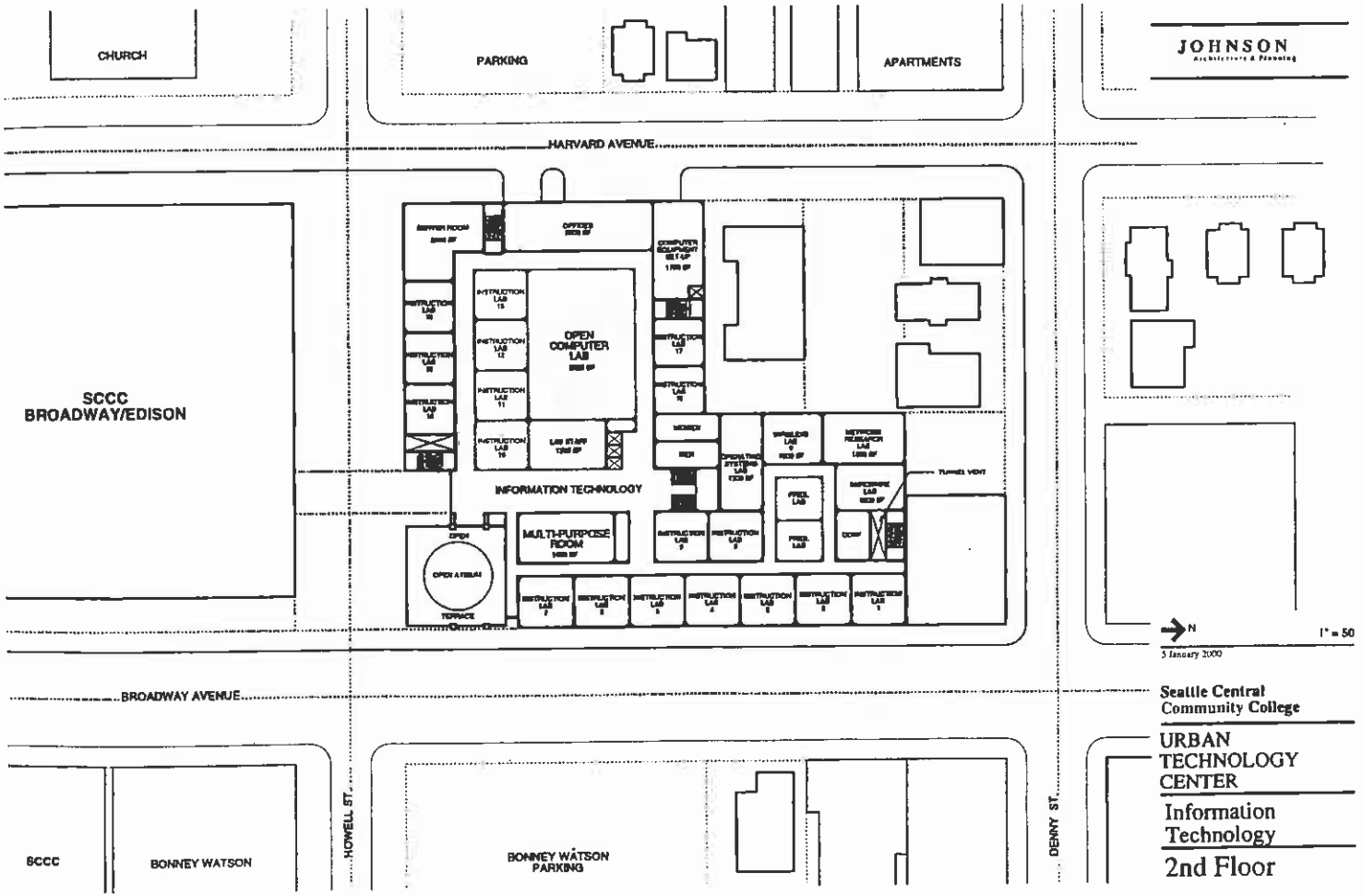


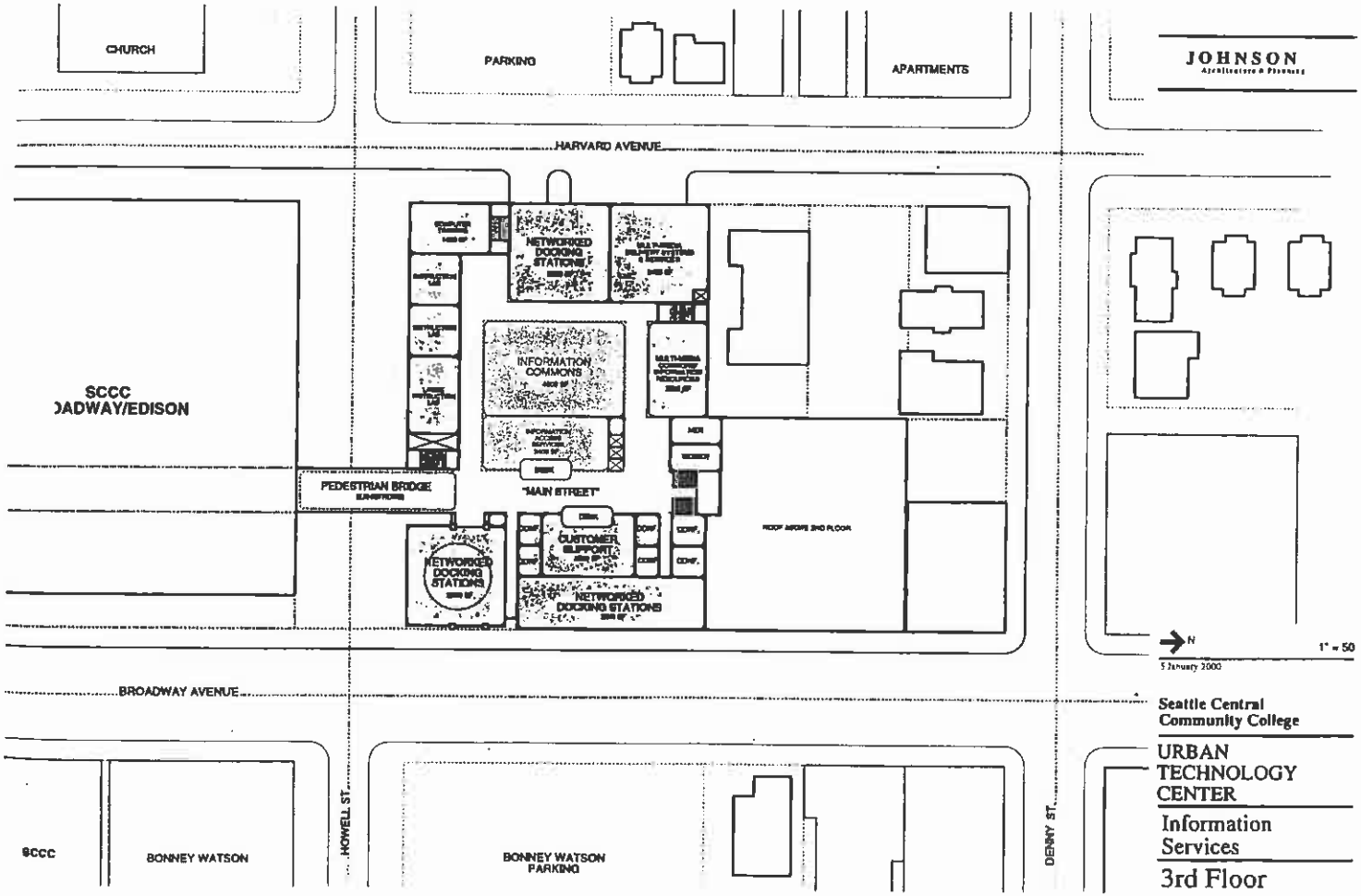
URBAN TECHNOLOGY CENTER

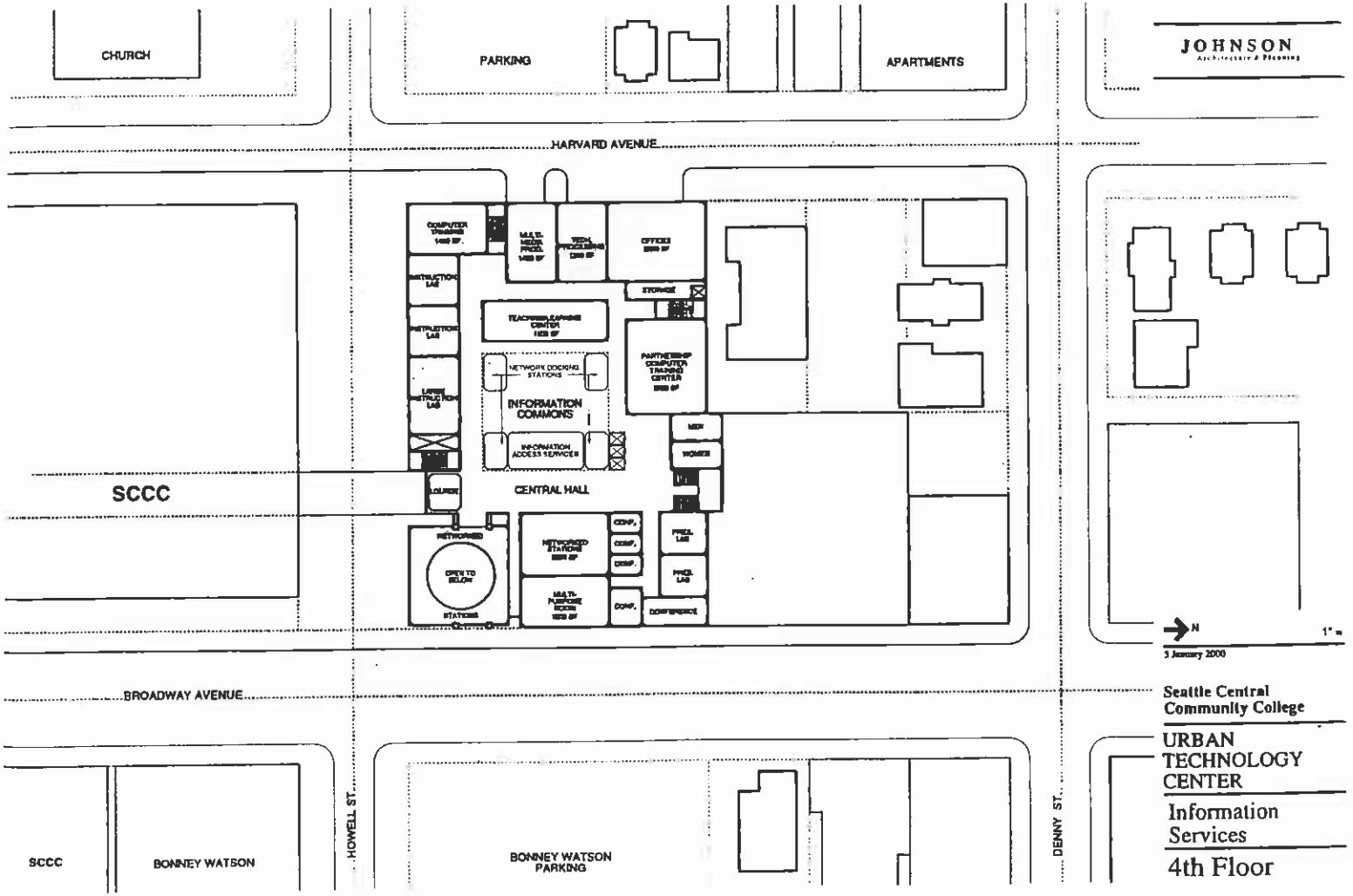
SEATTLE, WASHINGTON

SEATTLE CENTRAL COMMUNITY COLLEGE
JOHNSON ARCHITECTURE & PLANNING


CHURCH
PARKING
APARTMENTS
JOHNSON
HARVARD AVENUE
BICYCLES
2,800 SF
SERVICE YARD
PEDESTRIAN WALK
SCCC
BROADWAY/EDISON
"MAIN STREET"
"MAIN STREET" EXTENSION
BUILDING SERVICES
10,900 SF
SKYBRIDGE
ABOVE
RETAIL
OPEN
ENTRY
COURT
COMMUNITY
TECH. CENTER
RETAIL
KINKO'S
U.S. POST OFFICE
CENTRAL
PEDESTRIAN
PLAZA
1" = 50
BROADWAY AVENUE
MAIN
BUILDING
ENTRY
TRANSIT
ENTRY
&
TICKETING
TRANSIT TUNNEL
BELOW BROADWAY
Seattle Central
Community College
URBAN
TECHNOLOGY
CENTER
Continuing
Education
1st Floor
SCCC
BONNEY WATSON
HOWELL ST.
BONNEY WATSON
PARKING
DENNY ST.


CHURCH
PARKING
APARTMENTS
JOHNSON
HARVARD AVENUE
SCCC
BROADWAY/EDISON
OPEN COMPUTER LAB
INFORMATION TECHNOLOGY
MULTI-PURPOSE ROOM
TERRACE
TUNNEL VENT
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1" = 50
5 January 2000
BROADWAY AVENUE
Seattle Central Community College
URBAN TECHNOLOGY CENTER
Information Technology
2nd Floor
SCCC
BONNEY WATSON
HOWELL ST.
BONNEY WATSON PARKING
DENNY ST.


CHURCH
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APARTMENTS
JOHNSON
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BROADWAY AVENUE
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URBAN TECHNOLOGY CENTER
Information Services
3rd Floor
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BONNEY WATSON
HOWELL ST.
BONNEY WATSON PARKING
DENNY ST.


CHURCH
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HARVARD AVENUE
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5 January 2000
Seattle Central Community College
URBAN TECHNOLOGY CENTER
Information Services
4th Floor

Appendix 10: Flexcar Program

Flexcar.com
Shift Your Thinking

How Do I Join Flexcar?

Just read the membership information, fill in the application attached to this brochure and mail it in. Postage is paid.

JOIN

Membership Information

Members need to be at least 21 years old, have a good driving record, and good credit. In general, a good driving record means no more than two moving violations over the last three years. Because Flexcar members have good driving records, we receive favorable insurance rates, which keep the price of membership low. And if you become a member, you'll appreciate knowing that your fellow members are as considerate and responsible as you are.

To Apply

To apply, simply fill out the application on the reverse side of this form and mail it to us with $25, which will cover the cost of your driving and credit check. Upon approval of your application, we'll give you a call to set up a meeting to complete the membership process. That's it!!

Other Membership Options

Other membership plans are available for households, organizations, and businesses. Call us at (206) 323-FLEX or e-mail us at info@flexcar.com to find out more about these plans. Our office hours are Monday-Friday 8 a.m. – 6 p.m.

Save Money

- The cost of buying a car
- The expense of maintaining a car
- Insurance premiums
- The charges for gas and repairs

Save Headaches

- Have a reliable new car when you need one
- Avoid the hassle of parking
- Don't spend time on cleaning and maintenance

Save the Environment

- Reduce the number of cars on the road
- Decrease parking demand in your neighborhood
- Help reduce pollution
- Make Seattle's transportation system more efficient
- Make our communities more livable!

Flexcar is Fast

becoming the largest car sharing program in the United States. Learn more about us, the program, and the Big Picture at

www.Flexcar.com

Contact Information
Web: www.Flexcar.com
Phone: (206) 323-FLEX

Office hours:
Mon-Fri 8 a.m. – 6 p.m.

E-mail:
info@Flexcar.com

WHAT IS FLEXCAR?

A car when you need it, and no expenses when you don't.

Flexcar is a new concept in transportation. Rather than owning a car, members simply reserve and use a vehicle parked close to their home or office. While most cars sit idle about 20 hours a day, Flexcar offers fractional use of vehicles for the times you need to drive.

The program is a unique public/private partnership supported by King County and the City of Seattle. Mobility, Inc. operates the program in select Seattle neighborhoods. Initially focused in Capitol Hill, Flexcar vehicles will be located in Queen Anne and the Denny Regrade within several months.

As demand grows, we will add cars and pickup trucks as we build up to our grand opening next summer. Be a founding member and lock in low rates during our start up phase!!

With a Flexcar membership, you reserve a car anytime you need one. Flexcar gives you the benefits of auto ownership, without the high costs or hassles.

Who Can Benefit from Flexcar?

People who want to simplify their lives and save money

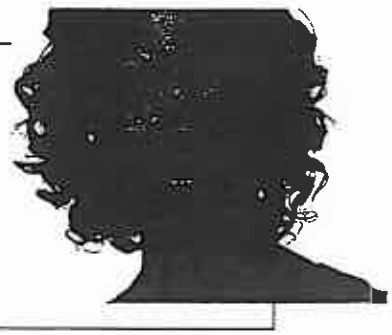
People who live in or near a Flexcar neighborhood

People who occasionally need a car, but don't want...
- The cost of buying a car
- The expense of maintaining a car
- Insurance premiums
- The charges for gas and repairs

People with a certain lifestyle
- Those who occasionally need a car, but not for daily commuting
- People who walk, bike, carpool or take the bus or ferry

Flexcar Makes a Lot of Environmental Sense Because You'll...

- Reduce the number of cars on the road
- Reduce pollution
- Reduce parking demand in your neighborhood
- Make Seattle's transportation system more efficient
- Make our communities more livable!



HOW DOES FLEXCAR WORK?

It's easy!

Pick up the phone and reserve a vehicle for the time you want. Walk to the Flexcar in your neighborhood, get in, and go! Use Flexcar as much as you need. We will send you a billing statement once a month.

(206) 323-FLEX



Cost: Members are charged on an hourly and per mile basis. Some plans charge monthly dues that reduce the time and mileage charges.

Gas: Flexcar pays for the gas. Whenever the gas gauge goes under a quarter tank, the member fills the tank, using the Flexcar gas credit card.

Insurance: Flexcar's fleet insurance policy includes liability insurance, comprehensive and collision insurance for all members. You don't need any coverage of your own.

Make/Model: The standard cars in the Flexcar fleet are new Honda Civic LX four door sedans. All sedans feature air conditioning, automatic transmission, and a CD player. A pickup truck will be added to the fleet in early 2000.





Cleaning/Maintenance: All Flexcar vehicles are vacuumed and washed on a regular basis. Members are responsible for leaving cars clean for the next driver. And remember, Flexcar performs all maintenance and repairs.

Car locations: Cars are initially being located in *Capitol Hill*. As Flexcar grows, vehicles will be placed in neighborhoods such as Queen Anne and the Denny Regrade. If you fill out the application form and check the "Call Me" box, Flexcar will let you know where cars are now located.

You can also find Flexcar locations by visiting our website at www.Flexcar.com, or by calling (206) 323-FLEX.

HOW DOES FLEXCAR COMPARE TO OWNING A CAR?

Cost Comparison: Flexcar vs. Ownership (Per Month)

Average Use	Trips	Flexcar	Ownership
Errands	2		
Shopping	2		
Recreation	1		
TOTAL	5	$130.50	$290.00

HOW MUCH DOES A FLEXCAR MEMBERSHIP COST?

Flexcar has two levels of membership: Test Drive and Bronze Club. If you like the idea of car sharing and want to find out more, or don't know how much you'll use it, you can sign up for a Test Drive Membership. If you want to make Flexcar a part of your lifestyle now, register as a Bronze Club member. If you know you'll be using Flexcar more than two times a month, Bronze Club membership will be less expensive.

Membership Options

Membership Level	Typical Monthly Trips	Initiation Fee	Monthly Dues	Hourly Rate	Per Mile Rate
Test Drive	1-2	$0.00	$0.00	$3.50	$0.90
Bronze Club*	3-6	$250.00	$20.00	$2.00	$0.50

All fees are subject to 8.6% sales tax.

*If you already know that you will be using a car more than six times a month, there are other membership options that can save you even more money.

HOW DO I JOIN FLEXCAR?

Just read the membership information, fill out the application, include application fee of $25, and mail in. Postage is paid.

Flexcar

