

**NORTH SEATTLE COMMUNITY COLLEGE
COMPILED MAJOR INSTITUTION MASTER PLAN**



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PREFACE

North Seattle Community College has been designated as a major institution and placed within the City of Seattle's Major Institution Overlay District. According to the City of Seattle Major Institution Policies, the Major Institution Overlay District is established with the intent to permit appropriate institutional development within boundaries while minimizing adverse impacts and balancing the public benefits of the major institution's growth and change with livability and vitality of neighborhoods. The Major Institution Master Plan establishes a framework for ongoing institution development by implementing a specific development program, an accompanying set of development standards and a transportation management program.

To this end, the overall purpose of the North Seattle Community College Master Plan is to provide a well-reasoned, long-range facility plan which is suited to the college's current goals and objectives, and which will guide both programmatic and capital planning decisions for the college. The Master Plan will establish the development standards and the location and size of development for the campus over the next fifteen years.

Public information/participation is a major component of the Master Plan. Working with the Department of Neighborhoods, the college established a master plan citizen's advisory committee (MPCAC) consisting of representatives from community councils, students, faculty, residents, community professionals, and college staff. MPCAC meetings have been held almost bi-monthly. In addition, the college held public meetings to receive public input early in the planning process. This Final Compiled Major Institution Master Plan is the result of a cooperative effort involving the MPCAC, North Seattle Community College and the City of Seattle.

The Final Compiled Major Institution Master Plan acknowledges and incorporates the conditions suggested in the Analysis and Recommendation of the Director of the Department of Construction and Land Use, as recommended in the Findings and Recommendation of the Hearing Examiner for the City of Seattle and as imposed in the Findings, Conclusions and Decision of the Seattle City Council (Ordinance 117462). Complete copies of these decisions are included as Appendix A to this document.

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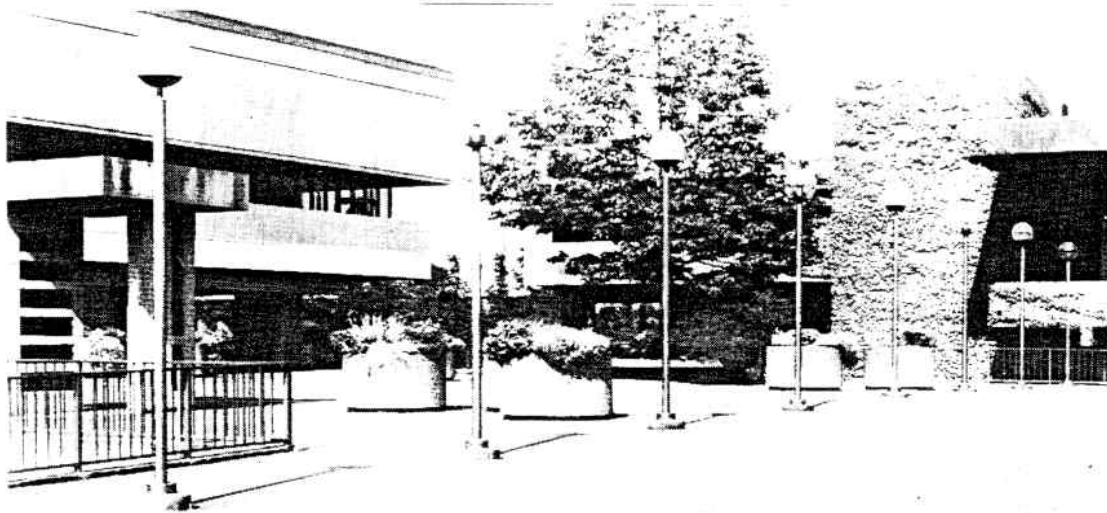
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**INTRODUCTION TO THE
NORTH SEATTLE COMMUNITY COLLEGE**

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**North Seattle Community College
Major Institution Master Plan**

I. Introduction to the North Seattle Community College

A. Background Information

The 62-acre North Seattle Community College (NSCC) campus was planned in the late 1960s, and initial construction was completed in 1970. As one of the three colleges comprising the Seattle Community College District VI, NSCC has become an integral part of the North Seattle community and an important resource to Seattle citizens. North Seattle Community College offers a variety of courses to satisfy a wide range of student interests. The College was probably best known during the 1970s as the training hub for the Puget Sound Electronics Industry; however, the current offerings of instructional programs extend well beyond the field of electronics.

As a two-year state-supported college, NSCC has four basic instructional program areas which award 77 different types of degrees and certificates, including Associate of Arts, Associate of Science and Associate of Applied Science. NSCC is the only college in the state which offers a lower division degree in the fine arts. The four major instructional program areas are:

- Academic (e.g. college transfer)
- Basic Education (e.g. high school completion, English as a Second Language)
- Occupational Education (e.g. vocational/technical programs, cooperative degree programs with other educational institutions)
- Continuing Education (e.g. noncredit courses for personal or professional growth)

In addition to educational opportunities offered at the college, a variety of extracurricular programs, and support services also are provided to students of all cultures, races, ages and economic circumstances.

B. Campus Demographics

Students

North Seattle Community College maintains an enrollment cap of 3,500 FTEs (full-time-equivalent students; total campus population if all students took 12 or more credits per quarter). The majority of students attending the college are part-time (82 percent), enrolled in less than twelve credits, and usually taking only one or two courses at a time. North Seattle Community College has the largest percentage of part-time students of any community college in the State.

Approximately 9,000 students attend classes during each of the fall, winter and spring quarters, and approximately 4,500 students attend summer quarter classes. Of the estimated 9,000 total students per quarter during the regular school year, approximately 7,000 attend classes at the NSCC campus. The remainder of the students go to the former Sand Point Community Education and Training Center for continuing education courses, or to various child care facilities where the college offers credit. Some students attend classes only on Saturday.

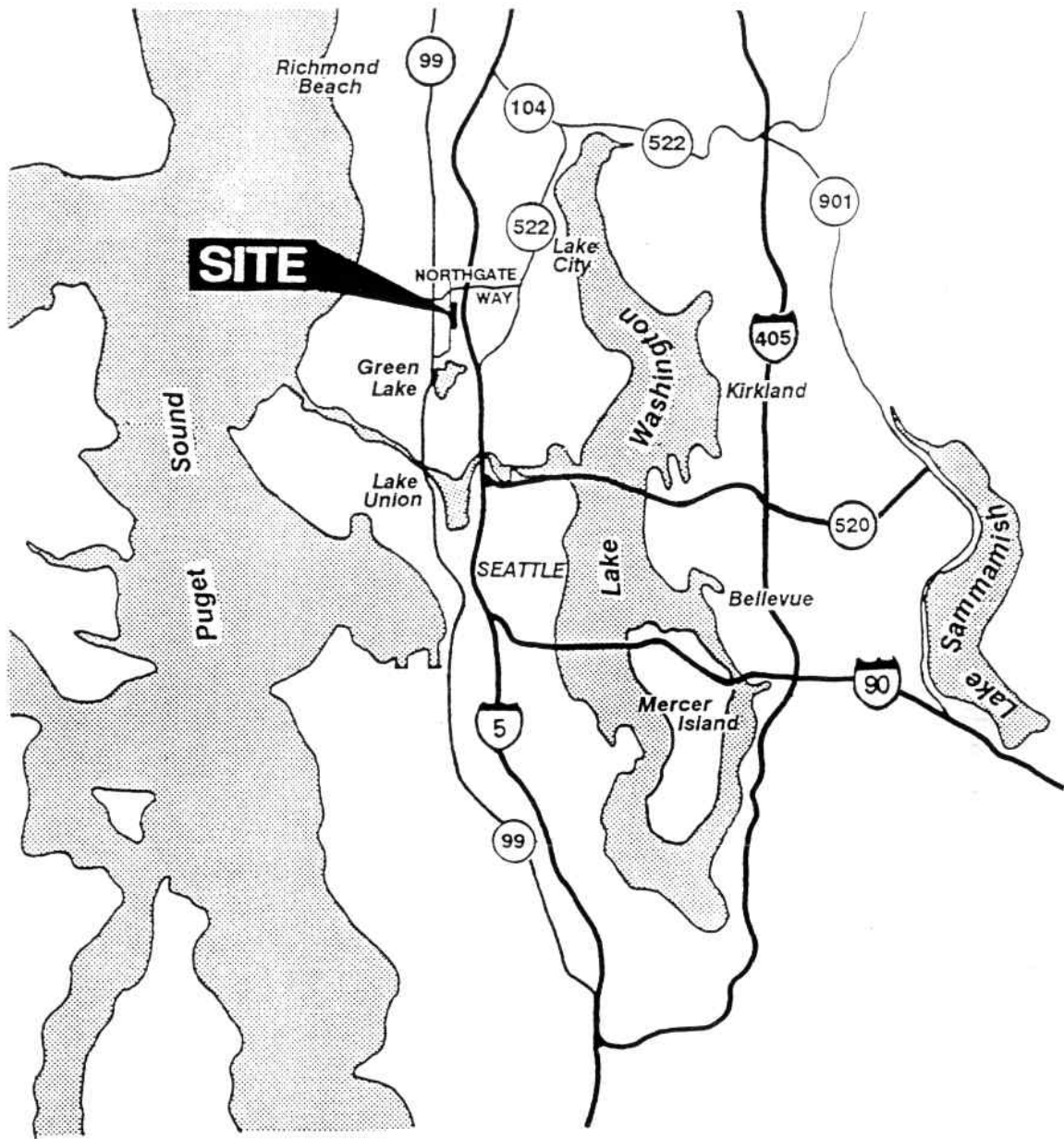
Other student statistics include the following:

- Approximately 30 percent of the students are enrolled in academic courses, 30 percent in vocational courses, 19 percent in continuing education courses and the remainder are taking basic skills, home and family, or personal satisfaction courses.
- Approximately 44 percent of the students are male and 56 percent are female, and the median age of all students is 33. (Approximately 49 percent are over age 30.) The median age of students has been increasing over the past 10 years and may continue to do so in the future.
- About 63 percent of the students live within the college's service area, from the Lake Union Ship Canal to 145th, between Puget Sound and Lake Washington. (See Figure 1, Regional Context Map).
- Forty-seven percent of the students attend classes only during the day; 44 percent attend only night classes; and 9 percent attend both day and night classes.
- Seventy-nine percent of the students are white; 21 percent are ethnic minorities, and approximately 43 percent of the students receive some form of financial aid and/or assistance.

In summary, the college is different from other typical two year colleges; recent high school graduates, interested in obtaining two years of college credits before going on to a four year institution, represent only about 2 percent of the total enrollment. The majority of the students attending NSCC are older and established in the community with families, full time jobs and well-defined goals. In most cases, these older students either are looking to return to the work force, to acquire additional skills for improving their opportunities and capabilities at existing jobs, or to change career directions.

Administration, Faculty and Staff

The college employs a total staff of 475, which includes 26 administrators, 295 faculty (101 full-time and 194 part-time) and 153 (130 full-time and 23 part-time) classified staff. About two-thirds of the staff are day-time employees, and one-third work only at night.



Approximate
Scale:
1" = 4.5 Miles

A five member board of trustees is responsible for overall policy direction for Seattle Community College District VI. Board members are appointed by the governor for five year terms, with one trustee's term expiring each year. Dr. Peter C. Ku, currently president of the college, is responsible for its educational programs and day-to-day operations.

C. Mission Statement

Teaching and learning constitute the primary mission of the North Seattle Community College. To carry out this mission, NSCC commits knowledge and energy to programs distinguished by openness, quality and vision. NSCC outlines the following policies in their Mission Statement:

■ ***Openness***

We welcome all students because we believe the college is enriched by diversity. Therefore, we strive to reduce barriers to access and success. We provide programs and support services to women and men of all cultures, races, ages and economic circumstances. We help students succeed through careful assessment of their academic proficiency, advising them to developmental studies and others directly to their chosen programs.

■ ***Quality***

We offer comprehensive programs of distinction in adult basic education, development education, college transfer, occupational education and retraining, and continuing education. We teach courses, both traditional and innovative, that challenge students to high levels of academic achievement. We respond to changing expectations for our students through ongoing assessment of the effectiveness, timeliness and suitability of our courses and services.

■ ***Vision***

We provide educational leadership in an international city of growing global importance. We promote professional growth and renewal essential for a vital, forward-looking staff. We seek additional funding to assure adequate future resources for instruction, services and equipment.

The NSCC Mission Statement declares the following institutional goals as a commitment of their knowledge and energy to programs distinguished by openness, quality and vision.

- *NSCC will create an environment dedicated to excellence in teaching and learning.*

- *NSCC will help students fulfill their educational goals.*
- *NSCC will create a climate that affirms and endorses our diversity.*
- *NSCC will demonstrate leadership in a changing world.*
- *NSCC will establish effective governance through open communication at all levels of the college community.*
- *NSCC will institute a strategic planning process to assure the best use of human, fiscal and material resources.*

D. Original Master Plan History

The original master plan for the college, developed in the 1960s, envisioned a campus which by 1990 would be fully developed to contain over one million square feet of space and to serve an enrollment of 12,000. The first phase of campus development included construction of the existing five buildings, and subsequent phases were to follow in the future to complete the campus master plan.

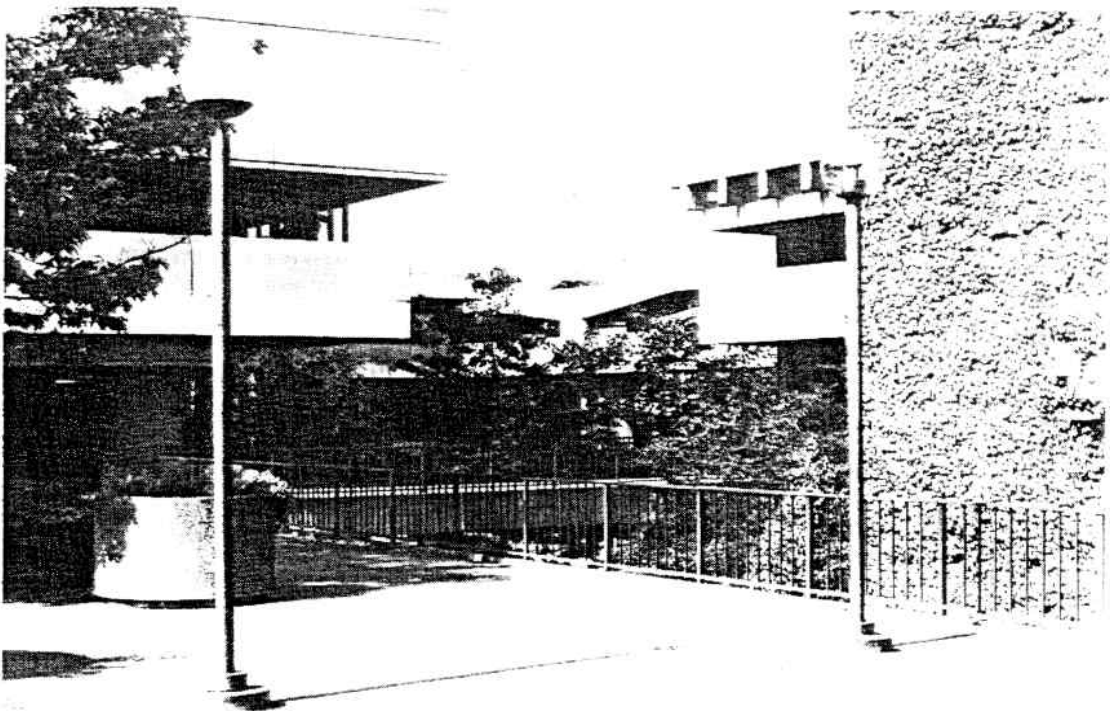
However, soon after the first phase of construction was completed in 1970, the local economy began to decline, and priorities of the college began to change in response to new social concerns. While the college has become a successful and important institution to the community, original goals for growth and progress toward fulfillment of the master plan envisioned in the 1960s have not been achieved (primarily due to state enforced enrollment caps), and the need for adapting a more suitable long-range plan for the campus has become apparent.

Because of the change in campus growth goals and City of Seattle Major Institution Policies since the original master plan, a new master plan is required. The overall purpose of the NSCC Major Institution Master Plan is to provide a well-reasoned, long-range facility plan which is suited to the college's current goals and objectives, and which will guide both programmatic and capital planning decisions for the college.

■

EXISTING CONDITIONS

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**North Seattle Community College
Major Institution Master Plan**

II. Existing Conditions

A. Context of Site/Surrounding Neighborhood

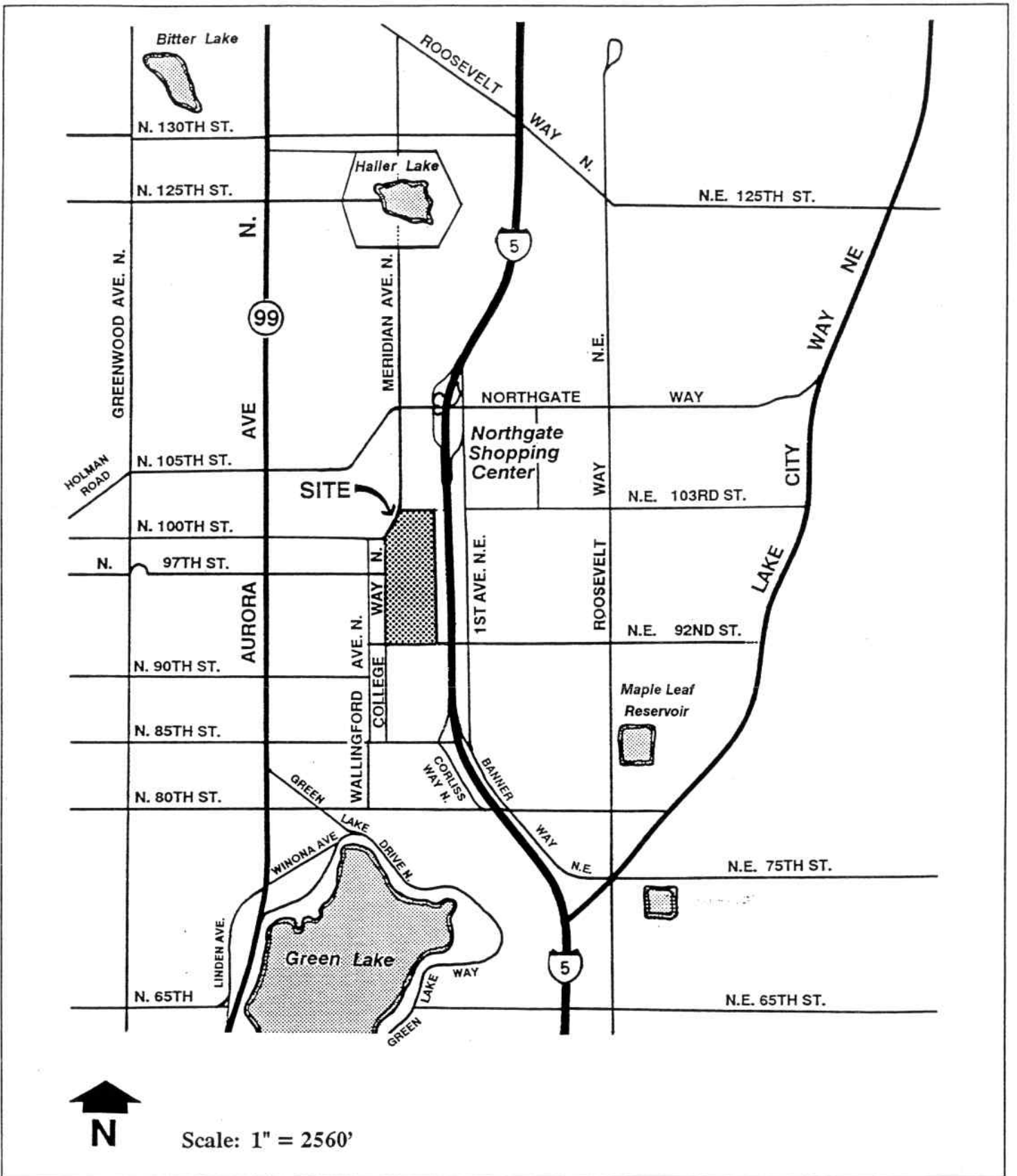
As a major institution in the northern section of Seattle, NSCC has become a landmark and focal point in that community. Located six miles north of downtown Seattle, along the Interstate 5 corridor, the site is easily accessible. The campus is bounded to the west by College Way North, south by North 92nd Street, east by Interstate 5 and north by North 103rd Street. The site is located within the Licton Springs Neighborhood. Other neighborhoods in the vicinity include Haller Lake to the north, Pinehurst to the northeast, Victory Heights to the northeast, Maple Leaf to the southeast and Greenwood to the southwest. Other significant landmarks in the area include Northgate Shopping Center, less than one mile northeast of the site, and Northwest Hospital and Medical Center less than one mile north of the site, off of Meridian Avenue North. (See Figure 2, Vicinity Map.)

Existing land uses around the campus include primarily single family neighborhoods to the west and south, and a combination of mixed density multi-family dwellings, office buildings and commercial/retail uses to the north. The Northgate Shopping Center and various other commercial establishments are located beyond Interstate 5, east of the campus. (See Figure 3, Surrounding Land Uses Map.) Even though the campus is located within a diverse area, land use patterns in the area have not changed significantly in recent years. However, current trends and City of Seattle land use plans indicate that there will be continuing growth, primarily in the form of higher density development, in this area in the coming years.

B. Site Characteristics and Existing Campus Development

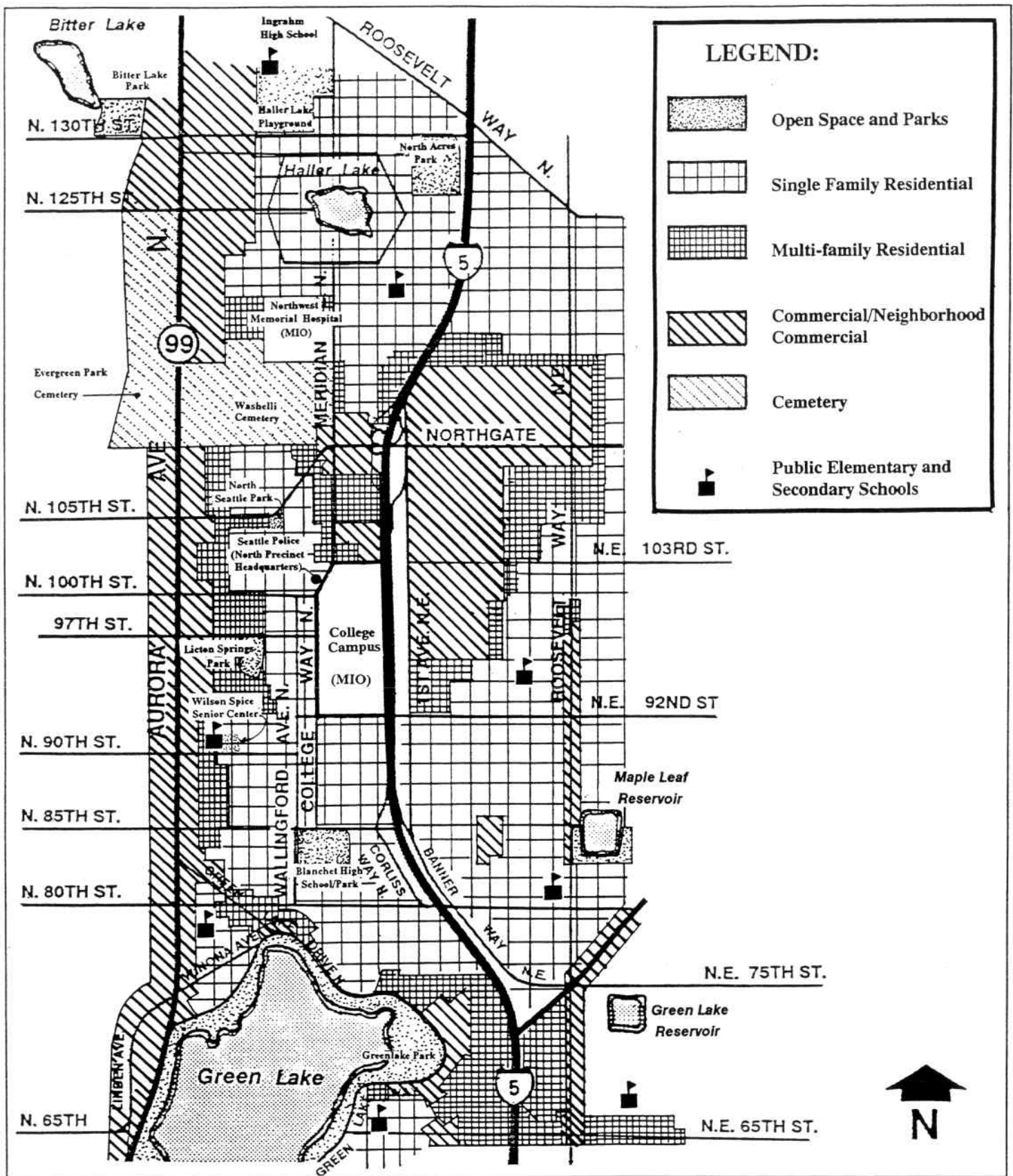
The 62-acre site contains flat to very moderately sloping topography; the high point of the site occurs at the southeast corner with a gradual slope to the center of the campus. The lowest portion of the site is a surge pond located at the northeast edge of the campus adjacent to I-5. The existing campus buildings, parking lots, walkways, plazas, roads and sports facilities are located on approximately 19.45 acres of the site (approximately 31 percent total site coverage).

Two areas at either end of the campus remain undeveloped as natural open space. These areas contain a variety of trees and undergrowth, and informal trail systems have been established by pedestrians throughout both areas. Existing vegetation over the remainder of the site consists of primarily landscaped areas and open lawns. Existing landscaping is a special feature of the campus, as it has been designed to create an appropriate setting for the large-scale buildings and strong architectural elements on the site. A consistent pattern of plant materials has been established throughout the landscaped areas on campus.



NORTH SEATTLE COMMUNITY COLLEGE
Major Institution Master Plan

Figure 2
 Vicinity Map



**NORTH SEATTLE COMMUNITY COLLEGE
Major Institution Master Plan**

**Figure 3
Existing Surrounding Land Uses**

The five existing buildings on the campus contain approximately 700,000 gross square feet of floor space. Campus buildings are interconnected by a framework of covered and uncovered plazas, walkways and courtyards. The Arts and Sciences Building and the Technology Building contain primarily classrooms and offices. The Instructional Building contains classrooms, offices, a day care center and book store. The Library building contains lecture halls, a library and a concert hall. The College Center contains admissions and registration offices, the student lounge, cafeteria and other administrative functions. (See Figure 4, Existing Site Plan and Figures 5a, 5b and 5c, Views of the Existing Campus from the North, East and West, respectively.)

The existing pedestrian circulation on campus is defined by an axial spine running north and south within the core of the campus. Campus entry into the core area occurs on the east and west, as dictated by the location of the main exterior parking facilities. (See Figure 6, Existing Pedestrian Circulation Map.) Currently, pedestrian access from the parking areas is not delineated clearly and generally requires pedestrians to find their own way to the campus core.

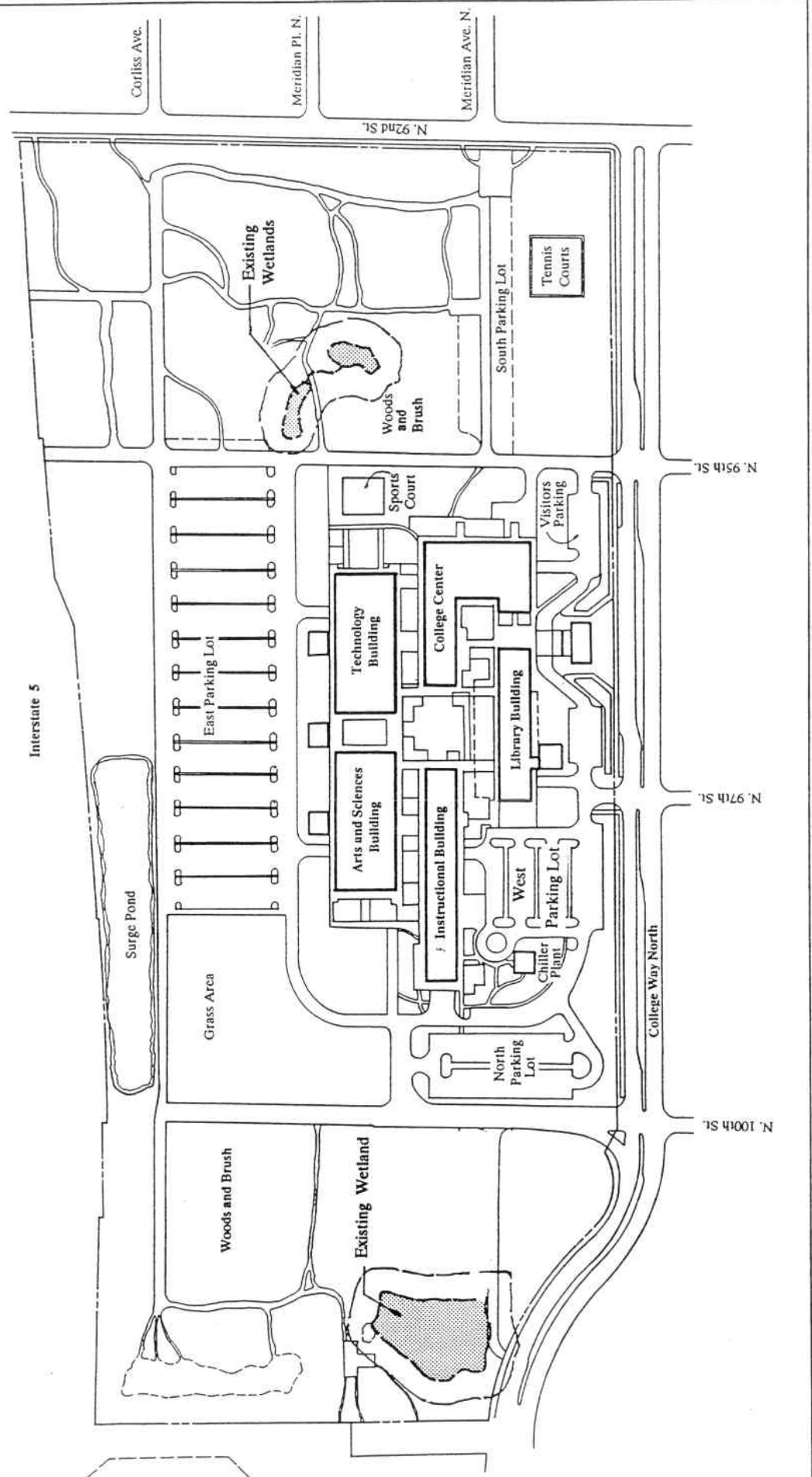
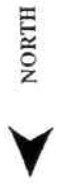
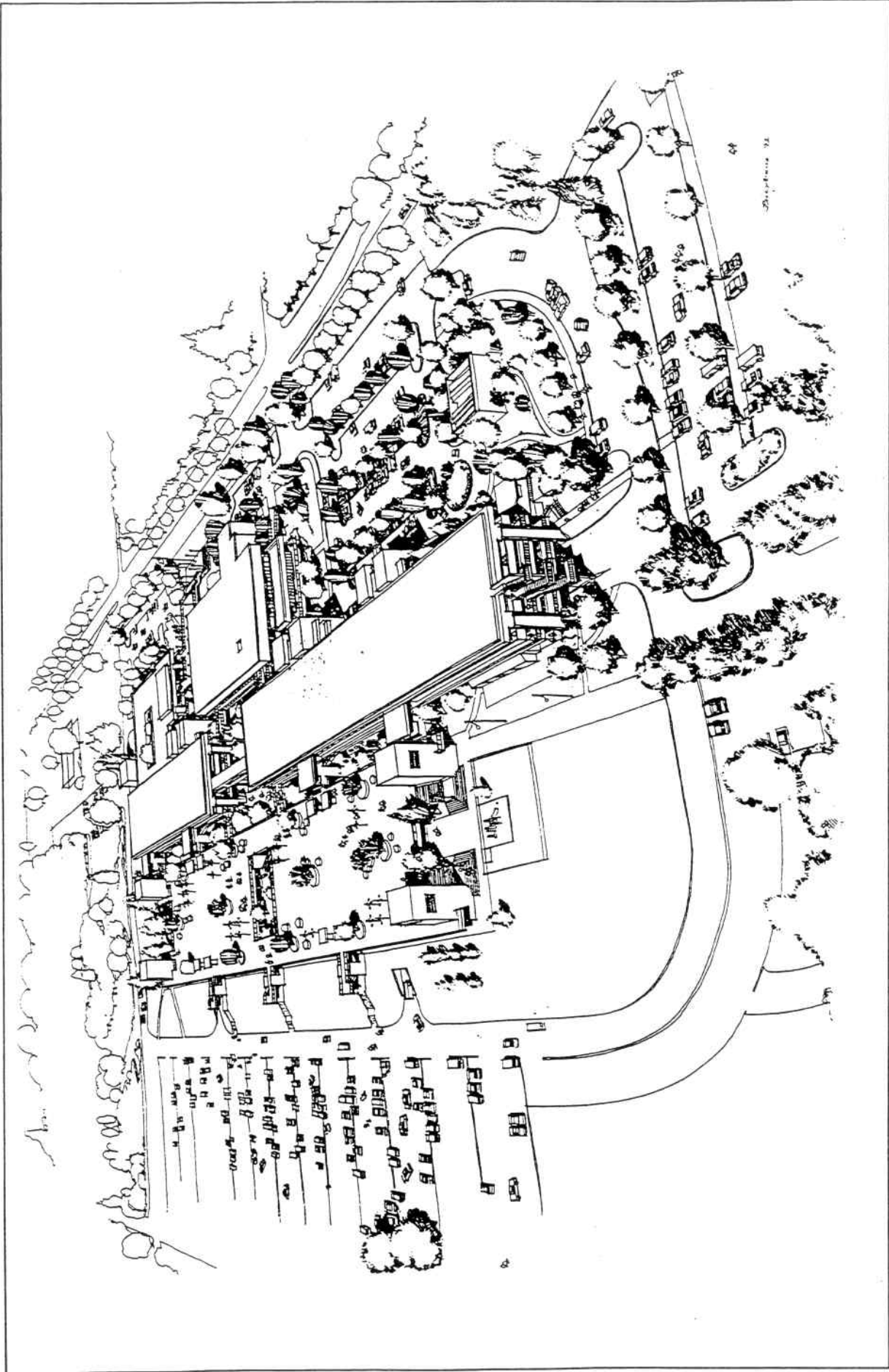


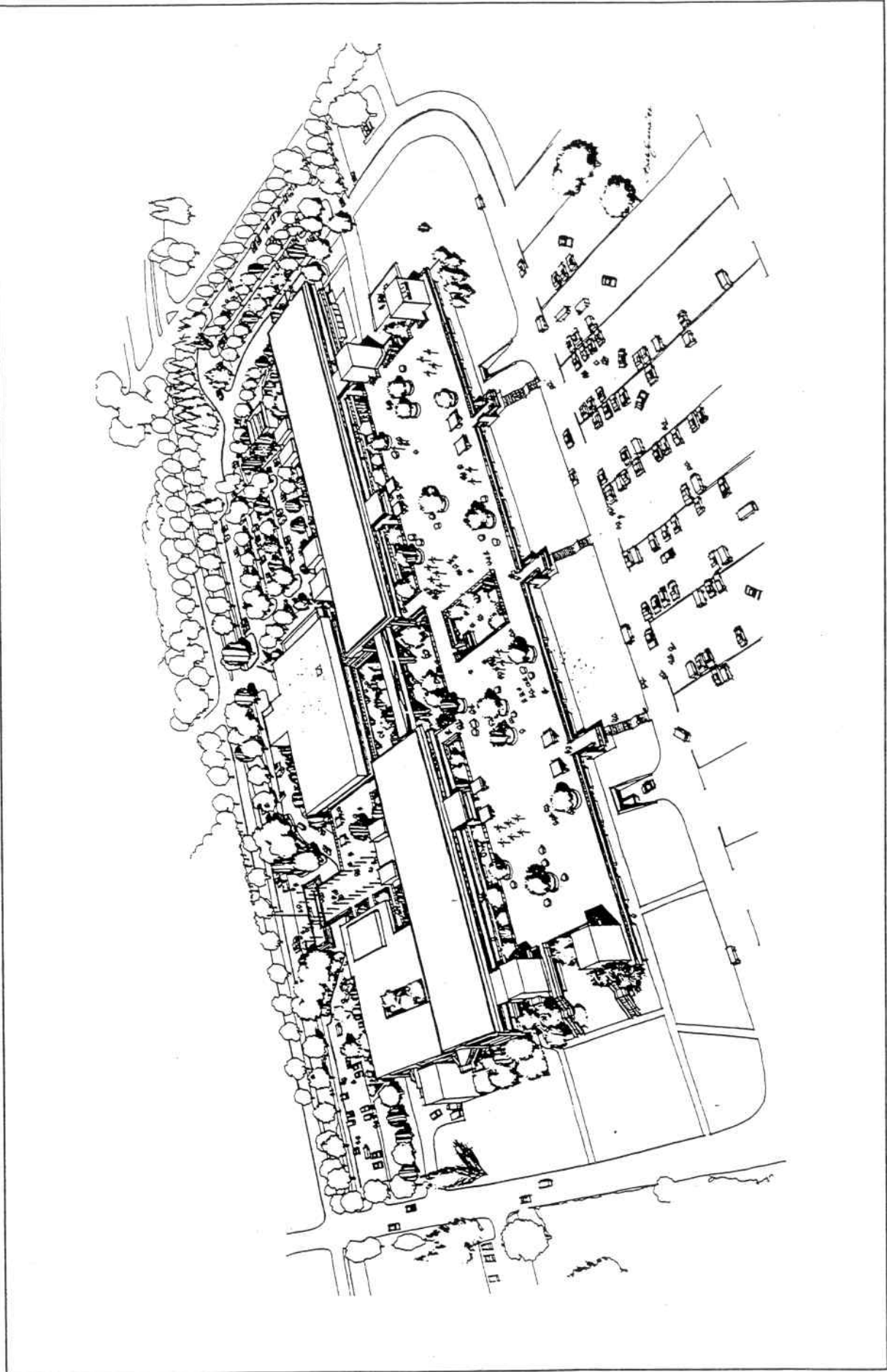
Figure 4
Existing Site Plan

NORTH SEATTLE COMMUNITY COLLEGE
Major Institution Master Plan



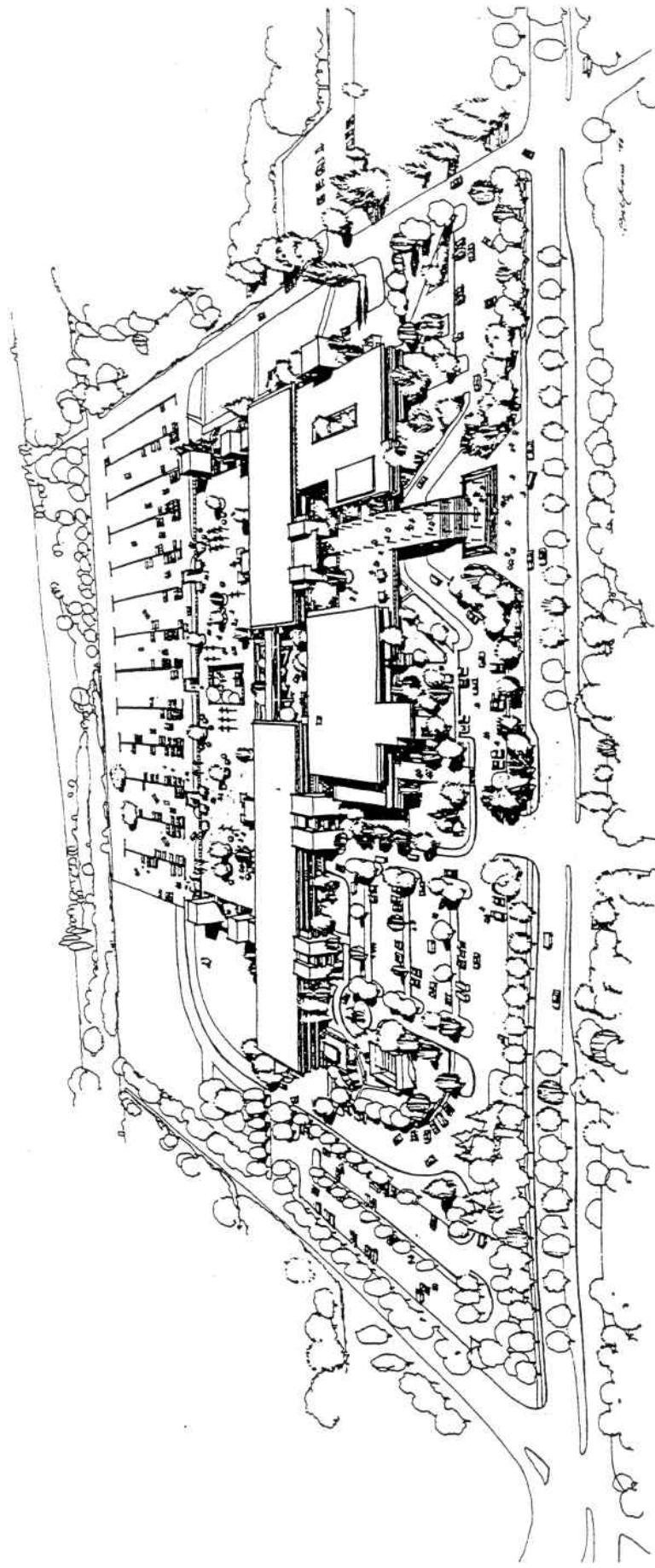
NORTH SEATTLE COMMUNITY COLLEGE
Major Institution Master Plan

Figure 5 a
View of Existing Campus from the North



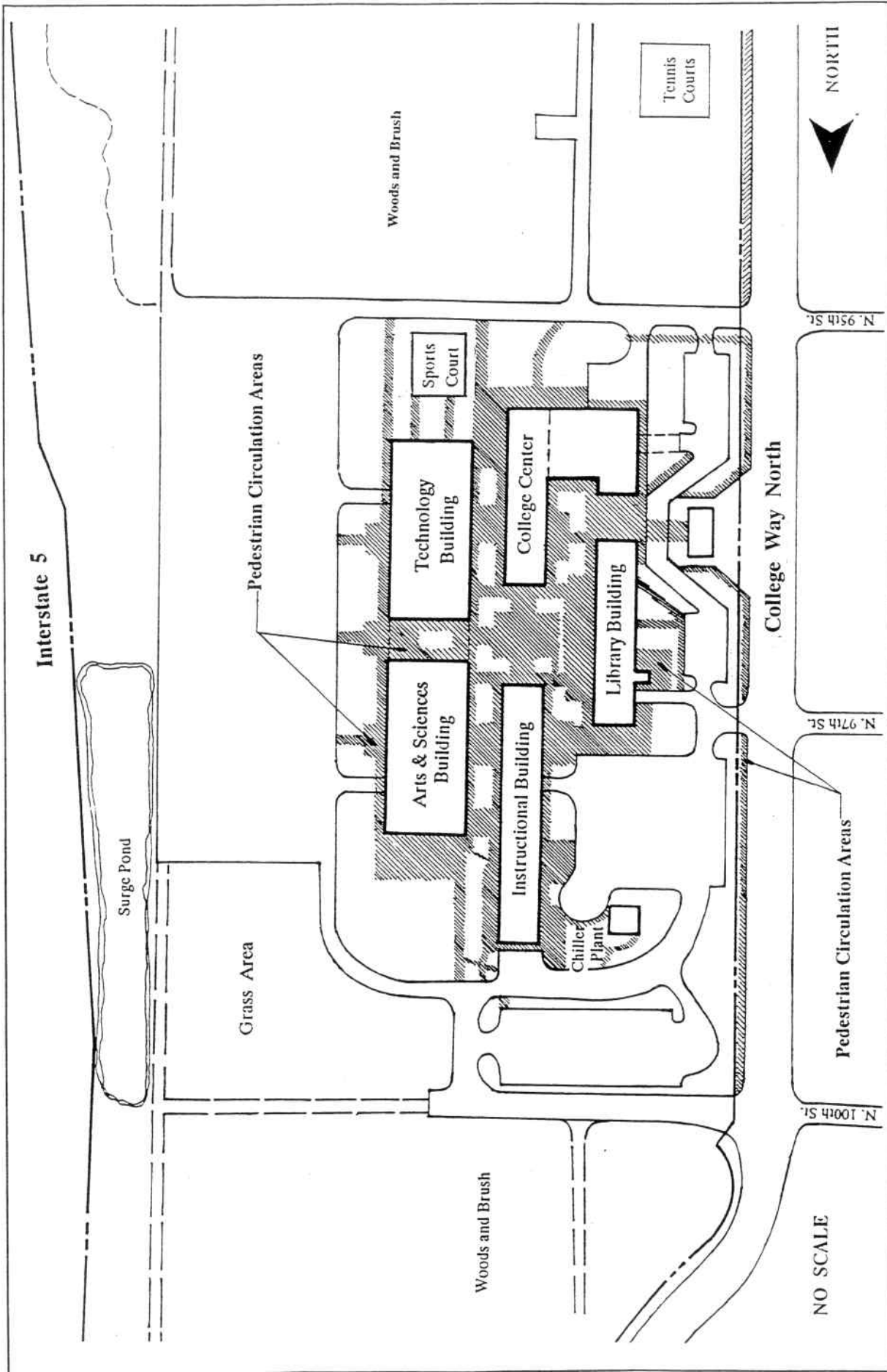
NORTH SEATTLE COMMUNITY COLLEGE
Major Institution Master Plan

Figure 5 b
View of Existing Campus from the East



NORTH SEATTLE COMMUNITY COLLEGE
Major Institution Master Plan

Figure 5 c
View of Existing Campus from the West



NORTH SEATTLE COMMUNITY COLLEGE
Major Institution Master Plan

Figure 6
Existing Pedestrian Circulation

C. Parking

There are currently 1,398 parking spaces on the North Seattle Community College campus, including 1,314 unrestricted spaces, 19 disabled spaces and 65 restricted spaces (not available to students between 7:00 am and 5:00 pm). These spaces are primarily available in the exterior parking lots on the north-east and west sides of the campus buildings, and in underground parking areas below four of the campus buildings. (see Figure 7, Existing Vehicular Access and Circulation Map). The existing number of parking spaces is not sufficient to meet current demand for student and employee parking during peak periods. As a result, students not able to find parking on campus park on streets in the adjacent residential neighborhood.

The total existing parking demand generated by North Seattle Community College includes vehicles that are currently parking in on-site parking lots and on streets in the site vicinity. The total existing parking demand generated by North Seattle Community College includes vehicles that are currently parking in on-site parking lots and on streets in the site vicinity. The existing parking demand is based on the number of students and faculty/staff on the campus at the peak time. Based on an analysis of student enrollment records, an estimate of students in nonclassroom areas (including counts of students in the library, cafeteria, and other nonclassroom areas), and estimates of the number of faculty, staff, and administrators on campus, it was determined that during the peak campus population hour (10:00 to 11:00 am) there is an average of approximately 2,561 students and 218 faculty/staff on campus. Based on this average peak campus population results in a parking demand of 2,088. Table 1 summarizes the existing peak parking demand.

Table 1

Existing Peak Parking Demand

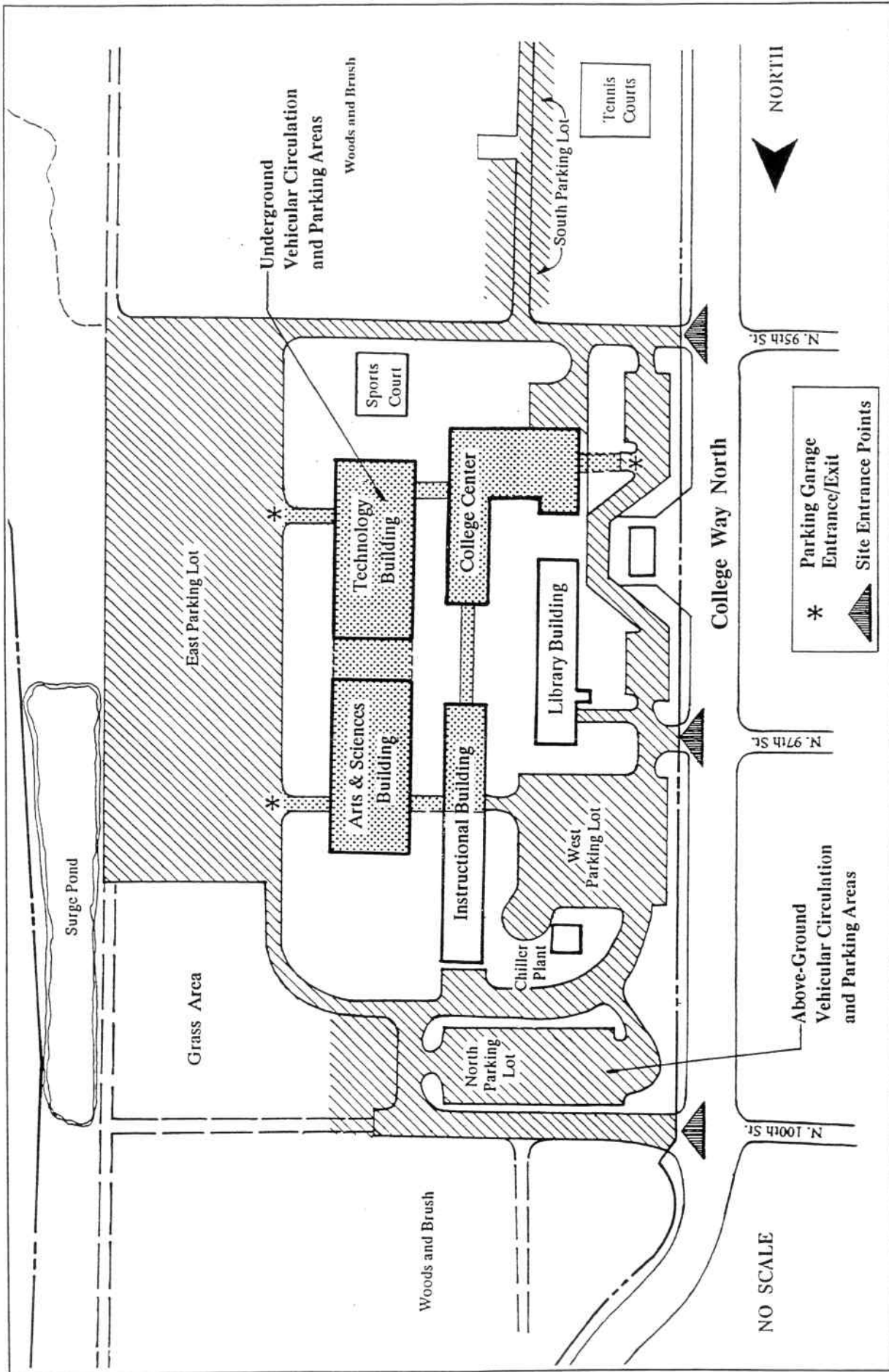
Population	Mode	Total Population	Mode Split ²	ACO ³	Parking Demand
Students	SOV ¹	2,561	0.70	1.0	1,793
	Carpool	2,562	0.09	2.4	96
Faculty/Staff	SOV ¹	218	0.90	1.0	196
	Carpool	218	0.03	2.4	3
Total					2,088

1 SOV = Single Occupant Vehicle.

2 Mode Split information based on student and staff survey.

3 ACO = Average Car Occupancy

Source: The Transpo Group, 1993



NORTH SEATTLE COMMUNITY COLLEGE
Major Institution Master Plan

Figure 7
Existing Vehicular Access and Circulation

D. Existing Site Zoning

The North Seattle Community College site is located within a Major Institution Overlay (MIO) district within the City of Seattle. The site is divided into four sections, each designated with different height limits and/or underlying zoning. (See Figure 8, Site Zoning Map):

- The northern section is designated MIO-37', which establishes a 37-foot height limit within the area, and the underlying zoning is L-3, Low-rise 3, multi-family residential.
- The eastern section adjacent to Interstate 5, which includes the existing Arts and Sciences and Technology Buildings is designated MIO-105', and the underlying zoning is also L-3.
- The southern section is designated MIO-37', and the underlying zoning is L-1, Low-rise 1, multi-family residential.
- The western section, which contains the Library, College Center and Instructional Buildings, is designated MIO-50', and the underlying zoning is L-3.

According to the City of Seattle Zoning and Land Use Code Chapter 23.69, institutions preparing a Major Institution Master Plan have the option of developing standards specifically tailored to the needs of the institution. The development standards specified in the adopted Master Plan supersede previously adopted zoning standards and regulate all major institution development. Where specific development standards have not been provided, the standards of the underlying zoning shall apply. The development standards specifically applicable to existing and proposed campus development in the master plan are provided in Section IV (Development Standards).

E. Existing Educational and Student Service Facility Shortfalls

The existing campus, when constructed in the late 60's, was envisioned to be a two-phase project. What exists now was constructed as the first phase. The second phase, which was designed but never constructed, included a physical education facility with a full-sized gymnasium and all related facilities. Subsequently, North Seattle Community College attempted to secure the necessary funding to construct a physical education facility. The physical education facility was constructed and occupied in 1995. The goal of the college is to provide a comprehensive, multi-use facility that will meet the physical, health, social, and recreational education needs of the student population. These activities are considered to be an integral and valuable part of every educational program, from kindergarten through university levels. With societal changes creating increased free time and early retirement, it is important that people be prepared for physical and/or recreational activities. Instructional programs associated with the new physical education facility would be geared to the development of interest, skills, and competency in physical and recreational activities, and recognition of body conditioning and health education for each student.

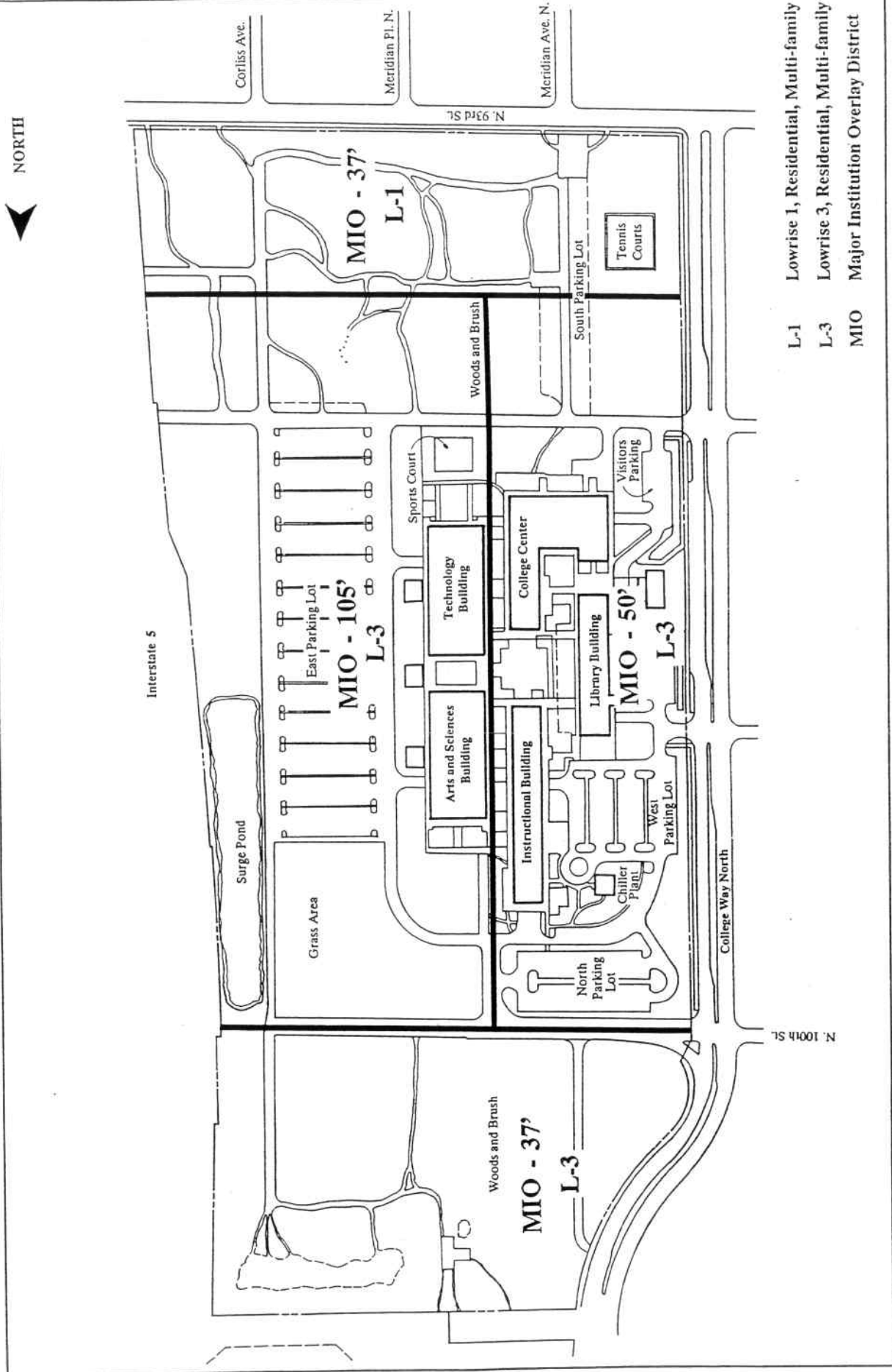


Figure 8
Existing Site Zoning

NORTH SEATTLE COMMUNITY COLLEGE
Major Institution Master Plan

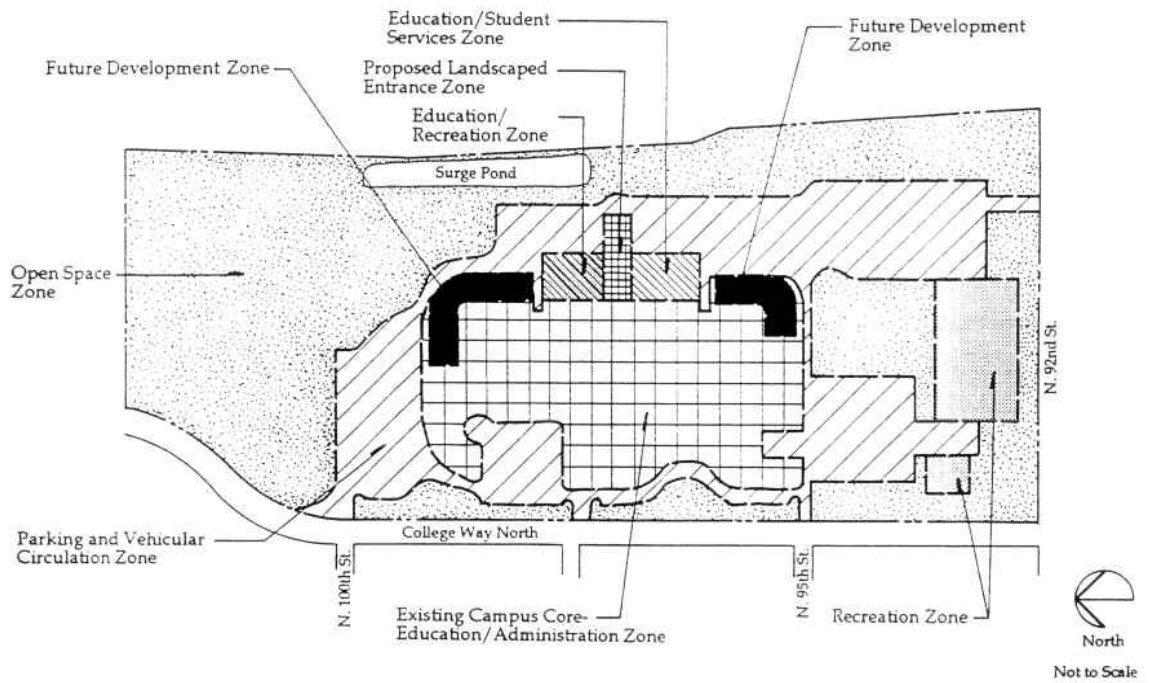
The Multi-Purpose Building is being planned to offset or eliminate several deficiencies in the existing facilities. At the present time, we lack necessary space for basic skills programs, child care facilities, and vocational education programs. The present space currently available for basic skills programs is approximately 2,500 square feet short of what is necessary (2,300 sq. ft. existing, 4,800 sq. ft. required). The enrollments in these programs have shown an 18 percent increase in the past three years. The demographic predictions for the City of Seattle show that the need for basic skills education will continue to grow over the next ten years. Currently, basic skills classes, tutoring, and supplemental instruction for difficult courses are scattered across campus and must share rooms with other programs which causes inefficient use of materials and instructional equipment. The effectiveness of the program is hampered by crowded, stuffy spaces carved out of the library and faculty office spaces. Lack of an identified area for basic skills education gives the program second-class status on campus which contradicts its growing importance and size. Evening offerings are very limited due to crowded conditions at night on campus, yet the growing importance of basic literacy for employed workers will increase the need for expanded basic skills classes in the evenings. The media equipment, chalk boards, storage for instruction materials, and computer-assisted instruction vital to basic skills education are not currently available.

The child care facility currently lacks over 5,500 square feet (1,500 sq. ft. existing, 7,000 sq. ft. required). The college is currently unable to offer care for 54 children of students because of the lack of space. Children of the staff and faculty are only admitted on a quarter-by-quarter space available basis. The increasing number of women expected to enter or re-enter the work force and the increasing immigrant population in Seattle indicates that the need for child care facilities will continue to grow in the nineties.

The college's vocational programs are changing and must continue to change to meet the needs of the changing world of business and industry. The college's vocational laboratories, adequate for its first twenty years, will not meet the needs for the next twenty years. North Seattle's electronics program enrollment has decreased by 40 percent in the past few years because the job market in an increasingly automated work place would not support the number of graduates the college was sending out each year. The college is diversifying its vocational programs to offer alternative career opportunities for its students and to provide a variety of smaller programs so that graduates of each program do not flood the job market, as happened in electronics. Additionally, the college has reallocated space formerly used for electronics programs to other vocational programs. The downsized electronics laboratory space currently serves over 400 electronics students. Based on the changing worker and employer needs in the Seattle area and the changing demographics, the college must respond to a growing demand for health worker training, international trade programs, and manufacturing technology training. In addition, the increasing availability of need for spaces for interactive video equipment, computer-assisted instruction, and instruction through telecommunications for vocational preparatory programs, re-training, and continuing education in vocational fields. Current lecture room space is fully used in peak morning, early afternoon, and evening hours so that space for these new teaching technologies, sure to be necessities by the end of the century, cannot be accommodated in the current facilities.

Without the Multi-Purpose Building, the college would continue to provide very limited, inadequate child care accessibility for its students. Vocational programs could not diversify enrollments would declines, and North Seattle students would have fewer training alternatives and opportunities. The college would not be able to meet its responsibility to expand basic skills programs for the need identified through student assessment and the changing Seattle population.

THE NEW MAJOR INSTITUTION MASTER PLAN



North Seattle Community College
Major Institution Master Plan

III. The New Major Institution Master Plan

A. Purposes of the Master Plan

NSCC has been designated as a major institution and placed within the City of Seattle's Major Institution Overlay (MIO) district based on the following qualifications: minimum site size of 60,000 square feet (NSCC site is approximately 62 acres); minimum gross floor area of 300,000 square feet (NSCC existing gross square footage is approximately 700,000); and accreditation as a post-secondary educational institution.

According to City of Seattle Major Institutions Policies (Seattle Zoning and Land Use Code Chapter 23.69), an MIO district shall be established with the intent to permit appropriate institutional development within boundaries while minimizing adverse impacts and balancing the public benefits of the major institution's growth and change with livability and vitality of neighborhoods. A Major Institution Master Plan (MIMP) establishes a framework for ongoing institution development by implementing a specific development program, an accompanying set of development standards and a transportation management program.

To this end, the overall purpose of the NSCC Major Institution Master Plan is to provide a well-reasoned, long-range facility plan which is suited to the college's current goals and objectives, and which will guide both programmatic and capital planning decisions for the college, in conformance with the Major Institution Master Plan requirements of the City's Land Use Code. The MIMP will establish the development standards and the general location and size of development, including associated improvements to mitigate any potential impacts of the proposal over the next ten to fifteen years.

North Seattle Community College has identified the following more specific purposes for the MIMP:

- to develop a balanced master plan in accordance with the City's guidelines, which will accommodate the college's needs and guide the college's future development for the next ten to fifteen years;
- to provide a physical education curriculum and the necessary facilities for students to participate in any manner of exercise or fitness activities;
- to establish a facility for student activity uses such as child care and student centers, as well as instructional uses such as basic skills classes and vocational labs;

- to improve the physical image of the east side of the campus (particularly from Interstate 5);
- to provide additional on-campus vehicle parking opportunities;
- to provide a clear statement of intent to the City and surrounding community regarding the college's plan for future development; and
- to define a physical framework that will enable the college to pursue its educational mission and continue providing quality educational services to the public.

B. Description of Components of the Master Plan

According to City of Seattle Resolution 28081, a major institution master plan is required to include three major components: the **Development Standards**, which provide guidelines for the design and physical characteristics for the proposed development; the **Development Program**, which specifically describes the proposed development and outlines phasing and alternatives; and the **Transportation Management Program**, which describes existing and proposed parking and circulation facilities and outlines proposed transportation impact reduction and incentive programs. The three components are presented separately in Sections IV, V and VI of this plan.

C. Planning Process

According to City of Seattle Major Institution Policies, development of a master plan shall be accomplished by the institution, the community and the City through a process which includes selection of a citizens advisory committee and preparation and review of a conceptual plan, master plan and environmental review. A summary of the planning process and schedule for the NSCC MIMP is illustrated in Figure 9. The specific process for review and approval of the MIMP according to the City of Seattle Land Use Code is as follows:

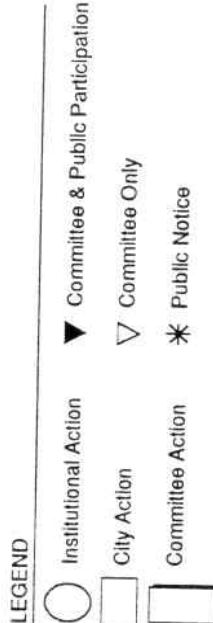
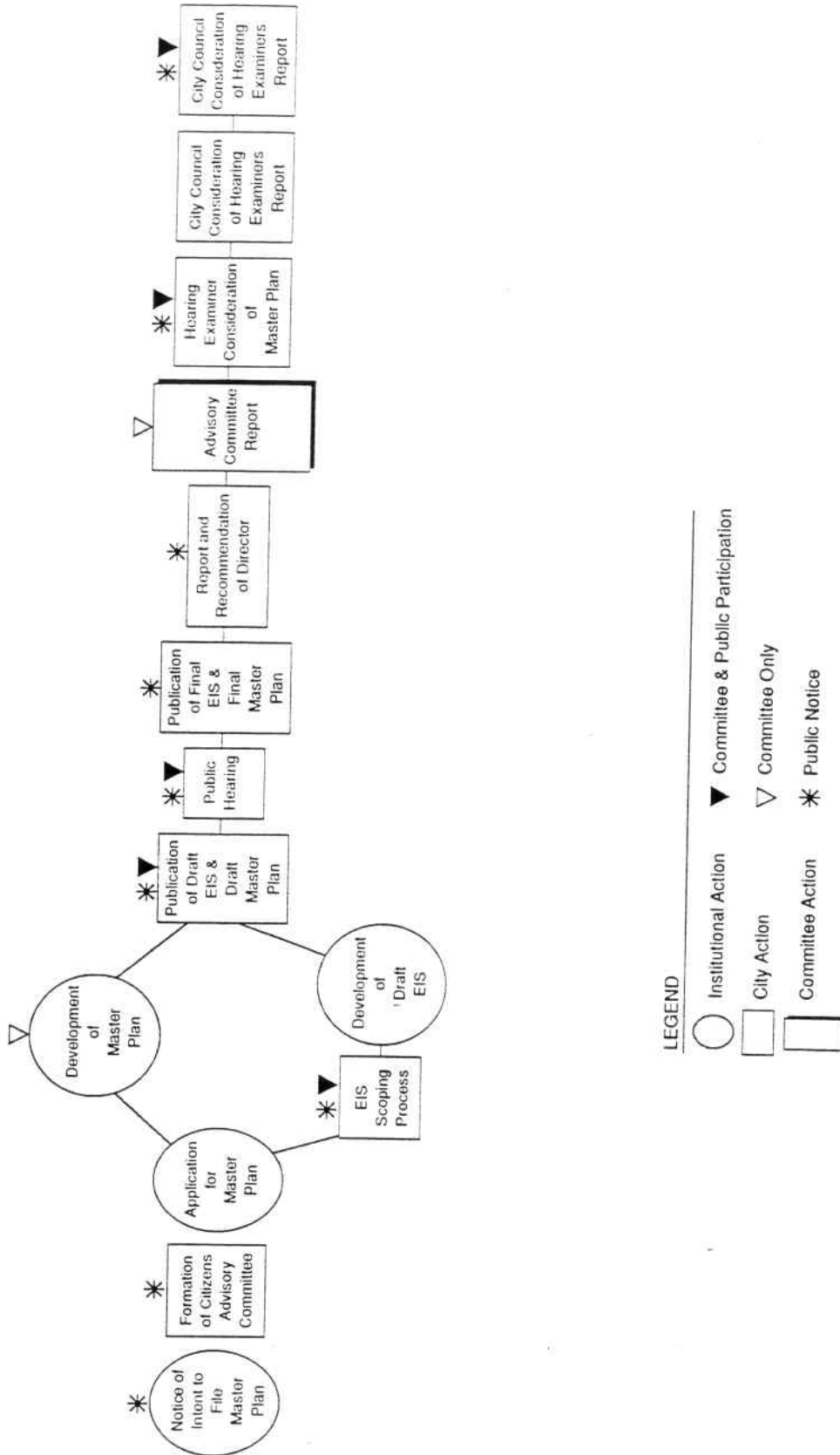
- 1 The institution files a notice of intent to prepare a master plan with the City DCLU Director not less than sixty days prior to applying for a master plan.
- 2 A citizens advisory committee (CAC), comprised of at least six, but no more than twelve individuals meeting the qualifications specified in Section 23.69.032(B) of the Code, is formed and an orientation meeting is held. Thereafter, regular CAC meetings are held on a biweekly basis or as needed, but not less than 14 times throughout the master plan process.

- 3 The application for a master plan is filed with the City within 120 days of the filing of the notice of intent. The application includes an environmental checklist and a concept plan.
- 4 The SEPA lead agency issues the threshold determination and notice of the application.
- 5 The CAC reviews and submits comments on the concept plan and environmental checklist.
- 6 SEPA Scoping Meeting is held as part of the first community meeting.
- 7 A schedule for the master plan is agreed upon by the City, institution and the CAC.
- 8 The City provides the "Notice of Application for Master Plan" as required by the Code.
- 9 The preliminary drafts of the master plan and environmental impact statement (EIS) are prepared. The CAC participates directly in the formulation of the master plan from the time of its preliminary concept so that both the concerns of the community and the institution are considered in the master plan process.
- 10 The preliminary drafts of the master plan and EIS are submitted by the institution for review; the CAC, institution and appropriate agencies from the City submit comments on the preliminary drafts; revisions are made.
- 11 The draft master plan and draft environmental impact statement (DEIS) are issued by the Lead Agency (North Seattle Community College)*
- 12 A public hearing and/or community meeting is held on the draft master plan and DEIS.
- 13 The CAC prepares a report on the draft master plan and submits comments on the DEIS.
- 14 The preliminary final master plan and EIS are prepared following the public hearing.
- 15 The CAC, institution and appropriate agencies from the City submit comments on the preliminary final master plan and EIS.
- 16 The institution reviews all comments received and revises the final master plan, if necessary. The lead agency revises the preliminary final EIS, if necessary.
- 17 The final master plan and final EIS are issued.*

- 18 The CAC submits comments on the final master plan and FEIS to Lead Agency.
- 19 The DCLU Director prepares and issues a report and recommendations.
- 20 The CAC reviews the Director's report and submits comments.
- 21 The Director's report is submitted to the Hearing Examiner, and the Hearing Examiner holds a public hearing.
- 22 The Hearing Examiner issues a recommendation to the City Council based on the results of the public hearing.
- 23 The CAC comments on the Hearing Examiner's recommendation.
- 24 The City Council reviews the Hearing Examiner's recommendation and the CAC's report.
- 25 A City Council holds a public hearing and issues a decision on the master plan. The City Council may elect three options for its decision: to adopt the plan; adopt the plan with conditions; or to deny the application.
- 26 Once the City Council adopts the master plan by ordinance, a master plan shall not become final until the ordinance for approving it becomes law pursuant to the City Charter.

*Note: Consistent with WAC 197-11-926, North Seattle Community College, as a State institution proposing a project, will act as lead agency. Both draft and final master plans go through several reviews and revisions before being published for public comment. Although the master plan is referred to simply as "draft" and "final" in the milestones above, the evolving versions are actually called preliminary draft master plan, revised preliminary draft master plan, preliminary final master plan, and revised preliminary final master plan. The CAC is included in the review of all versions. The CAC is required to hold at least three community meetings during the course of the master plan process; typically one during scoping, one at publication of the draft master plan and DEIS; and one at the CAC's choice.

CAC - Citizen's Advisory Committee
DCLU - Department of Construction and Land Use
DEIS - Draft Environmental Impact Statement
FEIS - Final Environmental Impact Statement
SEPA - State Environmental Policy Act



NORTH SEATTLE COMMUNITY COLLEGE
Major Institution Master Plan

Figure 9
Planning Process and Schedule

D. Summary of Proposed Development and Improvements

To achieve the purposes of the NSCC Major Institution Master Plan described previously, improvements to the campus include the following:

- Consistent with the Major Institution Master Plan, the Physical Education Building (approximately 36,000 square feet) which includes a gymnasium with basketball courts and running track, fitness center, weight room, dance studio, locker room facilities, restrooms and accessory office space, was constructed and occupied in 1995;
- development of the Multi-Purpose Building (approximately 50,000 square feet), which would include instructional uses such as basis skills classes and vocational labs, as well as student activity uses, including child care facilities and a student center;
- development of additional site elements such as expanded parking opportunities, an outdoor athletic field, a trail system and landscaping for the new parking areas and for enhancement of the east side of the campus; and siting of two potential (future) buildings, an International Education Building and an Instructional Computer Center.

A more complete description of the proposed development program, including an illustration of the proposed site plan and description of the phasing, is provided in Section V (Development Program) of this plan.

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DEVELOPMENT STANDARDS

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**North Seattle Community College
Major Institution Master Plan**

IV. Development Standards

A. Purpose

The purpose of the development standards component of the master plan is to guide the design and location of structures and to set the foundation for the physical characteristics of all new development for the next 15 years. The development standards are the tools which will be used to implement the purposes of the master plan described on pages 21 and 22. The standards outline the desired visual and locational relationship between architectural and landscape site elements, including buildings, parking, circulation areas, open space and recreation facilities. North Seattle Community College proposes to establish specifically tailored standards for building setbacks, building height, architecture, site coverage/floor area ratio, open space, and parking. The Master Plan also includes a Transportation Management Plan which is described in detail in Section VI.

B. Building Setbacks

The goals of the proposed Master Plan Building Setbacks are to allow for development of essential educational and student services facilities while minimizing impacts to adjacent neighborhoods. The existing setback standards, actual existing setbacks, and master plan setback standards (measured from the building edge to the property lines) are listed below:

Existing Setback Standards:

- North (L-3) - 10 feet
- East (L-3) - 10 feet
- South (L-1) - 10 feet
- West (L-3) - 10 feet

Actual Existing Setbacks:

- North - 900 feet
- East - 480 feet
- South - 780 feet
- West - 140 feet

Master Plan Setback Standards:

- North - 870 feet
- East - 300 feet
- South - 660 feet
- West - 140 feet

C. Height Limits

Height restrictions imposed by North Seattle Community College's current major institution classifications will be retained by the master plan (Refer to Figure 8 for an illustration of the existing classifications). The college is not requesting any changes to the existing zoning. The height limit standards are as follows:

- Northern area (MI0 - 37') - 37 feet
- Eastern area (MI0 - 105') - 105 feet
- Southern area (MI0 - 37') - 37 feet
- Western area (MI0-50') - 50 feet

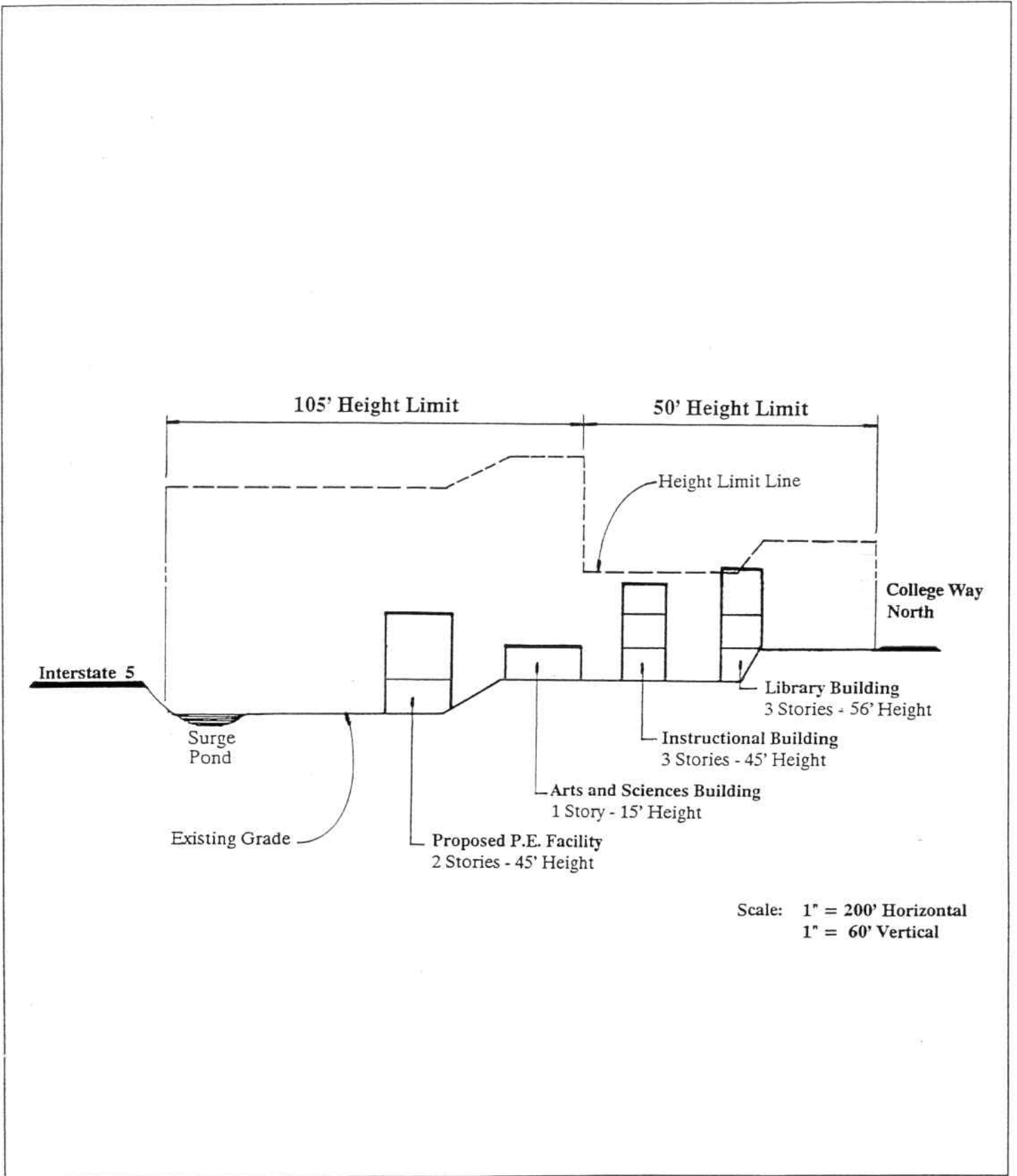
With the exception of the existing Library Building (built in 1969), all existing and proposed buildings comply with the height standards. The existing Library Building is approximately 56 feet in height, creating a non-conforming condition in a small portion of the M10 - 50' area (See Figure 10 for an illustration of existing and proposed building heights).

The height limit standards do not preclude reasonable allowances for rooftop features such as mechanical equipment, flagpoles, receiving aerials, solar collectors, sky lights, railings, stair and elevator penthouses and parapets. The proposed buildings would be built to a height of approximately 55 feet, which is well within the height restrictions imposed by the existing zoning.

D. Structure Width, Depth and Modulation

The proposed and potential buildings under the Master Plan would be located a minimum of 400 feet from College Way and would be separated from the single-family neighborhood across College Way by the existing campus core buildings. This distance and visual separation from the existing single-family neighborhood would eliminate any aesthetic impact. However, because the proposed and potential buildings would be visible from Interstate 5, the structure width shall be limited to 300 feet of unmodulated wall (for buildings proposed under this Master Plan, width is defined as the portion of the building which is parallel with I-5; the width measuring point at curved corners is the intersection of lines extended from the straight edges of the building). This standard would avoid long, unbroken walls and would ensure visibility of existing campus structures from Interstate 5.

Although not proposed at the present time under the Master Plan, any future building development proposed to be located between 1 and 120 feet from College Way shall meet maximum width, depth and modulation for structures in multifamily zones as noted in the Seattle Land Use Code. Any building development located between 121 feet and 400 feet from College Way, with facades of structure facing College Way and unobstructed by intervening structures shall be limited to 75-foot wide segments which are separated by



modulation modules of a minimum width of 20 feet and a minimum depth of 20 feet. This modulation shall be landscaped and may not be modified by the landscape modulation option of SMC 23.45.044.A.1.b (it should be noted that because this Master Plan does not include any structures located within 400 feet of College Way, any buildings proposed within 400 feet of College Way would require an amended Master Plan approval).

E. Architectural Design Themes

The proposed architectural style, materials and colors of new buildings and other site elements shall be consistent with the existing architecture of the college to ensure a consistent theme throughout the entire campus.

- Materials/Colors

Existing building colors and materials shall be incorporated into future design. New development shall relate to existing buildings while responding to evolving needs and design opportunities.

- Relationship Between Buildings

Proposed buildings shall be located to create a functional relationship with existing buildings and pedestrian circulation areas. Pedestrian plazas and walkways shall be provided to create physical, as well as visual, connections between buildings. Buildings shall be located to provide or enhance visual access from parking areas.

- Building Facades

The exterior of buildings shall be varied to provide visual interest. The main entry to buildings should be easily identifiable to students and campus visitors.

F. Landscaping Guidelines

Campus buildings, parking lots, and walkways should include landscaping with trees or plants which provide shade, maintain a natural setting and provide visual relief from buildings and provide pedestrian safety. Selected landscape materials should be easily maintainable and generally acclimated to normal weather patterns of dry summers and wet winters. Special emphasis shall be directed to providing landscape materials to the east side of the campus. In natural areas, natural plant materials shall be installed to enhance wildlife habitat. Permanent irrigation systems will be designed to avoid runoff and overspray onto pavement and other hard surfaces. Low volume systems, such as drip irrigation and micro sprays, will be used wherever possible.

Proposed site furniture, such as a signage, benches, lighting fixtures and trash receptacles shall be designed for consistency with existing site elements and to maximize public safety and convenience. Any new signs, benches or lighting associated with proposed improvements shall comply with all applicable Code requirements for the M10 district and underlying zoning.

G. Site Coverage

Total site coverage includes all buildings, plazas, walkways, roadways and parking areas. The existing site coverage and master plan site coverage standards are listed below:

Existing Site Coverage	
Total Campus Site -	62.93 acres
Existing Buildings/walkway/plazas -	7.70 acres
Existing Parking/roadways -	11.75 acres
Total Existing Site Coverage -	31 percent
Master Plan Site Coverage Standards	
Total Campus Site -	62.93 acres
Buildings/walkways/plazas -	10.10 acres
Parking/roadway -	13.30 acres
Total Site Coverage Standard -	40 percent

H. Open Space and Buffers

Buildings shall be centrally located to maintain the maximum amount of natural and landscaped open space. Natural open space areas containing wetlands shall be preserved. Natural open space areas should also include trails to allow for educational and public use. The trails shall be developed in such a manner as to minimize disruption to the wetland and natural open space areas. Naturally vegetated or landscaped perimeter buffers, with a minimum width of 10 feet, shall be provided around the entire campus. Naturally vegetated buffers shall be emphasized over landscaped buffers. Landscaped and outdoor athletic field areas shall be available for use by students, staff and campus visitors.

The Master Plan standard for open space, including all natural and landscaped open space areas on site, is 50 percent of campus area.

I. Surface Water Drainage

The surface water drainage system shall be expanded and improved. Its purpose will be to minimize flooding, protect wetlands, and protect water quality. There will be no impact to Thornton Creek downstream from the college.

J. Pedestrian Circulation

Pedestrian circulation routes shall be provided to conveniently connect with public rights-of-ways within the campus and surrounding areas. Where appropriate, pedestrian paths shall be provided through the campus to allow convenient access between neighborhoods.

K. Parking Amounts

Parking should be provided so that, in combination with a successfully implemented Transportation Management Plan, students, staff and visitors will find sufficient parking opportunities on the campus, thus eliminating the demand for off-campus parking. To this end, the Master Plan standard for total on campus parking is 1,689 spaces (which is an increase of 291 spaces over existing levels); of this total, approximately 1,605 spaces would be unrestricted (i.e., not reserved for disabled, visitor, maintenance, or State vehicles).

The Master Plan parking standard exceeds the existing number of parking spaces by 291 spaces. This increase would allow the college to satisfy the real parking demand for students, staff and visitors while continuing to encourage travel by means other than single occupancy vehicles.

All on-campus parking stalls shall comply with applicable City of Seattle size standards. Disabled parking stalls, consistent with the Americans with Disabilities Act quantity and size standards, shall be provided.

L. Parking Location

Some provisions of the Northgate Overlay District of the City of Seattle Lane Use Code will be modified by this Major Institution Master Plan, specifically Section 23.71.016 G., Parking Location and Access. This section generally states that, with certain exceptions, 75 percent of all new or reconfigured parking in excess of 350 spaces shall be accommodated either below grade or above grade in structures.

The Master Plan involves the reconfiguration of 990 spaces and the development of 291 new spaces. The reconfiguration of existing parking spaces (all of Areas F and G, and portions of Areas D and E) is being undertaken for the sole purpose of bringing those spaces into compliance with the City of Seattle standards regarding landscaping and storm drainage. The number of stalls in Areas F and G is being reduced to install the required improvements. The development of the new parking spaces (all of Areas B and C, and portions of Areas D and E) is being undertaken to alleviate the on-street parking in the neighborhoods surrounding the campus. All proposed storm drainage improvements would include "Best Management Practices" which would improve existing water quality conditions.

According to the Seattle Land Use Code, Section 23.71.016 G., the proposed reconfiguration of existing parking spaces and the development of new parking spaces totaling 1,281 spaces requires that a significant portion of on-campus parking be located below grade or above grade in structured parking garages. The Master Plan proposes to modify those requirements and allow all reconfigured and newly developed parking to be placed in surface parking lots, consistent with the proposed site plan, for the following reasons:

- o The development proposed by the Master Plan is consistent with the adopted vision of the Northgate Area Comprehensive Plan to *"transform a thriving, but underutilized, auto-oriented office/retail area into a vital mixed-use center of concentrated development with a range of transportation alternatives, including walking, bicycling, transit, and automobile."* Although the College is a State-supported educational facility and NOT an office/retail for profit development, the Master Plan includes many elements that promote the vision of the Northgate Area Comprehensive Plan, including providing a Transportation Management Plan (TMP) to reduce single-occupancy vehicle (SOV) trips to the campus by encouraging alternate means of transportation, providing an on-campus Metro bus stop to encourage the use of mass transit, providing an on-campus pedestrian trail system that would provide a pedestrian connection between the areas north and south of campus (and quite possibly could be inked to any east-west connection across I-5); and, providing a new driveway access on North 92nd Street at the approximate location of Corliss Avenue to help distribute vehicular traffic more evenly, reduce congestion in the surrounding neighborhoods and to reduce traffic volumes along College Way North.

The consistency of The Master Plan to the intent and goals of the Northgate Area Comprehensive Plan is further illustrated by the following:

Northgate Area Comprehensive Plan Policy 8: Increase pedestrian circulation with an improved street-level environment by creating pedestrian connections that are safe, interesting and pleasant.

Northgate Area Comprehensive Plan Implementation Guideline 8.3 a: On-site pedestrian safety shall be enhanced through the review of new development site plans to ensure that potential vehicular and pedestrian conflicts are minimized.

A formalized and improved pedestrian trail system with interpretive signs would be constructed in the natural open space areas on the site and would provide a connection between the areas north and south of the campus. In addition, the two largest on-campus parking lots (Areas D & E) would be bisected by ten-foot wide landscaped pedestrian walkways. The proposed site improvements and landscaping would create formal separation and reduce the potential for conflicts between the pedestrian and vehicular circulation systems and the parking areas.

Northgate Area Comprehensive Plan Policy 9: Manage parking supply, location and demand to discourage the use of single-occupancy vehicles and to improve short-term parking accessibility for retail customers, patients and visitors, without undermining transit or HOV usage, or detracting from the creation of an attractive pedestrian environment.

Discussion Statement: Surface parking uses a majority of the commercially zoned land in the Northgate area. Historically, an excessive parking supply, the cost (relative to other modes) and location of parking encourages SOV use. Parking supply and location can contribute to a transit supportive environment by: making the pedestrian experience more attractive; and, reducing the use of land for parking to allow higher density development.

The amount of parking provided on campus is consistent with the Master Plan goals of reducing the on-street parking impact to the surrounding neighborhood while providing incentives to reduce SOV trips through the TMP. The College's TMP outlines specific measures to reduce SOV trips and encourage alternate means of transportation. They include providing discounted carpool and vanpool parking rates and preferential parking space locations, providing a transit subsidy, structuring the SOV parking rates to make parking fees greater than the subsidized cost of riding transit, providing emergency guaranteed rides home to staff, faculty, and/or students that are using transit or carpooling; and, providing shower/locker room facilities to allow bicycle and walking commuters to shower and change clothes.

The on-campus pedestrian environment would be enhanced by a formalized and improved pedestrian trail with interpretive signs in the natural open space areas of the campus. This trail would allow pedestrians to walk to and around the natural areas of the campus (including wetlands) and would provide a pedestrian connection between the areas north and south of the

campus (and quite possibly could be linked to any east-west connection across I-5). In addition, the two largest campus parking lots (Areas D and E) would be bisected by a ten-foot wide landscaped pedestrian walkway to provide safe pedestrian movement.

Northgate Area Comprehensive Plan Policy 12: A system of open spaces and pedestrian connections shall be established to guide acquisition, location and development of future open space and to establish priorities for related public improvements.

Northgate Area Comprehensive Plan Implementation Guideline 12.6: Priorities for Northgate area open space includes: E) Natural areas that have been designated as environmentally sensitive due to steep slopes or potential for landslides, flood hazards, or a history of drainage problems. They may also include sites that provide special environmental resources, such as unique geographic features, abundant tree growth, animal habitat, streams or wooded ravines.

The Master Plan, as proposed, including surface parking, would preserve approximately 39.5 acres of landscaped and natural open space, approximately 62 percent of the campus. Of this open space, approximately 23.8 acres would be preserved as natural area that would consist of forested and shrubland areas, wetland areas, and pond area. The proposed amount of landscaped and natural open space, which is significantly greater than that required by the Land Use Code, would exceed the Northgate Area Comprehensive Plan goals of providing open space and preserving natural areas.

- o The proposed addition of 291 parking spaces is the result of a negotiated compromise involving all of the participants in the City-mandated Major Institution Master Plan Citizens Advisory Committee. The purpose of the additional spaces is to alleviate the existing on-street parking congestion in the neighborhoods surrounding the college. The Seattle City Council has approved the additional 291 parking spaces.
- o The proposed parking areas would not be contiguous and would be separated by natural and landscaped open space. Parking areas would also be naturally screened from the surrounding neighborhoods. The additional surface parking is not seen as a detriment to the character of the neighborhood.
- o Over 15 percent of the total parking supply proposed under the Master Plan is currently in below grade parking structures.
- o As a public institution of higher education, the primary purpose of the college is to provide educational and job training opportunities. The diversion of scarce resources to construct a parking structure would require the reallocation of a

significant portion of the Community and Technical Colleges appropriation for this purpose. Not only would this detract from the primary purpose of the College, but if a parking structure was made a requirement for this Master Plan, the rest of the planned projects, i.e., the Vocational Education/Child Care (Multi-Purpose) Building and the remaining site improvements would in all likelihood be canceled due to the excessive costs. This would be detrimental to the entire City, but particularly the Northgate area and the Licton Springs community.

- And finally, since the reconfiguration of the 990 existing spaces are to satisfy code requirements of the City of Seattle, they should be exempted from the requirements under this section of the code. The Master Plan Ordinance provides for variances and exemptions to the Land Use Codes for which this request for modification applies.

M. Vehicular Access and Circulation

Vehicular access to the campus should be configured in a way to minimize traffic flows through surrounding residential neighborhoods. On-campus vehicular circulation routes should be separated from pedestrian walkways to the greatest extent possible. Bicycle use, including covered bicycle parking areas, should be considered in the design of all on-campus circulation routes.

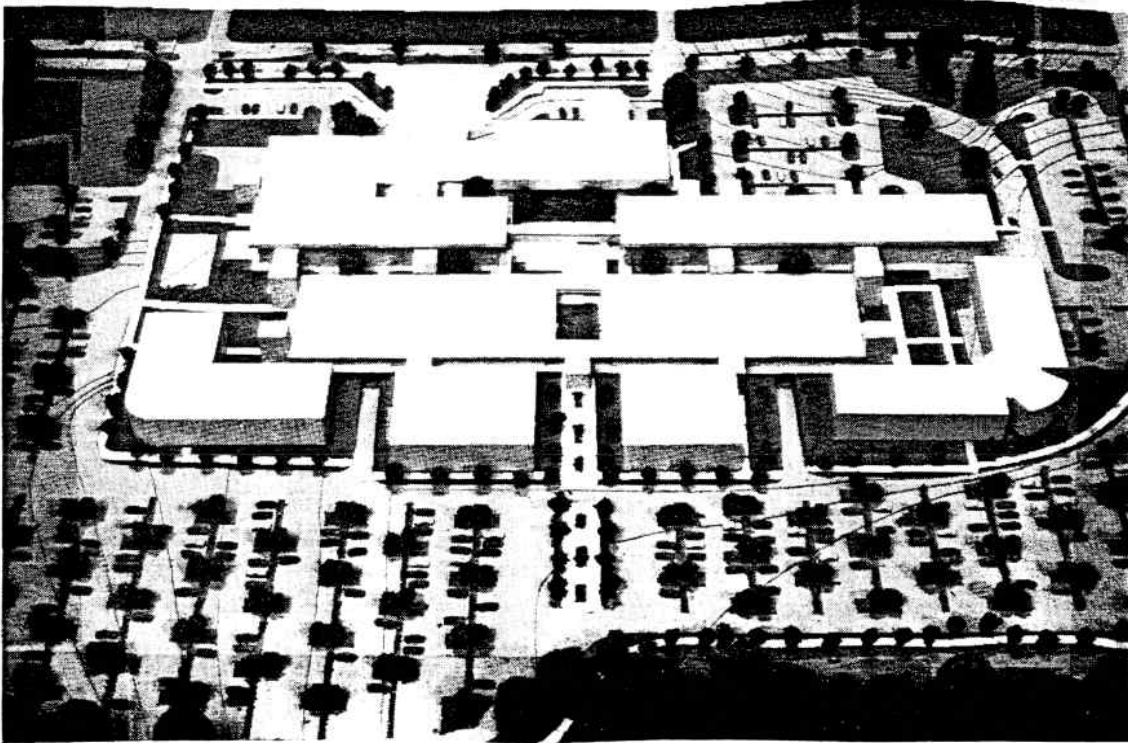
N. Public Access to Proposed Facilities

The outdoor athletic field and trails would be available for public use. The Physical Education and Multi-Purpose Buildings are not proposed to be open to the general public; however, community organization meetings, which are currently held in several different campus locations, may be moved to the Multi-Purpose Building or Physical Education Building as appropriate for the specific needs of the organization.

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DEVELOPMENT PROGRAM

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North Seattle Community College
Major Institution Master Plan

V. Development Program Component

A. Purpose

The purpose of the Development Program component of the Major Institution Master Plan is to describe the proposed physical development on the campus. A description of site conditions and existing campus development was provided in the Introduction of this plan. Detailed written descriptions and graphic illustrations of the proposed campus development and alternatives are provided below.

B. Development of the Master Plan Concept

In order to ensure that the purposes of the master plan would be achieved effectively, some important considerations played a key role in the development of the master plan concept for NSCC.

■ Basic Planning Assumptions

Basic planning assumptions were considered and integrated into the design program for the new buildings, parking and circulation facilities in the master plan:

- It is anticipated that the North Seattle Community College FTE range during the next 15 years will increase on average by 1 percent per year.
- The anticipated modest gain in FTEs will have a negligible impact on the college and community during the peak hours. Any additional FTEs will be accommodated during non-peak times.
- Existing faculty and staff to student ratios would be expected to continue.
- No boundary expansions or decentralization of campus uses would be proposed under the plan. The purpose of the proposed development is to consolidate student activity uses on campus, as well as to establish on-campus physical education facilities. Therefore, decentralization is not consistent with the goals of the proposed MIMP.

■ Sensitivity to the Neighborhood

One of the objectives of the Master Plan is to express an appropriate relationship to the surrounding communities of Licton Springs, Haller Lake, Maple Leaf, Victory Heights,

Pinehurst and Greenwood. This includes the evaluation of the environmental implications of the development proposed under the Master Plan on the surrounding residential neighborhoods.

Sensitivity to the adjacent land uses is incorporated into several key elements of the Master Plan. These include maintaining the existing campus low-scale (two- to three-story) structures; maintaining and enhancing the campus landscaping and open spaces (including wetland areas); retention or restoration of trees and shrubs in wetland buffers; maintaining the availability of the campus bookstore, cafeteria, library, and open space areas for public use; enhancing campus pedestrian amenities to reduce pedestrian/vehicular conflicts and reducing off-street parking spill-over through implementation of a Transportation Management Plan and development of new parking opportunities on campus.

■ **Campus Activity Zones**

Campus activity zones were reviewed prior to establishing the concept for the Master Plan. These activity zones represent specific use areas on the site which create a foundation for all campus planning. (See Figure 11. Campus Activity Zones Map.)

For planning purposes, the campus is divided into seven major land use areas or activity zones. Although some zones may have overlapping uses, the emphasis has been to develop projects within a specific zone for a particular use, thereby assuring that all areas are supportive and compatible.

Campus Core Zone

The Campus Core Zone contains all educational offices and classrooms as well as those activities that serve all students, faculty, staff administrators and visitors. The Campus Core contains the Arts and Sciences Building, Technology Building, Instructional Building, College Center Building, Library Building, the cafeteria, activities that have frequent or periodic general public use (such as the bookstore), and college support services. The core also contains several outdoor landscaped plaza areas.

The academic uses are concentrated in the Arts and Sciences Building, Technology Building and Instructional Building, which are generally located in the northern and eastern portions of the Campus Core. Student, faculty, staff, administrator and visitor services are concentrated in the College Center and Library Buildings which are generally located in the southern and western portions of the Campus Core.

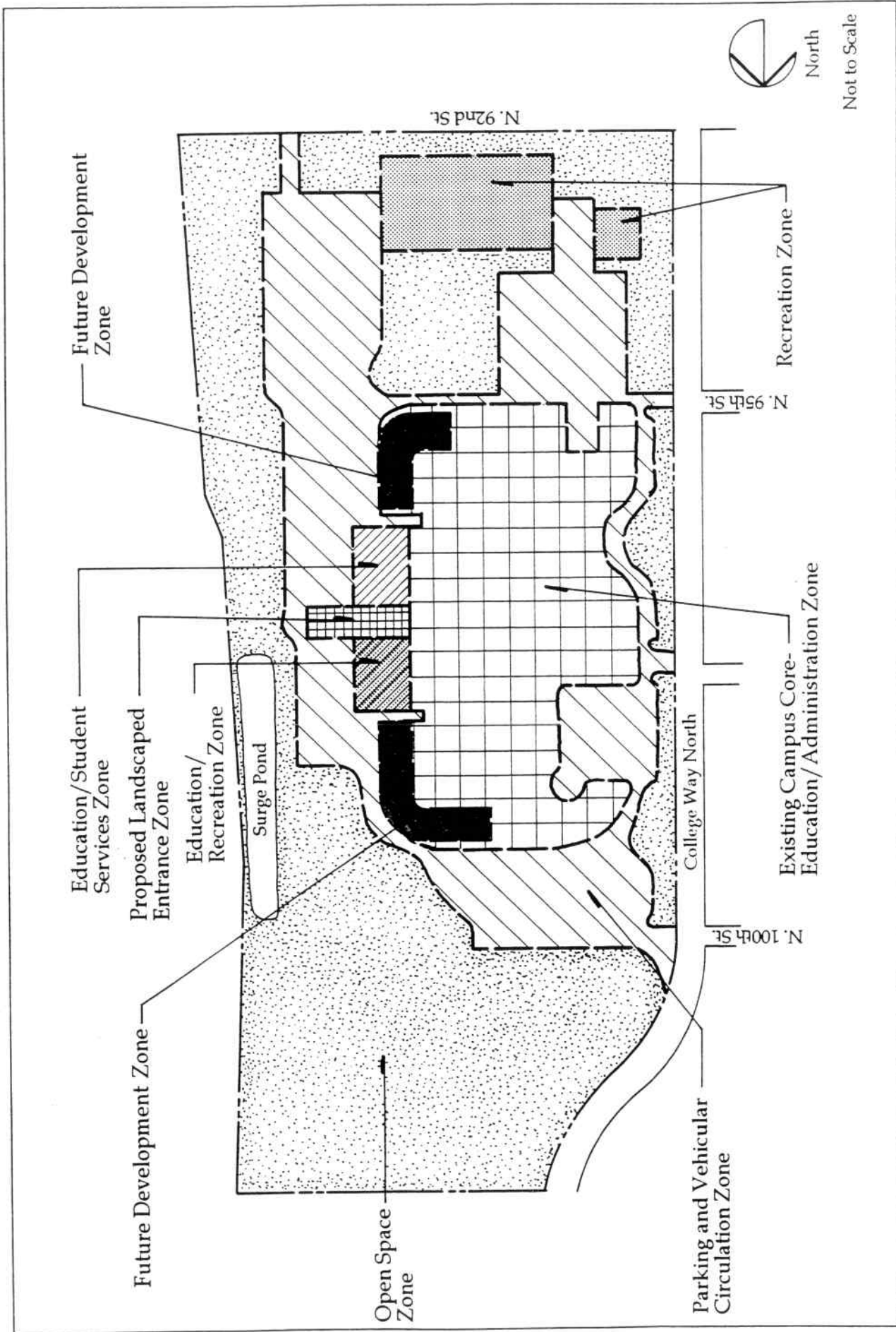


Figure 11
Proposed Campus Activity Zones

NORTH SEATTLE COMMUNITY COLLEGE
Major Institution Master Plan

Open Space Zone

Located at the northern, southern and eastern ends of the campus, the Open Space Zone consists mainly of natural vegetation, including black locust, birch, black cottonwood, big-leaf maple and willow trees, with an understory of Himalayan blackberry, evergreen blackberry and Japanese knotweed. A portion of the Open Space Zone is located along the eastern edge of the campus and contains the surge pond and a stand of mixed exotic and native tree species. The surge pond will continue to act as a regional detention facility.

The Open Space Zone is primarily utilized as a natural buffer and screen between the developed central portion of the campus and the residential neighborhoods to the north and south and as an educational resource for the college. The eastern portion of the Open Space Zone also provides a visual screen between the campus and Interstate 5. An informal trail system has been established within the Open Space Zone; the master plan anticipates that portions of this trail system will be enhanced with a crushed rock surface and interpretive signs, which will describe the biological features and importance of open space and wetland areas. The interpretive trail system will provide additional educational resources to students and the general public. All areas designated as open space would be restricted from building development during the life of the Master Plan.

The southern and eastern open space zones are designated for a mix of active and passive recreational activities and for educational activities. The northern open space zone is designated for passive recreation and educational activities in order to preserve its value and function as a natural wildlife habitat. (Action uses include jogging on established trails, informal sports, etc. Passive uses include nature study, berry picking, birdwatching, etc.)

Recreation Zone

The Recreation Zone consists of all existing and proposed outdoor recreational facilities. The existing outdoor recreational facilities include the basketball and volleyball courts located directly south of the Campus Core (south of the Technology Building) and the tennis courts located in the southwest corner of the campus. The master plan also includes an all-purpose outdoor intramural athletic field located in the southern portion of the campus. This athletic field would provide an area suitable for organized softball/baseball and soccer games, as well as for unorganized recreational activities. During the time school is in session, the field would primarily be used by the college for instructional and organized athletic activities. When school is not in session, including weekends, the public would be allowed to use the new athletic field. Because the field will not be illuminated, the use of the field will be limited to daylight hours.

Recreation/Education Zone

Located directly east of the Campus Core Zone, the Recreation/Education Zone consists of the Physical Education Building. This facility, which contains approximately 36,000 square feet in area, includes a gymnasium with basketball courts and running track, fitness center, weight room, dance studio, locker room facilities, restrooms and accessory office space. The primary purpose of this facility is to provide a physical education curriculum and the necessary facilities for students to participate in a wide variety of sports and fitness activities. Consistent with the Major Institution Master Plan, the Physical Education facility was constructed and occupied in 1995.

Education/Student Services Zone

Consisting primarily of the proposed 50,000 square-foot Multi-Purpose Building, the Education/Student Services Zone is proposed to include instructional uses such as basic skills classes and vocational labs, as well as student services such as child care facilities and a student center. The Education/Student Services Zone is located directly east of the Campus Core Zone.

Parking and Vehicular Circulation Zone

The Parking and Vehicular Circulation Zone, which generally surrounds the existing and proposed/constructed campus buildings (Campus Core Zone, Education/Recreation Zone, Education/Student Services Zone and Future Development Zone), provides vehicular access and parking to the campus. Because it is the College's goal to significantly reduce the impact to the surrounding neighborhoods caused by students parking off-campus, the Parking and Vehicular Circulation Zone includes area for a total of 1,689 parking spaces as compared to the 1,398 existing parking spaces on campus. (Refer to the Transportation Management Program, Section VI.)

There are three existing access points to the campus from College Way North. The master plan proposes an additional fourth access point to the campus from 92nd Street. A major purpose of this new access point, which would be located directly opposite Corliss Avenue, would be to provide an alternative access to vehicles entering and exiting the campus.

Future Development Zone

The purpose of the Future Development Zone is to provide space for the development of future facilities to meet anticipated college needs. The Future Development Zone is comprised of two areas located adjacent to the northeast and southeast corners of the Campus Core Zone, and eventually could include an International Education Building (northern area) and an Instructional Computer Center (southern area). These facilities,

which are not proposed at this time, would require additional review prior to approval and development. The Future Development Zone has been approved by the City Council.

C. Description of Proposed Physical Development

The proposed MIMP for North Seattle Community College includes development of an approximately 36,000-square-foot Physical Education Building (constructed and occupied in 1995), which includes a gymnasium with basketball courts and running track, fitness center, weight room, dance studio, locker room facilities, restrooms and accessory office space; and an approximately 50,000-square-foot Multi-purpose Building, which includes instructional uses such as basic skills classes and vocational labs, as well as student activity uses including child care facilities and a student center. The proposed MIMP also includes additional landscape elements, expanded parking opportunities and an outdoor athletic field. (See Figure 12, Proposed Site Plan, and Figure 13, Views of Proposed Campus Development from the east.)

Proposed to be located on the east side of the Arts and Sciences and Technology Buildings, the Physical Education and Multi-Purpose Buildings would improve the overall image of the east side of the campus by providing a primary entry and focal point. A tree-lined pedestrian boulevard would be provided to enhance this focal point. In conjunction with the Physical Education Building, the all-purpose outdoor intramural athletic field would be located in the southern portion of the campus. Additional parking for approximately 291 vehicles would be provided in the northeastern and southeastern portions of the site. A nature trail and accompanying interpretive signs would be provided throughout the natural woods and brush areas at the eastern and southern portions of the site.

D. Descriptions of Potential Future Improvements

Proposed siting for two future buildings, an International Education Building and Instructional Computer Center, is also included in the Master Plan. The International Educational Building could potentially be located directly north of the proposed Physical Education Building. The Instructional Computer Center could potentially be located directly south of the proposed Multi-Purpose Building. There is currently no State or private funding for these potential buildings. Proposing the siting for these buildings as part of the Master Plan is consistent with the purpose of guiding the College's future development for the next ten to fifteen years.

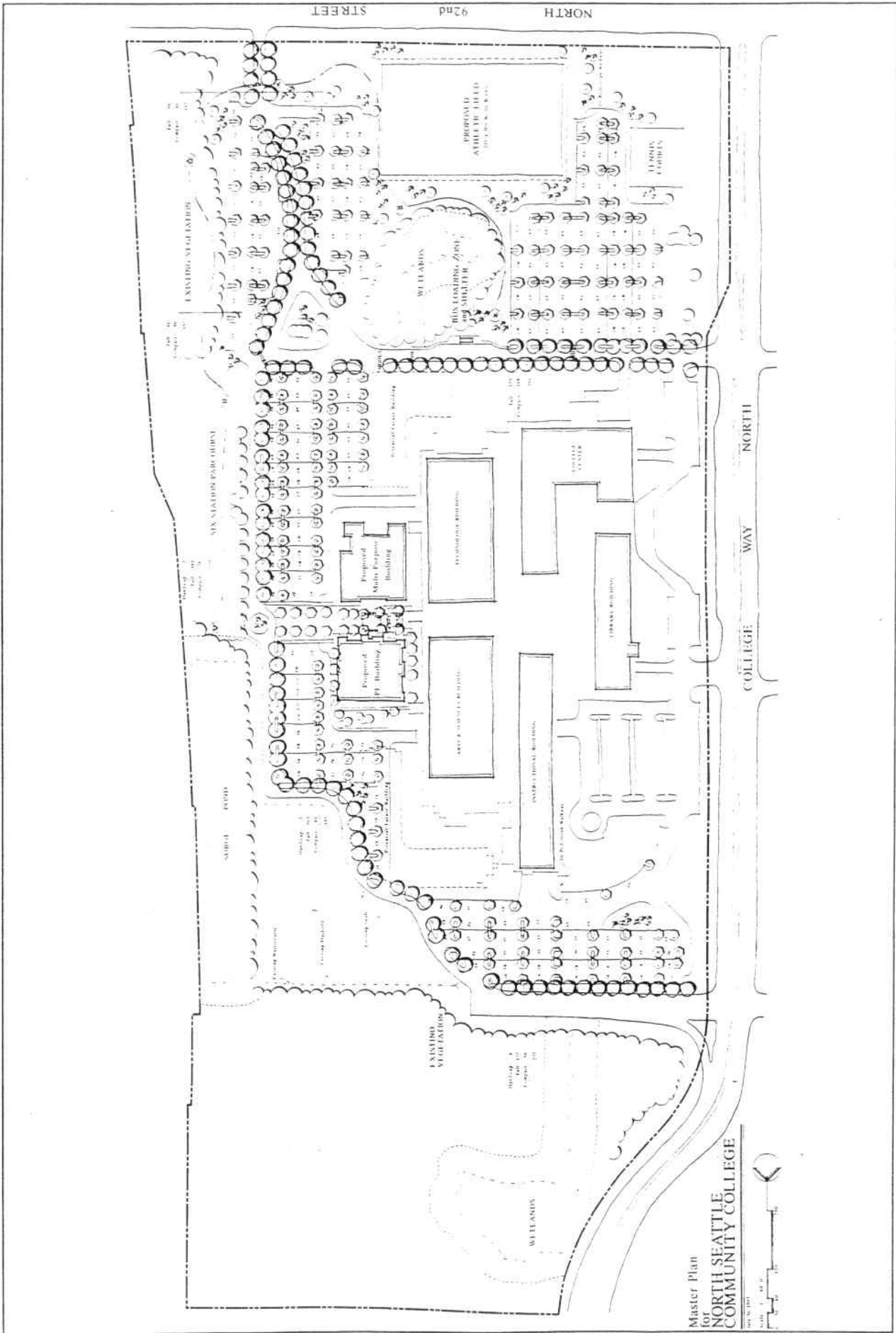
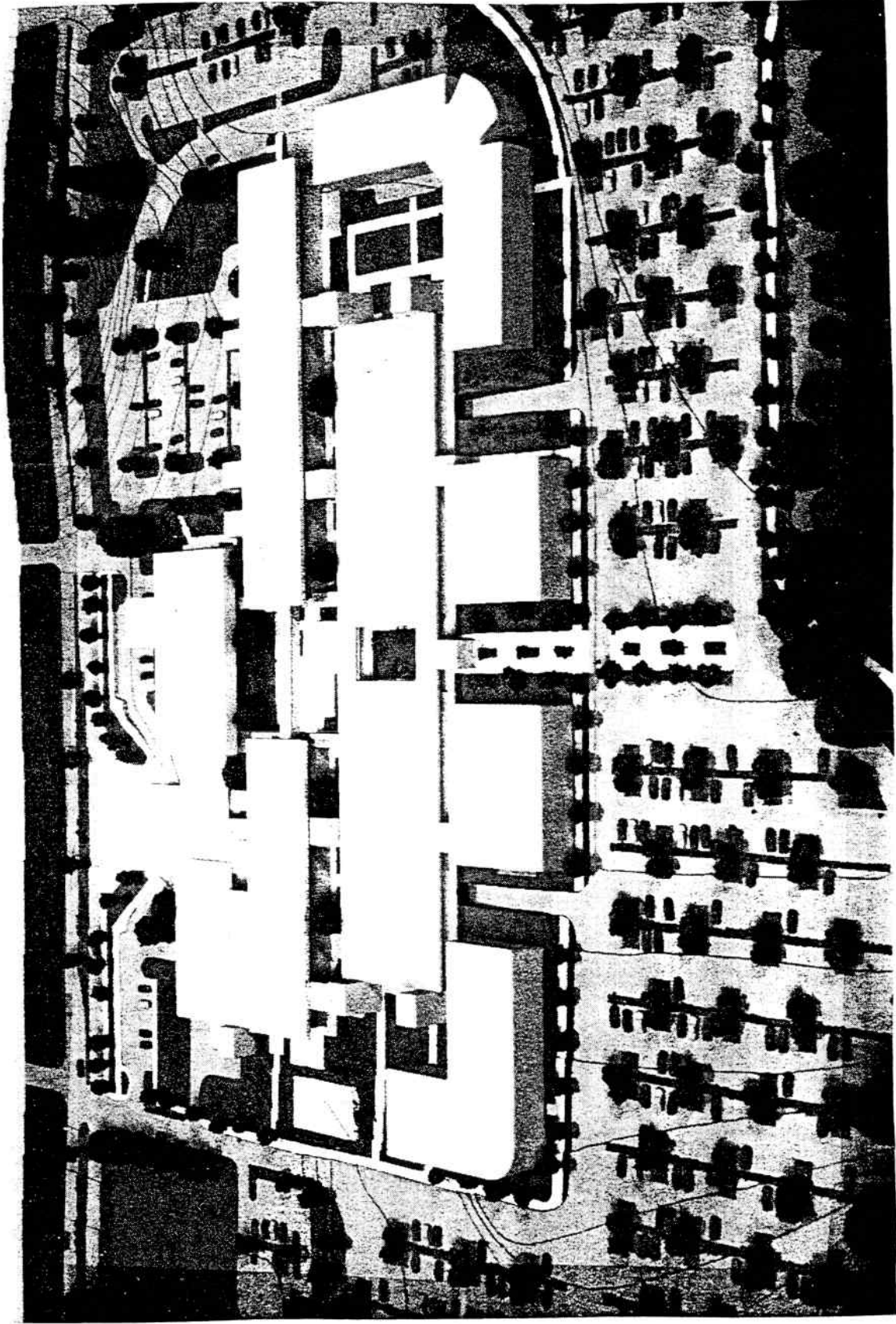


Figure 12
Proposed Site Plan

NORTH SEATTLE COMMUNITY COLLEGE
Major Institution Master Plan



**NORTH SEATTLE COMMUNITY COLLEGE
Major Institution Master Plan**

**Figure 13
View of Proposed Campus Development from the East**

E. Description of Proposed Development Phasing

The proposed campus development outlined in this master plan is expected to occur in three phases over the next ten to fifteen years: These phases, which would include temporary parking to replace any spaces lost during construction, are illustrated in Figure 14 and described as follows:

Phase(1994-1996)

Development

P.E. Building

Construction of Physical Education Building and restriping of east parking lot to offset loss of parking spaces due to construction. Because existing asphalt and landscaping will be replaced with the new building and landscaping, the net increase in impervious surface will be minimal. Based on the conceptual stormwater plan, the necessary stormwater control facilities will be constructed when the northwest parking lot is improved in Areas A and B. The Physical Education Building was constructed in 1995 (MUP Number 9302750).

Area A

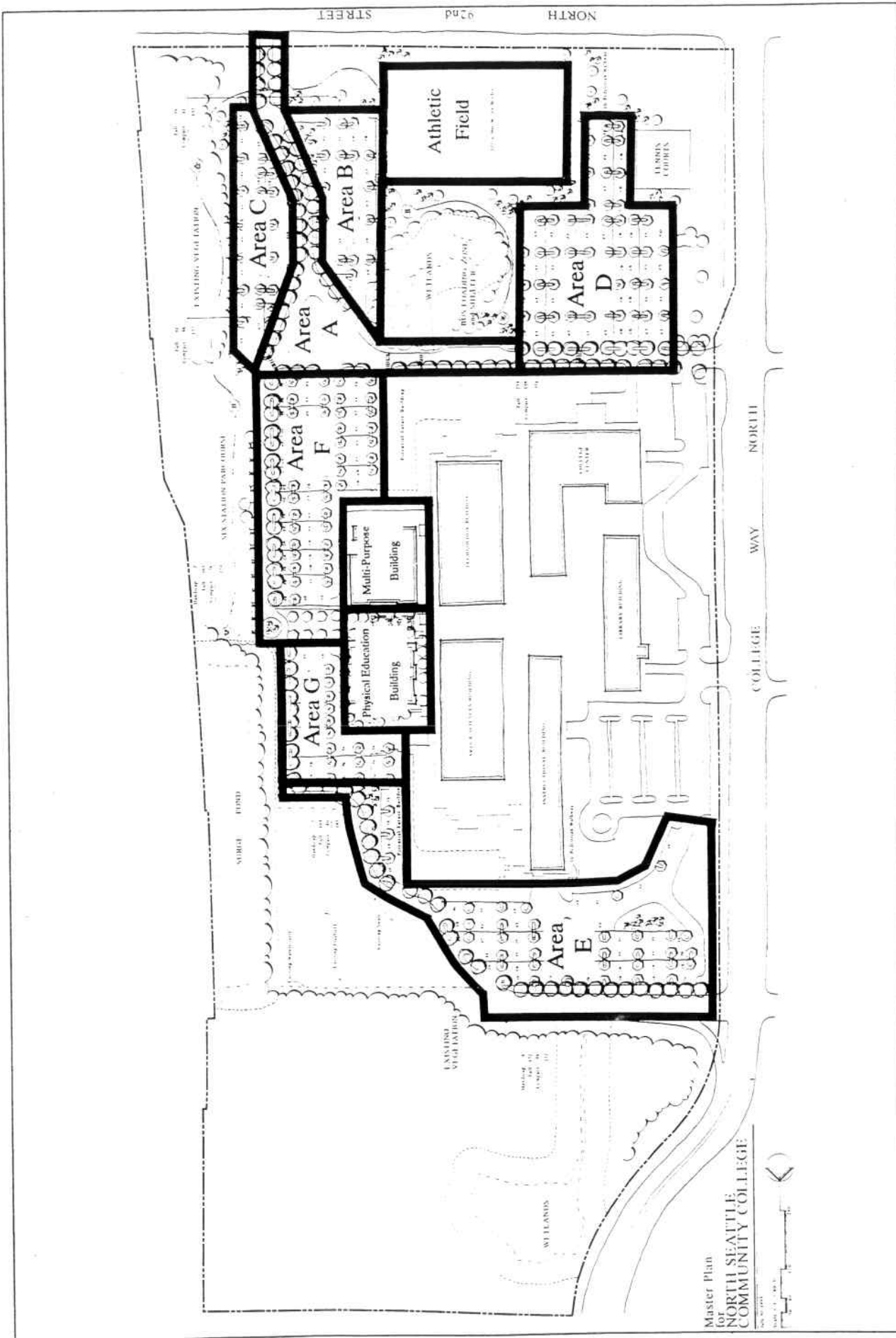
A new campus access to N. 92nd Street (opposite Corliss Avenue) and a bus loading area would be developed. Increased stormwater flows will be controlled by detention facilities located at the southern end of the new access road.

Area B

Construction of a new parking area west of the new access to 92nd Street (Area A). Area B would provide approximately 137 new spaces. Based on the conceptual stormwater plan, increased stormwater will be controlled by detention facilities located at the northwest end of Areas B and C.

Area C

Construction of a new parking area east of the new access to 92nd Street (Area A). Area C would provide approximately 126 new spaces. The conceptual storm drainage facilities would be the same as Area B. Due to the uncertainty of the bidding market and the limitation of the current funding levels, it is possible that the development described for Area C would not be completed during Phase I and would be deferred until Phase II.



**NORTH SEATTLE COMMUNITY COLLEGE
Major Institution Master Plan**

**Figure 14
Development Areas Plan**

Phase II (1997-1999)

Development

Multi-Purpose Building

Construction of the Multi-Purpose Building. The net increase in impervious surface will be minimal, and the detention improvement of Areas A and B or Areas C, D and E will be sufficient to accommodate any increase in stormwater flow.

Area D

Development of an expanded parking area in the southwestern corner of the campus. This expanded parking area would result in an increase of approximately 206 spaces over existing. Based on the conceptual stormwater plan, increased stormwater flows from the west half of this area will be controlled by detention facilities located at the northwest boundary of this area. Stormwater flows from the east half of this area would be controlled by detention facilities provided at the northeast end of this area or by the facilities provided in Area A.

Area E

Expansion of the existing surface parking area in the northwest portion of the campus; resulting in an increase of approximately 96 spaces over the existing level. According to the conceptual stormwater plan, stormwater detention would be provided at the Sub-Basin D outfall.

Area F/G

Regrading/resurfacing of existing east parking lot. Because of the reduced parking area due to development of the Physical Education and Multi-Purpose Buildings, the number of parking spaces under these areas would be approximately 274 less than existing. based on the conceptual stormwater plan, the necessary stormwater facilities would be provided in Area E.

Phase III (1999)

Development

Athletic Field

Construction of the athletic field. Storm drainage facilities will be constructed such that the existing volume of runoff to the wetland would remain as under existing conditions; no detention facilities would be required.

The development of the International Education Building and Instructional Computer Center (potential future phases) is dependent upon future funding and State Approvals.

F. Description of Estimated Future Parking Demand and Supply

Demand

Future estimates of parking demand were based on average peak hour campus population estimates and the goals of the Transportation Management Program (TMP). The TMP goals should be consistent with the goals established in the Commute Trip Reduction (CTR) Law and the Northgate Area Comprehensive Plan since these goals were developed specifically for the NSCC area. The Seattle Land Use Code goal of 50 percent single-occupant vehicles (SOVs) should be modified to be consistent with these other goals, since "the major institution's impacts on traffic and opportunities for alternative means of transportation" are limited.

Using the CTR Law and Northgate Area Comprehensive Plan trip reduction goals and assuming an 85 percent base SOV rate in the Northgate area, the following maximum SOV percentage would need to be achieved.

- o 1955 - 15 percent reduction beyond base rate - 72.2 percent SOV
- o 1997 - 25 percent reduction beyond base rate - 63.8 percent SOV
- o 1999 - 35 percent reduction beyond base rate - 55.2 percent SOV

Based on the mode split goals presented above, the resulting peak parking demand in 1995, 1997, and 1999 is provided in Table 2.

Table 2

Future Peak Hour Parking Demand

Year	Mode	Campus Population ²	Mode Split	ACO	Parking Demand
1995	SOV	2,779	0.722	1.0	2,006
	Carpools	2,779	0.083	2.4	96
	Total				2,102
1997	SOV	2,779	0.638	1.0	1,773
	Carpools	2,779	0.109	2.4	126
	Total				1,899
1999	SOV	2,779	0.552	1.0	1,534
	Carpools	2,779	0.134	2.4	155
	Total				1,689

¹ Future parking demand estimates assume that TMP goals would be achieved.

² Average campus population includes students, faculty, and employees since the TMP goals would be the same for everyone on campus.

Supply

The proposed parking supply increase at NSCC of 291 spaces would be phased in over time according to the following schedule:

- o Phase I (including Areas A, B and C) - net increase of 263 spaces by 1996. (However, because of the limitation of current funding levels and the uncertainty of the bidding market, it is possible that the development described for Area C would not be completed during Phase I and would be deferred until Phase II. If Area C improvements were not completed in Phase I, a net increase of 137 spaces would be provided by 1996).
- o Phase II (including Areas D, E, F and G) - Net increase of 28 additional spaces by 1999 (there are parking increases in Areas D and E and decreases in Areas F and G). If parking improvements under Area C are deferred to Phase II, this phase will result in a net increase of 154 spaces.

This would result in the following parking supply for the three TMP target years:

- o 1996 - 1,661 spaces
- o 1999 - 1,689 spaces

The years 1996 and 1999 were chosen for this parking supply/demand comparison because these are the years in which the two major project development phases would be complete. Comparing this proposed parking supply increase with the projected parking demand results in the surplus or deficit of on-site parking shown in Table 3.

Table 3

Future Parking Surplus/Deficit

Year	Parking Supply	Peak Parking Demand	Surplus (+) or Deficit (-)
1993 (existing)	1,398	2,085	-687
1996	1,661	2,000 ²	-339
1999	1,689	1,689	0

¹ Future parking surplus/deficit estimates assume that TMP goals would be achieved.

² Peak parking demands in 1996 were assumed to be an average between the 1995 and 1997 peak parking demand shown in Table 2.

As shown above, a parking deficit would occur in 1996, and the parking supply and demand are balanced in 1999, assuming that the SOV reductions are fully achieved.

Because of the increased parking supply added by 1996, the on-site parking deficit would decrease from the existing 687 to 339 spaces in 1996. (It should be noted that if the improvements proposed for Area C in Phase I are deferred until Phase II, the on-site parking deficit would decrease from the existing 687 spaces to 467 spaces in 1996.) This reduced on-site parking deficit would help to reduce the demand for parking on surrounding residential streets, although some parking spillover would still likely occur.

In summary, based on the parking analysis presented above, it appears that the future parking demand estimates are reasonably balanced with the proposed phased increase in parking supply. Therefore, the proposed increase in parking supply should not reduce the effectiveness of the TMP.

G. Description of Planned or Anticipated Street Vacations

There are no planned or anticipated street vacations associated with the implementation of this Master Plan. All required street vacations have been completed.

H. Description of Alternative Development Proposals

Alternative 1: Design Alternative

Alternative 1 would be a master plan with the same development elements as under the proposed action but with the proposed and potential future phase buildings located on the west side of campus (adjacent to College Way North). As under the proposed action, this master plan would include the development of an approximately 36,000-square-foot Physical Education Building, an approximately 50,000-square-foot Multi-Purpose Building, additional parking, and an outdoor athletic field.

Proposed for the area west of the Library and Instructional Buildings, the Physical Education and Multi-Purpose Buildings would replace the existing West Parking Lot and landscape areas. By locating buildings closer to College Way North than currently exist, this alternative would concentrate building development toward the adjacent residential neighborhood and would result in a campus with a more urban character. The athletic field would be located in the southeastern portion of the campus (adjacent to I-5) as opposed to the southern portion of the campus under the proposed action. Additional parking for approximately 291 vehicles would be provided from 92nd Street North (directly opposite Corliss Avenue). As under the proposed action, no wetland fill would be required.

The potential future phase development buildings would be located west of the South Parking Lot, adjacent to College Way North.

Alternative 2: No Action

Under Alternative 2, the North Seattle Community College Campus would remain in its existing condition. The existing educational facility and parking deficiencies would continue.

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TRANSPORTATION MANAGEMENT PROGRAM

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North Seattle Community College
Major Institution Master Plan

VI. Transportation Management Program

A. Introduction/Purpose

The Transportation Management Plan (TMP) for the North Seattle Community College (NSCC) was developed as part of the Major Institution Master Plan as mandated by the City of Seattle Land Use Codes. Also applicable in the development of this plan are the provisions of the transportation management goals and policies set forth in the *Draft Northgate Area Comprehensive Plan*. The goal of the TMP is to minimize the number of single occupant vehicle (SOV) trips to and from NSCC and to encourage the use of alternative modes of travel, such as transit, carpooling, or bicycling.

The draft TMP consists of four elements:

- TMP Goal
- Standard Implementation Requirements
- Discretionary Program Requirements
- Evaluation Criteria.

B. TMP Goal

The City of Seattle Land Use Code (Section 23.54.016.C.1) states that the general goal of reducing the percentage of the major institution's employees, staff, and/or students who commute in SOVs during the peak period will be 50 percent or less. The trip reduction goal would apply to the entire NSCC campus population (including students) that is present during the campus peak hour (10 to 11 a.m.). The existing peak hour population is 2,779, including 2,561 students and 218 faculty and employees. Therefore, the SOV goal required by the Land Use Code would result in a maximum of 1,390 students and employees commuting to NSCC by SOV.

Based on these peak campus population figures, the maximum number of parking spaces allowed by the Seattle Land Use Code is 779 spaces. This is 619 spaces less than the existing parking supply of 1,398 spaces.

The setting of a TMP goal involves a detailed analysis of the many factors influencing modes of travel to/from an institution. The Seattle Land Use Code (Section 23.54.016.C.4.) states that "*the Council... may increase or decrease the stated 50% SOV goal, based upon the major institution's impacts on traffic and opportunities for alternative means of transportation .*" Factors that are considered include, but are not limited to, the following:

- Proximity to a street with 15-minute transit service headways in each direction.

- Air quality conditions.
- The patterns and peaks of traffic generated by major institution uses.
- The impact of additional on-site parking.
- The extent to which the scheduling of classes reduces the transportation alternatives available to students and faculty.

The factors that are unique to NSCC and should be considered in this evaluation are:

- Transit service in the immediate vicinity of NSCC on College Way N is limited to two routes (16 and 62) that operate on College Way North with 30 to 60 minute headways. Route 16 provides service between Northgate Shopping Center, Wallingford, and Downtown Seattle; Route 62 provides service between Magnolia, Ballard, Greenwood, and the Northgate Transit Center. Service on Route 62 ends at 6:00 p.m. In addition, there are nine transit routes that provide service to the Northgate Transit Center located east of I-5 and south of Northgate Mall. The transit center, however, is considered to be too long of a walking distance from NSCC to provide service to the College. Transit service headways on College Way N are considerably longer than the 15-minute headways suggested as the minimum acceptable level of service. Therefore, transit service to NSCC is not currently acceptable based on the criteria contained in the Seattle Land Use Code.
- Class schedules are primarily based on the needs and desires of the students. NSCC has as many students attending evening classes as day classes. Accordingly, most classes at NSCC are scheduled during the non-peak morning (9 a.m. to 1 p.m.) and evening (7 to 9:30 p.m.) hours. Most of the traffic generated by NSCC during the PM peak period (4:00 to 6:00 p.m.) is limited to support staff. Almost no classes are scheduled during the PM peak, which means that virtually no students or faculty are here during that period of time. This reduces the number of transportation alternatives available to staff because carpool opportunities are limited.
- A large majority of students and faculty members attend NSCC on a part-time basis. NSCC has the highest percentage of part-time students of any urban community college in the Puget Sound region. Approximately 82 percent of the students attend on a part-time basis (less than 15 credit hours); 66 percent of the faculty teach on a part-time basis; and 33 percent of the staff work only at night (most arrive and leave after the PM peak). Carpooling and other ride sharing options are not feasible for most of these students, faculty, and staff members because they have other jobs or commitments during the day at locations or times that are not conducive to alternative modes of travel.

- Many students travel to NSCC from nearby areas, making carpooling or riding transit difficult. Sixty-two percent of the students reside in the area bounded by Puget Sound to the west, Lake Washington to the east, Ship Canal to the south, and NE 145th Street to the north. With only two transit routes serving NSCC during the day (and one at night), it is extremely inconvenient for these students to utilize transit. The remaining 38 percent of the students live in an area which can best be described as south Snohomish County to the north; Woodinville, Kirkland, and Redmond to the east; and beyond the Seattle city limits to the south. Again, the lack of transit service and the wide-spread, diverse population precludes the use of alternative modes of travel.

- On-site parking areas are fully utilized during peak periods. (See tables in the Final EIS.) Because of this, spillover parking demand from NSCC causes adverse impacts in adjacent neighborhoods. Additional on-site parking would reduce the impact of on-street parking in adjacent neighborhoods. Implementation of a Residential Parking Zone (RPZ) in the adjacent neighborhood would also help to reduce this parking impact; however, an RPZ does not appear to be currently supported by residents in the adjacent neighborhoods. The *Mayor's Recommendations - Northgate Area Comprehensive Plan* strongly encourages improving the convenience and accessibility of short-term customer/patient parking (pg. 61 of the *Mayor's Recommendations - Northgate Area Comprehensive Plan*). The plan does not set parking maximums; it only sets minimums. The availability of on-site parking to serve the college is essential due to the special needs of students and faculty. For example, 66 percent of the faculty and 82 percent of the students are parttime. Approximately 81 percent of all students have full- or part-time employment. A significant number of female students are returning to the work force, including many single parents. Only 3 percent of the students at NSCC are right out of high school. The median age of students is 31-1/2; the average age of the student population is considerably higher due to the large number of senior citizens enrolled. The typical NSCC student and part-time faculty member have other jobs and/or other commitments during the day. Access to adequate and convenient transportation is essential for these people. In the vast majority of cases, SOV transportation is the only possible alternative.

Based on the factors listed previously, the Seattle Land Use Code goal of 50 percent single occupant vehicles should be modified since "the major institution's impacts on traffic and opportunities for alternative means of transportation" are limited. It is recommended that the goals for commuter trip reduction at NSCC be modified to conform to the goals of the *1991 State Transportation Demand Management Act* and the *Northgate Area Comprehensive Plan*. These goals are reductions of 15 percent by 1995, 25 percent by 1997, and 35 percent by 1999.

Using the Commute Trip Reduction (CTR) Law and *Northgate Area Comprehensive Plan* trip reduction goals and assuming an 85 percent base SOV rate in the Northgate area, the following maximum SOV percentage would need to be achieved:

- o 1995 - 15 percent reduction beyond base rate = 72.2 percent SOV
- o 1997 - 25 percent reduction beyond base rate = 63.8 percent SOV
- o 1999 - 35 percent reduction beyond base reate = 55.2 percent SOV.

NSCC also proposes to add an additional 291 on-site parking spaces to meet the future on-campus parking demand in 1999 of 1,689 spaces. This amount of parking would exceed the maximum numbr of parking spaces permitted by the Land Use code. The existing 1,398 parking spaces, plus the additional 291 on-site parking spaces, would be sufficient to meet this estimated future parking demand, assuming that the TMP goal was met in 1999. This amount of parking exceeds 135 percent of the minimum amount of parking required by the Land Use Code; however, the City Council may approve in excess of 135 percent of the minimum long-term parking requirements based upon the major institution's impact on traffic and opportunities for alternative means of transportation (see Land Use Code Section 23.54.016.C.4.). These factors were discussed previously in relation to modifying the TMP goal.

A mode-split survey was conducted at NSCC to determine the existing mode of travel for students, faculty, and staff at NSCC. The results of the survey are shown in Table 4.

Table 4

EXISTING MODE OF TRAVEL INFORMATION

	Students	Percent	Faculty	Percent	Employee	Percent	Total	Percent
Drive Alone	1,121	70%	118	89%	139	90%	1,377	73%
Bus	179	11%	2	2%	7	5%	188	10%
Carpool	144	9%	2	2%	4	3%	150	8%
Bicycle	25	2%	3	2%	0	0%	28	1%
Walk	66	4%	1	1%	2	1%	69	4%
Auto/Other	50	3%	4	3%	2	1%	56	3%
Other	22	1%	3	2%	0	0%	25	1%
Total	1,607	100%	133	100%	154	100%	1,893	100%

Even though NSCC does not currently have a formal TMP that has been officially adopted by the City of Seattle, NSCC has voluntarily implemented the following TMP programs:

- Parking fees which are substantially higher than those of all other community colleges outside of the Seattle Community College District and are charged to all students, faculty, and staff.
- Subsidized monthly transit passes for faculty and staff in the amount of \$21.
- Discounted and preferential carpool parking spaces for faculty and staff.
- Covered bicycle racks. (Bicycle racks include the metal railings that are used to lock bicycles, since these railings are conveniently located near classrooms.)
- Transportation coordinator.
- Commuter information center.
- Ridematch service through Metro's ridematch program.
- Guaranteed ride home program for faculty and staff.
- Free indoor garage parking for motorcycles (lockers also provided).
- College owned vehicles are available for use by students, faculty, and staff who utilize alternative modes of travel to conduct college business.
- Three free daily parking passes per month for faculty and staff transit users.

All of these elements have contributed to the relatively large percentage of non-SOV trips being made to NSCC for an institution that does not have a formally adopted TMP in place. NSCC, as part of the Seattle Community College District, charges the highest parking fees in the state among community colleges. Some colleges do not charge any parking fees. NSCC is the only employer in the Northgate area that charges for parking. Existing parking fees for full-time employees and students are as follows:

- o Students - \$19.50/quarter
- o Employees - \$33.75/quarter
- o Reserved (students or employees) - \$53.25/quarter

C. Standard Implementation Requirements

As part of its Major Institution Master Plan, NSCC is proposing to implement all of the Standard Implementation Requirements contained in the Department of Construction and Land Use (DCLU) Director's Rule 4-91. This includes the following items:

- Transportation Coordinator (TC) - NSCC will continue to have a Transportation Coordinator responsible for the implementation and administration of the TMP.
- Periodic Promotional Events - NSCC will hold events designed to educate and inform students, faculty, and staff of available commute options and HOV incentives. Promotional events could include commute fairs, inclusion of rideshare information in new student, faculty, or staff orientation programs, on-site bicycle commuter training, or distribution of promotional brochures and information. Promotional events should occur near the beginning of each new school year.
- Commuter Information Center (CIC) - NSCC will continue to maintain a permanent, highly visible, on-site display of information on available commute modes. The CIC displays information on ridesharing (carpools, vanpools), Metro Transit routes, and other information related to ridesharing.
- Ridematch Service - NSCC will coordinate with Metro to provide a carpool, vanpool, and custom bus matching service. This service matches students, faculty, or staff having similar commute trip origins, destinations, and schedules.
- Student, Faculty, and Staff Mode Split Survey - NSCC will conduct a travel-mode survey, which may be required by SED no more than every two years to determine travel behaviors, determine mode splits, and verify effectiveness of the TMP.
- Site Improvements - NSCC will maintain its designated carpool/vanpool parking spaces for employees and provide an additional carpool/vanpool parking area for students. The Land Use Code requires a total of 267 bicycle parking spaces. These will all be provided along the metal railings that exist throughout campus. The metal railings are sufficient to provide all code-required bicycle parking spaces because they meet the criteria contained in Section 23.54.016.D.2 of the Land Use Code.
- Reporting - NSCC will prepare quarterly reports and submit them to SED and the Standing Advisory Committee.

D. Discretionary Program Requirements

The TMP for NSCC will include the following discretionary program requirements. Some of these programs, such as the discounted carpool parking, preferential carpool parking, and transit pass subsidies, have already been implemented by NSCC for faculty and staff. The following discretionary program elements reflect the decision of the Seattle City Council.

- Parking Supply - An additional 291 parking spaces are proposed to be added to the NSCC campus. This would increase the on-site parking supply to 1,689 spaces. This parking supply equals the estimated parking demand that would exist in the year 1999, assuming that the TMP goals are met.
- Discounted Carpool and Vanpool Parking - NSCC will charge registered students, faculty and staff carpools and vanpools a parking fee that is 50 percent or less than the cost for SOV parking.
- Preferential Carpool Parking - NSCC will continue to provide garage parking spaces for the exclusive use by faculty and staff carpools. A monitored and enforced preferential carpool parking lot for students would be added in an area that is centrally located to classroom facilities. Five to ten percent more HOV spaces than registered carpools and vanpools will be provided at all times. NSCC will monitor carpool and vanpool parking permit applications to ensure that carpool and vanpool permit users comply with the permit rules.
- Transit Subsidy - NSCC will continue subsidizing the cost of faculty and staff. NSCC will implement a transit subsidy for students if necessary to achieve the SOV reduction goal, except that a transit subsidy may be instituted earlier as part of a community college district system-wide program.
- SOV Parking Rates - If the annual review of the TMP implementation demonstrates that SOV reduction goals are not being achieved, the College will increase parking rates to provide additional disincentives for commuting by SOV. The SOV parking rate for students, faculty and staff could be set at a level at which the parking fee plus the estimated cost to SOV users of operating their vehicles is higher than the cost of commuting by transit.
- Shuttle - To provide better access to transit and to encourage higher transit use, the College would be responsible for providing a shuttle to the Northgate Transit Center.
- Guaranteed Ride Home Program - NSCC will provide reimbursement for emergency travel home to students, faculty, and staff that are using transit or carpooling.

- Showers/Locker Room Facilities - NSCC will provide on-site facilities that allow bicycle and walking commuters to shower and change clothes. These will be provided in the new P.E. building proposed in the master plan.
- Residential Parking Zone (RPZ) - Currently, implementation of a residential parking zone program is not supported by the adjacent neighborhoods. Their primary concern is the inconvenience of an RPZ on affected residents in the neighborhood. This program element would be funded by NSCC if it is supported by the neighborhood and approved by the City of Seattle.
- Periodic Free Parking for Non-SOV Commuters - Students and employees who regularly commute to campus by a non-SOV mode will be given three free daily parking passes per month.

E. Evaluation Criteria

The TMP will be periodically monitored and evaluated.

F. TMP Acknowledgment

NSCC shall record an acknowledgment of the permit conditions or memorandum of agreement, in a form acceptable to DCLU, with the King County Recorder.

■
APPENDIX A
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FINDINGS, CONCLUSIONS AND DECISION OF THE SEATTLE CITY COUNCIL

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ORDINANCE 117462

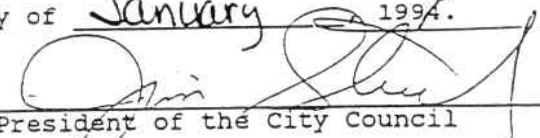
AN ORDINANCE approving a master plan for North Seattle Community College.

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. The North Seattle Community College Master Plan dated August, 1993, and filed in C.F. 298709, is approved as modified in the Findings, Conclusions and Decision of the City Council attached hereto as Exhibit A, for the area described in Exhibit B attached hereto, and the property located within such area may be developed for major institutional uses in accordance with the modified master plan.

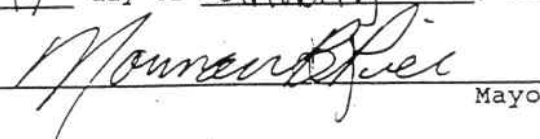
Section 2. This ordinance shall take effect and be in force thirty (30) days from and after its approval by the Mayor, but if not approved and returned by the Mayor within ten (10) days after presentation, it shall take effect as provided by Municipal Code Section 1.04.020.

Passed by the City Council the 9 day of January, 199~~4~~⁵, and signed by me in open session in authentication of its passage this 9 day of January, 199~~4~~⁵.



President of the City Council

Approved by me this 17 day of January, 199~~4~~⁵.



Mayor

Filed by me this 13 day of January, 199~~4~~⁵.



City Clerk

(Seal)

In the Matter of the Application of North Seattle
Community College for Major Institution Master
Plan approval (C.F. 298709) Pursuant to Chapter 23.69,
Seattle Municipal Code

SEATTLE CITY COUNCIL

FINDINGS, CONCLUSIONS AND DECISION

FINDINGS

The City Council hereby adopts the findings of the Hearing Examiner as filed in C.F. 298709, dated September 8, 1994, with the following modifications:

1. Finding 70 is revised to read as follows: " In regard to transit subsidies and SOV parking rates the College has proposed the following to the Council for inclusion in the TMP in the Master Plan, replacing the provisions submitted to DCLU and the Hearing Examiner:

Transit Subsidy

NSCC will continue to subsidize the cost of transit passes for faculty and staff. NSCC will implement a transit subsidy for students if necessary to achieve the SOV reduction goal, except that a transit subsidy may be instituted earlier as part of a community college district system-wide program.

SOV Parking Rates

If the annual review of the TMP implementation demonstrates that SOV reduction goals are not being achieved, the College will increase parking rates to provide additional disincentives for commuting by SOV. The SOV parking rate for students, faculty and staff could be set at a level at which the parking fee plus the estimated cost to SOV users of operating their vehicles is higher than the cost of commuting by transit."

2. Finding 77b. is added to read as follows: "Information presented to the City Council by the College and made a part of the record indicates an intent to begin a shuttle bus service to the Northgate Transit Center by the Fall of 1995 and outlines a draft proposal to the Seattle Community College District Board of Trustees which, if approved, would a) implement a \$20 per student, faculty and staff per quarter transportation fee as authorized by HB 1085; establish a Flexpass system for faculty and staff and provide a \$45 per student per quarter transit pass subsidy; and c) increase drive-alone parking fees by \$5-\$10 per quarter."

CONCLUSIONS

The City Council hereby adopts the Conclusions of the Hearing Examiner as filed in C.F. 298709, with the following modifications:

1. Conclusion 21 is amended to delete the final sentence which reads: " the difference between these two positions could literally be pennies."
2. Conclusion 23 is amended to read as follows: "A shuttle to the Northgate Transit

Center from the campus would provide access between the campus and central points in the City, and could be useful in helping NSCC to achieve its TMP goals. DCLU's recommended condition making the shuttle a part of the TMP in the Master Plan is valid. The College's intent to begin the shuttle in the Fall of 1995 is approved by the Council.

DECISION

The North Seattle Community College Master Plan is approved as conditioned by the Hearing Examiner and the Director of the Department of Construction and Land use, subject to the above modified Findings and Conclusions and the following conditions:

1. Replace the HE's Recommendation with the following:

Condition 1.a. of the Director's Analysis and Recommendation is augmented as by follows:

"In order to monitor the effectiveness of the TMP in the first two years, the College shall collect information on a quarterly basis to include in its annual report. In addition to monitoring information required in DCLU Director's Rule 2-94, the following information shall be provided:

1. The number of transit passes sold for peak and non-peak hour use.
2. The number of carpool permits sold and the total number of carpoolers.
3. The number of SOV parking permits sold.

In addition, the College shall, at approximately the third week of each academic quarter, compile information on parking on campus. The parking utilization survey shall occur at the METRO AM peak hour (8-9AM) as well as the College peak hour (10-11AM) and shall include the following information:

The number of vehicles parked on the campus in each category of spaces: carpool, vanpool, visitor and SOV.

DCLU may continue to require the above information on a schedule to be established by the Director after the first two years, if the Director determines it is needed."

2. The required annual report from North Seattle Community College to the City shall also be transmitted to the Licton Springs Community Council, and the College shall invite the Community Council to meet and discuss the report within a reasonable time after the report is published.

3. At the Director's discretion, DCLU may require supplemental traffic studies for any projects initiated after 1999.

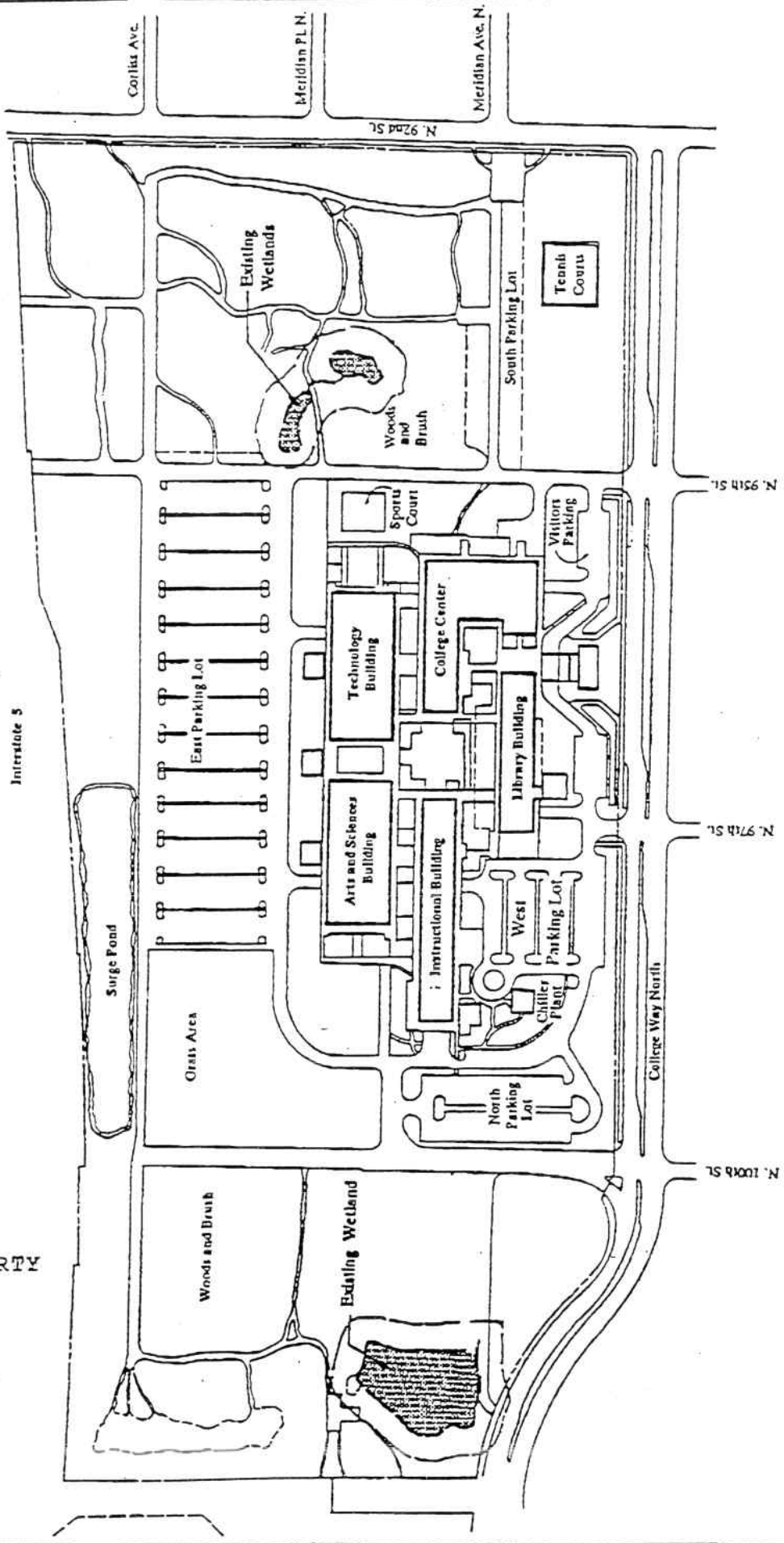
4. As an additional TMP option to be considered no sooner than 1999, if satisfactory progress toward the SOV goal and the objective of reducing off-campus parking by NSCC students is not evident, DCLU and SED in consultation with NSCC may require that students be charged for parking permits, unless they can demonstrate that they are commuting by means other than SOV. Permit fees could be adjusted for low-income or special needs students.

5. The goals of the TMP are modified to provide that the intermediate goal for SOV use for 1997 be set at 58%.

6. The North Seattle Community College Major Institution Master Plan is approved for

15 years from the effective date of City Council action on this decision. This approval includes the two unfunded projects shown in the site plan and described in the Master Plan as the International Education Center and the Instructional Computer Center, provided that they shall be sited so as not to intrude into the wetland area indicated on Figure 12 . In addition, any parking spaces lost due to construction of these buildings shall be replaced in a location which adjoins existing parking.

NORTH



Interstate 5

PROPERTY LINE

NORTH SEATTLE COMMUNITY COLLEGE
Major Institution Master Plan

FINDINGS AND RECOMMENDATION OF THE HEARING EXAMINER FOR THE
CITY OF SEATTLE

**FINDINGS AND RECOMMENDATION OF THE
HEARING EXAMINER FOR THE CITY OF SEATTLE**

In the Matter of the Petition of

**NORTH SEATTLE
COMMUNITY COLLEGE**

for Master Plan Approval

CF 298709

DCLU Application
9105167

Introduction

North Seattle Community College (NSCC) has requested approval of a Major Institution Master Plan.

For purposes of this recommendation, all section numbers refer to the Seattle Municipal Code (SMC).

The Director's report, submitted by the Department of Construction and Land Use (DCLU), recommended approval of the plan, with certain conditions. A Final Environmental Impact Statement (FEIS) regarding the project was published in August of 1993; North Seattle Community College served as the lead agency for the preparation of that statement.

This matter was heard before the undersigned Deputy Hearing Examiner on August 2 and 3, 1994. Parties present at the proceeding were: NSCC, by Bruce Abe, Vice President of Administrative Services, and H.E. Choate Budd, Director of Facilities Planning and Operations; the Director, Department of Construction and Land Use, by Leigh Francis, Land Use Planning and Development Analyst; and the Citizen's Advisory Committee, by John Armstrong of the Department of Neighborhoods and Harry Schneider. Also present was David Barber, pro se, whose "notice of appeal", filed with the Office of Hearing Examiner on July 19, 1994, was treated as a motion for party status. Mr. Barber appeared both on his own behalf and on the behalf of the Licton Springs Community Council. Barry Samet of the Citizen's Advisory Committee presented a minority report from that Committee.

The record closed on August 10, 1994 with the receipt of a response from DCLU to a letter submitted by Mr. Barber.

After due consideration of the evidence presented by the applicant, the information provided by the DCLU report, the information provided by the Citizens' Advisory Committee, and all evidence from the public hearing, the following shall constitute the findings of fact, conclusions, and recommendation of the Hearing Examiner on this application.

Findings Of Fact

Location and Site Description

1. North Seattle Community College is located at 9600 College Way North, on the eastern edge of the Licton Springs neighborhood. The campus is bounded by College Way to the west, Interstate 5 to the east, North 92nd to the south, and North 103rd Street to the north.
2. The campus is 62 acres in size, and includes five buildings with approximately 700,000-gross-square feet of space, along with tennis courts, a playfield and accessory parking lots. This built area encompasses approximately 20.53 acres (approximately 33 percent lot coverage). Two areas at either end (north and south of) the campus are undeveloped and provide natural open space. The buildings include the Library Building, College Center, Instructional Building, Arts and Sciences Building and Technology Building.
3. There are currently 1,398 parking spaces on the campus in a mix of surface and structured lots.
4. The underlying zoning of the site is Lowrise One and Two (L-1 and L-2). Major Institution Overlay districts with three height limits (MIO 37', MIO 50' and MIO 105') also apply to the site. The area on the north end of the site from 103rd to 100th and from College Way to I-5 is zoned MIO-37'/L-3. The west half of the developed portion of the campus is zoned MIO-50'/L-3. The undeveloped south portion of the site, from College Way to Interstate 5 is zoned MIO-37'/L-1. The east side of the developed portion of the site is zoned MIO-105'/L-3.

In addition, the site is within the Northgate Overlay District, and is subject to the provisions of SMC Chapter 23.71.

5. Property west and south of the campus is zoned as Single Family and developed with single family residences. A majority of property north of the campus is zoned as Neighborhood Commercial with an 85-foot height limit (NC3-85') and developed with an apartment building. A portion of the property north of the site is zoned as Highrise.
6. Most of the property east of the campus across Interstate 5, is zoned commercial, with permitted heights ranging from 65 to 125 feet. Some portions of this property east of the campus are zoned as Lowrise 3, Lowrise 2, and Single Family.

Background

7. Constructed between 1968 and 1970, NSCC is one of three colleges comprising the Seattle Community College District VI. An important resource for Seattle citizens,

NSCC offers a variety of courses to satisfy a wide range of student interests. The four major instructional program areas are:

- Academic (e.g., college transfer)
- Basic Education (e.g., high school completion, ESL)
- Occupational Education (e.g., vocational/technical programs)
- Continuing Education (e.g., noncredit courses for personal and professional growth.

8. The college maintains an enrollment cap of 3,500 full-time equivalents (FTEs). Eighty-two percent of the students are part-time, with most taking one or two courses at a time. The enrollment cap is set by the State Legislature.
9. Approximately 9,000 students attend classes during the fall, winter and spring quarters, while some 4,500 attend the summer quarter. Of the 9,000 total students per quarter during the regular school year, approximately 7,000 students attend classes at the NSCC campus. Others attend classes at the Sand Point Community Education and Training Center or other off-site facilities.
10. About 63 percent of the students live within the college's service area, which extends from the ship canal to 145th Street, and from Puget Sound to Lake Washington.
11. The college employs a total staff of 475. About two-thirds of the staff work during the day, and one-third only at night.

The Master Plan -- History and Purpose

12. NSCC made formal application for its Major Institution Master Plan on November 26, 1991. A 10-member Citizen Advisor Committee (CAC) was appointed by the Seattle City Council.
13. As the lead agency, NSCC issued a Declaration of Significance regarding the proposal on December 20, 1991. A public meeting and Environmental Impact Statement (EIS) scoping hearing was held January 13, 1992. The draft EIS (DEIS) was published in October of 1992. A public hearing to take comments on the DEIS and the Master Plan was held October 20, 1992. The final EIS (FEIS) was published in August of 1993.
14. Because the FEIS was prepared for a program of development, rather than for site specific development, the analyses were necessarily on a general level. Additional SEPA review, whether through addenda, checklists or supplemental EIS's may be needed for individual projects, depending on whether the scope of anticipated environmental impacts exceeds those described in the FEIS, and whether proposed mitigation described in the FEIS is adequate.

15. The CAC met on a regular basis throughout the Master Plan process, and held three public meetings to obtain comments from neighbors in the surrounding community. The CAC commented on the scoping process, the DEIS, and the draft Director's report. Testimony on behalf of the CAC was also offered at the public hearing.

16. The overall purpose of the Master Plan is to provide a well-reasoned, long-range facility plan which is suited to the college's current goals and objectives, and which will guide both programmatic and capital planning decisions for the college, in conformance with the Major Institution Master Plan requirements of the City's Land Use Code. The Master Plan will establish the development standards and the general location and size of development, including associated improvements to mitigate potential impacts of the proposal over the next ten to fifteen years.

17. As set forth in its mission statement, NSCC is dedicated to the policies of openness, quality, and vision, and to various goals including providing an environment dedicated to excellence in teaching and learning, helping students fulfill their educational goals, and demonstrating leadership in a changing world.

Elements of the Proposal

18. The Master Plan outlines modernization and future development for the campus over the next 15 years. Major planning elements are the establishment of a clearly defined campus, functional organization of core and parking facilities, and planned expansion. Proposed development, all within the major institution boundaries, will add approximately 86,000 net new square feet to the existing campus development. Given the enrollment cap, the proposed new buildings are not intended to accommodate additional students, but to better serve the existing enrollment.

19. Development can be divided into a number of phases, each with several components as set forth below. The various areas of the campus referred to as Areas A, B, C, etc. are shown on a map attached to the end of this recommendation marked as Exhibit A.

Phase I (1994-1996):

Construct Physical Education Building. Restripe existing parking lot to offset loss of parking spaces due to construction. Total parking decreases by 14 spaces.

Required detention for the Physical Education building will be provided in conjunction with Areas A and B. Estimated completion date: December, 1994.

Area A: Construct a new campus access to North 92nd Street (opposite Corliss Avenue) at the south end of campus. Construct detention facilities at south end of new campus road.

Area B: Construct a new 137-space parking lot west of the new access to 92nd Street (Area A). Storm water will be controlled by detention facilities to be located at the northwest end of Areas B and C.

Area C: Construct a new 126-space parking lot east of the new access to 92nd Street (Area A). The Final Master Plan (page 41) notes that due to the uncertainty of the bidding market and the limitations of current funding levels, this development may be deferred until Phase II. Storm water will be controlled by detention facilities to be located at the northwest end of Areas B and C.

Phase II (1997-1999):

Construct Multi-Purpose Building. Parking supply remains unchanged. The Master Plan notes that increased storm water is expected to be minimal, and detention improvements of Areas A and B or Areas C, D, and E will be sufficient to accommodate any increase in storm water flow.

Area D: Expand an existing parking area in the southeast campus corner by 206 spaces. Based on the conceptual storm water plan, increased storm water flows from the west half of this area will be controlled by detention facilities located at the northwest boundary of this area. Storm water flows from the east half of this area would be controlled by detention facilities provided at the northeast end of this area or by the facilities provided in Area A.

Area E: Expand an existing surface parking area in the northwest campus corner by 96 spaces. According to the conceptual storm water plan, detention would be provided at the Sub-Basin D outfall, which is under 100th Avenue and drains to the surge pond.

Area F/G: Regrade and resurface east parking lot. The total parking supply for these two areas decreases by 274 spaces. Based on the conceptual storm water plan, the necessary storm water facilities would be provided in Area E.

Phase III (1999):

Athletic Field: A new athletic field would be constructed at the south end of campus. Storm detention facilities not required; volume of runoff to wetland to remain unchanged.

20. The Master Plan also identifies locations for two possible future buildings, an International Education Building and an Instruction Computer Center, though no funding for those structures is currently available. Construction of these buildings would require amendments to the Master Plan.

21. The Land Use Code (Section 23.69.033) allows some development by major institutions prior to approval of a Master Plan. In June of 1993, NSCC applied for a Master Use Permit (MUP) #9302750 for a Physical Education building. DCLU has approved this MUP, and construction of the building is under way.
22. Development pursuant to the Master Plan would meet underlying structure height, setback, and lot coverage standards. Structure width, depth and modulation standards in the Master Plan are tailored to the distance of buildings from College Way and the single family neighborhood west of the campus.
23. The Master Plan includes a nature trail along the eastern portion of the site. The DCLU report notes that this trail generally conforms to the urban trail system shown in the Northgate Plan.
24. The Master Plan includes a Transportation Management Plan (TMP), which provides recommendations to improve utilization of public transit systems, promote carpooling, bicycling and other alternative modes of transportation, and minimize peak load congestion. As stated in the Master Plan, the overall objective of the TMP is to "minimize the number of single occupant vehicle (SOV) trips to and from NSCC and to encourage the use of alternative modes of travel, such as transit, carpooling, or bicycling."
25. The Master Plan calls for modifications to the Land Use Code standards for parking supply and location, and proposes a modification to the Code's SOV reduction goal. Traffic and Parking are discussed in greater detail below.
26. Landscaping guidelines included in the Master Plan call for plantings to provide shade, maintain a natural setting, provide visual relief and provide pedestrian safety. Selected landscape materials are to be drought-tolerant, easily maintainable and irrigated with low-volume, drip and micro-spray systems. In areas to be preserved in their natural state, plantings are to enhance wildlife habitat.
27. The Master Plan also includes guidelines for open space and buffers, pedestrian circulation, and vehicular and bicycle access and circulation. Provisions are also made for improvements to existing storm water runoff detention facilities, as well as for new the detention facilities.
28. DCLU conducted an extensive review of the proposed Master Plan and on June 30, 1994 issued its analysis. Finding that the Master Plan was generally consistent with the Major Institution Code and Policies, and with the Northgate Comprehensive Plan, the Department recommended approval, but proposed a number of conditions. The College generally agreed with the DCLU conditions. However, at the public hearing, it took issue with the conditions related to parking charges, a possible shuttle to the Northgate Park and Ride, and to the new access off of North 92nd Street.

29. The CAC too generally approved of DCLU's analysis and conditions, but also expressed concern at the public hearing about DCLU's position regarding parking charges. Mr. Barber, and the witnesses called by him, felt that the proposed Master Plan, and the DCLU conditions, were inadequate in addressing the parking and traffic issues associated with the College. Mr. Samet joined in the concern about parking, and also discussed the location of the parking lot proposed for Area D.

30. Because the only disagreement with the Master Plan and with the DCLU Analysis and Recommendation registered at the public hearing dealt with traffic and parking issues, the remainder of these findings focuses on those issues. The DCLU report offers a comprehensive overview of the Master Plan, including landscaping, wetlands, wildlife, and development standards, and should be referred to for additional information on those matters.

Traffic and Parking

Existing Parking Supply and Demand

31. NSCC presently has 1,398 parking spaces, including 1,314 unrestricted spaces, 19 disabled spaces and 65 restricted spaces (that is, not available to students between 7:30 AM and 5:00 PM). These spaces are primarily available in the exterior parking lots on the north, east and west sides of the campus buildings, and in underground parking areas below four of the campus buildings.

32. The Land Use Code sets both minimum and maximum requirements for NSCC's parking supply. Based on Code formulas for determining parking requirements for major institutions, 779 is the maximum number of spaces permitted. With 1398 spaces, NSCC currently exceeds the maximum code allowance for parking by 619 spaces. [See the first two paragraphs of Section VI.B on p. 48 of the Master Plan for the computation of this number.]

33. The hours of peak parking demand for the college are between 9:00 and 11:00 AM and between 7:00 and 8:00 PM. Spillover parking on neighboring streets is 313 vehicles at the AM peak and 183 at the PM peak. These numbers from the DEIS, p.3-74, reflect parking during the Spring term. Parking demand is greater during the Fall Term. A mode split survey included in Appendix C of the FEIS indicates a current parking demand of up to 2,085 spaces, or 687 more than currently provided.

34. The north-south streets most heavily affected by the spillover parking are College Way North, and Wallingford and Densmore Avenues North. The east-west streets most affected are North 92nd, 95th, 97th, and 100th. On-street parking utilization on some of these streets exceeds 100 percent at peak hours. [See Figure 16, p. 3-70, of the DEIS.] This heavy parking results in congestion, blocked driveways, and impaired visibility.

35. A recent survey showed that the unrestricted, on-site spaces have a utilization rate of 112 percent. However, even when campus lots are not full, students park in the neighborhood. Table 9, page 3-68, and Table 11, page 3-18, of the DEIS indicate that

in the evening 7-8 PM hour, only 962 of the 1398 parking spaces on the campus were utilized, but there were 183 student vehicles parking off campus.

36. There are 62 on-street parking spaces located on the north side of N. 92nd Street, along the southern boundary of the college. There are another 37 spaces located along N. 100th Street east of College Way.

37. To the Licton Springs Community Council, the College's neighbors, and to members of the CAC, reducing student parking on neighborhood streets is the most important goal of the Master Plan process.

38. Providing additional on-site parking is one way to reduce on-street parking. Four areas of the campus (B-E as shown on Figure 14, page 42 of the Master Plan addendum) involve additions or improvements to existing parking lots, or the development of new lots. Two areas (F and G) involve the reduction of parking in existing lots.

39. When Phase 1 is completed in the fall of 1994, there will be 1686 spaces on the campus. When Phase 2 is completed in the fall of 1998, the parking supply will total 1689 spaces, or 291 more spaces than exist today. This amount of parking exceeds the 135 percent maximum permitted in the Land Use Code. [See SMC 23.54.016.C.4 set forth in Finding #78]

40. The additional 291 parking spaces represent a reduction from the 529 originally requested in the DEIS. This reduction is based on revised parking demand information provided in Appendix C of the FEIS, which projects that peak parking demand in 1999 will be 1689 spaces. This projection is based on the College meeting its TMP goals for reducing the use of SOVs.

41. Faculty and staff must purchase a parking permit in order to park on campus. It is the only employer in the area to charge for parking.

42. Students pay parking fees ranging from \$7.25 to \$21.75 per quarter, depending on the number of credits for which they are enrolled. While low in absolute terms, the parking fees charged by the Seattle Community College District are the highest in the State.

43. The existence of parking fees is the reason why at least some of the students and staff choose to park off-site and use on-street parking.

Existing traffic conditions

44. The peak traffic generation hours for NSCC are 9-10:00 AM and 7-8:00 PM. This is outside the typical peak traffic hours. Traffic volumes are not expected to increase with Master Plan implementation.

45. A description of streets in the NSCC vicinity and their classifications are included in the DEIS (pages 3-54 to 3-57).
46. Level of service (LOS) is used to evaluate and quantify operating conditions and traffic congestion at intersections. LOS values range from LOS A, indicating free-flowing traffic, to LOS F, indicating extreme congestion and long vehicle delays. The Seattle Engineering Department (SED) considers LOS E to be the minimum acceptable.
47. The existing PM peak hour LOS at five intersections in the NSCC vicinity were analyzed (pages 3-77 to 3-80 of the DEIS). The analysis indicated that most intersections currently operate at LOS C or better. Portions of one intersection operate at an unacceptable level of service. The northbound, southbound and westbound legs of the Northgate Way/Meridian intersections currently operate at an LOS of F. The overall LOS at this intersection, however, is currently operating at LOS E.
48. The traffic study did not analyze the intersection of Wallingford Avenue N. and N. 90th Street, which is regulated by stop signs. Mr. Barber testified that on week-day mornings, traffic on Wallingford Avenue can back up so badly as to make it difficult for homeowners along that street to enter it from their driveways. The DEIS does include information for the intersection of Wallingford and N. 92nd. During the PM peak hour, that intersection operates at LOS B.
49. Traffic on Wallingford Avenue N. has increased in recent years, at least in part due to new traffic controls on Meridian Avenue N.
50. NSCC is served by two METRO transit routes, Nos. 16 and 62. At the peak hours for NSCC (9-10:00 AM and 7-8:00 PM, transit headways exceed 15 minutes in each direction. Bus service is expected to improve somewhat over the next few years with the implementation of the Northgate Comprehensive Plan.
51. The Northgate Transit Center is located across the freeway from NSCC, on 1st Avenue North between North 100th and North 103rd Streets. Nine transit routes serve the transit center. However, there is no convenient METRO connection between the center and NSCC, and the distance between the two (approximately 10 blocks) discourages walking.
52. Northwest Hospital currently operates a transit shuttle to the Northgate Transit Center. This shuttle costs the Hospital approximately \$54 per hour. A shuttle service for NSCC, to be effective, would need to run from 6:30 AM to 10:30 PM on each instructional day. Thus, using the Northwest Hospital shuttle as a guide, it could cost over \$150,000 per year to provide shuttle service.
53. DCLU and SED both recommend that NSCC add a transit shuttle provision to its TMP in order to allow students and staff to utilize the Transit Center.
54. The construction of the P.E. and Multipurpose buildings is not expected to result in population increases for students, faculty or staff (DEIS, p. 3-76).

55. By 1999, when expansion as described in the Master Plan is expected to be complete, traffic volumes at all but the Northgate Way/Meridian intersection are expected to continue to operate at LOS C or better (see Table 14 on page 3-79 of the DEIS). Because the peak hour for the college (7:00-8:00 PM) is at a different time than the commute PM peak hour (4:00-6:00 PM), and because expansion at the college is not expected to result in traffic generation increases, no increase in traffic volumes which affect LOS is expected to occur.

Access off N. 92nd

56. Construction of a new access driveway off of North 92nd Street is planned in Phase 1A. This new access point, located at the southeast corner of the campus, will alter the distribution of traffic throughout the neighborhood. Traffic using the Northgate exit from Interstate 5 can be expected to use this driveway, reducing the amount of traffic along College Way.

57. The LOS along the portion of N. 92nd where the driveway would be located is currently at level A.

58. SED has suggested several street improvements as part of Master Plan approval. At the new North 92nd Street access, SED would like to see approach and exit lanes to mitigate traffic impacts of the new access road, with an approach lane east of the proposed access of at least 150 feet in length and with a taper back to the bridge over Interstate 5. SED is also concerned that the exit lane west of the proposed access be designed to accommodate turns by articulated buses.

59. DCLU has recommended a condition requiring that plans for approach and exit lanes be submitted to SED prior to the issuance of a MUP for driveway construction.

60. The College's traffic expert acknowledged the need to ensure that buses could easily turn out of the new driveway, but disputed the need for an approach lane, noting the good level of service that exists on North 92nd.

The Northgate Comprehensive Plan

61. The Northgate Comprehensive Plan was adopted by the City Council in July of 1993. Development standards generated from the Northgate Plan are currently incorporated into the Land Use Code as Chapter 23.71.

62. Implementation Guideline 6.1 of the Northgate Plan calls for the adoption of TMPs in order to reduce the number of single occupant vehicle (SOV) trips generated by new development (SMC 23.71.018). The TMPs are to include measures likely to achieve goals for incremental reductions of commute trips in the years 1995, 1997 and 2000, provisions for annual progress reports, and a set of actions which may be taken if

TMP components are not met. Substantial progress toward TMP goals is to be demonstrated prior to issuance of subsequent permits for development on a site.

63. The Northgate Plan encourages the use of public transit and provides that new development should occur where there is access to transit.

64. Implementation Guideline 9.3 (SMC 23.71.016 G) limits the number of surface parking spaces. As applied to NSCC campus, this standard would allow the first 350 new or reconfigured spaces to be in surface parking, but would require that the remainder be in structured parking. Because the Master Plan involves extensive reconfiguration of existing parking, as well as the creation of 291 new spaces, satisfaction of this standard by NSCC would require the construction of a parking structure with approximately 900 spaces.

65. The College has requested a modification to this development standard pursuant to the provisions of the Major Institution Ordinance (SMC 23.69.030(B)). The CAC and DCLU concurred with the modification request, noting that the College is an institution with the primary purpose of providing educational and job training opportunities, and funds which might be directed toward this purpose should not be used for structured parking. DCLU and the CAC also agreed that the Master Plan promotes other goals expressed in the Northgate Plan. These include provision of a TMP to promote the range of transportation alternatives and retention of a significant amount of open space (approximately 62 percent of the campus area).

66. The surface parking proposed would be screened from nearby residential properties. Pedestrian trails and walkways would be provided to ensure separation between pedestrians and vehicles, and existing nonconforming parking lots would be brought up to Code standards with landscaping as well as surface water drainage detention and water quality systems.

67. Implementation Guideline 10.4 calls for traffic circulation to be directed onto arterials to protect neighborhoods from avoidable intrusions of through traffic.

68. NSCC's driveways on College Way North, and the proposed new driveway on North 92nd, all open onto arterials.

The TMP

69. As noted above, the Master Plan includes a TMP. That TMP, under its standard implementation requirements, includes a Transportation Coordinator, periodic promotional events; a commuter information center on the campus; a ride match service; periodic travel mode split surveys; site improvements for student carpool and vanpool spaces; and periodic reporting on the TMP. Discretionary program components in the TMP include discounted carpool and vanpool parking; preferential carpool parking; restructured SOV parking rates; a guaranteed ride home program for those using

alternative modes of transportation; showers and locker rooms for such commuters; and periodic free parking for non SOV commuters.

The FEIS notes (page 3-12) that the Master Plan encourages transit access by providing a transit stop for use by METRO on the campus and providing a transit subsidy for students as a part of the TMP. The College already provides transit subsidies to faculty and staff.

70. In regard to transit subsidies and SOV parking rates, the TMP in the Master Plan provides as follows (Master Plan, p. 54):

Transit Subsidy. NSCC will continue subsidizing the cost of faculty and staff transit passes at a maximum of \$21 per month. Future increases in the maximum allowable subsidy that is tax deductible will be reflected in the amount that NSCC subsidizes this program. This program will also be implemented for students. This would be implemented by offering subsidized transit passes only to students that request a pass.

SOV Parking Rates. Parking rates for SOVs will be restructured to make parking fees competitive with the *unsubsidized* (emphasis added) cost of riding transit. At minimum, SOV parking rates will be regularly increased by the Consumer Price Index. NSCC is currently the only employer in the Northgate area that charges for parking.

71. Condition 1.a of the Director's Analysis and Recommendation, calls for the rate for transit subsidies and for SOV parking to be structured "such that the monthly and quarterly costs to commute by transit is less than the cost to park an SOV on campus." At hearing, NSCC responded that it did not believe that the cost of parking should be raised above the *subsidized* cost of a METRO pass.

72. In order to meet its goal of making education accessible to all, it is important to NSCC that all of its fees be as low as possible.

73. In addition to the modification to the Northgate Plan requirement regarding the quantity of surface parking referred to above (Findings 64 & 65), NSCC requests two Land Use Code modifications for its TMP.

74. First, the College requests a modification to the general TMP goal of reducing by 50 percent the percentage of faculty, staff and/or students who commute by SOV during the peak period. The College proposes this modification to conform to the goals of the Northgate Area Comprehensive Plan, which call for incremental reductions of 15 percent by 1995, 25 percent by 1997 and 35 percent by 1999 from the existing 1990 SOV base rate of 85 percent for the Northgate area. Under this proposal, SOV utilization in 1999 would be 55 percent, as opposed to the 50 percent generally required for major institutions.

75. NSCC currently has an overall SOV utilization of 73 percent; the goal for 1995 would call for an SOV utilization rate of 72 percent.

76. Second, the College proposes to exceed the maximum number of parking spaces permitted by the Land Use Code by an additional 291 spaces.

77. Providing more parking and reducing the SOV goal will result in more SOV trips to the College than would otherwise be permitted. For that reason, DCLU and SED believe that the TMP should include the following additional incentives for using forms of commuting other than the SOV:

1. The TMP should structure the rate for transit subsidies and SOV parking such that the monthly and quarterly cost to commute by transit is less than the cost to park an SOV on campus. [As proposed, the TMP would provide that parking rates for SOVs will be restructured to make parking fees competitive with the unsubsidized cost of riding transit.]
2. To provide better access to transit and to encourage higher transit use, the College should be responsible for providing a shuttle to the Northgate Transit Center.

78. The CAC expressed concern that tying disincentives to SOV parking (i.e., increased parking fees) would promote SOV parking in the neighborhood. Specifically, the Committee felt that the addition of only 291 spaces on the campus, combined with raising parking fees to a rate higher than the cost of a transit pass, would exacerbate the existing problem of students parking in the neighborhood.

79. At one point, the CAC considered calling for a freeze on the granting of construction permits if overflow parking was not reduced by 50 percent. However, this language was removed from the ultimate CAC report.

80. One element included in the proposed TMP is a possible Residential Parking Zone in the area west of the campus. While DCLU testified that parking in that area is best accomplished by an RPZ, many residents have not, to date, favored the creation of an RPZ. If one is to be created, the residents, as represented by the Licton Springs Community Council, feel that the College should pay any associated fees. The TMP provides that the RPZ would be funded by NSCC.

Location of Parking

81. In his testimony, Mr. Samet argued that the parking proposed for Area D should be moved to the east side of Area C in order to put it further away from the residences on the west side of College Way.

82. The proposed location in Area D is closer to more of the college than is the east side of Area C. Indeed, much of the area east of Area C is more than 800 feet away from the college buildings, a distance inconsistent with the Northgate Plan (SMC 23.71.008.C).

83. Because the south end of the college is somewhat elevated above the level of College Way, any parking in that location will be somewhat hidden from the street and from residences across the street, even before the installation of landscaping.

Code Provisions

84. The framework policy for Major Institution Master Plans is included in Resolution 28081:

The City of Seattle places a high value on its hospitals and higher educational facilities. Institutions containing these facilities provide needed health and educational services to the citizens of Seattle and the region. They also contribute to employment opportunities and to the overall diversification of the city's economy. However, when located in or adjacent to residential and neighborhood commercial area, the activities and facilities of major institutions can have negative impacts such as traffic generation, loss of housing, displacement of neighborhood-serving businesses and incompatible physical development.

The intent of these policies is to balance the public benefits of the growth and change of major institutions with the need to maintain livability and vitality of adjacent neighborhoods.

85. Implementation Guideline 5, Master Plan Evaluation, in Resolution 28081, again calls for this balance, as follows:

A determination shall be made that the proposed development and changes represent a reasonable balance of the public benefits of development and change with the need to maintain livability and vitality of adjacent neighborhoods. Consideration shall be given to:

- 1. The reasons for institutional growth and change, the public benefits resulting from the proposed new facilities and services, and the way in which the proposed development will serve the public purpose mission of the major institution, and*
- 2. The extent to which the growth and change will significantly harm the livability and vitality of the surrounding neighborhood.*

An assessment shall also be made of the extent to which the major institution, with its proposed development and changes, will address the City's health policies and

human services goals, including the provision of medical services to low-income people.

86. SMC 23.54.016.C.4 includes the following language:

Through the process of reviewing a transportation management program in conjunction with reviewing a master plan, the Council may approve in excess of one hundred thirty-five percent (135%) percent of the minimum requirements for long-term parking spaces, or may increase or decrease the stated fifty percent (50%) SOV goal, based upon the major institution's impacts on traffic and opportunities for alternative means of transportation. The following factors to be considered include:

- a. Proximity to a street with fifteen (15) minute transit service headway in each direction;*
- b. Air quality conditions in the vicinity of the major institution;*
- c. The absence of other nearby traffic generators and the level of existing and future traffic volumes in and through the surrounding area;*
- d. The patterns and peaks of traffic generated by major institution uses and the availability or lack of on-street parking opportunities in the surrounding area;*
- e. The impact of additional parking on the major institution site;*
- f. The extent to which the scheduling of classes reduces the transportation alternatives available to students and faculty or the presence of limited carpool opportunities due to the small number of employees; and*
- g. The extent to which the major institution has demonstrated a commitment to SOV alternatives.*

87. SMC 23.71.016.G sets forth parking location and access standards for development in the Northgate Overlay District. Subsection 2 provides that when more than 200 new parking spaces are to be provided, 75 percent should be accommodated either below grade or in above grade structures.

88. SMC 23.71.006 provides that ". . . where a conflict exists between the provisions of this chapter [Ch. 23.71, the Northgate Overlay District] and Chapter 23.69, Major Institution Overlay District, the provisions of Chapter 23.69 take precedence, provided that the major institution may be granted an exception pursuant to SMC Section 23.71.026."

89. SMC 23.69.028.A provides, in part, as follows:

A master plan may modify the following:

1. *Any development standard of the underlying zone, including structure height up to the limit established by the Major Institution Overlay District;*

* * *

4. *Single occupancy vehicle goals and maximum parking limitations.*

Conclusions

1. The jurisdiction of the Hearing Examiner in this matter is pursuant to Chapters 23.69 and 23.76, SMC.
2. NSCC's mission statement and objectives, noted above, constitute its public purpose mission as envisioned by the Major Institution policy. The pursuit of this mission creates a credible need for expansion.
3. The Director's Analysis and Recommendation provides a comprehensive overview of the proposed Master Plan. As indicated above in the Findings, a number of important matters are covered in that report that are not reviewed here. To the extent that a subject is reviewed in the DCLU report that is not included here, the Hearing Examiner adopts the DCLU conclusions and recommendations regarding that subject.
4. The Major Institution Policies (Resolution 28081) call for a balancing between the public benefits of development and change with the need to maintain livability and vitality of adjacent neighborhoods. The Purpose and Intent section of the Major Institution Ordinance (SMC 23.69.002) calls for a similar balancing test. As noted in the Findings, the most difficult balancing issue for NSCC is that of traffic and parking.
5. In reference to all of the traffic and parking issues set forth below, one point that must be remembered is that this Master Plan anticipates no increases in enrollment or in staffing levels. Accordingly, the Master Plan is expected to result in no increased parking demand or traffic congestion. As such, there are, with the exception of the new access on North 92nd, no project-related impacts requiring mitigation. Instead, the traffic and parking related proposals included in the Master Plan are meant to address existing problems.

Requested waivers

6. In order to be approved, the Master Plan must be consistent with (1) Major Institution policies, (2) the Major Institution Land Use Code standards, and (3) the

Northgate Comprehensive Plan. As discussed in the Findings, the College's Master Plan includes requests for waivers from three parking related standards:

1. The Northgate Plan provision limiting the amount of surface parking (SMC 23.71.016.G.2);
2. The SOV reduction goal of the Major Institution Code (SMC 23.54.016.C.1); and
3. The Land Use Code limitation on the amount of on-site parking at a major institution (SMC 23.54.016.A).

Surface parking quantity waiver

7. SMC 23.69.028 makes it clear that a master plan may override standards established by the underlying zoning. Thus, the City Council may, through its adoption of a master plan, override the provisions of the Northgate Overlay District which would, in this case, require the construction of a 900-space parking garage.

8. As concluded by both DCLU and the CAC, the request for a waiver from the requirement that the College provide an additional parking structure is justified. Not only will the additional surface parking proposed in the plan not be obtrusive to the neighborhood, but the waiver will allow the school to devote its resources to its open space and educational goals. While providing for additional surface parking, the Plan still calls for the college to retain and enhance its wetland areas as called for by the Critical Areas Ordinance, and to bring nonconforming parking lots into conformance with landscaping and pedestrian standards. The Master Plan is, moreover, consistent with other applicable components of the Northgate Plan.

Fifty percent SOV waiver

9. The College's request to modify the 50 percent SOV goal is also well founded. Transit service to the College is not as good as is found at many of the City's other major institutions such as those on First and Capitol Hills and at the University of Washington. Moreover, given that so many of the students and staff at NSCC are adults who are attending classes part-time, it is understandable that many of them depend on their own vehicles. The 55 percent SOV rate requested is consistent with the SOV rate in the Northgate Plan, and may itself represent an ambitious target.

Additional Parking

10. That the College should be allowed to provide parking in excess of that generally allowed under the terms of SMC 23.54.016.A was uncontested by any party involved in the formation and review of the Master Plan. Rather, the question centered around how many extra spaces the College should provide.

11. As set forth in the Findings, the College originally proposed the creation of over 500 new spaces. This number found general favor in the neighborhood, but was objected to by SED and DCLU, both of which were concerned that the provision of large amounts of additional parking would encourage greater use of SOVs.

12. There is a legitimate frustration on the part of NSCC's neighbors with the DCLU and SED position, as large amounts of additional parking would appear to provide the quickest solution to the use of the neighborhood streets by NSCC students and staff. However, limiting the increase to 291 spaces is likely to be the better long-term solution.

13. The biggest problem with providing the amount of parking originally proposed is that it could work to undermine the TMP by making it easier for people to commute to the campus by SOV. This, in turn, would contribute to additional vehicle trips both within the Licton Springs neighborhood and within the Northgate area generally. This would be at odds with the Major Institution policies, the Northgate Comprehensive Plan, and the City's SEPA policies, all of which seek to decrease traffic by encouraging the use of alternatives to SOVs.

14. Moreover, the number of spaces that are still proposed will provide some immediate relief. The DEIS found an overflow of 313 cars during the Spring semester, and while this number is higher during the Fall, the 291 new spaces would, in the context of stable enrollment at NSCC, be of substantial benefit.

15. The Findings note that at one point the CAC considered recommending that the Plan be conditioned to require that if parking in the adjoining neighborhood was not reduced by at least 50 percent, there should be a freeze on building permits. Such a condition is unnecessary. Based on the information in the Draft and Final EIS, if the goals of the TMP are satisfied, total college parking demand will be satisfied, on-site, with the provision of the 291 new spaces. If the TMP goals are not being satisfied, the Land Use Code itself provides DCLU the authority to deny development permits. SMC 23.54.016.C.6.c.

16. Moreover, a condition requiring a freeze on building permits would be unfair to NSCC. Even if the college were to provide its original 529 spaces, and even if the TMP were still to meet its SOV goals, there can be no assurance that some people associated with NSCC won't continue to choose to park on the street, whether for reasons of cost, convenience, perceptions of safety, or some other reason. As noted in the findings, there is parking on the streets around NSCC even when there is space in the lots. A permit freeze would be even more unfair in the context of the fact that none of the proposed development is expected to result in any increased parking demand.

17. The only way to ensure that students and staff do not use the on-street parking is to implement an RPZ. The creation of an RPZ is one of the possibilities provided for in the TMP, and should be seen as the ultimate step to control the NSCC neighborhood parking problem. As noted, the TMP provides that it would be funded by NSCC.

Location of Parking

18. The parking proposed for Area D should not be moved to the west of Area C. Area D is a more convenient location, and, when landscaped, will not be obtrusive either to the residences across the street, or to persons driving on College Way N.

N. 92nd Street Access

19. NSCC's objection to the DCLU condition regarding this access was based on information about SED's desire for exit lanes and acceleration lanes. However, it was unclear at the hearing that SED and NSCC were in significant dispute regarding the design of this access point. The DCLU condition, as written, requiring that NSCC submit engineered plans to SED for the approach and exit lanes prior to issuance of a MUP for the driveway, is sufficiently broad to allow for further discussion. The final word, however, on roadway improvements associated with the access must remain with SED.

SOV Parking Rates

20. The College's current position that parking rates should *not exceed* the cost of *subsidized* transit passes represents a shift from what is reflected in the TMP, where parking fees were to be made competitive with the *unsubsidized* cost of riding transit. Obviously, a parking fee competitive with the unsubsidized cost would be substantially higher than one that equates to the subsidized cost.

21. DCLU Condition 1.a requires that the TMP be amended to ensure that the cost to park an SOV on campus be *more* than "the cost to commute by transit". Given the wording of the condition, the College and the Department are not far apart: the College does not want the cost of parking to exceed the cost of transit, the Department wants it to cost more, but does not say by how much. The difference between these two positions could literally be pennies.

22. It is important to remember that because students now receive no transit subsidy, their current cost of using transit substantially exceeds the cost of parking on-campus. The adoption of the student transit subsidy, with or without a change to parking rates, results in a important change to this cost imbalance. On that basis, the College is correct to emphasize the importance of ensuring that the people who do drive do not have undue incentives to park off-site. Thus, while the DCLU condition need not be modified, the premium for parking on-site over the cost of transit should, for the time being, be minimal. If, over the next few years, the TMP goals are not being met, it may be appropriate to adjust the parking fees upwards.

Shuttle

23. A shuttle to the Northgate Transit Center from the campus would provide access between the campus and other central points in the City, and could be useful in helping NSCC to achieve its TMP goals. On that basis, DCLU's condition making the shuttle a part of the College's TMP is valid and appropriate. However, in light of the fact that the College is already within one percent of satisfying its 1995 SOV reduction goals, it need not be initiated at this time. Satisfaction of the 1997 goals, on the other hand, will almost surely require implementation of shuttle service by NSCC unless, in the meantime, METRO initiates a comparable service.

Traffic


24. It was suggested by Mr. Barber and the Licton Springs Community Council that this Master Plan proposal should be remanded for the preparation of additional parking and traffic studies. There is no need for such a remand. The Draft and Final EIS's, and the supplement to the EIS, provided abundant traffic and parking information, and the fact that information is not provided about one intersection is not enough to justify a remand, especially when one considers that the development envisioned under the Plan will result in no increased traffic. On the other hand, there is an ongoing need for the College (and other large employers in the area), the City, and the neighborhood to work together to address parking and traffic issues. The additional parking proposed in this Master Plan, combined with the TMP, will serve as a useful step in this process.

Recommendation

The Hearing Examiner recommends that the NSCC Major Institution Master Plan, as conditioned by DCLU, be APPROVED, subject to the following provisions regarding Condition 1.a of the Director's Analysis and Recommendation:

1. For the first two years of TMP implementation, SOV parking rates should not be set substantially higher than the subsidized cost of commuting by transit. The rates may be adjusted thereafter if SOV reduction goals are not being satisfied.
2. The shuttle should not be required until 1997.

Entered this 8th day of September, 1994.


Guy E. Fletcher
Deputy Hearing Examiner

Regarding Further Consideration

Pursuant to SMC 23.76.054 provides that any person substantially affected by a recommendation of the Hearing Examiner may submit a petition in writing to the City Council requesting further consideration. The petition must be submitted within fifteen (15) days after the date of mailing of the recommendation of the Hearing Examiner, and be addressed to:

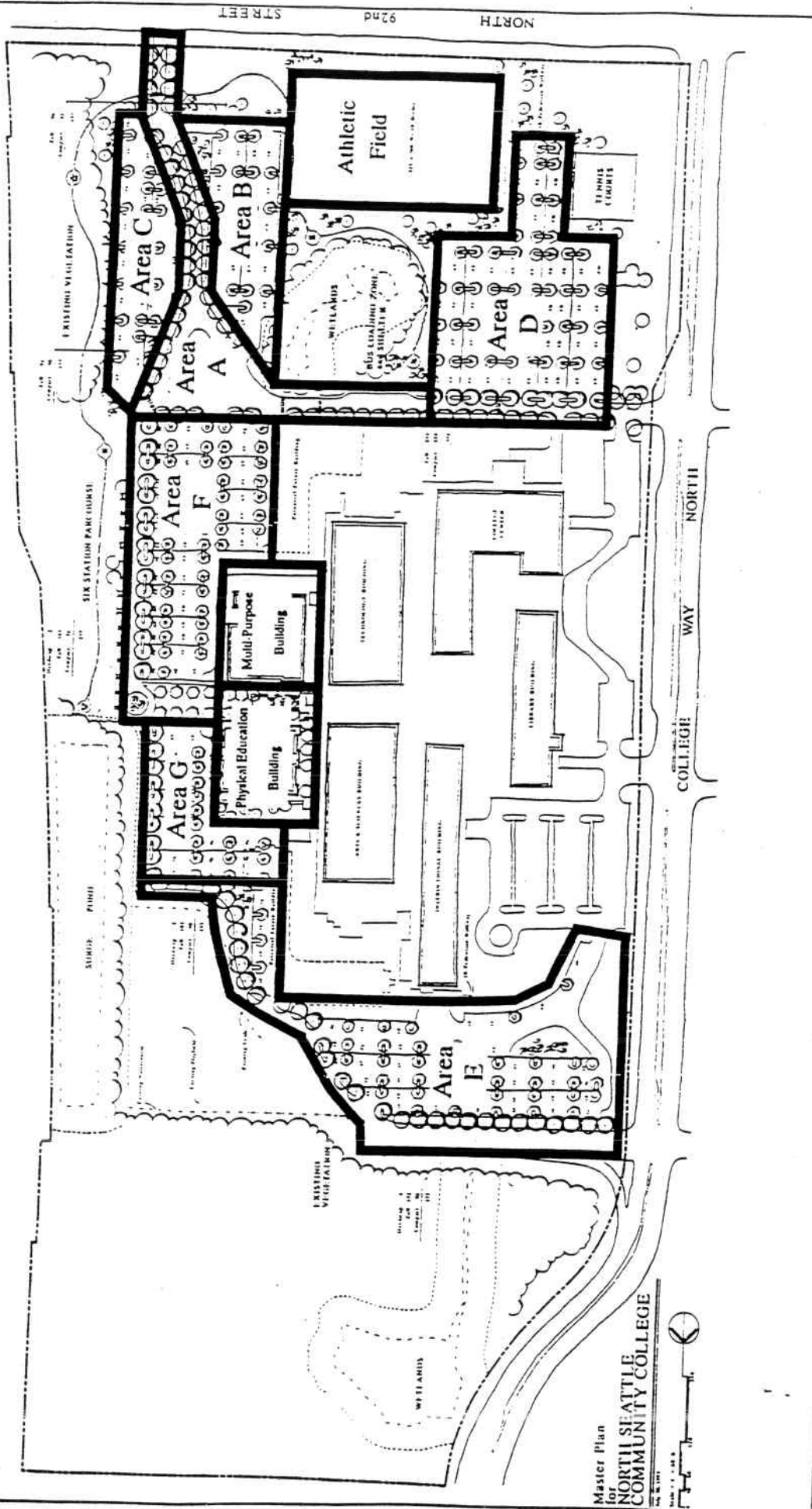
Seattle City Council, Planning and Regional Affairs Committee
c/o Seattle City Clerk
First Floor, Municipal Building
600 Fourth Avenue
Seattle, WA 98104

The request for further reconsideration shall clearly identify specific objections to the Hearing Examiner's recommendation, facts missing from the record, and the relief sought.

If there is no request for further consideration, Council action shall be based on the record established by the Hearing Examiner. (SMC 23.76.054.D)

The City Council Committee noted above should be consulted for further information on the Council review process.

EXHIBIT A



Master Plan
for
NORTH SEATTLE
COMMUNITY COLLEGE
DATE: 11-1984

Revision 3/31/94

NORTH SEATTLE COMMUNITY COLLEGE Major Institution Master Plan

Figure 14
Development Areas Plan

ANALYSIS AND RECOMMENDATION OF THE DIRECTOR OF THE
DEPARTMENT OF CONSTRUCTION AND LAND USE

NORTH SEATTLE COMMUNITY COLLEGE
ANALYSIS AND RECOMMENDATION OF THE DIRECTOR
OF THE DEPARTMENT OF CONSTRUCTION AND LAND USE

Application Number: 9105167
Applicant Name: Choate Budd for North Seattle Community
College
Address of Proposal: 9600 College Way North

SUMMARY OF PROPOSED ACTION

Council land use action for the designation of a Major Institution Master Plan (MIMP) for North Seattle Community College.

The following Master Use Permit components are required:

Master Plan - Adopt a Major Institution Master Plan
(Chapter 23.69, Seattle Municipal Code).

SEPA - Environmental Determination
(Chapter 25.05 Seattle Municipal Code).

SEPA DETERMINATION: Exempt DNS EIS*

 DNS with conditions

 DNS involving non-exempt grading
 or demolition or involving another
 agency with jurisdiction

* The FEIS was published in August of 1993. North Seattle Community College was the lead agency.

PURPOSE OF THIS REPORT

This report is the Director's analysis and recommendation on the North Seattle Community College (NSCC) Master Plan. The report considers the recommendations of the Citizen's Advisory Committee (CAC), the environmental analyses and comments in the limited scope EIS, the adopted policies and regulations of the Seattle Land Use Code, Chapter 23.69, and other sections of the Land Use Code as applicable.

This report is divided into six sections. Section I includes background information on the project, including application history, a description of the project site, the CAC and a summary of public comment. Section II identifies the project sponsor's goals, needs, and objectives. Section III discusses Master Plan program elements. Section IV includes an analysis of the master plan compliance with the major institution framework policy. Section V discusses impacts and the Department of Construction and Land Use (DCLU) recommendations. Section VI includes a summary and recommendations in the form of a list of conditions.

I. BACKGROUND

A. Procedural Issues

NSCC made formal application for its Major Institution Master Plan (MIMP) on November 26, 1991. A 10-member CAC was appointed by the Seattle City Council. As the lead agency NSCC issued a Declaration of Significance regarding the proposal on December 20, 1991. A public meeting and Environmental Impact Statement (EIS) scoping hearing was held January 13, 1992. The draft EIS (DEIS) was published in October of 1992. A public hearing to take comments on the DEIS and MIMP was held October 20, 1992. The final EIS (FEIS) was published in August of 1993. The CAC meetings continued throughout this process.

B. Site Description

The 62-acre NSCC campus, located within the Licton Springs neighborhood, is bounded by College Way to the west, Interstate 5 to the east, North 92nd to the south, and North 103rd Street to the north. The campus includes five buildings with approximately 700,000-gross-square feet of space, along with tennis courts, a playfield and accessory parking lots. This built area encompasses approximately 20.53 acres (approximately 33 percent lot coverage). Two areas at either end (north and south of) the campus are undeveloped as natural open space. The buildings include the Library Building, College Center, Instructional Building, Arts and Sciences Building and Technology Building. There are currently 1,398 parking spaces on the campus in a mix of surface and structured lots. The surface parking surrounds the existing buildings, and covered parking is underneath the existing structures.

There are two underlying Lowrise-zone districts (L 1 and L 3) and Major Institution Overlay districts with three height limits (MIO 37', MIO 50' and MIO 105') on the site. The area on the north end of the site from 103rd to 100th and from College Way to I-5 is zoned as MIO-37'/L-3. The west half of the developed portion of the campus is zoned as MIO-50'/L-3. The undeveloped south portion of the site, from College Way to Interstate 5 is

zoned as MIO-37'/L-1. The east side of the developed portion of the site is zoned as MIO-105'/L-3.

C. Vicinity

Property west and south of the campus is zoned as Single Family and developed with single family residences. A majority of property north of the campus is zoned as Neighborhood Commercial with an 85-foot height limit (NC3-85') and developed with an apartment building. A small portion of the property just north of the site is zoned as Highrise. A majority of property east of the campus east of Interstate 5, is zoned commercial, with a mix of heights, including 125 feet, 85 feet, and 65 feet. Some portions of this property east of the campus are zoned as Lowrise 3, Lowrise 2, and Single Family. The commercially-zoned property is developed with commercial buildings, and the residentially-zoned property, including that zoned as single family, is developed with multiple family buildings.

D. Public Comment

Written comments were received from the public during the review process. Issues mentioned in written and/or oral comments include traffic, parking, noise, and air quality.

E. Citizen's Advisory Committee

The CAC met on a regular basis throughout the Master Plan process, and held three public meetings to obtain comments from neighbors in the surrounding community. The Committee commented on the scoping process, the DEIS, and the draft Director's report.

The CAC strongly supported as much new parking as possible on the campus. Committee members also called for improved storm water drainage and detention systems, and for protection of existing wetlands on the site.

The Committee had several comments on the draft Director's recommendation. These comments are included in this report, but can be summarized here. The Committee called for Seattle Engineering Department (SED)-approved detailed erosion and drainage control plans for new buildings and parking lots; for drainage from existing and proposed new parking lots to be designed to substantially decrease runoff into the surge pond during large storms; and for buffers around wetlands to be clearly defined and protected beginning at the time construction activities begin. The Committee also opposed construction of a trail connecting the NSCC campus to the east side of Interstate 5. Regarding parking, the Committee believes that the number of parking spaces proposed with the Master Plan, combined with components of the Transportation Management Plan (TMP) designed

to discourage driving to and parking on the campus, will not produce a reduction in off-site parking on local streets in the Licton Springs neighborhood west of the campus. The Committee called for the Code-required annual Master Plan report to include information on the amount of student parking on streets in the Licton Springs neighborhood, and for a TMP goal to be established which would make substantial progress toward discouraging parking off-campus permanently.

F. Prior Approvals

The Land Use Code (Section 23.69.033) allows some development for major institutions prior to approval of a Master Plan. In June of 1993, NSCC applied for a Master Use Permit (MUP) #9302750 for a Physical Education building. DCLU has approved this MUP and construction of the building is under way.

II. GOALS, NEEDS AND OBJECTIVES

A. Purpose of the Major Institution Master Plan (MIMP)

The overall purpose of the NSCC MIMP is to provide a well-reasoned, long-range facility plan which is suited to the college's current goals and objectives, and which will guide both programmatic and capital planning decisions for the college, in conformance with the MIMP requirements of the City's Land Use Code. The MIMP will establish the development standards and the general location and size of development, including associated improvements to mitigate any potential impacts of the proposal over the next ten to fifteen years.

B. Mission

The Final Master Plan includes a mission statement for the institution. A portion of that statement is as follows:

Openness: We welcome all students because we believe the college is enriched by diversity. Therefore, we strive to reduce barriers to access and success. We provide programs and support services to women and men of all cultures, races, ages and economic circumstances. We help students succeed through careful assessment of their academic proficiency, advising them to developmental studies and other directly to their chosen programs.

Quality: We offer comprehensive programs of distinction in adult basic education, development education, college transfer, occupational education and retraining, and continuing education. We teach courses, both traditional and innovative, that challenge students to high levels of academic achievement. We respond to changing expectations for our students through ongoing assessment

of the effectiveness, timeliness and suitability of our courses and services.

Vision: We provide education leadership in an international city of growing global importance. We promote professional growth and renewal essential for a vital, forward-looking staff. We seek additional funding to assure adequate future resources for instruction, services and equipment.

The NSCC Mission Statement declares the following institutional goals as a commitment of their knowledge and energy to programs distinguished by openness, quality and vision.

- NSCC will create an environment dedicated to excellence in teaching and learning.
- NSCC will help students fulfill their educational goals.
- NSCC will create a climate that affirms and endorses our diversity.
- NSCC will demonstrate leadership in a changing world.
- NSCC will establish effective governance through open communication at all levels of the college community.
- NSCC will institute a strategic planning process to assure the best use of human, fiscal, and material resources.

III. MASTER PLAN ELEMENTS

A. Proposal

The proposal is to adopt a MIMP for NSCC. The proposed development, all within the major institution boundaries, will add, over 15 years, approximately 86,000 net new square feet to the existing campus development. Development can be divided into two phases, each with several components as follows:

Phase I (1994-1996):

Construct Physical Education Building. Restripe existing parking lot to offset loss of parking spaces due to construction. Total parking decreases by 14 spaces. Required detention for the Physical Education building will be provided in conjunction with Areas A and B. Estimated completion date: December, 1994.

- Area A: Construct a new campus access to North 92nd Street (opposite Corliss Avenue) at the south end of campus. Construct detention facilities at south end of new campus road.
- Area B: Construct a new 137-space parking lot west of the new access to 92nd Street (Area A). Stormwater will be controlled by detention facilities to be located at the northwest end of Areas B and C.
- Area C: Construct a new 126-space parking lot east of the new access to 92nd Street (Area A). The Final Master Plan (page 41) notes that due to the uncertainty of the bidding market and the limitations of current funding levels, this development may be deferred until Phase II. Stormwater will be controlled by detention facilities to be located at the northwest end of Areas B and C.

Phase II (1997-1999) :

Construct Multi-Purpose Building. Parking supply remains unchanged. The Master Plan notes that increased stormwater is expected to be minimal, and detention improvements of Areas A and B or Areas C, D, and E will be sufficient to accommodate any increase in stormwater flow.

- Area D: Expand an existing parking area in the southeast campus corner by 206 spaces. Based on the conceptual stormwater plan, increased stormwater flows from the west half of this area will be controlled by detention facilities located at the northwest boundary of this area. Stormwater flows from the east half of this area would be controlled by detention facilities provided at the northeast end of this area or by the facilities provided in Area A.
- Area E: Expand an existing surface parking area in the northwest campus corner by 96 spaces. According to the conceptual stormwater plan, detention would be provided at the Sub-Basin D outfall, which is under 100th Avenue and drains to the surge pond.
- Area F/G: Regrade and resurface east parking lot. The total parking supply for these two areas decreases by 274 spaces. Based on the conceptual stormwater plan, the necessary stormwater facilities would be provided in Area E.

Phase III (1999):

Athletic Field: A new athletic field would be constructed at the south end of campus. Storm detention facilities not required; volume of runoff to wetland to remain unchanged.

Construction of an International Education Building and Instruction Computer Center, potential future phases included in the Master Plan, will depend on future funding and State Legislature approvals. An amendment to the Master Plan will also be required.

Development on the NSCC campus would meet underlying structure height, setback, and lot coverage standards. Structure width, depth and modulation standards in the Master Plan are tailored to the distance of buildings from College Way and the single family residential neighborhood west of the campus. The Master Plan proposes architectural styles, exterior materials and colors, and relationships between buildings which are consistent with the existing architecture of the college to ensure a consistent theme throughout the campus. Building facades are to be varied to provide visual interest, and main entries to buildings are to be easily identifiable to students and campus visitors.

Landscaping guidelines call for plantings to provide shade, maintain a natural setting, provide visual relief and provide pedestrian safety. Selected landscape materials are to be drought-tolerant, easily maintainable and irrigated with low-volume, drip and micro-spray systems. In area to be preserved in their natural state, plantings are to enhance wildlife habitat.

The Master Plan also includes guidelines for open space and buffers, pedestrian circulation, and vehicular and bicycle access and circulation. Improvements to existing stormwater runoff detention facilities, as well as new the detention facilities, are discussed in Section V below under **Water Quality and Drainage**.

The Northgate Comprehensive Plan was adopted by the City Council in July of 1993. Development standards generated from the Northgate Plan are currently part of the Land Use Code as Section 23.71. An analysis of the Northgate Plan's development standards as they apply to NSCC Master Plan is included in Section V below, under **Land Use**.

The Master Plan proposes modifications to Land Use Code standards for parking supply and location, and proposes a modification to the TMP goal of the Land Use Code. These modifications are discussed in section V below, under **Land Use and Parking**.

C. Transportation Management Plan (TMP)

The Master Plan includes a TMP, which provides recommendations to improve utilization of public transit systems, promote carpooling, bicycling and other alternative modes of transportation, and minimize peak load congestion. As stated in the MIMP, the overall objective of the TMP is to " minimize the number of single occupant vehicle (SOV) trips to and from NSCC and to encourage the use of alternative modes of travel, such as transit, carpooling, or bicycling." The intent of the TMP is to meet its goal by encouraging students, staff, and employees to use alternatives to the SOV. These alternatives include use of transit, carpools and vanpools and are described together as high-occupancy vehicles (HOV). The Master Plan proposes modifications to the TMP goals of the Land Use Code. These modifications are discussed in Section V below, under **Parking**.

The existing campus buildings, parking lots, walkways, plazas, roads and sports facilities cover approximately 20.53 acres, or 33 percent of the site. The Master Plan calls for undeveloped portions of the site currently in a natural state at the north, south and east edges of the campus, to be preserved. Natural open space areas are to include trails to allow for educational and public use, and for trails to be developed in such a manner as to minimize disruption to the wetland and natural open space areas. Naturally vegetated or landscaped perimeter buffers, with a minimum width of 10 feet, are to be provided around the entire campus. Naturally vegetated buffers are to be emphasized over landscaped buffers. Landscaped and outdoor athletic field areas are to be available for use by students, staff, and campus visitors.

E. Energy and Utilities

The increased development proposed in the Master Plan may increase demands on public services and utilities. The condition and capacities of systems is expected to be adequate. No major changes in infrastructure are planned. Utility improvements will be completed as required for each project.

F. Street and Alley Vacations

No streets, alleys or rights-of-way are proposed.

G. EIS Alternatives

The following is a brief description of the alternatives contained in the EIS.

1. *Design Alternative:*

This alternative includes the same development elements as the proposed action, but with each of the buildings located on the west side of the campus, west of the Library and Instructional buildings. Figure 4, page 2-8 of the DEIS depicts this alternative. The Physical Education and Multi-Purpose buildings would replace the existing West Parking Lot and landscape areas.

In locating buildings closer to College Way North, this alternative would concentrate the new buildings closer to the residential neighborhood west of College Way and would result in a campus with a more urban character. The athletic field would be in the southeastern portion of the site, as under the proposed action. Additional parking would be provided in the east and southern portions of the site. An additional site access road would be provided from 92nd Street North (directly opposite Corliss Avenue). No wetland fill would be required.

2. *No Action*

Under this alternative, no additional square footage beyond what now exists would be constructed. The current parking spillover of 309 spaces at the AM peak hour would remain. Views of the site would remain unchanged.

IV. CONSISTENCY WITH FRAMEWORK POLICY

The framework policy for Major Institution Master Plans is included in Resolution 28081:

The City of Seattle places a high value on its hospitals and higher educational facilities. Institutions containing these facilities provide needed health and educational services to the citizens of Seattle and the region. They also contribute to employment opportunities and to the overall diversification of the city's economy. However, when located in or adjacent to residential and neighborhood commercial area, the activities and facilities of major institutions can have negative impacts such as traffic generation, loss of housing, displacement of neighborhood-serving businesses and incompatible physical development.

The intent of these policies is to balance the public benefits of the growth and change of major institutions with the need to maintain livability and vitality of adjacent neighborhoods.

Implementation Guideline 5, Master Plan Evaluation, in Resolution 28081, again calls for this balance, as follows:

A determination shall be made that the proposed development and changes represent a reasonable balance of the public benefits of development and change with the need to maintain livability and vitality of adjacent neighborhoods. Consideration shall be given to:

- 1. The reasons for institutional growth and change, the public benefits resulting from the proposed new facilities and services, and the way in which the proposed development will serve the public purpose mission of the major institution, and*
- 2. The extent to which the growth and change will significantly harm the livability and vitality of the surrounding neighborhood.*

An assessment shall also be made of the extent to which the major institution, with its proposed development and changes, will address the City's health policies and human services goals, including the provision of medical services to low-income people.

The Master Plan states that the lack of a health and fitness program has been noted in accreditation evaluations; thus the need for the Physical Education building. The Master Plan also notes that the proposed Multi-Purpose building would offset or eliminate several deficiencies in the existing facilities, including necessary space for basic skills programs, child care facilities and vocational education programs. An expanded discussion of the need for the Multi-Purpose Building is included on page 19 of the Final Master Plan.

NSCC's mission statement and objectives, noted above, constitute its public purpose mission as envisioned by the Major Institution policy. With these statements, NSCC demonstrates that it has credible need for expansion.

The proposed expansion on the NSCC campus does create adverse environmental impacts, including, during construction, traffic, parking, solid waste and noise impacts, as well as an increased potential for erosion. Over the long term, there will be an increased potential for runoff, as well as increased light and glare. In performing the required balancing of institutional and public benefit versus livability of the adjacent neighborhood, DCLU must explore reasonable means of satisfactorily mitigating

adverse impacts in order to recommend approval of the proposed Master Plan. The remainder of this report is dedicated to a discussion of adverse impacts resulting from institutional growth and change, and exploring mitigating measures -- all of which will enable the final balancing to be performed and recommended action made.

V. IMPACTS

A. Introduction

The Final Environmental Impact Statement (FEIS) was published in November of 1992.

The FEIS contains a summary of the Plan's adverse environmental impacts.

Since the FEIS was prepared for a program of development, rather than for site specific development, the analyses were necessarily on a general level. Additional SEPA review, whether through addenda, checklists or supplemental EIS's may be needed for individual projects, depending on whether the scope of anticipated environmental impacts exceeds those described in the FEIS, and whether proposed mitigation described in the FEIS is adequate. A separate environmental review was conducted for the Physical Education building (MUP #9302750). This discussion encompasses the impacts of PE building construction, as well as construction of all other Master Plan phases.

The NSCC Master Plan outlines modernization and future development for the campus over the next fifteen years. The plan will be effective for the fifteen year period following adoption. Major planning elements are clearly laid out, such as establishment of a well defined campus, functional organization of core and parking facilities, and planned expansion. Many of the changes are beneficial to the institution, community and the city. However, despite the benefits of development proposed in the Master Plan, several issues remain which require extended consideration, including construction, land use, and parking impacts. The following is a discussion of these and other issues.

B. Construction Impacts

The following temporary or construction-related impacts are expected: increased dust and other emissions such as vehicle exhaust; tracking of mud onto adjacent streets during excavation; increased noise from construction operations and equipment; occasional street or sidewalk closures; and consumption of energy from both renewable and non-renewable sources. These impacts are not considered significant because they are temporary and/or

minor in scope. Although not significant, they are adverse, and some mitigation is warranted as specified below.

Several City codes and/or ordinances apply to the proposal and, in most cases, will provide adequate mitigation for the identified impacts. Specifically these are: the Grading and Drainage Control Ordinance (stormwater runoff, temporary soil erosion, dust); the Street Use Ordinance (tracking of mud onto public streets, and obstruction of rights-of-way during construction); and the Noise Ordinance (construction noise). Construction impacts related to parking, air quality, erosion, drainage, noise and energy warrant further discussion. These impacts are discussed under the individual sections, below.

C. Land Use

In order to be approved, the Master Plan must be consistent with (1) Major Institution policies, (2) the Major Institution Land Use Code standards, and (3) the Northgate Comprehensive Plan. The Northgate Plan, adopted by the City Council July 6, 1993, is the current underlying zone for NSCC. Master Plan code and policies overlay development standards established by the Northgate Plan. NSCC has proposed modifications to Land Use code standards for both parking supply and location. The parking supply issue is discussed in the **Parking** section. The parking location issue is discussed below.

Major Institution Policies and Ordinance: As noted above in Section IV, Major Institution Policies (Resolution 28081) call for a balancing between the public benefits of development and change with the need to maintain livability and vitality of adjacent neighborhoods. The Purpose and Intent section of the Major Institution Ordinance (SMC 23.69.002) calls for a similar balancing test. The major balancing issue for NSCC is that of parking, discussed below under **Parking**. In that section, conditions have been imposed to ensure that parking impacts to the neighborhood are minimized.

Northgate Comprehensive Plan: Chapter 3 (pages 3-11 to 3-13) of the FEIS includes an analysis of applicable Northgate Plan Implementation Guidelines. Subsequent to publication of the FEIS, several Northgate Plan elements were codified as Chapter 23.71 of the Seattle Municipal Code. The following supplements the FEIS analysis, noting applicable implementation guidelines in the Northgate Plan, as well as relevant sections of Chapter 23.71 of the Land Use Code. NSCC master plan consistency is noted. Where necessary, conditions of Master Plan approval are included to ensure this consistency. This section also includes a discussion of a request to modify a development standard.

Implementation Guideline 6.1 calls for a transportation management program for reducing the number of single occupant

vehicle (SOV) trips generated by new development (SMC 23.71.018). The TMP is to include measures likely to achieve goals for incremental reductions of commute trips in the years 1995, 1997 and 2000, calls for annual progress reports and specifies the contents of the reports, establishes actions which may be taken if TMP components are not met, and calls for substantial progress toward TMP goals to be demonstrated prior to issuance of subsequent permits for development on a site. NSCC has prepared a TMP for the Master Plan, as discussed below under **Parking**. The TMP will be subject to progress report and monitoring standards of the Northgate Plan.

Implementation Guideline 6.2 calls for establishment of a Transportation Management Association (TMA) so that employers, property owners developers, building owners, local government representatives and residents can work together to develop policies, programs and services to address local transportation problems, providing services directly to members. The Guideline includes basic functions of a TMA, which would, in NSCC's case, review the TMP on a regular basis to facilitate achievement of TMP goals. The FEIS notes (page 3-11) that NSCC supports establishment of a Northgate Area TMA and will work with the TMA in addressing local transportation issues.

Implementation Guideline 7.3 notes that development should be less than one-quarter mile from a transit stop. NSCC is within one-quarter mile of transit; however, the transit service provided has headways of more than 15 minutes during NSCC's peak hour. The FEIS notes (page 3-12) that the proposed Master Plan encourages transit access by providing a transit stop for use by Metro on the campus and providing a transit subsidy for students as a part of the TMP; and that NSCC will work with a TMA to address local transportation issues. NSCC requests modifications to the Land Use Code Major Institution requirements for meeting the TMP trip reduction goal and the maximum supply of parking spaces. DCLU and SED recommend that at the same time that these modifications are approved, NSCC include in its TMP a shuttle service to the Northgate Transit Center; and that the TMP provide a rate structure for transit and carpool subsidies and SOV parking rates that encourages commuting by transit or carpool.

Implementation Guideline 8.1 calls for development of a pedestrian circulation system, and *Guideline 8.3* calls for reducing pedestrian/vehicular conflicts. Interior block pedestrian connections between buildings of a substantial development and the adjacent public sidewalks are called for. Examples of appropriate interior block pedestrian connections are included in the Guideline. The Guidelines also call for enhancement of on-site pedestrian safety. Each site plan submitted for Master Use Permit approval must demonstrate compliance with each of these elements.

The Northgate Plan (page 32) also indicates an urban trail system. On the NSCC campus, the urban trail would run along Northeast 92nd and turns north to run along the east side of the site adjoining Interstate 5. A pedestrian crossing across Interstate 5 at NE 100th is indicated on the plan. The FEIS notes (page 3-12) that the nature trail proposed in the Master Plan for NSCC generally follows the urban trail mapped in the Northgate Plan, following NE 92nd Street and the eastern edge of the campus adjoining Interstate 5. Figure 12 of the FMIMP (page 39) indicates a six-station parcourse in the general vicinity of the Northgate Plan's recommended urban trail location. The FMIMP also notes (page 36) that the trail does not run as far north as the proposed grade-separated pedestrian crossing at Interstate 5, but could be connected to the crossing at the time that the crossing is constructed.

CAC Input: The Committee commented on the urban trail system proposed in the Northgate plan, and objected to tying the wetlands portion of the campus into the system. The CAC noted that it is inappropriate and undesirable to expose the surge pond wildlife to disruptions of increased foot traffic. Although the Northgate Plan indicates a trail adjoining the surge pond, and crossing Interstate 5 at NE 100th, it appears that the crossing could be moved south to prevent impacts to the surge pond area, yet join the North Seattle campus to the east side of Interstate 5.

Implementation Guideline 9.3 (SMC 23.71.016 G) limits the number of surface parking spaces. For the NSCC campus, the first 350 new or reconfigured spaces may be in surface parking, and the remainder must be in structured parking. In order to meet this development standard, approximately 900 spaces would need to be within a parking structure.

The College has requested a modification to this development standard. The Major Institution Ordinance (SMC 23.69.030(B)) calls for proposed modifications to be identified as well as for reasons for modification requests to be noted.

In its modification request, NSCC notes that as an institution, it is unique in the Northgate area. The vision of the Northgate Plan "is to transform a thriving but underutilized, auto-oriented office/retail area into a vital mixed-use center of concentrated development".... with"a range of transportation alternatives, include walking, bicycling, transit and automobile" (page 2). NSCC notes that the college is not an office/retail use; rather, its primary purpose is to provide educational and job training opportunities. Funds which might be directed toward educational goals would be instead used for structured parking. NSCC states that the proposed Multi-Purpose building and remaining site improvements may be canceled, due to the expected cost for structured parking. NSCC further notes that as

proposed, its Master Plan promotes other goals expressed in the Northgate Plan. These include provision of a TMP to promote the range of transportation alternatives noted in the vision statement; retention of a significant amount of open space (approximately 62 percent of the campus area); and provision of surface parking consistent with standards established in the Northgate Plan. The surface parking proposed would be screened from nearby residential properties, pedestrian trails and walkways would be provided to ensure separation between pedestrians and vehicles, and existing nonconforming parking lots would be brought up to Code standards with landscaping as well as surface water drainage detention and water quality systems. Finally, NSCC notes that the Master Plan as proposed in its current form is a negotiated compromise.

The modification request is justified. The College is unique in the Northgate area. It is a not for-profit educational institution, and its campus includes a substantial amount of open space with its wetlands and wooded areas. The Master Plan as proposed would allow the College to balance conflicting needs: to accommodate a limited amount of additional parking as requested by neighbors and the CAC; to retain and enhance its wetland areas as called for by the Critical Areas Ordinance; to bring nonconforming parking lots into conformance with landscaping and pedestrian standards; and to provide a Multi-Purpose building; thus enhancing its own educational goal. As noted above and throughout this Land Use section, the Master Plan would be consistent with other applicable components of the Northgate Plan. Finally, the argument of directing limited funds to educational and open space goals rather than to structured parking is valid.

Implementation Guideline 10.4 calls for traffic circulation to be directed onto arterials to protect neighborhoods from avoidable intrusions of through traffic. The exits from the NSCC campus, at College Way North and the proposed new exit at North 92nd, are all at arterioles.

Implementation Guideline 14.1 calls for a reduction of potential runoff into Thornton Creek. As noted below, under the discussion of Wetlands, Drainage and Water Quality, SED will require compliance with established surface water runoff standards, designed to comply with this guideline.

Implementation Guideline 15.4, regarding education, calls for NSCC to continue to play an important role as an educational and cultural resource for the Northgate area. With the Master Plan and its planned expansion for the Physical Education and Multi-Purpose buildings, NSCC appears to be meeting this standard. *Guideline 15.7*, regarding community facilities, calls for Major Institutions to include public access to certain facilities that benefit the general community, and for Master

Plans to identify public service aspects of the Institution's physical plan and programs. DCLU recommends that this information be added to the Master Plan.

DCLU Recommendation: As discussed above, DCLU recommends approval of NSCC's request for a modification to parking standards. With the recommendations for conditions listed in this section, land use policy impacts are considered to be mitigated. With the recommendations for conditions in the remaining sections of this report, other related impacts of this land use action are adequately mitigated. These recommendations are consistent with the authority granted in the SEPA Land Use policy (SMC 25.05.675.J), the Major Institution Ordinance (SMC 23.69) and the Major Institution Policies (Resolution 28081).

D. Parking

Existing Supply and Demand: At present, NSCC has 1,398 parking spaces, including 1,314 unrestricted spaces, 19 disabled spaces and 65 restricted spaces (that is, not available to students between 7:30 AM and 5:00 PM). These spaces are primarily available in the exterior parking lots on the north, east and west sides of the campus buildings, and in underground parking areas below four of the campus buildings.

The Land Use Code sets both minimum and maximum requirements for NSCC's parking supply. Based on Code formulas for determining parking requirements for major institutions, 779 is the maximum number of spaces permitted. With 1398 spaces, NSCC currently exceeds the maximum code allowance for parking by 619 spaces.

For the Master Plan, the existing campus peak hour parking demand was surveyed both on and off-campus. For the survey, peak hours were determined to be 9:00-11:00 AM and 7:00-8:00 PM. During the peak hour, spillover parking on neighboring streets is 313 vehicles at the AM peak and 183 at the PM peak.

Proposed Supply and Demand: As noted above, development under the Master Plan has been divided into eight areas. Four of these areas (B-E as shown on Figure 14, page 42 of the Master Plan addendum) involve additions or improvements to existing parking lots, or the development of new lots. Two areas (F and G) involve the reduction of parking in existing lots.

When Phase 1 is completed in the fall of 1994, there will be 1686 spaces on the campus. When Phase 2 is completed in the fall of 1998, the parking supply will total 1689 spaces. This amount of parking exceeds the 135 percent maximum permitted in the Land Use Code.

The additional 291 parking spaces are a reduction from the 591 originally requested in the DEIS. This reduction is based on revised parking demand information provided in Appendix C of the FEIS.

NSCC has prepared a Transportation Management Program (TMP) for Master Plan development. The TMP includes measures to encourage and facilitate the use of transportation modes other than single occupancy vehicles (SOVs). The goal is to reduce the number of single occupancy vehicle (SOV) trips to and from NSCC and to encourage the use of alternative modes of travel such as transit, carpooling, or bicycling. The TMP, under its standard implementation requirements, includes a Transportation Coordinator, periodic promotional events; a commuter information center on the campus; a ridematch service; periodic travel mode split surveys; site improvements for student carpool and vanpool spaces; and periodic reporting on the TMP. Discretionary program components in NSCC's TMP include discounted carpool and vanpool parking; preferential carpool parking; transit subsidies; restructured SOV parking rates; a guaranteed ride home program for those using alternative modes of transportation; showers and locker rooms for such commuters; and periodic free parking for non SOV commuters. Mitigation of traffic, air quality, noise, light, and safety associated with traffic from this project would come from the continued implementation of a TMP focused on reducing vehicle trips to and from the campus.

NSCC requests two additional Land Use Code modifications for its TMP. First, the College requests a modification to the code-required general TMP goal of reducing the percentage of faculty, staff and/or students who commute by SOV during the peak period to 50 percent or less. The College proposes this modification to conform to the goals of the Northgate Area Comprehensive Plan. These Northgate Plan goals call for incremental reductions of 15 percent by 1995, 25 percent by 1997 and 35 percent by 1999 from the existing 1990 SOV base rate of 85 percent for the Northgate area. The final SOV figure would be 55 percent of the proposed SOV reduction goal. The Land Use Code SOV reduction goal for Major Institutions is 50 percent. The College thus proposes to exceed the Land Use Code SOV standard by 5 percent.

Second, the College proposes to exceed the maximum number of parking spaces permitted by the Land Use Code by an additional 291 spaces.

The Code (SMC 23.54.016.C) includes provisions for modifying both the 50 percent goal and the maximum number of parking spaces. The Code discusses both short and long-term parking. The following is an analysis of factors to be considered by the Council in considering whether to approve these requested modifications.

In Section 23.54.016.C.4, the Code discusses long-term parking:

Through the process of reviewing a transportation management program in conjunction with reviewing a master plan, the Council may approve in excess of one hundred thirty-five percent (135%) percent of the minimum requirements for long-term parking spaces, or may increase or decrease the stated fifty percent (50%) SOV goal, based upon the major institution's impacts on traffic and opportunities for alternative means of transportation. The following factors to be considered include:

- a. Proximity to a street with fifteen (15) minute transit service headway in each direction;
- b. Air quality conditions in the vicinity of the major institution;
- c. The absence of other nearby traffic generators and the level of existing and future traffic volumes in and through the surrounding area;
- d. The patterns and peaks of traffic generated by major institution uses and the availability or lack of on-street parking opportunities in the surrounding area;
- e. The impact of additional parking on the major institution site;
- f. The extent to which the scheduling of classes reduces the transportation alternatives available to students and faculty or the presence of limited carpool opportunities due to the small number of employees; and
- g. The extent to which the major institution has demonstrated a commitment to SOV alternatives.

The following analyzes each of the standards noted above:

- a. As noted in the DEIS (page 3-64), NSCC is served by two Metro transit routes, No. 16 and 62. At the peak hours for NSCC (9-10:00 AM and 7-8:00 PM, as noted on Table 12, page 3-74 of the DEIS), transit headways exceed 15 minutes in each direction.
- b. As noted in the transportation section of the Master Plan (page 3-76), existing traffic volumes generated by NSCC are not expected to increase in the future as a result of the proposed action; therefore, air quality is not expected to deteriorate with MIMP implementation.

- c. Major traffic generators in the area include Northwest Hospital, north of the College approximately one mile; and Northgate Mall, northeast of the College approximately 1.5 miles. While these traffic generators are in the NSCC vicinity, they are accessible by only two transit routes. Northwest Hospital currently operates a transit shuttle to the Northgate Transit Center, south of the mall. DCLU and SED are recommending that NSCC add a transit shuttle provision to its TMP; however, the class scheduling and part-time status of many students are reasons to also support the requested modifications.
- d. As noted, the peak traffic generation hours for NSCC are 9-10:00 AM and 7-8:00 PM. This is outside the typical peak traffic hours. As also noted, traffic volumes are not expected to increase with MIMP implementation. Although on-street parking is available west of the College in the Licton Springs neighborhood, neighbors and members of the CAC have indicated that reducing student parking on neighborhood streets is one of the most important goals of the Master Plan process. Providing additional on-site parking is one way to reduce on-street parking. (DCLU and SED recommend that to achieve this goal, NSCC also add elements to its TMP, as discussed below.)
- e. A phased parking plan noted on Page 42 of the FMIMP indicates that there is space available on the campus for the proposed parking.
- f. The DEIS notes (pages 3-82-3-83) that the majority of students and faculty members attend NSCC on a part time-basis, and that classes are scheduled during the non-peak morning (9 AM to 1 PM) and evening hours (7:00 PM to 9:30 PM). With transit headways at more than 15-minute intervals, this option becomes less viable for part-time NSCC users.
- g. NSCC's TMP indicates a commitment to SOV alternatives. DCLU recommends conditions to strengthen the TMP to encourage additional HOV use.

In Section 23.54.016.C.5, the Code addresses short-term parking. In general, the College does not distinguish between short-and long-term parking. NSCC students may take one or several classes. Similarly, faculty may teach one or several courses. The nature of the services thus generates short-term parking demand.

Based on the above analysis it appears that there are extenuating factors which support the College's requests to both modify the 50 percent SOV goal and allow the additional parking. Transit service to the College is not as convenient as it would be were

NSCC in a more central location, particularly at the College's peak hours, which are not at the typical commute hours. In addition, space is available on the campus for the additional parking requested. In addition, the 55 percent SOV rate requested is consistent with the SOV rate in the Northgate Plan.

While these factors support the requested modifications, the Code calls for the Director to also evaluate opportunities for alternative means of transportation. Providing more parking and reducing the SOV goal will result in more SOV trips to the College than would otherwise be permitted.

DCLU and SED believe that the TMP can best work if additional incentives for using forms of commuting other than the SOV are provided. As noted above, the Master Plan policies and Land Use Code ordinance on major institutions call for a balancing test between the public benefits of growth and change of the major institution with the need to maintain livability and vitality of adjacent neighborhoods. In order to achieve this balance, additional incentives should be provided. In addition, the SEPA Parking policy (SMC 25.05.675.M) notes that it is the City's policy to minimize or prevent adverse parking impacts associated with development projects. To meet the balancing test and minimize adverse parking impacts, DCLU and SED recommend that the TMP for NSCC include the following elements to encourage alternative means of transportation:

1. The TMP notes (page 53, FMIMP), that parking rates for SOVs will be restructured to make parking fees competitive with the unsubsidized cost of riding transit. The TMP should structure the rate for transit subsidies and SOV parking such that the monthly and quarterly cost to commute by transit is less than the cost to park an SOV on campus, .
2. To provide better access to transit and to encourage higher transit use, the College should be responsible for providing a shuttle to the Northgate Transit Center. As noted in the TMP (page 48, FMIMP), there are nine transit routes providing service to the Transit Center. The transit center is considered to be too far to walk from NSCC. A shuttle linking the College and Transit Center would provide access to many more transit routes. The College should be responsible for ensuring that such a shuttle is provided. A shuttle link to the Northgate Transit Center should be added as a discretionary component of the TMP.

Construction Parking: During construction of each project, parking demand will increase due to additional demand created by construction personnel and equipment. To avoid parking impacts during construction, DCLU recommends that NSCC be required to designate an on-site parking area for construction personnel and equipment. This area shall not be part of the required parking

for students, faculty or staff. If such a location is not available, an off-site parking area, not required for another use, shall be designated. If off-site parking is utilized, a bus shall be used to transport workers to and from the construction site. (This was also a condition of physical education building MUP approval.)

CAC Comment: The CAC noted that student parking in the residential neighborhood west of the College is of prime importance to the Licton Springs neighborhood adjoining the campus. The Committee has indicated its position that measures to reduce SOV use as recommended in this report are not adequate, and that tying disincentives to SOV parking on campus will serve to promote SOV parking in the neighborhood. Specifically, the Committee's position is that the addition of only 291 spaces on the campus, combined with raising parking fees to be set at a rate higher than the cost of a transit pass, will exacerbate the existing problem of students parking in the neighborhood. The Committee encourages the City to relax the restriction on the number of new parking spaces permitted on the campus, and suggests that the TMP include a goal of permanently reducing parking in the neighborhood.

DCLU and SED cannot support an increase in parking over the 291 additional spaces on the NSCC campus, for several reasons. First, information provided by the College indicates that during the peak hour, the demand is 291 spaces. (Surveys conducted indicate that 360 vehicles parked in the neighborhood. Space for approximately 70 vehicles is available on streets adjoining the campus, leaving a demand for 291 spaces.) If these spaces are provided for on the campus, additional parking spaces are not warranted. Second, parking in the neighborhood can be restricted through a residential parking zone (RPZ). This would discourage anyone who does not have a parking sticker (which would be available only to residents) from parking on streets around the College. (Related to this is information presented in the DEIS which indicates that even when campus lots are not full, students park in the neighborhood. Tables 9, page 3-68 and 11, page 3-18 of the DEIS indicate that in the evening 7-8 PM hour, only 962 of the 1398 parking spaces on the campus were utilized, but there were 183 student vehicles parking off campus.) Third, the price of transit can be structured such that it is a viable alternative to using an SOV. An abundance of low-cost parking spaces encourages SOV commuting and would work against meeting the SOV reduction goal. A system like the University of Washington "U-Pass" would be the most efficient way to provide transit passes for all. Fourth, a shuttle to the Northgate Transit Center from the campus would provide access between the campus and other central points in the City. In summary, if parking is provided on the campus to meet peak demand, with a disincentive to park in the neighborhood (an RPZ), and with financial and convenience incentives to taking transit provided,

SED and DCLU believe that the recommendations indicated herein will substantially alleviate the parking problem in the adjoining neighborhood.

DCLU Recommendation: As discussed above, DCLU recommends approval of NSCC's requests for modifications to the maximum number of parking spaces and to the 50 percent SOV goal. DCLU also recommends that to supplement these modifications, the TMP be revised in two ways. First, the TMP should include a rate for transit subsidies and SOV parking such that the monthly and quarterly costs to commute by transit is less than the cost to park an SOV on campus. Second, a transit shuttle should be added to the TMP. These recommended conditions are imposed per the authority of the SEPA Parking policy and the Major Institution policies and ordinance noted above.

In order to minimize parking impacts during construction, DCLU recommends that construction parking not be permitted in existing parking areas, on neighborhood streets, or in other required parking areas. This condition is imposed per the authority granted in the SEPA construction impacts policy (SMC 25.05.675.B).

E. Traffic

A traffic impact analysis was prepared for the proposal and is incorporated by this reference in the project file. This study was required to define the level of transportation impacts associated with the proposal alone and cumulatively with other projects being proposed for the same vicinity.

Existing conditions: A description of streets in the NSCC vicinity and their classifications are included in the DEIS (pages 3-54 to 3-57). Existing daily and PM peak hour traffic volumes were obtained and level of service at key intersections was calculated. Level of service (LOS) is used to evaluate and quantify operating conditions and traffic congestion at intersections. LOS values range from LOS A, indicating free-flowing traffic, to LOS F, indicating extreme congestion and long vehicle delays. The Seattle Engineering Department considers LOS E to be the minimum acceptable. For all way, stop-sign controlled intersections, LOS is not specifically defined; therefore, a table correlating volume-to-capacity ratios to LOS volumes was used to define all-way stop-sign controlled intersection LOS.

The existing PM peak hour LOS at five intersections in the NSCC vicinity were analyzed (pages 3-77 to 3-80 of the DEIS). The analysis indicated that most intersections currently operate at LOS C or better. Portions of one intersection operate at an unacceptable level of service. The northbound, southbound and westbound legs of the Northgate Way/Meridian intersections

currently operate at an LOS of F. The overall LOS at this intersection, however, is currently operating at an acceptable LOS E.

Impacts: The DEIS notes (page 3-76) that with construction of the PE and Multipurpose buildings as proposed in the Master Plan, population increases are not expected for students, faculty or staff.

The TMP, required as part of the Master Plan process, will help reduce SOV commuters to the College. The TMP is described in more detail under **Parking**, above.

With construction of the new access to North 92nd Street planned in Phase 1A, the distribution of traffic throughout the neighborhood will be altered. Traffic using the Northgate exit from Interstate 5 can be expected to use this entrance to the College, reducing the amount of traffic along College Way.

SED has recommended several street improvements as part of Master Plan approval. At the new North 92nd Street entrance, SED calls for an approach and exit lanes to mitigate traffic impacts of the new access road. The approach lane east of the proposed access should be at least 150 feet long, with a taper back to the bridge over Interstate 5. The exit lane west of the proposed access must be designed to accommodate articulated bus turns out of the new access. Construction of the approach and exit lanes will require new paving and curbs located approximately 22 feet from the right-of-way center line. If a new bus stop is located west of the proposed access, an exit lane approximately 100 feet long is necessary. In addition, signs should be installed at the vacated North 95th and North 100th Streets identifying these vacated streets as private roads. All existing traffic signs on these vacated streets should include language indicating that the roads are College-owned and maintained, and should provide a College telephone number for maintenance and repair.

By 1999, when expansion as described in the Master Plan is expected to be complete, traffic volumes at all but the Northgate Way/Meridian intersection are expected to continue to operate at LOS C or better. Table 14 on page 3-79 of the DEIS describes project LOS. Because the peak hour for the college (7:00-8:00 PM) is at a different time than the commute PM peak hour (4:00-6:00 PM), and as expansion at the college is not expected to result in future traffic generation increases, no increase in traffic volumes which affect LOS is expected to occur. Therefore, no mitigation for long-term traffic impacts is necessary.

During Construction: Construction traffic has the potential to affect surrounding neighborhoods. The SEPA policy at 25.05.675.B

allows the Director to impose measures to mitigate for transportation impacts during construction. Construction phase transportation plans will be required with each phase of construction.

DCLU Recommendation: Consistent with the SEPA Construction Impacts policy, DCLU recommends that NSCC provide construction transportation plans for each proposed phase.

F. Earth

Portions of the NSCC campus are located within environmentally critical areas. There are wetlands on three areas of the site, a surge pond adjoins Interstate 5 east of the existing parking lot and playfield east of the Arts and Sciences building, and there are steep slope areas on other isolated portions of the site. (Wetlands are discussed in more detail in the following section, **Water Quality and Drainage.**)

The proposed construction of buildings would result in the excavation of earth to construct foundations. The design and construction of new buildings must comply with the requirements of the Uniform Building Code to ensure non-hazardous excavation. Compliance with the Grading and Drainage Ordinance will ensure containment of storm water runoff from exposed soils during and after construction.

For the PE building, a soils report was submitted (Shannon and Wilson, June, 1992) which identified characteristics of the subsurface under the PE building and included recommendations for construction. DCLU's Quality Control section reviewed the geotechnical report and found it to be in substantial compliance with City standards for development. Two conditions of project approval were imposed to ensure minimal impact. First, potential impacts to adjacent structures and properties due to pile driving are to be identified. Second, if driven piles are to be used, a program to monitor the adjacent building settlement is to be submitted to the DCLU Quality Control group for review. These conditions were added to PE building approval.

For any subsequent building or parking lot, a detailed drainage and erosion control plan would need to be developed and approved by SED. Individual conditions of approval will be imposed per the SEPA Earth policy (SMC 25.05.675.D).

CAC Input: The CAC called for a requirement that soils conditions be reported for all construction sites under the master plan. Per the SEPA policy, a soils report by a qualified soils engineer must be submitted and approved for the proposed multi-purpose building. Should the College wish to use information in the soils report for the physical education

building, the report may need to be supplemented with additional information for site-specific conditions related to the multi-purpose building.

The CAC also called for detailed erosion control and drainage plans to be approved by SED for subsequent building or parking lot. As noted above, this is a requirement.

DCLU Recommendation: No further conditions are recommended.

G. Wetlands, Water Quality and Drainage

Existing Conditions: As noted, there are three wetlands and a surge pond on the NSCC campus. A wetland assessment conducted for the DEIS (Raedeke Associates, September 1992) indicated that the three wetlands can be characterized as follows: Wetland 1, at 0.68 acres, is in the extreme northwest corner of the property. Wetland 2, at 0.6 acres, is located in a topographic depression and a sloping swale south of the southwest corner of the main parking lot. Wetland 3 (0.08 acres) is located southwest of Wetland 2. The surge pond adjoins Interstate 5.

Each of the wetlands, as well as the surge pond, are designated as environmentally critical areas and subject to standards of the Critical Areas ordinance.

The DEIS includes a discussion of drainage on the NSCC campus (page 3-1). The campus is at the lower reach of a 227-acre drainage basin. This drainage basin is linear in form and extends from North 120th Street, north of the campus to North 92nd Street, south of the campus. Interstate 5 is the eastern drainage basin boundary, and the western boundary is a meandering line which varies in location between College Way North and Stone Avenue North. All surface drainage within the 227-acre basin ultimately flows to the existing surge pond on the east side of the NSCC campus. This drainage causes flooding within a portion of the site for storms of 25-year magnitude or larger. NSCC's drainage engineer calculated drainage basin runoff and calculated that neither the 25- or 100-year storm events can be completely contained within the surge pond under existing capacity (Rosewater Engineering, December, 1992). The existing athletic field in the northeast corner of the east parking lot, along the south side of North 100th Street, provides storage for stormwater flows which currently overflow the surge pond during 25- and 100-year storm events.

Impacts: The DEIS notes (page 3-15) that the wetland areas will be preserved in their natural condition with 50-foot wide buffers. This is consistent with the Critical Areas ordinance (SMC 25.09.060 G), which includes standards for preserving wetland buffer areas. In accordance with these standards, the buffer areas must be fenced with a highly visible and durable

protective barrier during construction to prevent access and protect the critical areas. The buffer areas must be described and recorded as permanent covenants with the property. After construction, small permanent visible markers must be placed to delineate the buffer. No removal of vegetation or wildlife habitat will be permitted within the protected wetlands and their buffers.

The College originally proposed parking for 529 vehicles. Some of this parking was planned in the existing athletic field. Substantial drainage modifications would have been required to accommodate parking at this location. With development as proposed, the existing function of the surge pond and other features of the regional drainage facility would be preserved.

The proposed parking figure has been revised to 291 spaces. No new parking is now proposed in the vicinity of the athletic field. Additional storm water runoff generated by the proposed buildings and parking would require improvements to the existing on-campus storm drainage system. Improvements would include detention facilities to control the rate of runoff, additional piping, oil/water separators and/or biofiltration swales to control the discharge of oil and sediment. Storm water storage will continue to be provided in the northeast corner of the east parking lot, with the exception of some minor reconfiguration at the southern and western sides. The City's Drainage Code calls for all new development projects on the campus to provide stormwater detention and water quality control.

Runoff from the surge pond feeds the headwaters of Thornton Creek. The rate and quality of storm water runoff from the campus to the surge pond and existing wetlands are issues also important to the community. Water quality control through the implementation of permanent Best Management Practices will be required in conjunction with all new development. The primary areas of concern are runoff from parking lots and from the proposed athletic field. Since the athletic field drains directly to a wetland, water quality control must be provided to prevent contamination of the wetlands by pesticides, herbicides and fertilizers. The rate of runoff from the surge pond cannot exceed the existing rate of runoff as a result of any improvements to the campus. Conditions have been imposed which address these water quality and runoff issues.

CAC Input: The Citizen Advisory Committee emphasized in their report that drainage control and purity of the water are of great importance, and called for the drainage system to substantially decrease surface water overflows into the surge pond during large storms. They called for plans to indicate how drainage from the existing parking lot and all new impervious surfaces will flow and how storm water will be handled. This is a standard

requirement for all new development, and is noted below as a condition of approval.

The Committee also called for buffers around wetland areas to be clearly defined and protected as construction activities begin, and maintained from that point on. The CAC recommended boundary markers to be a small fence or plantings suitable native plantings. This has been added as a condition of Master Plan approval.

With SED recommendations as noted below, impacts of development on the surface water runoff system and the wetlands are not expected to be significant.

SED Recommendation: SED will require NSCC to demonstrate that new development on the campus not result in an increased rate of flow out of the surge pond; that flood storage replacement not result in a reduction of flood storage volume or an increased rate of flow out of the surge pond; and that permanent water quality control be provided for the athletic field and existing and expanded parking lots to prevent contamination of the wetlands by pesticides, herbicides, fertilizers, oil, grease and other contaminants. With each new MUP for development, storm water detention facilities must be designed and constructed.

The Citizen's Advisory Committee called for detailed erosion control and drainage plans to be approved by SED. SED noted that the Stormwater, Grading and Drainage Control Code (SMC 22.800) calls for a drainage control plan to be prepared for all new development projects. Under this ordinance, the College is required to provide a permanent drainage control plan, including detention and permanent water quality control measures, and a temporary erosion and sedimentation control plan to control water quality during construction, for each development phase.

SED further noted that it believes a drainage control plan in the Master Plan is not necessary for several reasons. The discharge point from the site is known, the rate of discharge from the site has been determined, and drainage control and water quality requirements are specified in the Drainage Control Code, mentioned above. Drainage and water quality control measures can be major cost items. For each new development phase, the College should prepare a drainage control plan and consult with SED about this plan prior to requesting funding for each project. In this way, drainage, water quality, and erosion control measures to satisfy Code requirements would be included in all funding requests.

DCLU Recommendation: DCLU has no further recommendations on water quality or drainage. SED recommendations listed above are supported by DCLU and imposed per the authority granted in SMC 25.05.675.C.

H. Wildlife Habitat

Existing Conditions: The DEIS includes an assessment of plants in the undeveloped portions of the campus. Approximately 30 acres, or 48 percent, of the campus is currently undeveloped and is located in the northern, southern and eastern portions of the campus. The northeastern portion of the site contains deciduous forest which is dominated by a mixture of black locust, birch, black cottonwood, and willow trees with an understory of Himalayan blackberry, evergreen blackberry and Japanese Knotweed. Dense patches of Himalayan blackberry shrubs dominate the north central and northwestern portions of campus. There are areas of unmowed grasses as well as scattered and clumped shrubs such as scotchbroom, Pacific blackberry and cherry. The northern wetland (Wetland 1), which is also located in the northwestern portion of the campus, contains an overstory of low-growing willow trees with an understory of bittersweet nightshade vines and purple loosestrife. The northwestern portion of the site (adjacent to College Way) contains a grass area which is regularly mowed during the growing season.

The surge pond is surrounded by willow, black locust and black cottonwood trees. Willow saplings, hardhack spirea, purple loosestrife, common cattail and dagger leaf rush are scattered along the edge of the pond. A grove of introduced trees located directly south of the surge pond, contains a dense stand of mixed, exotic and native tree and shrub species including black cottonwood, hazelnut, pine, mountain ash, and spruce.

The southern portion of the campus includes a mixture of shrub land, deciduous forest, wetlands and mowed grass areas. The shrub land areas generally contain Scotch broom and Pacific blackberry with scattered cottonwood and willow trees. The deciduous forest is dominated by big-leaf maple and black cottonwood with English ivy in the understory. The southern wetlands (Wetlands 2 and 3), which are also located in the southern portion of the campus, contain an overstory of willow trees with an understory consisting of Himalayan blackberry, bittersweet nightshade and hardhack spirea. The southwestern portion of the site (adjacent to College Way North) contains a grass area which is regularly mowed during the growing season.

Impacts: The proposed action would convert approximately four acres, or 6.5 percent of the existing undeveloped land and landscaped grass area, from natural vegetation to roadway, parking, athletic field, and landscaped area uses. Approximately 26 acres of undisturbed open space would be retained in its natural condition for the life of the Master Plan. The proposed PE and Multi-Purpose buildings are planned in an area of the campus which is currently developed. No natural vegetation removal would be required for construction of either building.

A majority of the natural vegetation loss would occur in the southern portion of the campus. A portion of the deciduous shrubland and forest located in the central portion of the south end of campus will be converted to a grass playfield, and an area east of this will be converted to roadways and parking. The existing south parking lot and a portion of the mowed grass area located adjacent to College Way North would be converted to parking area.

The surge pond and grove of trees located along the eastern edge of the campus would generally remain in their existing condition. Some minor clearing of existing vegetation may be required for placement of the proposed trail.

The northern portion of the campus would generally remain in its existing condition. Development proposed for this portion of the campus would be limited to a portion of the internal roadway system.

Construction activities associated with development on the campus may result in short-term disturbance to wildlife species using the wetlands. The disturbance would result in a short-term reduction in the number of individuals, rather than in loss of wildlife species that use the site.

Longer term impacts to wildlife habitat would result from the incremental increase in human activity associated with the addition of new buildings and parking lots. This disturbance would reduce the suitability of the wetlands (as well as nearby upland areas) for some wildlife species. Animal species that are intolerant of continual contact with humans may no longer find suitable habitat in the wetlands. The species most affected would include ground- and shrub-nesting birds, and ground-feeding birds and small mammals.

The NSCC property is surrounding by urban development with accompanying streets and highways. Because the wetlands and their native-growth buffers would be set aside as open space, and because the wetlands were altered in the past and in an urban setting, it is not anticipated that there would be the loss of any plant or animal species currently occupying the wetlands as a result of development.

Vegetation within the buffer areas will serve to filter and slow runoff to the drainage system. These buffers, as well as retention of vegetation on the other areas of the site, are a reasonable means of mitigating impacts to wildlife habitat.

DCLU Recommendation: With the retention of a substantial portion of the site in its existing condition, as well as with compliance with standards in the Critical Areas Ordinance, the SEPA policy

on Plants (SMC 25.05.675.(N) are met. No additional mitigation is recommended.

I. Energy and Natural Resources

Energy will be consumed in the form of electricity, natural gas, petroleum, fossil fuels, and embodied energy in building materials. Energy will be consumed during construction of each new building, as well for long-term energy consumption. Where existing infrastructure for utilities is to be relocated, it is to be at NSCC expense.

This project contributes to overall energy load growth for the region, and thus has impacts on the environment associated with new projects. Impacts associated with electricity generation and transmission include effects on fisheries, wildlife habitat, vegetation, air quality and water availability. Energy costs exceed revenues, and these costs are borne by all other rate payers. Cumulative impacts occur from the need to develop new or expanded energy sources.

The SEPA Energy Policy (SMC 25.05.675.E) and SEPA Cumulative Effects Policy (SMC 25.05.670) provide mitigation authority by reference from the Overview Policy (SMC 25.05.665), when a project will create adverse environmental impacts "when considered together with prior, simultaneous or induced future development." Although adherence to Seattle Energy Code minimum performance levels should help to reduce maximum energy consumption, DCLU recommends that additional energy conserving features, beyond those required by the Energy Code, be incorporated into the proposal to further reduce long-term energy consumption.

In the FEIS, Seattle City Light recommended that NSCC participate in City Light's "Energy Smart Design" program, noting that City Light is eager to work with NSCC to ensure that future College facilities are as energy-efficient as possible.

Compliance with existing regulations, and coordination with public agencies with jurisdiction will control and mitigate some of the potential impacts. Measures to control energy consumption include ensuring energy efficient systems in design of new buildings, improved energy and utilities management, and participation in recycling programs to further reduce energy used in the manufacture and disposal of materials (recycling is discussed in more detail below, under Public Services).

DCLU Recommendation: *During Construction:* Consistent with the authority granted in the SEPA Energy policy (SMC 25.05.675.E), DCLU recommends that NSCC work with the City to select the most appropriate energy conservation mitigation measures by participating in City Light's "Energy Smart Design" program.

Construction of proposed projects with MIMP implementation will result in air quality impacts during both construction and over the long term, with Master Plan completion.

Construction: The major construction-related air quality impact will be a temporary increase in particulates. A second, smaller impact will be caused by carbon monoxide emissions from construction machinery. Excavation will increase suspended particulates, particularly during dry seasons. Winds could carry dust out of the construction area to the surrounding neighborhood. Uncovered trucks carrying debris and soil could also contribute to the contaminants. Gasoline or diesel-powered machinery and equipment used during construction will discharge carbon monoxide. These impacts will occur in phases over the entire Master Plan period.

The Street Use Ordinance (SMC 15.22) requires watering the site, as necessary, to reduce dust. In addition, the Puget Sound Air Pollution Control Agency (PSAPCA Regulation 9.15) requires that reasonable precautions be taken to avoid dust emissions. Such precautions could include spraying chemical dust suppressants or temporarily enclosing activities which produce airborne materials or other pollutants.

Emissions from construction equipment and trucks can be reduced by using newer or better maintained equipment and by avoiding prolonged periods of vehicle idling. These measures are included in DCLU's recommended conditions of approval.

Long-Term Impacts: The major long-term activity which could affect air quality is increased traffic. As traffic is not expected to increase with Master Plan project completion (page 3-76, DEIS), air quality is not expected to be affected. No mitigation is therefore necessary.

DCLU Recommendation: During Construction: In order to minimize potential air quality impacts during construction, DCLU recommends that the newest equipment available be used, that construction equipment be kept in good working condition; and that long periods of construction equipment idling be avoided. These recommendations have been added to project approval pursuant to the SEPA authority to mitigate air quality impacts (SMC 25.05.675.A).

J. Public Services

Fire: The Fire Department commented on the DEIS, noting that the project will place additional demand on the Fire Department to provide service; the vocational labs will require hazardous materials inspections for the life of the building, fire and life safety systems must be properly installed under the current Fire

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Code standards; fire and life safety systems must be properly maintained and inspected throughout the life of the building; and hazardous materials must be properly regulated.

Police: The DEIS notes that design of buildings will incorporate design techniques for security and safety where appropriate.

The Police Department also expressed concern about the parking shortage in the overall campus area. The parking issue is discussed above, under Parking.

Sewer: In response to concerns about the adequacy of storm and sanitary sewer systems in the site vicinity, a letter from SED in the FEIS. The letter indicates that there is adequate storm/sanitary sewer capacity to carry existing and anticipated future flows from the site. New projects will be required to provide on-site 25-year drainage detention facilities.

Solid Waste: With construction, solid waste impacts can be avoided through the salvaging and reusing of on-site excavated and graded material where possible. In the long-term during operation of new buildings, the amount of solid waste generated is expected to increase, and can be mitigated through the provision of recycling programs. These short-and long-term mitigating measures have been added to the DCLU recommendation.

Water use will increase with development of the proposed projects. Impacts to fire, police, schools, parks and communication services are determined to be not significant.

DCLU Recommendation: The SEPA Public Services and Facilities policy (SMC 25.05.675.0) calls for minimizing or preventing adverse impacts to existing public services and facilities. In accordance with this policy, DCLU recommends that NSCC incorporate the Police Department's Crime Protection Through Environmental Design techniques into the design of each project.

During Construction: DCLU also recommends, in accordance with the SEPA policy noted above, that NSCC include the salvage, re-use on site and recycling of excavated and graded materials whenever possible.

For Each Project: Finally, DCLU recommends that NSCC include recycling areas in each new building. Locations for recycling should be accessible to students, staff and visitors and should be approved by DCLU. Signage to indicate availability of recycling areas should be posted, with wording and locations subject to the review and approval of DCLU. Recycling areas should be located to minimize adverse visual impacts, noise and odors.

L. Light and Glare

Light: Under the proposed Master Plan, new buildings and outdoor areas will be illuminated, increasing ambient light and glare. Land uses adjoining or near the NSCC campus boundaries, especially residential properties, have the potential for being adversely impacted by light on new buildings, in parking lots, and in areas of the campus exposed to view.

Glare: Primary areas of concern regarding glare include glare affecting motorists' vision (where exposure could result in accidents), glare affecting nearby residential areas, and glare affecting public open spaces.

The SEPA Light and Glare policy (SMC 25.05.675.K) notes that the City's policy is to minimize or prevent hazards and other adverse impacts created by light and glare and describes methods to mitigate adverse impacts due to light and glare. The following measures can mitigate light and glare impacts: selecting exterior materials of low reflectivity, restricting nighttime illumination to areas where it is necessary for safety, using directional shields on exterior light fixtures, limiting the amount of glass on the facade, recessing windows, using landscaping to soften and absorb glare; and using visual buffers such as screens to reduce light spill from the garage. These measures are included in the DCLU recommendation.

DCLU Recommendation: *For Each Project:* To prevent adverse light impacts, DCLU recommends that new projects be designed to shield or direct exterior lights away from light-sensitive structures, including nearby residences, and that dense plantings of evergreen vegetation be included whenever possible. The measures to mitigate for glare impacts noted above are also recommended. DCLU also recommends that evidence of light and glare mitigation be presented with each MUP application. DCLU finds that these mitigation measures are appropriate and adequate to minimize disruption to nearby sensitive properties over the long term. These conditions are imposed under the authority of SMC 25.05.675.K.

M. Noise

Sources of noise with campus expansion will be primarily from construction activities, during which there will be temporary significant noise impacts. Initial work, including demolition, clearing, excavation and framing will involve loud equipment and activities. Mitigation included in the DEIS includes using the piling placement method which generates the least amount of noise (such as auger cast pilings) and notifying neighbors prior to initiation of pile driving activities. Other mitigating measures which can be taken during construction include limiting

construction hours to non-holiday weekdays; requiring contractors to minimize construction noise and vibration impacts by shielding, muffling or providing acoustical screens for particularly noisy equipment; avoiding periods of excessive idling; locating equipment away from sensitive receivers such as residential uses; scheduling particularly noisy operations to avoid conflicts; assembling building components off-site to the greatest extent possible; identifying a 24-hour contact person to receive noise complaints; and coordinating construction mitigation.

DCLU Recommendation: *During Construction:* The proximity of adjacent residential uses increases the likelihood that construction noise will adversely impact these nearby properties. The Noise Ordinance limits hours of construction and the decibel limit of noise that may traverse property lines. However, the close proximity of residential uses and the use of construction equipment such as pavement breakers warrant further mitigation of potential construction noise. Therefore, the mitigating measures noted above have been added as recommended conditions of project approval. This mitigation is consistent with the authority granted in the SEPA Construction Impacts policy (SMC 25.05.675.B).

No significant adverse long-term noise-generating activities are expected to occur. No mitigation for long-term noise is therefore necessary.

VI. SUMMARY AND RECOMMENDATIONS

The proposed action would create impacts on land use, energy and natural resources, public services, light and glare, and noise. Many of these are either satisfactorily mitigated by existing codes, ordinances and regulations, or will be mitigated by the imposition of the conditions listed below. The remaining unmitigated impacts are considered relatively minimal and do not warrant imposition of SEPA conditioning. By this conclusion, the Department recommends that the proposal be approved along with the requested modifications, subject to the conditions listed below.

Development proposed in the NSCC Major Institution Master Plan is consistent with the framework policy of the City's Major Institution Policies, and, as conditioned below, represents a reasonable balance of the public benefits of development and change with the need to maintain livability and vitality of adjacent neighborhoods.

CONDITIONS

General Conditions: NSCC and/or the responsible party shall:

1. Master Plan: Modify the Master Plan as follows:
 - a. Revise and supplement the TMP: Structure the rate for transit subsidies and SOV parking such that the monthly and quarterly costs to commute by transit is less than the cost to park an SOV on campus, and add a shuttle to the Northgate Transit Center as a discretionary component.
 - b. Include public access to facilities that benefit the neighborhood, and identify public service aspects of the Institution's physical plan and programs.

Prior to Issuance of a Master Use Permit:

NSCC and/or the responsible party shall:

2. Consistency with Northgate Plan: Demonstrate that the site plan as well as proposed new and reconfigured parking lots on the campus include pedestrian connections that are consistent with Policy 8 of the Northgate Plan, and that new parking lots and pedestrian connections follow landscaping and other standards consistent with Policy 9 of the Plan.
3. Drainage and Water Quality:

Demonstrate the following to the satisfaction of SED:

 - a. New development on the campus shall not result in an increased rate of flow out of the surge pond.
 - b. Flood storage replacement shall not result in a reduction of flood storage volume or an increased rate of flow out of the surge pond.
 - c. Permanent water quality control in the form of oil/water separators, biofiltration swales and/or other measures to control the discharge of oil and sediment shall be provided for the athletic field as well as for reconfigured and new parking lots to prevent contamination of the wetlands by pesticides, herbicides, fertilizers, oil, grease, and other contaminants.

4. Traffic:

Demonstrate the following to the satisfaction of SED:

- a. Prior to issuance of a Master Use Permit for construction of the proposed access, submit engineered plans to SED for construction of the proposed approach and exit lanes on North 92nd Street. The approach and exit lanes must be constructed prior to opening the new access road to traffic.
 - b. Post signs at the College Way North entrances to the vacated North 95th and North 100th Streets which indicate that these are private roads. Label traffic signs along these vacated streets as college-owned and maintained. Include a College telephone number on the back of these signs to call for maintenance and repair.
5. Critical Areas: Indicate buffer areas, wetland markers, and suitable native plantings around wetlands.

Prior to Issuance of a Building or Grading Permit:

NSSC and/or the responsible party shall:

6. Design for Crime Prevention: Work with the Police Department to incorporate Crime Prevention Through Environmental Design techniques into the design of the multipurpose building and each new or reconfigured parking lot..
7. Recycling: Indicate recycling areas for bottles, cans, paper and plastic on plans for the multipurpose building. Signs shall be posted to indicate availability of the recycling area to visitors and employees. Recycling areas shall be located to minimize adverse visual impact, noise and odors. Location of each recycling area and sign wording and location shall be subject to review by DCLU.
8. Light: Indicate the location, direction and intensity of proposed exterior lighting. Lights in parking lots or the playfield which are near residential uses shall be screened to prevent light spill onto adjoining residential property. Dense plantings of evergreen shrubs shall be used for natural screening whenever possible.
9. Energy: Coordinate with City Light on changes or expansions to electrical service to facilitate development of infrastructure to meet demand. NSSC shall coordinate with the Customer Service Division as plans for construction are developed.

10. Earth: Provide construction transportation plans to DCLU which identify construction truck routes for each proposed phase. If necessary, the College or contractor shall provide personnel (e.g., flaggers) to direct traffic.

During Construction:

NSCC and/or the responsible party shall:

11. Parking: Designate an on-site parking area for construction personnel and equipment. This area shall not be part of the required parking for students, faculty or staff. If such a location is not available, an off-site parking area, not required for another use, shall be designated. If off-site parking is utilized, a bus or van shall be used to transport workers to and from the construction site.
12. Noise: Limit the hours of construction on Areas A-E and construction of the athletic field to non-holiday weekdays between 7:30 a.m. and 6:00 p.m. This limitation is subject to minor revisions at the discretion of the Department of Construction and Land Use (DCLU) to allow work of an emergency nature; work requiring obstruction of street rights-of-way; minor, usually interior work of low noise impact; and landscaping activity which does not require use of heavy equipment (e.g., planting).

Construction noise and vibration impacts shall be minimized by: using the piling placement method which generates the least amount of noise (such as auger cast pilings); notifying neighbors prior to initiation of pile driving activities; requiring contractors to minimize construction noise and vibration impacts by shielding, muffling or providing acoustical screens for particularly noisy equipment; avoiding periods of excessive idling; locating equipment away from sensitive receivers such as residential uses; scheduling particularly noisy operations to avoid conflicts; assembling building components off-site to the greatest extent possible; identifying a 24-hour contact person to receive noise complaints; and coordinating construction mitigation.

13. Air Quality: To reduce air quality impacts during construction, the newest equipment available shall be used, construction equipment shall be kept in good working condition; and long periods of construction equipment idling be avoided.

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14. Public Services: To reduce the amount of solid waste generated by each project, NSCC shall salvage, re-use on site and recycle excavated and graded materials whenever possible.
15. Critical Areas: Install temporary buffers prior to the beginning of construction, and maintained these buffers throughout the construction phase.
16. Water Quality: Properly maintain temporary sedimentation collection facilities.

Prior to Occupancy: NSCC and/or the responsible party shall:

17. Critical Areas: Install permanent Critical Area markers and install suitable native plantings.

For the Life of the Project:

NSCC and/or the responsible party shall:

18. Monitoring: On the anniversary of the adoption of the Master Plan or the fiscal year end (at the choice of NSCC), submit annual reports to DCLU and SED. This shall be done to facilitate monitoring of the Master Plan.

The annual report shall give basic information on building inventory changes, projects pending and completed, Master Plan objectives achieved, conditions met, revisions, and other information as appropriate to the monitoring of the progress of the Master Plan.

The annual report shall also include a TMP progress report, as specified in Implementation Guideline 6.1.E of the Northgate Plan. The progress report shall address each element listed in the Northgate Plan.

19. Critical Areas: Maintain required buffers around the critical areas.

Signature: _____

Leigh Francis
Leigh Francis, Senior Land Use Planner
Land Use Division

Date: 6/30/94

LAF:mj

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