

I. MAJOR INSTITUTION MASTER PLAN ANNUAL STATUS REPORT

**A. SEATTLE CENTRAL COLLEGE (SCC)
1701 BROADWAY, SEATTLE, WASHINGTON 98122**

Note: This report reflects the change in names from “Seattle Central Community College” to “Seattle Central College”

B. Reporting Year: Fiscal Year July 1, 2015- June 30, 2016

C. Major Institution Contact Information

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D. Master Plan Adoption: July 2002

Changes to the Master Plan subsequent to its original approval are as follows:

- Ordinance 120910, approved on September 17, 2002 to correct a clerical error in Ordinance 120842 substituting a correct Exhibit A
- A minor amendment to the MIMP was approved in 2008, which exempted parking provisions for a 1,800 square foot greenhouse/plant services building.

II. Progress in Meeting Master Plan Conditions:

A. The following table provides a general overview of progress made this past year in meeting the original stated objectives (goals) from the 2002 approved Master Plan:

Overall Objectives:	Overview of Progress
Meet current needs of the Seattle Central College campus by providing resource space that is currently lacking:	To support this objective, SCC engaged in the following activities during the past year: <ul style="list-style-type: none"> • Seattle Maritime Academy Project approximately 50% complete – Anticipated occupancy in September 2016 • Allied Health Programs at the Pacific Medical Center – Partial occupancy January 2016. Full Occupancy anticipated in September 2016 • Major HVAC improvements completed • International Student Computer Lab completed. • Currently in the design and permitting process for multiple projects including: <ul style="list-style-type: none"> ○ Seattle Center Institute of English renovation (approx.. 3000 s.f.) to be completed late 2016 ○ 4106 Lecture Hall Renovation ○ Atrium Universal Accessibility ○ Siegal Center Roof and Window replacement.

	<ul style="list-style-type: none"> ○ Broadway Performance Hall – Sandstone preservation work.
Provide additional parking to decrease existing parking deficits	During the past year, SCC did not take any actions to provide additional parking on campus. However, the college continues to manage its parking challenges through its commuter trip reduction plan. Recent changes in parking requirements for Major Institutions may also influence how SCC proceeds with this objective in the future. See Seattle Municipal Code SMC23.54.016
Provide technology opportunities and help to remove student time/place barriers	SCC continues to support this objective through its many IT applications and its e-learning programs.
Provide more flexible and competency-based courses/programs	SCC has continued to evaluate course offerings to ensure that this goal is met. Faculty members have the ability to submit new course offerings via an electronic system. Submissions automatically flow to various individuals and committees for review and approval. The on-line review and approval process has dramatically reduced the time from submission to final approval and ultimate course availability to students.
Develop closer partnerships with business, industry, community, K-12 and other educational institutions	<p>Over the past year, SCC has continued to be actively involved in building partnerships. Among others, SCC has representatives on the following:</p> <ul style="list-style-type: none"> • The Capitol Hill Chamber of Commerce Board • The Capitol Hill Eco District Steering Committee • The Champion Steering Committee • The Broadway Improvement Association • Seattle Major Institutions Group • NWAPPA – a new physical plant administrators group that provides ties to Seattle University, University of Washington and K-12 institutions. • PCAPPA – Pacific Coast APPA, similar in nature to NWAPPA and serving California, Oregon, Washington and British Columbia, Last year, Chuck Davis served is the PCAPPA President and is currently serving on the Board as the Secretary and is the Junior Representative to International APPA <p>SCC continues to develop relationships in conjunction with its allied health programs in the Pacific Tower. These include:</p> <ul style="list-style-type: none"> • Friends of Pacific Tower • NeighborCare • FareStart • Gates Foundation

	Seattle Vocational Institute is bringing in two community programs to the facility to assist segments of currently underserved high school drop-outs (including ages 14 – 18 and over 21) achieve GED.
Specific Objectives:	Overview of Progress
Decentralize technology/computer labs	The use of technology and computer labs continues to receive strong support. During this past year, the 1130 computer lab was created. The Wi-Fi system was upgraded <u>upgraded</u> to broaden student and staff access to technology. Hardware/software support and IT security for the labs are centralized for efficiency and to assure consistent service. Scheduling of about half the labs, and instructional software decisions, are decentralized for flexibility and to meet faculty/student needs.
Provide space for multi-media communications	SCC continues to support multi-media capability. Most of the classrooms have multi-media equipment installed. Many of the conference rooms also have multi-media presentation capability with a few conference rooms also having remote video conferencing capability.
Create a broad performing arts center	SCC has continued to develop programs in support of this objective. Utilization of the Broadway Performance Hall, the Erickson Theater, and the Fine Arts buildings has and will continue to evolve over time. During the past year, SCC partnered with the community and family members to refurbish and re-activate the George Tsutakawa Fountain – a center piece of art at the college.
Integrate related nearby initiatives (RTA transit station, parking, neighborhood plans, reservoir cover, Bobby Morris playfields, business district improvement, and housing).	SCC did not take any further action over the past year relative to the items listed in this objective. However, SCC is in active negotiations with Sound Transit regarding its interest to acquire Site-D. Discussions include potential for student, affordable, and or workforce housing.
Explore partnerships with the City and private interests for mutually beneficial projects, given state funding uncertainty and shifts	Over the past year: <ul style="list-style-type: none"> • SCC continued to explore potential partnerships with various developers in regard to the acquisition and development of Sound Transit TOD Site D.” • The College was actively engaged with the State of Washington Department of Commerce and other non-profit partners in transforming the Pacific Tower into an innovative health education center.
Address community access to facilities after hours and operational concerns	During the past year, SCC strengthened access control and security of the campus with the addition of seven emergency “Talk-A-Phone” towers and wall stations. Eighty-one cameras were also included as part of that initiative. The Public Safety & Security Department has partnered with the SPD, providing camera

	footage leading to successful resolution to of crimes in the area.
Create a new facility at the north end of the campus that can function separately	Although no specific actions occurred during the past year relative to this objective, SCC remains in negotiations with Sound Transit to purchase "Site-D", located just north of the SCC property line. Such a purchase would support this objective.
Comprehensively resolve parking needs and transportation management	Over the past year, SCC sustained its efforts to manage its parking and transportation challenges through strong support of its Transportation Management Plan.
Provide parking for oversize vehicles (buses, vans, and service trucks)	SCC made no changes relative to this objective during the past year. Demand for oversize parking has been minimal and SCC has been able to accommodate the few requests in the north parking lot.
Further Objectives:	Overview of Progress
Continue to be a part of the local community. More specifically, an objective is to be generally consistent with the recently adopted Pike/Pine and Capitol Hill neighborhood plans	Over the past year, SCC has continued to be actively involved in the community. It has representatives serving on the following: <ul style="list-style-type: none"> • The Capitol Hill Chamber of Commerce Board • The Capitol Hill Eco District Steering Committee • The Champion Steering Committee • The Broadway Improvement Association
An objective of the master plan is to satisfy the requirements of the Major Institutions Policies and Land Use Code.	SCC is a member of the Seattle Major Institutions group and continues to be an active participant on sub-committees of the group to review and evaluate improvements to the policies and codes.

B. The following table contains the recommended conditions for the Major Institution Master Plan entered by Anne Watanabe, Deputy Hearing Examiner on February 22, 2002. The table also provides a brief narrative statement about the progress SCC made towards compliance this past year.

Recommended Conditions	Compliance Progress
1. The Seattle Central College Major Institution Master Plan boundary shall be expanded to include all areas south of E. Pine St., which they currently own (to include the South Annex, the Masonic Temple, and Motor Pool lot Broadway E.).	SCC has made no changes in MIMP boundary during the past year, consequently this condition remains under "full compliance". Future changes to the boundary will be proposed during submission of a new Major Institution Master Plan. Efforts towards such a submission are in the early planning stages.
2. Areas of Major Institution Overlay for SCC south of E. Pine St. shall be limited in height to the 65-foot limit allowed in the underlying zoning. If this height limit is changed in the future so too should the potential height of SCC development in the area.	This condition remains in "full compliance". Future changes to the height limits may be proposed during submission of a new Major Institution Master Plan. Efforts towards such a submission are in the early planning stages.

<p>3. Landscaping shall be incorporated into any areas along Harvard Ave. developed or redeveloped by the College and shall be in a form which complements both the institution and neighboring residential areas.</p>	<p>This condition remains in “full compliance”. SCC performed no development or redevelopment work along Harvard during the past year.</p>
<p>4. At the time of the Master Use Permit application for the development of the proposed Technology Center, a traffic study shall be conducted in consultation with the SCC Standing Advisory Committee and appropriate City of Seattle officials and a vehicle access shall be designed and conditioned in a way which both meets the need of SCC and minimizes impacts to the surrounding community.</p>	<p>This condition remains in “full compliance”. SCC did not perform any further work on the previously proposed Technology Center. A preliminary traffic study was conducted as part of internal master planning work.</p>
<p>5. SCC buildings south of E. Pine St. and along Broadway north of the existing main campus buildings shall be designed to fit well with the commercial and pedestrian context of the surrounding areas. To this end, a human scale is to be developed at sidewalk level. Buildings shall have a commercial appearance, be close to the sidewalks and have a high level of transparency, with highly visible entries directly accessible from the public sidewalk realm. Materials used for windows, walls and other elements and architectural patterns (spacing of windows and support columns and overall architectural styles) shall be drawn from the context of immediately surrounding area and from the Pike/Pine area.</p>	<p>This condition remains in “full compliance”. SCC is in the early stages of design to support repairs/replacements to the windows and roof of the Siegal Center Building at 1500 Harvard. SCC will work with City staff to ensure that this objective is considered during design.</p>
<p>6. Within the entire MIMP boundary, use limitations, derived from underlying zoning shall not apply to SCC buildings when they are replaced by SCC uses (except as required by SMC 23.69.008 or successor sections). In all areas within the MIMP (whether or not designated as pedestrian zones) uses at the ground level, across streets from commercial zones and adjacent to surrounding streets shall, to the greatest extent reasonably possible, be those of the College which are most commercial or customer service in nature such as, but not limited to, reception, retail, food service, and educational programs which are commercial-like (i.e. cosmetology) or to those uses which would be visually interesting from the public realm and are of a kind where public observation would not be harmful to the educational purpose therein.</p>	<p>This condition remains in “full compliance”. During the past year, SCC performed no work that would affect this condition.</p>

<p>7. New development along Harvard Ave. shall create a sidewalk environment along Harvard Ave., which incorporates setbacks, and landscaping designed to be compatible with and to transition into the Mid-rise (MR) residential zoning along the eastern side of that street.</p>	<p>This condition remains in “full compliance”. During the past year, SCC performed no work that would affect this condition.</p>
<p>8. The mid-block pedestrian crossing between Harvard Ave. and Broadway, at the former E. Howell St. right-of-way, shall remain available for general public use to the greatest extent possible and consistent with security and programmatic needs of SCC.</p>	<p>This condition remains in “full compliance”. During the past year, the mid-block pedestrian crossing remained open and available for general public use.</p>
<p>9. New structures and additions shall be designed with architectural measures to minimize height, bulk and scale impacts on surrounding properties to the greatest extent practicable.</p>	<p>This condition remains in “full compliance”. During the past year, SCC did not build any new structures or additions.</p>
<p>10. The MIMP shall be written to clearly state that the Seattle Land Use Code standards for structure setbacks on the perimeter of an MIO District existing at the time of development permit application are intended to apply.</p>	<p>This condition remains in “full compliance”. There were no amendments to the MIMP during the past year.</p>
<p>11. The MIMP shall contain a provision that nighttime lighting of all outdoor pedestrian areas on the SCC campus, new, existing or remodeled, shall be maintained at a level consistent with that established for public sidewalks in the regulations and practices of the Seattle Transportation Department ("SeaTran"). That level, for sidewalks not adjacent to roadways, is expressed at this time as two foot candles.</p>	<p>The status of this condition is unknown. Lighting level studies were not conducted during the past year.</p>
<p>12. SCC shall preserve the historic character of the north and west facades and the lobby of the Masonic Temple building.</p>	<p>This condition remains in “full compliance” (the college no longer refers to the building as the “Masonic Temple”). During the past year, SCC made no changes to the lobby or the north and west facades of the “Fine Arts Building”.</p>
<p>13. Upon remodel and/or expansion of the existing parking garage, the college shall retain existing and incorporate new landscaping along street frontages.</p>	<p>This condition remains in “full compliance”. During the past year, SCC performed no remodeling or expansion of the existing parking garage.</p>

III. Major Institution Development Activity Initiated or Under Construction Within the MIO Boundary During the Reporting Period.

A. Development Activity Initiated or Under Construction (Non-Leased Activity)

1. Broadway Edison (1701 Broadway, Seattle, WA)
2. Remodel of 1130 to create a computer laboratory and a custodial break room.
3. HVAC Upgrades – Replacement of the NE Penthouse.
4. Size – Approximately 2,000 gross square feet of remodeled space.
5. Construction Start: 9/2014 Completion: January 2015

B. Major Institution Leasing Activity to Non- Major Institution Uses: None

IV. Major Institution Development Activity Outside but within 2,500 Feet of MIO District Boundary:

- A. For the 1997 – 1998 Report, Land and Building Ownership and Leasing Activity existing on December 31, 1996. **N/A -- No Changes ~~for the re: this~~ 1997-1998 report.**
- B. Land & Building Acquisition During the Reporting Period: **None**
- C. Leasing Activity During the Reporting Period: **None**

V. Progress in Meeting Transportation Management Program (TMP)

- A. The following provides a general overview of progress made in achieving the goals and objectives contained in the TMP towards the reduction of single-occupant vehicle use by SCC employees, staff and/or students:

Seattle Central College continues to encourage all employees, staff, and students to commute utilizing modes of transportation other than driving alone. This objective is vital to reduce traffic congestion, decrease fuel consumption, and help to maintain/ improve air quality in the region. Results from the most recent CTR Employee survey demonstrate the success of the program. SCC has succeeded in reducing its drive alone commuting rate among all CTR affected staff by over 8 percentage points compared to the rate submitted in the 2002 MIMP. In addition, the “Vehicle Miles Traveled” rate has decreased more than 24% over the same period. These statistics represent a significant improvement during the life of the MIMP and marks a considerable achievement by the SCC Transportation Coordinator’s office.

- B. There was one goal in the TMP submitted as part of the 2002 MIMP. Subsequent to that original submission, SCC has also tracked and made efforts to reduce total vehicle miles traveled. The following table provides a brief narrative statement about the progress SCC made this past year towards compliance with the original goal and the subsequent additional goal:

TMP Goals	Compliance Progress
Ensure that Single Occupant Vehicle Trips (SOV) are no more than 50% of the SCC staff, faculty, and student commute trips to and from campus.	<p>This goal has been fully achieved. Results from the latest survey indicate that SOV trips are approximately 35% of the total trips. As such, this goal is in complete compliance.</p> <p>The strategies employed to achieve this success include:</p> <ul style="list-style-type: none"> • Offering reduced parking rates and dedicated parking spaces for staff who carpool; • Offering a much discounted transit pass to staff (ORCA card-Regional Pass) which can be used for any of the transit agencies in the larger Puget Sound region, including King

	<p>County Metro busses, Pierce Transit, Community Transit, Kitsap Transit, and Sound Transit busses and Light Rail, as well as the Sounder Trains;</p> <ul style="list-style-type: none"> • Offering incentives to staff who commute via alternate commuting options such as free Zip car membership (for use during the workday to run errands), a “Guaranteed Ride Home” program that provides free taxi rides (to use in the case of emergencies or illness); • Offering a subsidy for those staff who ride as “Passenger Only” on the Washington State Ferry system, as well as those employees who commute via vanpool; • Offering 12 free days of parking per quarter for any staff that regularly commute via alternate methods of commuting, in order to give staff more flexibility in their personal schedules. • Seattle Central College pays for the cost of membership and the use of the Zip car for all eligible employees. Once approved as a Zip car member, employees can use a Zip car between the hours of 7:30 AM to 5:30 PM, Monday through Friday, for up to a maximum of 6 hours per day. <p>In addition, the college participates in such regional promotions as the “Bike to Work Month” and the “Wheel Options” promotions that offer prizes for participants who commute via alternate methods.</p> <p>With the Light Rail Station being constructed a few blocks away from the college, as well as the Streetcar, making good progress, SCC will have additional means to encourage staff and students to commute via alternate methods.</p>
<p>Reduce the total SCC commuter vehicle miles traveled as compared to the original baseline data.</p>	<p>This goal is in complete compliance: According to the most recent survey, the “Vehicle Miles Traveled” rate has decreased over 24% since the original baseline data was collected.</p>