

**I. MAJOR INSTITUTION MASTER PLAN ANNUAL STATUS REPORT**

**A. SOUTH SEATTLE COLLEGE (SSC)  
6000 16<sup>TH</sup> AVE S.W., SEATTLE, 98106**

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

**C. Major Institution Contact Information**

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**D. Master Plan Adoption: June 24, 2007**

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

- None-to-date

**II. Progress in Meeting Master Plan Conditions:**

**A.** The following table provides a general overview of progress made since June 24, 2007 in meeting the original stated Goals from the June 24, 2007 approved Major Institutional Master Plan:

<b>Master Plan Goals:</b>	<b>Overview of Progress</b>
Reinforce the college as a <b>student-centered</b> campus which values diversity, supports learning and promotes student success	To support this goal, SSC continues to be a front-runner in the promotion and operation of one of the most <b>student-centered</b> campuses of diversity, which includes ever-growing International, Technical, Apprenticeship, Community, and Professional Programs. The highly successful 13th Year Student Promise and the New Bachelor's Degree in Sustainable Building Science Technology Programs are good examples of the college's success in this regard.
Use <b>architecture and design</b> to express and reinforce college values and mission	To support this goal, SSC continues to be a front-runner in designing the buildings and grounds to be sustainable, carbon-footprint neutral or reducing, environmentally responsible and pleasing, and safe, comfortable, and aesthetically enjoyable for all. <b>Currently our new Integrated Education Center is under construction on the west edge of the campus, this building is targeting LEED Silver certification.</b>
Value existing open space and strengthen stewardship of the <b>environment</b> and <b>connections within the campus community</b>	To support this goal, SSC continues to maintain the diversity of scale and spatial form of open spaces relative to campus uses. The campus open space including the Arboretum and Seattle Chinese Garden play a significant role in creating first impressions, shaping the image of the College, knitting together various architectural styles and creating a sense of community. <b>The construction of the new Integrated Education</b>

	Center and demolition of Cascade Court will create new campus open space and connect the west side of campus with the center of campus. This new connection is designed to be more formal and welcoming as well as creating informal gathering and learning spaces.
Create facilities that strengthen <b>community connections</b>	To support this goal, SSC continues to work in collaboration with the WA SBCTC and DES, along with professional architects and engineers to design and create facilities that strengthen <b>community connections</b> .
Optimize operational and maintenance <b>efficiencies</b>	To support this goal, SSC continues to strive to bring new technologies, training, processes, and procedures here to the College to strengthen and continuously improve the operational and maintenance efficiencies on Campus.
Establish a <b>dynamic, flexible, responsive framework</b> for future growth and decision-making	To support this goal, SSC continues to meet with the College Leadership/Administrators/Exempt Staff to train, encourage, motivate, and promote a <b>dynamic, flexible, responsive framework</b> for future growth and decision-making.
<b>MIMP Conditions:</b>	<b>Overview of Progress</b>
<b>City Council Condition#1</b> = SSC shall create and maintain a Standing Advisory Committee (SAC) to review and evaluate all proposed and potential projects prior to the submission of a Master Use Permit application. Department of Planning and Development (DPD) and Department of Neighborhood (DON) staff time for attendance at these meetings shall be reimbursed by SSC.	Currently, there are no Standing Advisory Committee meetings scheduled at this time.  During the design of the new Integrated Education Center the Department of Neighborhoods attempted to reconvene a standing advisory committee. Several attempts were made with mailings and community notices, very few individuals responded and therefore a SAC was not reestablished.
<b>City Council Condition#2</b> = SSC shall comply with all provisions of the approved Final MIMP including but not limited to limits on the amount of allowed development in the Development Program, the applicable Development Standards, and the Transportation Management Program.	SSC is, and has complied with all provisions of the approved Final MIMP including but not limited to limits on the amount of allowed development in the Development Program, the applicable Development Standards, and the Transportation Management Program.
<b>City Council Condition#3</b> = The Final MIMP shall be amended to provide that sports field lighting shall be a potential (long term) project and any sports field lighting that is installed shall be designed to minimize the impact on the community at night through the use of shielded and directed light fixtures that direct lighting onto the playfields and minimize the infiltration of light beyond the field and that the SAC be given an opportunity to review and comment on the design of any field light proposed for this or any location on campus.	SSC has no plans for additional sports fields or sports field lighting at this time.
<b>City Council Condition#4</b> = The Final	SSC has maintained all requirements of City

<p>MIMP shall provide the following structure setbacks: 100-foot setbacks from the 16<sup>th</sup> Ave SW; 100-foot setbacks from the property boundary on the eastern extent of the College site, or the buffer width required by the City's Environmentally Critical Areas Ordinance from the top of steep slopes, whichever is greater; and 100-foot setbacks from the MIO boundary along the SW Findlay Street right of way, across from the residentially-zoned properties on the northern end of the western boundary. The following exception shall apply to the front setback: no more than two one-story buildings, each no greater than 4,000 square feet, may be located in the front setback, pursuant to Condition 5 (on page 39). Figure 14 in the Final MIMP shall be modified to show these setbacks.</p>	<p>Council Condition#4.</p>
<p><b>City Council Condition#5</b>= The Final MIMP shall be amended to limit development in the 100-foot front setback area adjacent to 16<sup>th</sup> Avenue SW to no more than two (2) one-story developments, each no greater than 4,000 gross square feet and with each associated parking area not to exceed twenty spaces. Any such building and/or related parking area shall be reviewed by the SAC prior to the application for any required master use permit or building permit.</p>	<p>SSC has maintained all requirements of City Council Condition#5.</p>
<p><b>City Council Condition#6</b></p>	<p>Not listed in MIMP</p>
<p><b>City Council Condition#7</b></p>	<p>Not listed in MIMP</p>
<p><b>City Council Condition#8</b>= The College shall notify the SAC and members of the public within 300 feet of the MIO boundary of the availability of the analysis, followed by a public meeting on the findings of any such report, and seek public and SAC comments on the analysis.</p>	<p>The College is not currently pursuing any Near-Term or Long-Term Housing at this time, and consequently has not produced any reports in this regard.</p>
<p><b>City Council Condition#9</b>= Any request to re-align and extend the existing frontage road north of the existing central access to the Campus shall be subject to review by the SAC, with notice to property owners within 300 feet of SSC along 16<sup>th</sup> Ave SW, prior to submittal of either a master use permit or building permit application to DPD.</p>	<p>The College does not currently expect to submit a request to re-align and extend the existing frontage road north of the existing central access to the Campus any time in the near future (the next 3 to 5 years).</p>
<p><b>City Council Condition#10</b>= For the life of the MIMP, the pattern of development and open space connections with the</p>	<p>SSC continues to maintain the pattern of development and open space connections within the neighborhood on 16<sup>th</sup> Avenue SW between</p>

<p>neighborhood shall be maintained on 16<sup>th</sup> Avenue SW between the north campus access road and south campus boundary similar to that shown in the Long Range Plan in the Final MIMP (p.28, Figure 12). During the review of all future buildings identified in the Final MIMP, SSC should evaluate that building's effect upon maintaining this pattern and these connections. If SSC proposes to change the pattern of development and open space connections on 16<sup>th</sup> Avenue SW from that shown on the Long Range Plan (p.28, Figure 12), it shall first provide notice to the SAC to allow for their review and comment prior to the submittal of any associated master use permit or building permit application.</p>	<p>the north campus access road and south campus boundary to that shown in the Long Range Plan in the Final MIMP (p.28, Figure 12), and has no current plans to do otherwise.</p> <p>The new Integrated Education Center is under construction in this area of campus. DON reviewed the plan prior to submittal of the MUP, attempted to convene a SAC and ultimately approved the plan.</p>
<p><b>City Council Condition#11</b>= As discussed in the TMP (p.55), the forecasted parking supply exceeds the maximum allowed under the land use code. Therefore the MIMP authorizes parking in excess of the code maximum to minimize adverse parking impacts in the adjacent neighborhood.</p>	<p>SSC currently has 1195 parking stalls on the 16<sup>th</sup> Avenue SW Campus. SSC currently has no plans of exceeding the MIMP maximum recommended parking supply for Year 15 of 1,590 stalls and 1,850 stalls in Year 30.</p>
<p><b>SEPA Conditions (1 through 6)</b></p>	<p>SSC has complied with all SEPA Conditions (1 through 6) as listed in the MIMP in operating the College, maintaining the Facilities and Grounds, and performing any and all Capital Construction Projects both small and large.</p>
<p><b>City Council Additional Conditions, Final Environmental Impact Statement (FEIS) Mitigation Measures</b></p>	<p>SSC has complied with all Final Environmental Impact Statement (FEIS) Mitigation Measures in operating the College, maintaining the Facilities and Grounds, and performing any and all Capital Construction Projects both small and large.</p>

**III. Major Institution Development Activity Initiated or Under Construction Within the MIO Boundary During the Reporting Period (2014 to 2016).**

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

1. The New Integrated Education Center Building (includes Demolition of the Cascade Court Building)
2. New Building & Demolition of the Cascade Court Building
3. Nursing Program, Basic Skills Program, and Multi-Use Classrooms
4. Size –57,333 GSF
5. Design Phase 2013-2015, Construction/Demolition April 2016-November 2017

**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 1997-1998 report.**
- B.** Land & Building Acquisition During the Reporting Period: **None**
- C.** Leasing Activity During the Reporting Period: **Harbor Island Maritime Training Center (SSC Welding Lab/Classroom) at Vigor Industrial Lease, Boeing Hangar (Aviation Lab/Classroom) Lease, and SSC Georgetown Building E Land Lease to the Finishing Trades Institute Northwest**

**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 SSC employees, staff and/or students:

South Seattle 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.

- B.** There was one goal in the TMP submitted as part of the 2007 MIMP. Subsequent to that original submission, SSC has also tracked and made efforts to reduce total vehicle miles traveled. The following table provides a brief narrative statement about the progress SSC made this past year towards compliance with the original goal and the subsequent additional goal:

TMP Goals	Compliance Progress
<p>Ensure that Single Occupant Vehicle Trips (SOV) are no more than 50% of the SSC staff, faculty, and student commute trips to and from campus.</p>	<p>This goal has not been achieved. Results from the latest survey indicate that SOV trips are approximately 66.7% of the total trips. As such this goal is not in the desired compliance progress.</p> <p>The strategies employed to try to achieve success in this goal include:</p> <ul style="list-style-type: none"> <li>• Offering reduced parking rates and dedicated parking spaces for staff who carpool;</li> <li>• 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 County Metro busses, Pierce Transit, Community Transit, Kitsap Transit, and Sound Transit busses and Light Rail, as well as the Sounder Trains;</li> <li>• 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 motor pool vehicle (for business travel), a “Guaranteed Ride Home” program that provides free taxi rides (to use in the case of emergencies or illness);</li> <li>• 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;</li> <li>• 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.</li> <li>• South Seattle College pays for the cost of membership and the use of the Zip car for all eligible employees. Once approved as a</li> </ul>

	<p>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 four (4) hours per day.</p> <ul style="list-style-type: none"> <li>• For work-related or official business trips, all eligible employees may check out a motor pool vehicle owned by Seattle Colleges District.</li> </ul> <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>Reduce the total SSC commuter vehicle miles traveled as compared to the original baseline data.</p>	<p>This goal is in compliance: According to the most recent survey, the “Vehicle Miles Traveled” rate has decreased to 8.3 VMT since the original baseline data was collected.</p>