



***Major Institution Master Plan
Annual Report
North Seattle College***

*Reporting Period:
July 1, 2016 – June 30, 2017*



NORTH SEATTLE COLLEGE
One of the Seattle Colleges

I. Introduction

A. Name of Major Institution: North Seattle College

B. Reporting Period: July 1, 2016 – June 30, 2017

C. Major Institution Contact Information:

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D. Master Plan Adoption Date and Date of Any Subsequent Amendments:

Master Plan Adoption Date: January 13, 1995

Amendments: Removal of Expiration Date – Minor – August 19, 2010

II. Progress in Meeting Master Plan Conditions

A. Provide a general overview of progress made in meeting the goal and conditions of the approved Master Plan.

North Seattle College (NSC) has met the major goals and conditions of the 1995 Master Plan as described in this report.

The Physical Education Building, now called the Roy Flores Wellness Center, was constructed and occupied in 1995.

The Multi-Purpose Building, now called the Peter Ku Education Building, was constructed and occupied in 1999.



Roy Flores Wellness Center

All additional site elements such as parking, trail system and landscaping have been completed. Due to the designation of a wetland in the area, budget

constraints and declining enrollment, the athletic field was not constructed as planned. Instead, the community P-Patch is now located in the southwest corner of this area.

NSC continues to implement and monitor the Transportation Management Program (TMP) to encourage reduction of the percentage of the major institution's employees, staff and students who commute in single occupancy vehicles (SOV) during the peak period.

Additionally, NSC encourages the use of alternative modes of travel, provides bus passes to students, and has electric car charging stations on campus.



Education Building

B. List each condition and provide a brief narrative statement about the progress made towards compliance:

1. Replace the Hearing Examiner's Recommendation with the following:

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

Summary: NSC has met the TMP goal for reducing the percentage of SOV ridership and continues to comply with monitoring the effectiveness of the TMP as described in this condition including: monitoring the number of transit passes sold, number

of carpool permits sold, number of SOV parking permits sold and the number of vehicles parked on the campus in each category of spaces: carpool, vanpool, visitor and SOV. NSC provides an Annual Transportation Report and a Commuter Trip Reduction (CTR) Employer Survey Report to the Washington State Department of Transportation every two years. The 2015 CTR Survey and the Annual Transportation Report were provided with the 2016 Major Institution Master Plan Annual Report. The 2016 Student Transportation Survey was also provided. The next CTR Survey will be conducted at the end of October 2017.

2. The required annual report from NSC 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.

Summary: NSC has reestablished the Standing Advisory Committee (SAC) per the Major Institution Master Plan requirements. The Annual Report will be reviewed with the SAC in an open public meeting and provided to the City in November 2017. A copy of the report will also be provided to the Licton Springs Community Council who will be invited to attend the SAC public meeting.

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

Summary: No supplemental traffic studies have been requested.

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 NSC students is not evident, DCLU and SED in consultation with NSC 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 students from low-income households or with special needs.

Summary: NSC charges SOV parking fees for employees, staff and students utilizing on campus parking.

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

Summary: Per the 2015 CTR Survey of college employees (including faculty and staff) who commute in SOV's during the peak period, the SOV rate was 68.5%. Per the 2016 Student Transportation Survey of students who commute in SOV's during peak period, the student SOV rate was 42% - placing the percentage

of the full campus population of those drivers who commute in SOV's during the peak period at less than the TMP goal of 55.2% for 1999. NSC continues to encourage reduction in SOV rates thru the Standard Implementation Requirements and the Discretionary Program Elements contained in the TMP and described in Section V below.

6. The NSC 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.

Summary: The International Education Center and the Instructional Computer Center buildings have not been constructed due to lack of funding.

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

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

1. Name of Building and Address:

North Seattle College - Library Building
9600 College Way
Seattle WA 98103

2. Description of Project:

The Library Building Renovation Project will renovate the existing Library Building to extend the life of the building for 50 years. Floors in four of the tiered lecture halls will be leveled to create flexible classrooms space that can accommodate multiple programs and flexible learning environments. One tiered space will be retained for use as a lecture hall for larger assemblies. Informal study lounges will be located immediately adjacent to these spaces. Mechanical, electrical and structural systems will be updated and/or replaced to meet life safety and code requirements.

3. Proposed Use:

The Library Building Renovation Project will transform the existing Library into a Learning Commons that provides contemporary library services, consolidates digital resources, and supports collaborative learning and online, web-enhanced and traditional education.

4. Size – Gross Square Footage: 58,177

5. Date Commenced (if still Under Construction) or Completed:

In 2016, NSC's Library Building Renovation Project was ranked number one by the State Board for Community and Technical Colleges on the prioritized list of college proposals for new capital projects. Funding for the planning and design portion of the project was anticipated to be included in the 2017-2019 capital budget request. However, as no Capital Budget has been passed by the State Legislature, this project has yet to be funded.

B. Major Institution Leasing Activity to Non-Major Institution Uses During Reporting Period

1. Name of Building and Address:

Opportunity Center for Employment and Opportunity
9600 College Way N.
Seattle, WA
98103

2. Proposed Use:

The premises shall be used by the DSHS, ESD and/or other state agencies for the purposes of integrated service delivery to job seekers, social service customers and college students.

3. Size – Gross Square Footage of Lease: 20,111

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

Summary: No development activity has occurred outside but within 2,500 feet of the MIO District Boundary.

V. Progress in Meeting Transportation Management Program (TMP) Goals and Objectives

A. Provide 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 major institution employees, staff and/or students.

Summary: NSC has met the TMP goal of 55.2% single-occupant-vehicle (SOV) rate for employees, staff and students who commute in SOV's during peak time. Per the 2015 CTR Survey of college employees (including faculty and staff) who commute in SOV's during the peak period, the SOV rate was

68.5%. Per the 2016 Student Transportation Survey of students who commute in SOV's during peak period, the student SOV rate was 42% - placing the percentage of the full campus population of those drivers who commute in SOV's during the peak period at less than the TMP goal of 55.2% for 1999.

In addition to regular email communications to inform employees, staff and students of the alternative modes of transportation and the programs, benefits and events provided through the TMP program, NSC continues to encourage reduction in SOV rates thru the Standard Implementation Requirements and the Discretionary Program Elements contained in the TMP and described below.

B. List each goal and objective and provide a brief narrative statement about the progress made towards compliance.

A. Standard Implementation Requirements include:

1. Transportation Coordinator

- NSC has complied with this requirement and continues to provide the services of a Transportation Coordinator responsible for the implementation and administration of the TMP.

2. Periodic Promotional Events

- NSC has and will continue to hold events designed to educate and inform students, faculty and staff of the available options and HOV incentives. Such events include: Bike To Work Month and Day, new student and employee orientation, partnering with King County Metro and Sound Transit to provide information tables at campus and other events.

3. Commuter Information Center

- NSC continues to maintain a permanent, highly visible, on site display of information on available commute modes located in the Security Office and available to the public between the hours of 8 a.m. to 4 p.m. Information on biking conveniences (bike repair, showers and lockers) ridesharing (carpools, vanpools), Metro Transit routes, ride match and other information related to transportation are provided. King County Metro bus information is located on the first floor of the College Center, throughout the campus, and on the NSC Transportation web page <https://northseattle.edu/transportation>.

4. Ride Match Service

- NSC has partnered with Zimride by Enterprise, a ride share using social networks to help connect riders with similar interests and compatibilities.

5. Student, Faculty, and Staff Mode Split Survey

- NSC continues to conduct a travel-mode survey every two years to determine travel behaviors, determine mode splits, and monitor the effectiveness of the TMP.

6. Site Improvements to provide a total of 267 bicycle parking spaces

- NSC has 226 bicycle parking spaces. Impacts to a planned parking lot area and the addition of a Child Care Facility reduced the number of bicycle parking spaces. While the existing number of spaces have been adequate to meet the biking community's need, NSC will work to provide budget to install additional bicycle parking to meet compliance requirements.

7. Reporting

- NSC collects information quarterly on the number of carpools, number of ORCA cards distributed and number of faculty and staff who bike to work. The CTR Employer Survey and the Employer Annual Reports are submitted every two years to WSDOT. The Student Transportation Survey is conducted yearly.

B. Discretionary Program Elements include:

1. Parking Supply (Target 1,689)

- NSC has 1,551 parking spaces on campus which include ADA, carpool and EV spaces. The target number of parking spaces was reduced due to environmental impacts on a planned parking area and the addition of a Child Care Facility. NSC will increase parking when and if future buildings are constructed.

2. Discount Carpool and Vanpool Parking

- NSC has and continues to charge registered students, faculty and staff carpools and vanpools a fee that is more than 50% less than the cost of SOV parking.

3. Preferential Carpool Parking

- NSC continues to provide garage parking spaces for use by faculty and staff carpools from 7 a.m. to 9 p.m. Students are allowed to park in the garage after 5p.m. with a parking permit.

4. Transit Subsidy

- NSC continues to subsidize the cost of transit for employees and students. An increase to the transit subsidy for Student ORCA cards has recently been approved. Student ORCA cards are purchased for \$125 for a card valued at

\$200 (\$75 subsidy). Beginning Fall Quarter 2017, Student ORCA cards will still cost \$125 but the value of the card will increase to \$250 (\$125 subsidy).

5. SOV Parking Rates

- NSC charges employees and staff parking rates for SOV set at levels for which the parking fee plus the estimated cost to SOV users of operating their vehicles is higher than the cost of commuting by transit.

6. Shuttle (To Northgate Transit Center)

- NSC continues to face budget impacts and has not implemented this program element due to lack of funding. Bus route #26 provides a connection to the campus.

7. Guaranteed Ride Home Program

- NSC continues to provide reimbursement for emergency travel home to students, faculty and staff that are using transit or carpooling.

8. Showers/Locker Room Facilities

- NSC provides on-site facilities for bicycle and walking commuters to shower and change clothes at the Wellness Center.

9. Residential Parking Zone (RPZ)

- The Residential Parking Zone program was implemented in the mid 1990's and is currently funded by NSC.

10. Periodic Free Parking for Non-SOV Commuters

- Full-time employees and staff who commute 50% or more, or three days out of the week by ORCA, bike, walk and carpool get designated two days of free parking per week.



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