

MAJOR INSTITUTIONS MASTER PLAN PROCESS

SOUTH SEATTLE COMMUNITY COLLEGE MASTER PLAN CITIZEN'S ADVISORY COMMITTEE FINAL REPORT AND RECOMMENDATIONS

SEPTEMBER 2006

This report is produced pursuant to City of Seattle Ordinance 115002 and Seattle Municipal Code Section 23.69, and contains the findings and recommendations of the Major Institutions Master Plan Citizen's Advisory Committee for the South Seattle Community College Master Planning Process.



City of Seattle

Department of Neighborhoods

Bernie Matsuno, Acting, Director

Gregory J. Nickels, Mayor

SOUTH SEATTLE COMMUNITY COLLEGE MASTER PLAN CITIZENS ADVISORY COMMITTEE

South Seattle Community College Advisory Committee

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Bill Jaback (Vice Chair)
Steve Locke
Pete Spalding
Brian Higgins
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Alternates

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Steve Sheppard - DON
Scott Kemp - DPD
Matthew Horwitz -
SSCC

Dear Hearing Examiner and City Council:

The members of the South Seattle Community College Master Plan Citizen's Advisory Committee are pleased to forward to you our final report and recommendations concerning the South Seattle Community College Major Institutions Master Plan.

The Committee was formed to provide community review and recommendations concerning the Major Institutions Master Plan for the South Seattle Community College. After taking public testimony, reviewing draft and final plan documents and supporting environmental documents, and conducting 13 separate Committee meetings, the Committee generally concluded as follows:

- Endorsement of the proposed overall proposed density of development.
- Endorsement of the 25% limit for campus area lot coverage.
- Conditional endorsement of rezone from MIO 37 L1 to MIO 50.
- Endorsement of the general locations for planned and proposed projects
- Recommendation for the maintenance of significant open space connections to 16th Avenue SW.
- Recommendation to require a formal evaluation process prior to any decision to extend the 16th Avenue SW Frontage road to the north.
- Endorsement of greater than allowed parking.
- Recommendation to require a formal evaluation process prior to any decision to construct student housing on campus including an opportunity for both the standing CAC and general public to provide comments prior to submission of any MUP.
- Endorsement of increased review of the design of sports field lighting.

These recommendations are further detailed in the remainder of this report.

We therefore recommend that the South Seattle Community College Major Institutions Master Plan be approved with those changes and modifications as recommended in the Department of Planning and Development Director's Report and with further changes identified in the attached Committee Report.

Sincerely,

Bob Rebar (Chair)
South Seattle Community College
Citizens Advisory Committee

Bill Jaback (Vice Chair)
South Seattle Community College
Citizens Advisory Committee

August 2006
Master Plan South Seattle Community College
Citizen Advisory Committee Final Report

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Section I

INTRODUCTION AND GENERAL OVERVIEW

“The intent of the Major Institution Master Plan shall be to balance the needs of the Major Institutions to develop facilities for the provision of health care or educational services with the need to minimize the impact of major institutions development on surrounding neighborhoods.” And, that the Advisory Committee comments shall be focused on identifying and mitigating the potential impacts of institutional development on the surrounding community based upon the objectives listed in the major Institutions policies and Chapter 25.05, SEPA.”

Seattle Municipal Code Sections 23.69.025
and 23,69.032 D1

The general area surrounding South Seattle Community College is one of Seattle’s most stable single-family areas. The area occupies the top of one of Seattle’s many north-south hilltops formed during the last great glacial age. These ridges typically have steep sites and rounded plateau-like tops. This topography has both benefited and challenged developers and planners for years. On the positive side, the topography provides fine views both to the east and west and relatively flat easily developed land on the tops of the hills. On the negative side, the steep hillsides often severely limit east-west access. This is very much the case for the area surrounding the College.

The topographical isolation of the area has defined its character. The area was slow to develop and until the late 1950’s contained large tracts of vacant land. Steep undeveloped hillsides remain, much of it dedicated as Open Space by the City of Seattle, especially to the east of the college. As a result of these steep slopes, access routes to the College are limited. There is only one connection from the Duwamish valley to the east via Holden Ave SW and only two routes to the hilltop from the Delridge Valley to the West. These routes must accommodate all traffic to and from the community and the Community College. The condition and function of these routes is a major ongoing concern of the community around the College.

As land became available, the Community College District acquired land adjoining a greenbelt and developed South Seattle Community College over time. In almost every sense the College is different than adjacent low rise and lower density single-family development. Buildings on the campus are larger but are typical of the types of institutional buildings found on most community college campuses in the Puget Sound area. Large open parking lots dominate parts of the campus to the north and south. Since its inception in 1968/9 the college has gone to extraordinary lengths to respect the surrounding community. Present development is set back a full 250 feet from adjacent single-family developments and the height of development on campus has been generally kept to three stories. The majority of the buildings on campus are not visible driving north on 16th Ave SW, but are visible traveling southbound. The College occupies a very large site, much of which has been maintained as lawn, forest and other types of open space. This open space acts as a buffer to adjacent neighborhoods and is one of the factors that give the area an open and low-density character. Many members of the Advisory Committee see this open space as an asset to the community and a valuable buffer to immediately-adjacent neighbors. The college’s proposed plan intends to better integrate

future campus development with the immediate community by becoming more outward facing, inviting neighbors, and those passing by on 16th Ave SW, to visit the campus and explore the grounds, facilities, and services.

Over the years, the College has been a good neighbor. The College intends to continue this tradition and has proposed a plan that responds to the community's concerns while allowing them to improve facilities on the campus to meet a growing student population. The proposed plan would increase the amount of development within its campus boundaries over time, reduce setbacks from the adjacent community, and allow for possible future development of multi-family housing along a portion of 16th Avenue. These changes have been carefully crafted to be acceptable to the surrounding community. The College recognizes that these changes may have the potential of increasing impacts of the College on the community. With this in mind, the CAC used the following general guidelines concerning the relationship of the College to the adjacent community in its evaluation of the proposed master plan:

- The South Seattle Community College Master (SSCC) Plan should continue to maintain a low vertical profile along its western edge to assure that new development is not out of scale with adjacent Single-family Development.
- The SSCC Master Plan should include recommendations aimed at reducing the impacts of traffic and parking on adjacent low-density neighborhoods.
- The SSCC Master Plan should include recommendations aimed at maintaining as much open space as possible.
- The Master Plan should continue to limit new buildings over 50 feet in height to the center of the campus in those areas identified as MIO 105 or adjacent to the greenbelt areas to the east.

The South Seattle Community College Citizen Advisory Committee believes that the College has a responsibility to be cognizant of the impacts that their growth has on the neighborhood including parking, traffic flow, and the scale and bulk of development.

Section II Recommendations

The following are the recommendations of the South Seattle Community College Citizen Advisory Committee.

Overall Recommendation:

- **Endorsement of the Plan** - That the proposed MIMP for the South Seattle Community College Campus be accepted with only minor modifications and clarifications as outlined in the remainder of this report.

The CAC wholeheartedly endorses the general direction of this plan. Over the years the College has been a good neighbor and its proposed plan clearly continues this policy. The CAC greatly appreciates the College's commitment to a continued collegial relationship with the surrounding community. During the development of this plan the College has responded positively to all of the CAC's major suggestions and no major differences remain. With this in mind, the CAC recommends that the following elements in the plan be adopted without substantive change: 1) the overall level of development, 2) the location of planned and potential projects, 3) the location and quantity of dedicated open space; 4) the overall FAR, lot coverage and general locations of open space; 5) the proposed zoning change from MIO 37 to MIO 50; and 6) the overall Transportation Management Plan and the provision of more than the maximum allowed parking.

There are a few minor areas where additional clarification is desirable. All are minor and most relate to the method of calculating some of the open space and lot coverage calculations. In a very few cases, the CAC suggests more specific language to clarify commitments that the College has made during the plan review process. These include: 1) slightly stronger language concerning the College's statement that it will attempt to limit development to no greater than three stories where possible within the proposed MIO 37 to MIO 50 rezone areas; 2) language intended to assure that open space be maintained along 16th Avenue as proposed by the College; 3) Standing CAC and community review prior to any decision to extend the 16th Avenue frontage road to the north; and 4) completion feasibility analysis, with opportunity for both public and Standing CAC comment prior to any decision to move forward with proposed student housing.

Detailed Recommendations

Recommendations generally related to SMC Section 23.69.030 E1 – Alternatives Considered.

The CAC makes the following specific recommendations concerning this issue:

- **Endorsement of Adequacy of Alternatives Considered** - The South Seattle Community College Citizen Advisory Committee (CAC) has reviewed the alternatives proposed including the preferred alternative. The CAC finds that the

alternatives represent a fair outline of alternatives and is adequate for the purposes of review of the South Seattle Community College MIMP and EIS.

Recommendations generally related to SMC Section 23.69.030 E2 – Density as expressed as a MIO district-wide FAR and lot coverage SMC 23.69.030. C3C

One of the key elements of the proposed South Seattle Community College Master Plan that is intended to address community concerns is the inclusion of a very low floor area ratio (FAR). In the case of this plan a very low FAR of 0.3 is proposed. Since the total area of the campus is 3,800,000 square feet this is a total allowable maximum developable area of 1,100,000 gross square feet. Total lot coverage is restricted on page 38 of the proposed MIMP to no more than 25% of the campus area or 947,000 square feet. The combination of these two restrictions appears to assure that development on the campus shall remain relatively low-density.

The Major Institutions Code specifies that overall campus density be defined both as a developable floor area for the whole MIO District and a FAR for the whole district. SSCC has done so. However, the CAC notes that the SSCC MIO District is unique in that a significant portion of the area within the MIO boundary is not reasonably available to the College for development. The actual developable area on the Campus is limited both by the reservation of a portion of the campus for the Seattle Chinese Garden and inclusion of eastern portions of the campus in the City Critical Area. This latter designated area is both steep slope – over 40% slope – and within the City designated West Duwamish Greenbelt. Neither of these two areas are really available to the College for future development. The area reserved to the Chinese garden is just over 200,000 square feet and the area within the critical area is about 760,000 square feet, leaving an actual developable area within the SSCC MIO boundary of 3,040,000 square feet.

The CAC concurs with the provisions in the Plan to allow to 1,100,000 gross square feet of development. However, in order to more accurately reflect the real FAR for the developable campus, the CAC recommends that the total Campus FAR be expressed both on a whole campus basis at a FAR of 0.3 and on a whole developable area basis as a FAR of 0.36 . While the CAC would prefer that the FAR be expressed on the basis of the developable campus, the CAC is willing to accept either method.

The CAC makes the following specific recommendations concerning this issue:

- **Endorsement of the proposed overall proposed density of development** - The South Seattle Community College Master Plan Citizens Advisory Committee endorses and supports the proposed development within the SSCC MIO boundaries of 1,100,000 gross square feet, subject to the limits on development related to setbacks, location of open spaces and floor and height restrictions elsewhere in this report.
- **Endorsement of the limit of 25% of campus area lot coverage** – The South Seattle Community College Master Plan Citizens Advisory Committee endorses and supports the proposed maximum campus lot coverage of 25% or about 947,000 square feet of coverage.

Recommendations generally related to SMC Section 23.69.030 C3D Height Limits, and E4A – Specific height of existing and planned development.

The master plan recommends an increase in the MIO District Height from MIO 37 – L1 to MIO 50 – L1. No changes are proposed to the MIO 105 foot heights in the center area of campus.

Both the MIMP and FEIS state that this change is needed in order to accommodate more recent design standards for three story higher educational facilities with floor to floor heights of greater than 12.3 feet. Under the zoning some rooftop features may exceed the zoning limits by up to 15 feet.

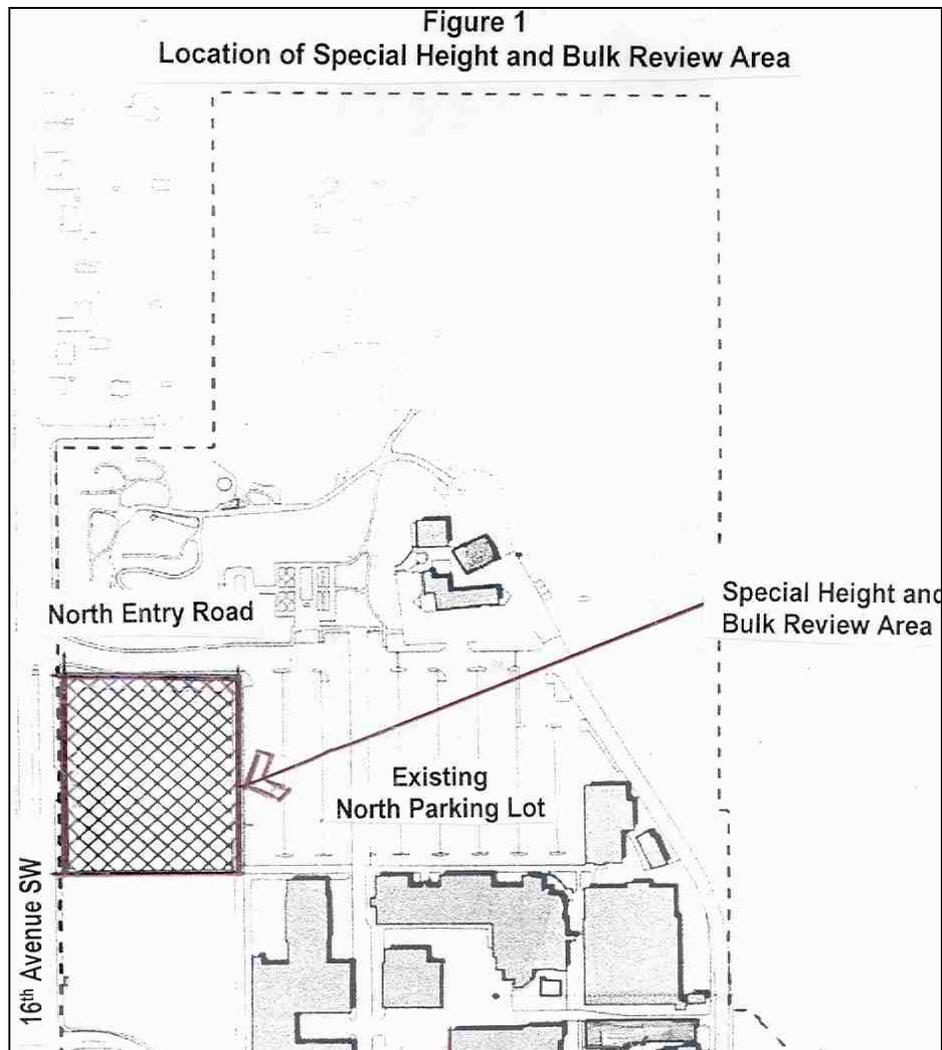
This change in height was identified late in the process, and the CAC initially reviewed the plan under the assumption that the MIO 37 zoning would be maintained. Conceptual drawings did, and still do, indicate that all proposed new development in these areas as three stories.

When the increased height limit was proposed, South Seattle Community College staff stated that all buildings planned or proposed to the MIO50 - L1 zone, were still envisioned at three stories maximum. South Seattle Community College staff assured the CAC that, in most cases, the buildings would not need the full 50 feet authorized, but that some laboratory or special use buildings clearly might. In reviewing the late change from MIO 37 L1 to MIO 50 L1, the CAC was ultimately convinced to accommodate this change so long as the assurances given to the CAC by the institution that the change was solely to accommodate the projected three-story development and would not result in four story development were made more formal and enforceable.

Therefore the CAC makes the following recommendation:

- **Conditional Endorsement of rezone from MIO 37 L1 to MIO 50 L1** - The South Seattle Community College Master Plan Citizens Advisory Committee endorses and supports the proposed rezone from MIO 37 L1 to MIO 50 L1 for all areas of the South Seattle Community College Campus previously identified as MIO 37 L1 on condition that potential near term and long term projects as identified in the MUP within proposed MIO-50 on pages 28 be limited to three stories and that any proposal for a structure of more than three stories in the MIO 50 – L1 be subject to a formal review by and comment from the future Seattle Community College Master Plan Citizens Standing Advisory Committee prior to the issuance of any permit.

One area within the proposed MIO 50-L1 zone is of particular concern to the CAC. The CAC is concerned with the relationship of development on the very northwest corner of the campus with the adjacent community. While much of the west margin of the campus is buffered from the adjacent community by topographical breaks that limit the view of the campus from adjacent single-family homes and 16th Ave SW, this is not true for the area bounded by 16th Avenue SW, the North entry road, the east margin of the north parking lots and a line perpendicular to the south margin of the north parking lots as shown on Figure 1. This area is flat and highly visible to adjacent housing. It is the most sensitive portion of the campus and warrants special care during design.



The CAC makes the following specific recommendations concerning this issue:

- **Special Review for development in the extreme northwest corner of the Campus** – Prior to the issuance of any permits for buildings in the area bounded by 16th Avenue SW, the North entry road, the east margin of the north parking lots and a line perpendicular to the south margin of the north parking lots as shown on Figure 1, and in order to mitigate for the potential height, bulk and scale impacts on surrounding residential properties, South Seattle Community College shall seek input from the surrounding neighborhood, the CAC, and particularly the owners of and residents in those properties in the 5200 and 5400 blocks of 16th Avenue regarding the design of building in the area. The process for obtaining comments shall be subject to review by the CAC and shall be approved by DPD. Neighborhood Review shall be guided by the following principles:
 - a. Consideration shall be given to whether the College’s program can be effectively met with two stories rather than three, while preserving open space, setbacks and other development objectives, and;

- b. That landscaping and other bulk-reducing techniques be incorporated to reduce the appearance of bulk and height from 16th Avenue SW: and

Recommendations generally related to SMC Section 23.69.030 E4 a – description of existing planned and future physical development and general design guidelines

- **Endorsement of the general locations for planned and proposed projects -** The South Seattle Community College Master Plan Citizens Advisory Committee supports and endorses the general locations identified for the four planned projects as shown in Figure 5, page 17 of the MIMP. The South Seattle Community College Master Plan Citizens Advisory Committee also supports the general locations and building forms shown for potential long term and near-term projects as shown in Figure 5 page 17 of the MIMP.

Recommendations generally related to SMC Section 23.69.030 E4 b – location of existing landscaping and 23.69.030 C3 e. open space locations.

South Seattle Community College has identified two areas on figure 17 page 39 of the MIMP as designated open space and also identifies all areas not covered by building footprints or parking lots, access roads or now dedicated to the Seattle Chinese Garden as "Campus Open Space: on Figure 18 Page 39 of the MIMP, and commits to maintaining no less than 40% of the campus area as open space.

The total area on campus not presently devoted to building footprints or parking lots, access roads or the Seattle Chinese Garden is 2,500,000 square feet with about 760,000 square feet of this total in the steep slope area to the east of the Central Campus. This leaves a total of 2,160,000 square feet presently open space within the 3,040,000 developable Central Campus or 64% of the developable portion. In many ways the FAR is more restrictive since it limits the total floor area of all biddings to 1,100,000 gross square feet.

While the CAC notes that much of the space is in the steeply sloped critical area to the east of the actual Campus, and that this designation is somewhat pro-forma since it is unlikely that any of this area could be developed, still maintaining so high a percentage of the campus in open space is noteworthy and the CAC supports this commitment.

SSCC's MIMP proposes that an open center plaza be maintained in the campus core as designated open space. The CAC notes that the College discussed at some length its commitment to maintaining significant open space connections to the community. This was defined as maintaining significant east-west access open spaces connections to the 16th Avenue Street front from the campus as shown on Figure 3 of this report.

The Long-Range Plan identifies just under 29% of the street frontage of 16th Avenue SW from the north Access Road to the south campus boundary as open connections between the center of the campus and the community, as shown on Figure 2. This includes a wide variety of areas including open green spaces, formal entry roads, pedestrian walkways and side building setbacks. The CAC commends the College for its commitment to maintaining these physical and visual connections and considers it vital to maintaining an inviting presence for the campus.

In addition the Long-Range Plan (Figure 5 page 17 of the MIMP) also identifies a significant north-south pedestrian walkway connecting to the designated open space plaza. The CAC also supports inclusion of the Riverview Trail in the Master Plan. This community-based effort will help facilitate access to the College from the surrounding neighborhoods.

While the CAC supports the overall FAR, the CAC also strongly supports the general open space concept in the plan including the axial pedestrian circulation pattern, east-west connections to 16th Avenue and the overall distribution of open space shown on the Long-Range Plan.

The CAC makes the following specific recommendations concerning this issue:

- **Recommendation for the maintenance of significant open space connections to 16th Avenue** – For the life of the Plan, open space connections should be maintained on 16th Avenue SW between the present north campus access road and the south campus boundary either as shown on the Long Range Plan in the MIMP, or similar connections constituting approximately the same total street frontage along 16th Avenue SW as shown in the MIMP. During the review of all future buildings, the College should evaluate that building's effect upon maintaining these connections.

Recommendations generally related to SMV Section 23.69.030 C3a and c – Setbacks internal and external to the campus.

One of the most significant changes being proposed in the plan is to reduce from 250 feet to 100 feet the setback from 16th Avenue SW. Similar 100-foot setbacks would be along the east side of the campus in the steep slope and critical area. While the latter setback is clearly pro-forma and does not effect either the real development potential on the campus or any adjacent development, the change in the 16th Avenue Setback has the potential of affecting the surrounding neighborhood.

The CAC looked at this change in great detail, including evaluations on site of the possible effect of bringing development 150 feet closer to the single family development to the west. The CAC concluded that this change would be acceptable so long as certain conditions were maintained. The primary condition that the CAC recommended was elimination of the campus road extension shown running north south and parallel to 16th Avenue SW north of the existing central entrance to the Campus. The CAC agreed and amended the plan to remove this connection from the near-term and long-term plan, but maintains the option of re-instating it at a future date. The Plan states:

The existing road may be realigned and extended north in the long term plan if that proves to be advantageous to the college and the community. The Road will not be located closer than 50' from the front lot line.

The CAC generally concurs with this, and concurs that the possible option shall remain in the plan. However, the CAC would like assurance that any decision to realign this road be undertaken only if the need can be demonstrated by the College and only after a formal review process. Therefore the CAC makes the following recommendation concerning this issue:

- **Recommendation to require a formal evaluation process prior to any decision to extend the 16th Avenue frontage road to the north** - That any decision 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 Standing CAC and including notice to the surrounding community.

The College also discussed its desire to be more open to the surrounding community and present a more inviting face. One of its proposals is to locate some retail-like functions within the 100 foot setback in the north portion of the campus. The CAC accepts this proposal.

Related to SMC Section 23.69.030 F2 – Programs to reduce traffic Impacts and encourage the use of public transit. Carpools and other alternative to single-occupant vehicles

The South Seattle Community College Master Plan Citizens Advisory Committee spent a considerable amount of time reviewing traffic and parking impacts on the community. General concerns were in two areas: 1) the impact of over-flow parking on the immediately surrounding neighborhood; and 2) the effects of increased traffic on the major arterial routes connecting the college to the community.

An evaluation of projected parking demand showed that as long as the current level of allowed parking was maintained, that additional over-flow parking was not likely to occur. The College has requested continuation of their present variance to provide greater than the maximum allowed parking. The Committee strongly supports this request. This higher parking avoids the need to institute residential parking zones in the surrounding areas with their corresponding inconvenience to residents. Therefore, the CAC makes the following recommendation concerning this issue:

- **Endorsement of Greater than Allowed Parking** - The South Seattle Community College Master Plan Citizens Advisory Committee supports and endorses the granting of a variance for more than the allowable maximum on-site parking in the Major Institutions Code.

The issue of access proved more difficult to address. It is the general conclusion of the Committee that the access routes from Delridge Way SW up the hillside to 16th Avenue S.W. from both the north and south are barely adequate due to poor surface conditions, limited pedestrian facilities, poor storm water drainage, and single lanes in each direction. Nonetheless, traffic analyses done for the College appears to show that increased traffic to and from the College will not result in a dramatic increase in traffic and will not result in levels of service at key intersections falling to unacceptable levels. Based upon this information, the Committee concluded that no specific mitigation was necessary.

The Committee makes no specific recommendations concerning traffic improvements to be associated with the adoption of the plan. The CAC did, and does, encourage the College, as the single largest source of traffic flow in the community, to cooperate with residents in broader efforts to lobby the City to improve infrastructure, mitigate vehicle speeds, and reduce congestion in adjoining neighborhoods during peak hours.

Recommendations related to the possible development of Student Housing as a Potential mid-term and long-term project

One of the more controversial proposals in the Master Plan is the proposal to consider development of on-campus student housing. The plan states:

New Student housing is also included in the plan, which could total, in the near term, up to 80 units, or approximately 270 beds. While housing is an allowed use in the L-1 and L-2 zones, the college intends to conduct a feasibility study of providing housing. This would include a determination of what, if any, support services would need to be available, as well as access to those services.

The long-term plan also includes the possible construction of an additional 26 units with 90 beds for a possible total of 106 units.

The South Seattle Community College Master Plan Citizens Advisory Committee neither supports nor opposes the concept of on-campus housing. The idea of on-campus housing generated substantial debate within the Advisory Committee. The Advisory Committee expressed concerns about the impact of housing on traffic, transportation and parking. In addition the Advisory Committee was concerned with the ability of the College and immediate surrounding community to provide needed services for this higher-density housing.

The CAC was also aware of broader community concerns regarding the effects that this housing might have on the character of the neighborhood. Concerns were expressed that introduction of moderate density multi-family housing would be incompatible with the low-density single-family character of the surrounding areas, lead to increased pressure for re-zoning to higher densities and increase traffic to the point that it might exacerbate an already difficult access situation.

Nonetheless, the CAC does not oppose the inclusion of this housing as a potential use subject to a full and complete evaluation of its feasibility and potential impacts prior to any decision to develop such housing.

Therefore, the CAC makes the following specific recommendations concerning this issue:

- **Recommendation to require a formal evaluation process prior to any decision to construct student housing on campus** - Prior to application for a master use permit for development of student housing on the South Seattle Community College Campus, South Seattle Community College shall undertake a feasibility analysis concerning the development of the student housing.

The College shall review the proposed scope of the student housing feasibility analysis with the standing CAC at the outset of the process. The scope of the feasibility analysis shall include an opportunity for both the standing CAC and general public to provide comments prior to submission of any MUP application for the student housing development.

Recommendations generally related to Light and Glare

The plan shows the possibility of a new multiuse field at the south end of the campus. This field would be lighted with field lights on 80 foot poles. Members of the community

expressed concern that light might infiltrate into the community and noted that new technologies exist that shield and direct light onto fields. The CAC, therefore, recommends that:

- Endorsement of increased review of the design of sports field lighting. - Any sports field lighting that is installed should 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 Standing Advisory Committee be given an opportunity to review and comment on the design of any field light proposed for this or any location on campus.

Attachments

Attachment A

CAC Meeting Notes

South Seattle Community College Master Plan Advisory Committee

MEETING NOTES

Meeting No. 2

May 26, 2004

Adopted June 23, 2004

(First Official Meeting - Committee discussion of EIS Scoping and Initial comments on the SSCC Concept Plan)

Members Present

Thomas Phillips
Pete Spalding
William (Bill) Jaback

Steve Locke
Carlos Jimenez
Tom Phillips

Robert (Bob) Rebar
Brian Higgins

Staff Present

Steve Sheppard – City of Seattle, DON
Brodie Bain – Mithun Associates
Kristen Kenney - Mithun Associates
Terry McCann – Huckell Weinman

Scott Kemp – City of Seattle DPD
Mathew Horwitz – SSCC
Kurt Buttlemen – SSCC
Jacqueline Stoner - Huckell Weinman

I. Opening of Meeting

Steve Sheppard opened the meeting at 6:37 PM. Mr. Sheppard noted that he would facilitate the meeting until the election of a permanent committee chairperson. He thanked members for their willingness to attend this added meeting. He stated that the reason for scheduling this meeting was to allow members to formally comment on the scope of issues to be considered during the environmental review process. Introductions followed.

II. Discussion of the SSCC Initial Concept Plan and Formal CAC Comments

Brodie Bain noted that the CAC had been briefed on the contents of the Initial Concept Plan at the orientation meeting, briefly discussed the concept plan and asked for member's comments on the plan. She noted that the college would like to know as early as possible if there are any major concerns that CAC members might have. Steve Sheppard stated that the intent of having the CAC review and comment on the Initial Concept Plan was to get input from the CAC to assure that the key directions or elements in the initial concept plan are acceptable to the CAC.

A West-Side Frontage Road Relocation

Bob Rebar stated that one area that appeared somewhat confusing was the treatment of the frontage road along the 16th Avenue side of the Campus. Brodie Bain stated that the road would be relocated closer to 16th in the vicinity of the new development near the present access point and would be about half the distance from 16th Avenue than it presently is. This would allow greater development for the potential development areas just to the east of the road. However, she also noted that this relocation is expensive and that there is a second alternative B on page 8 of the concept plan that would leave the main roadway alignment unchanged. Others noted that the affects of the alignment changes from alternate A and B are minimal. Mathew Horwitz noted that the long-range plan realigns the entire frontage road system. This would eliminate the central access and keep north-south travel internal to campus.

Bill Jaback noted that the relocation of the west side street brought a roadway very close to the projected new development on the west side of Campus. He asked if consideration had been given to totally eliminating the west side frontage road and using

all or a portion of the funding that would have been used for that roadway for improvements to 16th Avenue SW. He suggested that those improvements might include a widening with turning lanes. SSCC staff stated that this might be an intriguing alternative. Others noted that this might lead to conflicts along 16th and might lead to increased accidents related to those searching for parking, busses, and those using the street for through traffic. After further discussion the CAC asked for further detail and discussion prior to endorsing the movement of the west side roadway.

B. East Side Concourse Road Use

Questions were also raised concerning the use of the roadway on the East Side of the campus. Matthew Horwitz noted that this road is usually called the concourse road and is intended for limited public use. This concourse roadway accesses various training sites and is used for truck operations and operations training.

C. Development of On-campus Housing and Associated Services

CAC members also raised concerns about the proposed student housing units on campus. Brodie Bain stated that there would initially be about 80 units and that under the longer term plan there might be more housing. The buildings would be two-to-three-stories and would remain within the existing zoning. They would be apartment-type units, rather than traditional college dormitories.

CAC members raised concerns in three areas: 1) the lack of nearby retail services; 2) increased traffic associated with the introduction of multi-family housing in the immediate area, and 3) the relationship of the proposed development and the possible development of sports facilities (soccer field) in the area. Concerning the lack of services, Steve Locke noted that there are few services in the area and that would therefore imply that students would have to drive to distant shopping areas for these services. He noted that while 80 units with perhaps 300 added residents might seem like a lot, it would seem too few to justify development of nearby retail. SSCC staff stated that the question was whether the concept of on-campus student housing was acceptable. If the answer is "yes" then the developer of the housing and the College would have to deal with the availability of basic services to the residents as part of the planning for the development. Mathew Horwitz stated that one of the major discussions within the planning team concerns the introduction of this housing. He noted that this makes the SSCC campus a 24-hour campus and that there would be staffing and security implications. However, there are on-campus food services that might be expanded to allow these to provide some added services for the new residents in the proposed on-campus housing.

Concerning traffic, CAC members noted that there is very little multi-family development in the area and that once evening classes are done there is very little traffic in the area. There is some interest in possible multi-family housing on the City-owned land just south of the area. However, the residential community is actively opposing this concept at this time. Concerns were raised that the introduction of multi-family will increase traffic in the evenings and weekends and that this should be carefully studied.

Concerning the possible development of a soccer field, CAC members noted that these facilities would be needed to complement on-campus housing. Brodie Bain stated that there is considerable discussion of this including the development of the soccer field and possible expansion of the student center to include greater recreational facilities. Matthew Horwitz stated that the issue of outdoor recreation has been discussed for years, but that whenever discussions have become serious, the conclusion has been that the projected use for the current enrollment does not appear to justify the facilities given both the need for initial capital costs and ongoing maintenance. He stated that any development of recreational facilities on the SSCC campus would have to involve close discussion with the community so that some joint use was possible.

Brodie Bain asked if the CAC felt that the concept should be retained in the initial planning. CAC members stated that the concept should be retained, but that it would have to be very carefully evaluated in the EIS.

III. Committee Comments on the Scope of Elements to be Considered During the Environmental Review Process.

Terry McCann, with Huckell Weinman, gave a brief presentation on the schedule for the environmental review of the proposed plan. The Draft MIMP and EIS is scheduled for completion in January 2005 with the final MIMP and EIS issued in July of 2005. He noted that the first step of the process is "scoping" or the determination of the scope of issues to be evaluated. In general, the process is intended to limit the areas of the environment that will be evaluated to those where there is a reasonable expectation that there might be some impacts that should be mitigated. He passed out a preliminary listing of those items that might be analyzed in the Draft EIS. He stated that he did not anticipate that *earth* (geology, soils, topography etc.), *air quality*, *water* (surface water movement, runoff/absorption, floods, groundwater movement and public water supply), *energy*, *natural resources*, *population and housing*, *recreation*, *historical or cultural preservation* and *agricultural crops* would be analyzed. It was noted that storm water would be analyzed separately from groundwater as a part of public services and utilities. Those areas that would be analyzed would be *plants and animals*, *environmental health* and in particular noise, *land and shoreline use*, including land use patterns and the relationship to existing land use plans, policies, and regulation, *light and glare*, *aesthetics*, *transportation*, and *public services and utilities*.

CAC members offered the following initial comments: 1) That population and housing be analyzed – CAC members observed that population and housing was not included in the preliminary list of issues to be analyzed but that SSCC is proposing adding on-campus housing so that an evaluation would appear to be appropriate; 2) That recreation should be analyzed as it relates to the facilities to support the added housing; In addition, since there might be an impact on recreational facilities, it was suggested that recreation be considered as an area for possible analysis; and 3) that some consideration be given to analyzing the effect of development on the SSCC campus on surface water in the adjacent greenbelt. It was noted that there are several surface ponds in the greenbelt to the east that are recharged by runoff during the winter and then dry fully or partially during the summer. Matthew Horwitz noted that there is a perimeter interception system that is intended to limit runoff onto the greenbelt. Scott Kemp stated that this might be a MIMP issue, rather than an EIS issue.

IV. Election of Committee Officers

The floor was opened to nomination for chair and vice chair. Bob Rebar was nominated for chairperson. The nomination was seconded and a vote called. The vote was unanimous and Mr. Rebar was elected Chairperson. Bill Jaback was nominated for vice-chair. His nomination was seconded, the vote called and Mr. Jaback. The vote was unanimous and Mr. Jaback was elected vice chair.

V. Adjournment

The next meeting was set for June 23rd and it was determined that the meeting would start at 6:00 PM with the formal EIS scoping meeting following at 7:30. No further business being before the Committee, the meeting was adjourned.

*South Seattle Community College
Master Plan Advisory Committee*

MEETING NOTES

**Meeting No. 3
Adopted June 23, 2004**

(Committee discussion of EIS Scoping and the SSCC Concept Plan followed by the Formal EIS Scoping Meeting)

Members Present

Thomas Phillips	Roberta Greer	Vlad Oustimovitch	William (Bill) Jaback	Steve Locke
Pete Spalding	Carlos Jimenez	Brian Higgins	Tom Phillips	

Staff Present

Steve Sheppard – City of Seattle, DON	Scott Kemp – City of Seattle DPD	David Johnson - TSI Traffic Consultants
Brodie Bain – Mithun Associates	Mathew Horwitz – SSCC	Jacqueline Stoner - Huckell Weinman
Kristine Kenney - Mithun Associates	Kurt Buttleman – SSCC	Terry McCann – Huckell Weinman

I. Opening of Meeting

The meeting was opened by Bill Jaback, CAC co chair at 6:07 PM. The meeting notes for meeting #2 were approved without substantive changes.

II. Continued Discussion of the Elements of the Concept Plan

Frontage Road - Kristine Denny from Mithun Architects was introduced to discuss issues related the Concept Plan. Ms Denny stated that the presentation tonight would focus on the frontage road and setbacks along 16th Ave. SW. she noted that the proposal in the concept plan would reduce the setback from 250 feet to 100 feet.

Ms. Denny noted that the underlying zoning is Low-Rise Residential Multi-Family 1 and 2 (L1 and L2). Under the underlying zoning the setbacks are much smaller at 30 feet for the front setback. The MIO sets a much larger 250-foot setback. When evaluating possible changes to the setback, various alternatives were evaluated, each of which incorporated a north-south roadway parallel to 16th Avenue SW and internal to the campus. The concept is that from the western edge of the frontage drive would be landscaped and to the east would become part of the formalized campus and would be available for possible building sites. A bike path would also be incorporated into the setback area. Ms. Denny noted that the change of grade in much of the area provides a significant visual separation between the frontage drive and 16th Avenue SW. She presented several sections drawing that illustrated this point.

CAC members asked for clarification concerning the need for the bike path. Some noted that bicycle use by students is very limited and that its use might be primarily by neighborhood residents. SSCC staff responded that this is partially intended as a benefit to the broader community and as one element that will help promote some increased use of bicycles for commuting. Others noted that the route would connect to a broader system of bike paths and would compliment transit options. The trail would connect to a trail through the greenbelt north of the college and to the "Riverview Trail". This trail is currently the subject of a study to determine feasibility and possible designs. It is currently envisioned that it would connect to the Duwamish Trail.

Steve Sheppard noted that the CAC had deferred formal endorsement of the frontage road/drive pending additional discussion and asked if the CAC was now prepared to make a decision on this issue. CAC members asked what future review process would be available for revisions to the road alignment in the future. Scott Kemp responded that the plan would have been adopted both by the College and City Council and that changes to the adopted plan of the magnitude of changing the roadway pattern would require amending the plan. Steve Sheppard noted that the CAC is not boxing itself in at this point by giving direction to continue to evaluate this process. Since the CAC is free to change its recommendation up to its final report. He stated that the idea is to give the College a heads up concerning this proposal. If the moving of the road is simply not acceptable in any event, then it would be better for the CAC to state that now.

CAC members noted that one of the questions in the concept appears to be whether to have buildings more visible from 16th Avenue SW. It appears that the alternatives are reductions of the setback to allow more building in that 250-foot setback area or to have the

area be either vacant or possibly parking. Steve Locke noted reducing the setback from 250 feet to 100 feet and relocating the road to bring buildings closer to the campus edge might impact the neighborhood considerably with greater visibility of the College from the community. He noted that this is a rural-like area and is considered rural by many. He expressed the belief that the smaller setback would be detrimental to this and that he would prefer the bike path and even parking as preferable to buildings. Others noted that there might be a benefit to greater visibility for the many services available on-campus. Mr. Locke responded that the college is not a retail or service destination and that it might not be desirable to the character of 16th changes to a retail service street. He further stated that one of the benefits of the current SSCC Campus layout to the immediate community is that, unlike Central Seattle Community College, the College is almost invisible to the community. He stated that he believed that the City identifies the area as some urban-rural designation. Others agreed that the area had a low-density feeling and that the buildings being set far back from the street reinforces this. Mr. Locke stated that he believed that the self-contained nature of the campus is an advantage to the students too. Scott Kemp asked if Mr. Locke was advocating a cloistered, self contained nature for the College. He responded affirmatively.

Others stated that they agreed with Mr. Locke's position in concept but wondered if the result of denying the reduction in setback might simply result in use of that setback space for parking. Others noted that a 100 foot setback still allowed sufficient room for a great deal of landscaping and other treatments that might still protect the neighborhood from major visual impacts.

Steve Sheppard observed that the key question was raised in a slightly different way at the last meeting. At that point the question was what should be the nature of the campus from 16th Avenue. The question was whether it was necessary to have the frontage road at all and instead allow 16th Avenue SW serve as the roadway. Mathew Horwitz noted that one of the ideas was to give the College greater visibility to the community and open it up more to the community. Steve Locke responded that integrating the College better into the community might be rather difficult since the scale of development on the College Campus versus the relatively low-density residential development is so different. He noted that people in the area value the quiet of the area. Others noted that the college has a duty to be a civic asset and at this point you can drive up to the area without even being aware of the existence of the college. Increased visibility for the campus might neither imply that retail services be available from 16th nor that the nature of 16th change significantly.

Steve Sheppard stated that there are two models for colleges: 1) a cloistered separate campus where the institution has a hard edge and is separated from the community; and 2) an integrated model where the institution has a soft edge and is viewed as part of the community. The greatest criticism of newly established college campuses is that they often seem like business parks or shopping malls surrounded by a sea of parking and having little or no relationship to the surrounding community. He noted that the question concerning setback relates more to the long-term future for the campus and the community. The crucial question is how the campus should relate to the community is the long-term.

Bill Jaback suggested that the college might want to provide a quick sketch of what an alternative to an alternative with a reduced footprint might be. Roberta Greer stated that she believes that the College definitely needs to have a greater presence from the street.

Bill Jaback stated that he believed that the CAC should provisionally approve the portions of the concept plan that related to the setback issue as a basis for continued development of alternatives. The question was called. The vote was 7 in favor, 1 against and 1 abstaining. Questions were raised concerning the intent of the vote. After further discussion, Steve Sheppard was asked to restate the motion in more detail. He summarized the motion as follows:

That the CAC provisionally approves, as a basis for continued development of alternatives: 1) the concept of a reduced setback along 16th Avenue SW from 250 feet to 100 feet, and 2) an increased physical presence along the western edge of the campus.

CAC members agreed that this was the basis of the motion and should be considered the position of the CAC.

Scott Kemp suggested that the CAC continue to clarify its position with more detailed future considerations of possible design issues for buildings on campus and particularly on the western edge.

Student Housing - A CAC member noted that he had received an e-mail for a neighbor raising some concerns with the proposed on-campus housing. Concerns that were raised included 1) that the increased student population might increase public safety concerns and 2) that the increased population might add to overall traffic.

III. Adjournment

The next meeting was set for July 28th at 6:30 PM. CAC members suggested that the agenda include continued discussion of the EIS scope with an emphasis on additional discussion of the issue of SSCC's physical presence and possible design along the western edge of the College. Members asked for better sketches of what the western edge of the campus might look like, projected uses over a five ten or fifteen year time frame and landscape treatments and for traffic projections. Others suggested that a tour Staff stated that they also needed to begin to discuss the housing issue and transportation issues. No further business being before the committee the meeting was adjourned.

South Seattle Community College
Master Plan Advisory Committee

MEETING NOTES

Meeting No. 4
July 28, 2004
Adopted 9.22.04

Members Present

Thom Phillips	Roberta Greer	Vlad Oustimovitch	Earl Cruzen	Rogelie Riojas
Brian Higgins	William (Bill) Jaback	Steve Locke	Bob Rebar	

Staff Present

Cliff Louie – City of Seattle, DON	Scott Kemp – City of Seattle DPD	Kathie Kwinlinski - SSCC
Mathew Horwitz – SSCC	Kristen Kenney - Mithun Associates	Kurt Buttlemen – SSCC
Terry McCann – Huckell Weinman	Jacqueline Stoner - Huckell Weinman	David Johnson - TSI Traffic Consultants

I. Opening of Meeting

The meeting was opened at 6:07 PM. Introductions followed.

II Review of Meeting Notes

Brian Higgins suggested several changes to the meeting notes. First he suggested that the min meeting notes include a section on action items, recommendations, and requests for additional information as a separate listing so that they can be more easily referenced. He was also noted that on page two, second full paragraph that discusses setbacks, there was a discussion of possible averaging of setbacks that might vary between 250 and 100 feet and that the minutes should reflect that. He also stated that there is still confusion concerning the zoning and the use of the term urban rural. Further clarification of this is needed. In the third paragraph he noted that there were two sides to this argument. Only one side is stated in the meeting notes and he suggested that the counter argument be added from the tape. He also noted that there was a request for information on traffic volume growth in the area. Since there were substantive changes to the meeting notes proposed, the Committee directed that the meeting notes be changed to reflect the suggested changes and be reviewed at the next meeting.

III. Discussion of Housing Issues

- a. **Visual Impact Analysis** - Kristin Kenney of Mithun Associates was introduced to discuss housing issues. She presented a series of display boards to show different types of housing. Bill Jaybak noted that there are still a total of 80 units with 240 beds.
- b. **Vehicle Ownership on Campus** – David Johnson was introduced to discuss this issue. He noted that the issue appeared to be what differences would occur if the foreign student housing were introduced on Campus. He stated that experience on other campuses has been that when general on-campus housing is introduced, the commuter trips to campus are reduced. He noted that parking is different. Normally long-term parking might increase as students in the on-campus housing essentially warehouse cars for trips home on the weekends and during breaks. However, since the proposed housing would be for international students, and these student could reasonably be expected to have fewer vehicles than others, parking impacts as a result of the development would be less than is typical. The City's Code requirements have a minimum requirement for student housing but SSCC expects that this would exceed the reasonable projections for parking for the international students.

Others asked if there is any discussion or knowledge of how visitors to this housing would effect traffic and parking. Mr. Johnson stated that this would be evaluated in the EIS. Earl Cruzen asked if on-campus events would effect both traffic and parking, especially in the evenings. Mr. Johnson stated that traffic and parking effects from events on campus would not change substantially. Mathew Horwitz reminded the Committee that the plans to consider construction of the new housing is quite speculative at this point.

- c. **Description of the International Student Housing Program** - Kathie Kwinlinski, director of the International Student Program, was introduced to discuss this issue. Ms. Kwinlinski handed out a profile of the international students at South

Seattle Community College. She noted that the enrollment target is for 320 international students. Ms. Kwinlinski noted that about 40% of the international students are over the age of 25 and that one of the long-range goals is to recruit more traditional aged (18 to 24) students and that this proposed housing is a part of the recruitment efforts for this goal. She also noted that both location and affordability is a major issue for international students.

Ms. Kwinlinski, also noted that the College has completed an evaluation of the economic impact of the international students on the community. Surveys indicate that the average international student spends about \$9,500 for basic living expenses per year and that the current 169 students generate \$1,605,500 per year to the community. Steve Locke noted that there are few nearby services in the community that would serve these students. He observed that this appeared to him to be a major issue. Roberta Greer stated that she approves of the vision and noted that many of the foreign students would be expected to forgo use of cars. Mr. Locke responded that this is true but that these students are used to having stores and other services within walking distance. He also noted that services need to be culturally appropriate.

Bill Jaback noted that with so few services available in the nearby area, they might be expected to immediately try to gain access to an automobile. It was also suggested that it might be better to construct student housing somewhere in the business corridor near services and suggested that the availability of land might be what is driving the housing proposal. Matthew Horwitz stated that the introduction of services on housing to serve the on-campus housing might benefit the broader community. Bill Jaback also reported some residents of the Riverview Neighborhood, just south of the College, have serious reservations about on-campus student housing. He stated that one of the concerns raised to him by one resident in particular is her personal experience with vandalism associated with student housing. Others responded that this is very unlikely and that the foreign student might be the least likely to engage in vandalism. Earl Cruzen suggested that people open their homes to foreign students and embrace them. He noted that one thing that we can provide is experience with the American lifestyle and culture.

Rogelie Riojas stated that if student housing is introduced onto the campus, it should not be restricted to international students. He noted that there are students from Eastern Washington who come here because of the aviation program.

After further discussion, it was noted that one of the biggest questions concerning the appropriateness of the new housing is how reasonable access to basic services can be provided.

- d. **SPU Experience with Student Housing** – The discussion was deferred because representatives from SPU could not attend.

IV. Additional Discussion of EIS Scoping

Terry McCann stated that the College issued a determination of significance and EIS scoping notice on June 9th. The notice was mailed to organizations and individuals and published in local and citywide paper and posted on campus. The scoping meeting occurred on June 23. No testimony was received, and no written comments were received. Therefore the College has produced a scoping document based upon input from the college and from the CAC. Mr. McCann briefly went over the scope and alternatives as outlined in the handout titled – "Major Institutions Master Plan Draft EIS 7.28.04" - Attached to these meeting notes. Mr. McCann noted that housing has been added to the list of issues to be addressed in the EIS.

Brian Higgins asked for clarification concerning the specific requirements for parking. Staff responded that the proposed minimum of 251 stalls occurring in the long-term is an amount in addition to the existing supply of parking, not a total net.

Bill Jaback asked if all of the alternatives would be totally evaluated and considered and then one chosen or whether the preferred alternative would be the basis of any modifications. Staff responded that the alternatives are presented to give a range of alternatives considered, but that typically future amendments would be to the preferred alternative based upon comments received to the EIS and Plan during formal public comments. It was also suggested that the committee go on a walking tour of the campus so that the proposals can be better visualized. It was suggested that this be a part of the next meeting, weather permitted.

Terry noted that scoping is the first step in the EIS process, the second step is preparing the draft EIS and the receipt of formal public comments on the Draft, and the final step is the final EIS. The Draft EIS will be issued January 5, 2005.

V. Initial Discussion of Transportation Issues

David Johnson was introduced to lead this discussion. Mr. Johnson stated that his function is to look at how the proposed growth will effect parking demand. In order to maintain an objective viewpoint, the first step is to collect objective data. One of the first things that the consultant did was to put tube counters on key streets to get a good model of how much traffic on 16th Ave. SW is from the College and when peak volumes occur. Concurrently, the consultant looked at current on-street and on-campus parking counts to model the parking demand.

The initial findings are that the greatest pressure on the street system is in the PM peak. But it appears that the college adds relatively little traffic to the overall volumes at that time. He noted that the key factor driving parking demand is the number of students on campus. Mr. Johnson noted that the consultant team physically counted parking stalls on campus and concluded that there are just over 1000 available spaces on campus. He passed out a hand-out that included information both on-campus and off campus parking demand. He noted that the peak parking demand is over 900 on-campus spaces and occurs between 10 and 11 AM. Demand then falls off rapidly to less than 300 by 3:00 PM. There is a small second peak in the evening between 6:00 and 7:00 PM. He noted that on-street parking demand also follows a similar pattern. There appear to be approximately 215 available on street spaces in close proximity to the campus. These available parking is often fully utilized, particularly in the morning. There also appears to be a more significant on-street PM peak between about 6 and 7 PM. He noted that he understood how this situation might cause resident concern who return from their daytime jobs to find all on-street parking taken and/or drives blocked.

On campus parking is managed through parking fees. Students pay about \$42 per quarter and faculty \$80 per quarter. All pay a \$10 per quarter TMP charge that primarily provides for use of the campus shuttle service. He noted that any subsidy of transportation through a TMP cannot use State funds and must use student fees. He also noted that the challenge for the College is related to the profile of its students. Many work and most drive to work in the morning and then go to jobs after classes. It was noted that a special effort will be made to look at the possible effects of a monorail stop on Delridge.

Mr. Johnson presented a chart of average weekday campus generated traffic volumes. Traffic volumes appear to match approximately the pattern for on-campus parking. When looking at the peak on-campus parking demand, it appears that demand is about 0.23 stalls per full time student and this will allow projections for future parking demand based upon various student population projections. Mr. Johnson noted that the EIS will evaluate traffic effects in the area including Level of Service or LOS at each major intersection.

Earl Cruzen asked if the EIS will evaluate traffic on Delridge over a thirty year period and whether traffic growth associated the College and the Chinese Garden would be included in the analysis. Mr. Johnson responded that the EIS will primarily focus on the near-term (15 years). Growth factors in the community and from growth on Campus will be included in all projections so that information will incorporate for the Chinese garden. However, that is a separate project and not part of the College's MIMP.

There was considerable discussion of how to determine the student population for traffic projections. Members asked for clarification on the use of FTE (full time equivalent) versus student head count. It was noted that two part time students could be one FTE. It was suggested that the analysis look at head count in some way. SSCC staff noted that one FTE is considered to represent 15 credit hours. Three students each taking 5 credits would account only for 1 FTE. On the other hand, many students take 18 credit hours and therefore, count, for more than 1 FTE.

Members asked for clarification concerning which lots and on-street spaces are used first and appear to be preferred by students and faculty. Staff responded that that data was available and could be made available to the Committee. Mr. Johnson noted that METRO destination data is generally not available and that the consultant is trying to get data from Metro. Members suggested that Mr. Johnson contact Patrick Duhon with METRO to see if better data could be obtained. Members asked what alternatives would be looked at concerning parking fees etc. Mr. Johnson stated that following the evaluation specific recommendations would be made concerning parking fees and other incentives and disincentives to driving alone to campus. He noted, however, that there is a delicate balancing act involved. The college does not want to simply drive student parking off of campus onto surrounding neighborhood streets.

VI. Clarification on Committee Voting Procedures

Several members asked that Committee members be alerted prior to a specific meeting that a vote is anticipated. This will allow members to evaluate the issue and discuss them with neighbors and other community groups. It was further suggested that the issue to be decided be presented at one meeting and then voted on at the next. Staff pointed out that this might not always be possible.

V. Adjournment

No further business being before the Committee the meeting was adjourned. The next meeting of the Committee was scheduled for Wednesday September 22, 2004 at 6:30 PM.

**South Seattle Community College
Master Plan Advisory Committee**

MEETING NOTES

Meeting No. 5
September 22, 2004
Adopted October 27, 2004

Members Present

Tom Phillips	Brian Higgins	William (Bill) Jaback
Bob Rebar	Carlos Jimenez	Pete Spalding

Staff Present

Steve Sheppard – City of Seattle, DON	Scott Kemp – City of Seattle DPD	Brodie Bain - Mlthun
Terry McCann – Huckell Weinman	Kurt Buttlemen – SSCC	Matthew Horwitz – SSCC
Jacqueline Stoner - Huckell Weinman	David Johnson - TSI Traffic Consultants	

I. Opening of Meeting

The meeting was opened at 6:10PM. Introductions followed.

II Walking Tour of the West Edge of the Campus

The committee members took about 20 minutes to view the setback area on the west side of the campus.

III. Discussion of street and Setback Issues

Following the walking tour, the committee re-convened to discuss the issue. The major focus of discussion was on the need for the perimeter road on the west side of the campus. Issues were raised concerning whether the west side road would encourage driving rather than walking and whether it was truly needed. Several members noted that the roadway seemed to duplicate the function of 16th Avenue. Matthew Horwitz responded that one of the major reasons for including this roadway portion was to benefit the community by removing internal traffic from 16th Avenue. He stated that it did improve service vehicle access somewhat. Brodie Bain stated that the concept was to improve the face of the college to the community while at the same time maintaining sufficient central focus for efficient pedestrian use. Matthew Horwitz stated that this is a complicated issue in that there is a desire to maintain central focus without overbuilding in the center of the campus. Scott Kemp responded that he felt that this could be done with buildings and pathways and did not require the construction of the perimeter road just east of 16th Avenue SW.

Steve Sheppard asked what the effect on the plan would be if the roadway were simply terminated near the present central access. Brody Bain responded that there might be some grade issues that would make this very difficult particularly for service vehicles. Members asked whether this issue couldn't be addressed by design. Others suggested that the building might extend further west, with the roadway to the east of the buildings, but noted that this might change the character of 16th more than would be desirable. Steve Sheppard asked what the disadvantage would be of using near-term alternative A as the template for development permanently. He noted that this might actually allow greater flexibility for the north sites. Matthew Horwitz noted that while this would maintain three separate entry points, it seemed reasonable and suggested that the north extension of the road be identified as a possible future right-of-way but would only be developed if a dramatic need develops. Members suggested that the roadway be shown as a dashed line and that the plan indicate that this is not approved at this point but maintained as a future possible addition that would have to be approved separately at a later date as an option. Brodie Bain agreed that this would appear to be acceptable.

III. Draft EIS Process

Terry McCann made a brief presentation on the EIS process. He noted that the committee will be given an opportunity to review a preliminary draft of the DEIS and will have a few weeks to review it. After receiving comments, they will be forwarded back to the consultant team and incorporated into a formal Draft EIS. At this point it is assumed that the DEIS will likely be issued in January. Hopefully, the committee will receive the preliminary draft at the next meeting. Steve Sheppard noted that the CAC will be expected to make a formal joint comment to the preliminary draft of the EIS.

VI. Brief Presentation on the Structure of the Draft EIS

Terry McCann passed out a short summary of the contents of the Draft EIS and copies of the first sections (Cover Page and Fact Sheet) of the Internal review Draft of the Draft EIS. There were no major comments on this

VII. Continued Discussion of Traffic Issues

David Johnson was introduced and gave a brief presentation on traffic issues. He stated that the challenge is to both quantify existing conditions and project likely changes. Traffic counts have been done on 16th and adjacent intersections as identified at Meeting 4. He noted that the evaluation method will assign level of service (LOS) designations to these intersections. This is a mathematical projection of the amount of vehicle delay. The range is from A to F where A is no delay and F is heavily congested. The current conditions evaluation indicates that for the AM peak, all of the studied intersections are functioning at LOS A with the exception of Holden and 16th which is at B. During the PM peak most intersections were still operating at LOS A, with the following exceptions: 1) Genesee and Delridge Way - LOS B; 2) Holden and 16th - LOS C and 3) Holden and Highland Park - LOS D.

The evaluation will then look at the number of trips that are projected to be generated by new on-campus development. He noted that there are currently about 1100 stalls on campus and the peak demand is in the morning when about 900 spaces are filled. Demand falls off to 200 by about 5 PM and then has a second peak at about 6 PM with about 300 spaces filled. On-street parking follows a similar pattern.

The DEIS will also look at the Transportation Management Plan that is intended to provide a series of incentives and disincentives to attempt to encourage students, faculty and staff to utilize high occupancy vehicles rather than single occupancy vehicles. However, he noted that this campus' student body often work part time and appear to prefer driving in order to get to before and after classes.

The future analysis will look at a fifteen and thirty year time period. The projection is that over the fifteen year period the campus will generate 234 additional new mid-day trips and about 125 additional new trips in the PM peak. The projection for thirty years is for 450 additional mid-day trips and about 250 additional new trips in the PM peak. This analysis includes the trips associated with the possible new housing.

The recommended campus parking supply for the fifteen year period is for 1300 stalls (200 more than currently on campus) and for thirty years 1,600 total stalls.

VIII. Adjournment

No further business being before the Committee, the meeting was adjourned. The next meeting of the Committee was scheduled for Wednesday October 27, 2004 at 6:30 PM.

**South Seattle Community College
Master Plan Advisory Committee**

MEETING NOTES

**Meeting No. 6
October 27, 2004
Adopted December 15, 2004**

Members Present

Tom Phillips William (Bill) Jaback Vlad Ostimovitch Carlos Jimenez Bob Rebar

Staff Present

Steve Sheppard – City of Seattle, DON Kristine Kenney – Mithun Matthew Horwitz – SSCC
Kurt Buttlemen – SSCC Terry McCann – Huckell Weinman Jacqueline Stoner - Huckell Weinman
Brodie Bain – Mithun David Johnson - TSI Traffic Consultants

I Opening of Meeting

The meeting was opened at 6:40 PM.

II Approval of Meeting Notes

The meeting notes of the September 22, 2004 meeting were approved without substantive change.

III. Presentation on the Draft MIMP and EIS

Steve Sheppard noted that the CAC would have three weeks to review and comment on the Preliminary Draft Plan and EIS. The comment is usually in the form of a combined letter from the CAC expressing the general view and comments of the CAC. This is a preliminary comment that is intended to inform the College and its consultants of possible changes to the documents that might be made prior to the formal release of the Drafts and the start of the formal public comment period. He noted that the time frame for this process is short and that a draft letter will have to be drafted at the next CAC meeting on November 17, 2004.

Brodie Bain briefly went over the preliminary drafts and noted changes from earlier concepts. She noted that the new plans reflect the changes to the west frontage road as recommended by the CAC. She briefly walked the CAC through the plans and alternatives, the development standard and development program sections and appendices of the plan. Bill Jaback stated that the plan should clarify the connections for the pathways for both the north and south. Brodie Bain noted that the connection to the south is noted on Page 36 of the Preliminary Draft Plan.

Terry McCann gave a brief introduction to the Preliminary Draft Environmental Impact Statement (PDEIS). He briefly outlined the early sections of the document. He noted that there are a few holes remaining to be filled before the formal draft is issued. Jacqueline Stoner briefly outlined the later sections of the PDEIS. She specifically noted that the open space evaluation looked at open space both on the campus and in the adjacent neighborhood. She also noted that the public services section includes the information that the City anticipates a need to hire ten new personnel to service a new medic unit that might be needed in the area and an additional 2.5 FTE for security on campus.

David Johnson gave an overview of the transportation section of the PDEIS. He noted that projections cover the two alternate periods to 2015, and to 2030. He distributed a summary sheet that showed the projections for each alternative. He noted that under all of the alternatives, the traffic generated by the College is not a significant factor effecting traffic at major intersections. He also noted that the projections for parking demand fall within a relatively narrow range. He noted that the College has a very aggressive TMP, but that the nature of the student body with many part-time students who hold day jobs, reduces its effectiveness somewhat. As a result many students still use a car to come to campus and then go to their jobs. One of the results is that the calculations of parking requirements exceed the code requirements. As a result, the College will have to seek a code variance for greater than allowed parking as a part of this process.

Members asked if the variance discussion would also incorporate a broader discussion of general traffic and parking in the areas. Mr. Johnson responded that it might, but that the present evaluation is that on-street parking has not been a major issue recently. There

was a brief discussion of possible residential parking zones (RPZ). Mr. Johnson noted that the institution of an RPZ would require a separate approval process where 70% of residents would have to agree to its imposition. He offered the opinion that the area would likely not qualify for an RPZ.

Steve Sheppard noted that the CAC has already had a major impact on the plan since the College has significantly changed the circulation plan. He suggested that this be noted in the comment letter to highlight the importance of this change to the CAC.

IV. Adjournment

No further business being before the CAC, the meeting was adjourned. The next meeting was scheduled for November 17, 2004, with a possible meeting the following week to complete the review process if needed.

*South Seattle Community College
Master Plan Advisory Committee*

MEETING NOTES

**Meeting No. 7
November 17, 2004
Adopted December 15, 2004**

Members Present

Bob Rebar (Chairperson)	Carlos Jimenez	Roberta Greer	William (Bill) Jaback (Vice Chairperson)
Rogelio Riojas	Brian Higgins	Earl Cruzen	

Staff Present

Steve Sheppard – City of Seattle, DON	Kristine Kenney – Mithun	Brodie Bain – Mithun
Matthew Horwitz – SSCC	Kurt Buttlemen – SSCC	
Terry McCann – Huckell Weinman	David Johnson - TSI Traffic Consultants	

I. Opening of Meeting

The meeting was opened at 6:30 PM by Bob Rebar.

II Approval of Meeting Notes

The meeting notes were made available from the last meeting but review was delayed until the next meeting in order to allow the greatest possible time for committee review of the preliminary draft documents...

III. Committee Discussion of Comments to the Preliminary Draft Copies of the MIMP and DEIS

The sole agenda item for this meeting was identified as the development of comments to the Draft DEIS and MIMP. Steve Sheppard briefly outlined the goals for the meeting as developing a list of comments that will become the basis for the development of a draft letter from the CAC to DCLU and the College. He noted that there appeared to be several areas that the CAC needs to visit and determine whether they have comments or not; these were 1) access and circulation on and through campus – the frontage road issue; 2) on-campus housing; 3) Traffic and transportation including cumulative impact analyses; 4) the face of the campus to 16th and the proposed setback reduction along 16th Ave. SW; 5) the overall level of development proposed as a campus wide floor area ratio; 6) Parking supply – the variance request; 7) Open space issues including sports fields.

Mr. Sheppard also informed the CAC that Steve Locke had noted that he would be unable to attend the meeting and has forwarded his comments in writing. Copies of Mr. Locke's comments were passed out to the Committee.

Traffic Patterns

Bob Rebar noted that Mr. Locke's comments deal mainly with traffic and Parking and essentially states his opinion that there are traffic problems in the area that exist even with the current level of development at the College and that this has not been fully addressed in the preliminary draft copies. Bill Jaback stated that he was concerned that there did not appear to be a complete analysis of the traffic situation on the major northern access route to the College (Delridge to Oregon to 23rd to 21st to Dawson to 16th Ave. SW).

David Johnson responded with a discussion of the methodology for evaluating traffic and congestion on this route. He stated that the College did traffic volume and turning counts at key signalized intersections. These are the hot spots and typically are where the problems occur. The route in question is winding and has no controlled intersections. It is assumed that most of the traffic turning from Oregon up 23rd continues on this route and that very little is lost to side streets. He noted that one of the worst intersections in the areas is Highland Park Way and SW Holden Street. This has been flagged to the City but there has been no reaction back yet.

Mr. Johnson also noted that a review of all Department of Transportation historical data traffic volumes for the last 15 years has indicated that there has been little or no growth of traffic volumes on either 16th Ave. SW or Delridge Way. The route identified is indeed difficult, but since volumes have not increased it does not appear that there are any plans by the City for major improvements on the route.

Bob Rebar noted that the growth of traffic on this route might be related to the combination of growth associated with the College, possible services and/or student housing either on campus or associated with it, and the Chinese Garden. Mr. Johnson responded that traffic associated with the Chinese Garden was included in the analysis. They have done a separate analysis and that indicates that their greatest generation of traffic will be on the weekends when college generated traffic is negligible.

Members suggested the following comment:

The CAC continues to be concerned with the impact of traffic resulting from both from existing conditions and generated from the proposed growth under the Master Plan and strongly recommends that the College should work with the City to identify possible improvements in the area.

Members noted that this was a comment primarily to the city and that it did not appear that traffic associated with growth proposed at the College would cause significant new problems. After further discussion of the various perceived deficiencies in the existing street system serving the College and community, it was determined that the initial statement above be expanded to include the following:

That, either as a part of the DEIS or as an attachment to it, a list of current deficiencies and concerns related to traffic volumes and/or street conditions that effect the college, whether directly related to any projected increases in impacts associated with projected development at the College or not, should be included and forwarded to the City as part of the final reports to the Hearing Examiner and City Council of the City of Seattle.

It was also noted that the College had incorporated the CAC's change to the frontage road along 16th to eliminate it as a planned improvement in the Master Plan Concept, and that the CAC wished to assure that this was pointed out and the College commended to this action.

Parking Supply

Discussion turned to Parking. Members asked for a clarification concerning parking demand calculations. David Johnson stated that the College is assuming that there will be no increase in use of on-street parking and that all future growth would be accommodated on campus. At the present time the college has a little over 1000 stalls on-campus and the demand is projected to increase by a little over 200 stalls. The recommended parking supply is identified as 1,485 stalls (480 more than is presently available). Mr. Johnson noted that close-in on-street parking is basically full between 10 and 11 AM and then drops off. It is assumed that this situation will continue. The goal of the college is to maintain a supply just a little over projected demand. The college is planning for a supply of 10% above projected demand. In addition the Major Institutions Code sets both minimum and maximum parking requirements. The maximum is set in order to encourage institutions to aggressively pursue parking management plans. The college is presently above the maximum allowed. This was done as a variance from the maximum requirements and the College is anticipating seeking a similar variance as part of this effort.

After further discussion, the CAC determined that the following comment should be included in its comment letter:

In order to minimize the impacts of on street parking to the adjacent community, the CAC endorses the granting of a variance for greater than allowed parking on the SSCC campus for the life of the plan.

There was also discussion of the location of parking. Members asked if parking would be constructed under the student housing or as part of other developments rather than as open surface parking. Staff responded that the cost of parking mixed into another building is the most expensive option. They noted that the option of a stand-alone parking structure is listed as an alternative in the DEIS.

Overall Level of Development Proposed – Setbacks, FAR, MIO Height etc.

Discussion turned to the level of development. Brian Higgins suggested that the various numbers outlining the proposed new levels of development should be put into one easily understandable table. He noted that in some places in the MIMP it states that there will be 559,000 gross square feet of new development and that this appears to be a large amount of new space to accommodate the projected increase in FTE. Yet in other places projections appears to be much smaller Brian noted that page 20 of the MIMP states that the potential development of the campus would result in an estimated 190,000 to 285,000 gross square feet of new development but on page 14 of the MIMP it stated that based on currently enrollment information that the college project a need for 59,000 additional assignable square feet of space. Then in the EIS it states that the development on the campus might lead to as much as 645,000 gross square feet.

Brodie Bain responded that these larger levels of development are related to the 30-year long-range plan which is intended to be a very long-range concept plan. Not all of this space would probably be constructed in that 30-year period. This is intended to provide a vision and framework for the location of structures and open space and internal circulation. After further discussion the CAC recommended that the CAC comment state:

That the MIMP and EIS should include a table that shows short term, long term and proposed student housing space needs both for the 15-year and 30-year periods.

Brian Higgins stated that he was not convinced that the overall amount of development proposed appears to be warranted and appears to be significantly greater than would be needed based on projected need for additional student space. Brodie Bain noted that the greatest benefit of the plan to the College is having the concept plan showing buildings. Mathew Horwitz stated that if the College was to change to footprint of a project shown in the concept plan then it would have to seek an amendment to the Master Plan. Brodie Bain stated that the major element of the plan is the location of the planned and potential development sites.

Steve Sheppard was asked how the Council and Hearing examiner dealt with projected demand for space versus the development sites that are shown. He stated that the Hearing Examiner and City Council have not dealt with this question directly. Mr. Sheppard directed the College and CAC representatives to the Seattle Municipal Code. He noted that the 1996 revision of the code made major changes. In the past the institution was asked to identify as a part of the development program all planned and potential development and amendments to the plan were required whenever any of these planned or potential development sites were changed in any way. However, this was changed in 1997. The code now states that the institution is required only to identify specific uses and development sites for planned future development which is defined as development which the Major Institution has definite plans to construct. The development program may describe potential physical development or uses for which the Major Institution's plans are less definite (SMC 23.69.004 D). However the code states that this is at the option of the Major Institution and that Information about potential projects is for the purpose of starting a dialogue with the City and the Community and changes to this information will not require an amendment to the master plan (SMC 23.69.030 E 10). He noted that technically the Institution is not held to specific development sites shown on the long-range plan and is quite free to shift development sites within the allowed overall development standards.

Mr. Sheppard noted that the controlling factors for overall development standards are listed in the and include setbacks, the MIO height limits, lot coverage expressed as a overall campus Floor Area Ratio (FAR), Landscaping and the percentage of the MIO district to remain in open space. Development can be moved around quite freely within the campus so long as they meet these standards. He noted that because of this other CAC's have focused on the development standards rather than the development program and illustrative or conceptual plan.

Brodie Bain noted that the UW had identified various specific sites and had identified about 8 million square feet of sites with a commitment to build only 3.5 million square feet. She noted that there is no longer an expiration date on the Mater Plan. Steve Sheppard noted that the Master Plan expires once all of the development potential identified in the plan, as expressed in the Campus wide FAR, has been used. He explained that FAR is a number that when multiplied by the total area of the site gives the total amount of development allowed. Ms. Bain noted that the intent of the Collegiate is to keep the plan conceptual. Steve Sheppard noted that the UW looked at each possible building site and then identified maximum heights, setback and other site constraints for each potential development site. This is unique to the UW and is not required by the Seattle Municipal Code.

Mr. Sheppard noted that the question before the CAC is whether the total level of development proposed under the FAR is reasonable given that future development can be shifted in the campus so long as it adheres to the development standards. He noted that only the planned development sites are set at this time.

CAC members stated that they agreed with the overall level of development proposed as shown in the MIMP and DEIS. Steve Sheppard noted that SSCC has simply taken the projected needs for space as shown in the Concept plan and used this amount of space as the FAR. This is considerably more proscriptive than many institution have done. The projected FAR of 0.3 is very low. It was noted that there were some inconsistencies in figures shown. For instance on page 70 of the DEIS it stated that not less than 50 percent of the area within the MIO boundary will be open space and in the MIMP it states that overall lot coverage will be 25%. CAC members suggested that the College carefully proof the final document to assure that all of the figures are consistent. College staff noted that the differences in those figures are related the amount of space devoted to roadways and surface parking which approaches 25%.

Brian Higgins suggested that the FAR be presented in two ways: 1) for the entire MIO boundary; and 2) for the developable portion of the site which is defined as those areas that are neither steep slopes and other environmentally critical areas.

The following comment was suggested:

In light of the unique nature of the SSCC Campus in relationship to the surrounding low-density residential community and the adjacent greenbelt, that the CAC endorses the low 0.3 FAR proposed for the SSCC Campus.

Others suggested that the above statement be amended to include the statement be amended to include its endorsement of the Concept plan. After further discussion the following wording was suggested:

That the CAC endorses the overall concept for both level of development and the general placement of uses on the campus as identified in the Master Plan Concept including the east west and north south axial open spaces and the general location of potential future development and simultaneously, in light of the unique nature of the SSSC Campus in relationship to the surrounding low-density residential community and the adjacent greenbelt, that the CAC endorses the low 0.3 FAR proposed for the SSSC Campus. While the CAC recognizes that future potential developments may not match exactly that locations shown in that plan, its endorsement of the overall level of development is done with the understanding that the College will generally strive to adhere to the locations of development shown in the Concept Plan.

Brian Higgins stated that given the flexibility allowed to move development, he believed that more attention should be given to the amount and location of the designated open space. Brodie Bain noted that the plan identifies the designated open space on page 30 as the greenbelt and central plaza. She noted that the plan also establishes a percentage of overall open space that will be maintained and that that amount is identified as no less than 40% of the entire areas within the MIO boundary. Mathew Horwitz noted that there is other open space that is not designated; examples are the open corridors from 16th Avenue. Brian suggested that the CAC might want to make a statement concerning the location of the non-designated open space and that the CAC endorses the general direction of the Concept plan including the location of the other open space. It was noted that the CAC can get a relatively good idea of the total development potential by a combination of the total square footage of development allowed under the campus wide FAW subject to the heights and setbacks and location of designated open space.

Mathew Horwitz suggested that if the CAC believes that the Master Plan Concept is valid, then the CAC might want to identify other parts of the plan that could reasonably be converted into a development standard to more closely tie the future development to the plan. He offered examples as either greater designated open spaces or statements that a specific portion of the frontage along 16th Avenue SW be maintained as open visual access into the site. Mr Horwitz suggested the following wording as a comment:

The CAC values the maintenance of open space that is usable by students and the community for meeting space and recreation and the maintenance of sight lines from 16th into the central core of the campus.

There was also a discussion of the maintenance of the setback. It was noted that the CAC had looked at the proposed reduction of the setback from 250 feet to 100 feet along major portions of 16th Avenue SW and had generally been comfortable with that. In light of this, the following comments were suggested:

The CAC endorses the reduction of the setback along 16th Avenue SW from 250 feet to 100 feet.

CAC members also noted that there was no overall map of proposed setbacks and suggested that:

The final MIMP be expanded to include a map showing the proposed setbacks in addition to the section diagrams on page 37 of the Preliminary Draft.

The CAC also noted that it was comfortable with maintaining the current MIO height districts.

Campus Housing

Bob Rebar stated that while he personally supports the addition of housing he was aware that some in his community did not. He also stated that he was concerned that there was insufficient nearby services to support this higher-density housing. Brian Higgins stated that they were unconvinced that this need could not be met off-campus by the private housing market and that the probable location in existing higher-density areas near to services would be more appropriate. Others noted that the introduction of housing at the site proposed by SSSC in combination with the possible development of higher-density housing on the land presently owned by the City to the immediate south had the potential of significantly changing the nature of the community which until now has been primarily single-family. College staff stated that the College is doing a needs and feasibility analysis to look at whether the housing was needed and supportable. Staff also noted that the housing would not be restricted to foreign students. Rogelio Riojas stated that he would support devoting most of the housing to foreign students.

Mathew Horwitz observed that one of the benefits of the student housing would be the reduction of auto trips to and from campus. David Johnson agreed and noted that this is one of the reasons that the preferred alternative generates fewer trips. Roberta Greer cautioned that the introduction of housing onto campus would change the dynamics between the College and its students. Some CAC members questioned whether the housing was sufficiently justified or needed to warrant the expenditure of funds on this versus other academic needs. Others observed that on-campus living is an important part of student life and options. Roberta Greer suggested that if housing is deemed necessary that partnerships with nearby developers be considered. The CAC endorsed the following comment.

The CAC has reviewed the proposal to develop housing on the South Seattle Community College Campus. The concept of introducing this housing onto campus is intriguing and has met with mixed reactions. Because of this

the CAC believes that further evaluation of both the needs for, and impact of, this housing is necessary before a formal decision can be made.

Mathew Horwitz observed that it would be helpful to the college to have the CAC list concerns regarding this issue at a future date

IV. Adjournment

No further business being before the Committee, the meeting was adjourned. The date for the next meeting was set for December 15, 2004.

*South Seattle Community College
Master Plan Advisory Committee*

MEETING NOTES

Meeting No. 8
December 15, 2004
Adopted April 27, 2005

Members Present

Bob Rebar (Chairperson)	William (Bill) Jaback (Vice Chairperson)	Tom Phillips	Steve Locke
Thomas Phillips	Brian Higgins	Rogelio Riojas	

Staff Present

Steve Sheppard – City of Seattle, DON	Scott Kemp – City of Seattle, DPD	Brodie Bain – Mithun
Mathew Horwitz – SSCC	Kurt Buttlemen – SSCC	Jack Middleton
Terry McCann – Huckell Weinman	David Johnson - TSI Traffic Consultants	

I. Opening of Meeting

Bob Rebar opened the meeting at 6:38 PM.

II. Adoption of Meeting Notes

The meeting notes for meeting 7 were approved without substantive change.

III. Review of Draft Letter

The Committee decided to go through the letter paragraph by paragraph. Steve Sheppard noted that the letter would be addressed to Diane M Sugimura ATN: Scott Kemp. No major changes were made to the introductory paragraphs. Discussion proceeded to specific comments in the draft letter. The following related to the numbered comments in the draft comment letter:

Concerning Comment 1 - Members expressed concern that the comment was too vague and that additional clarification would be needed. After further discussion, the CAC members directed that the wording of comment 1 be amended to include specific reference to Figure 2 on page 21 and Figure 16 on page 36 of the Preliminary Draft Major Institutions Master Plan which shows the open space arrangement. Tom Phillips suggested that the last sentence of that paragraph be amended to specify that the CAC was conditioning its approval of the FAR and open space arrangements not only of the locations and amount of open space, but also on the types as shown on the figures referenced. The CAC agreed and directed that that change also be made.

Concerning Comment 2 – Members noted that the comment concerning bicycle flow was too vague. It was noted that currently the College does not encourage bicycle traffic through the center of the campus. It was suggested that the comment be amended to clarify that the preferred location for the bicycle traffic was along the western edge of the campus. After brief further discussion, the CAC directed that the last sentence of comment 2 be changed to state: The CAC, therefore, specifically endorses the development of student recreational spaces (e.g. soccer fields), accessible and usable open space in the heart of the College Campus, pedestrian circulation in all directions through campus, the bicycle route along the western edge of the campus as proposed on page 16 of the Preliminary Draft Major Institution Master Plan dated 10.27.04, and the protection of open space at the north end of the campus (arboretum).

Concerning Comment 3 - It was noted that the second sentence of the comment appeared to duplicate the intents of comments 1 and 2. Mathew Horwitz stated that the College would rather that the CAC endorse the maintenance of the general amount and location of open spaces and the maintenance of the low FAR that essentially mandates an overall amount of open space on campus rather than call for the identification of more specifically dedicated open space elements. He noted that this would appear to give the College more flexibility in the future, while still assuring that sufficient open space remain. After brief discussion, the CAC members directed that this sentence be removed and replaced with statements that the CAC endorses maintenance of open space connections (fingers of love) to the community consistent with figure 19 of the Preliminary Draft Major Institution Master Plan. Bob Rebar stated that there is also a need to assure that there is a diversity of open spaces available. He noted that the plan on Page 39 identifies a variety of open spaces and that this diversity of open space function should continue as a major element of the plan. Members generally agreed and directed that an additional sentence be added to the CAC specifically endorsing the open space plan as

currently included in the plan with a special emphasis on the provision of a diversity of open space. Members also stated that they were concerned that any major changes be presented to the future Standing Committee for review and changes.

Concerning Comment 4 – Members directed that the wording for comment 4 be simplified to state that the CAC endorses the 100 foot setback.

Concerning Comments 6, 7 and 8 – Steve Locke noted that the access problem is not confined to 16th Avenue SW but to the entire arterial route from Delridge Way up to the College. David Johnson responded that the problems on this route were more related to the general City upkeep of the route and not due to any actions by the College. He noted that there are few capital improvements being planned for the area. City officials have noted that the traffic volumes on the area collector arterial streets are relatively low and that because of this there is not a major push for improvements. Steve Locke responded that the route appears to be dangerous and that his greatest concern was for pedestrian and bicycle safety on this route. Others suggested that a similar situation exists to the south of the College. After brief further discussion, the CAC directed that the last portion of the comment be changed to read "...to the street system in the area, and especially to 16th Avenue SW, north of the College and the collector arterial connection between 16th Avenue and SW Delridge Way". Bob Rebar suggested that the CAC include a comment in its final report that expresses its concern with this route and other deficiencies in the transportation system in the area and ask for College participation in efforts to lobby for broader improvements to the area collector arterial system. He noted that this is included as a part of Comment 8, but also suggested that comment 8 be amended to state that the CAC specifically request that the College write a letter transmitting the list of deficiencies to the appropriate City officials. Members unanimously concurred with this suggestion.

Concerning Comment 9 – CAC members noted that the comment did not specify any maximum level or parking variance that the CAC would endorse. David Johnson stated that the College is requesting a variance of up to 200 spaces above the maximum amount allowed under the code. This is a continuation of the existing variance. Steve Sheppard directed the CAC's attention to page 106 of the DEIS which specifies the amount of requested variance. Mr. Johnson noted that the projected parking would barely fit within the upper limit and that because of this a variance will be required to give some slight amount of flexibility. He noted that the intent of the variance is to reduce spill-over parking onto adjacent residential streets. After further discussion, the CAC directed that Comment 9 be amended to specify that the CAC endorses a variance of between 100 and 200 spaces above the code maximums.

Steve Locke stated that he was concerned that this endorsement might be interpreted as endorsing the creation of more parking lots versus continued efforts to discourage the use of single-occupancy vehicles. He noted that even when current parking lots are not full, many students park on adjacent neighborhood streets because parking in those areas is free. He observed that there are often blockages of driveways and congestion that limits access by delivery trucks. Mr. Locke observed that a RPZ might help resolve this problem. David Johnson responded that it did not appear that the area would meet the various criteria that would be required to establish an RPZ. Bill Jayback suggested that Comment 9 be further amended to make it clear that the CAC continues to endorse strong efforts to discourage the use of single-occupancy vehicles. Others noted that the last sentence of this comment already appeared to do this, but agreed that this should be highlighted by adding the phrase "and aggressively promote the use of various high occupancy vehicle alternatives." to the end of that sentence. Mathew Horwitz stated that he was concerned that this statement not be interpreted as a call for either limiting student growth or re-scheduling classes as a condition of approval of a parking variance. CAC members observed that the wording of the comments did not appear to imply this.

Concerning Comment 10 – The CAC identified minor wording changes for this recommendation only.

Concerning Comment 11- The CAC simplified this statement to state the MIMP and EIOS should include a table to clarify the short-term and long-term student housing.

III. Adjournment

No further business being before the committee, the meeting was adjourned.

**South Seattle Community College
Master Plan Advisory Committee**

MEETING NOTES

**Meeting No. 9
February 23, 2005
Adopted April 27, 2005**

Members Present

Tom Phillips	Earl Cruzen	Brian Higgins	Pete Spalding	Thomas Phillips
Rogelie Riojas	Carlos Jimenez			

Staff Present

Steve Sheppard – City of Seattle, DON	Scott Kemp – City of Seattle, DPD	Mathew Horwitz – SSCC
Terry McCann – Huckell Weinman	Brodie Bain – Mithun	Jack Middleton Huckell Weinman

I. Opening of Meeting

Steve Sheppard noted that neither of the co-chairs was able to make this meeting and that since it was 6:40 it was time to start the meeting. Copies of the agenda and draft meeting notes for meeting eight were distributed. The agenda was approved without changes. Members noted that there were three members in attendance at the last meeting who were not listed as present. Mr. Sheppard noted that the official attendance comes from the formal attendance sheets and that the four noted were the only ones who signed the sheet. He stated that it was very important to sign the attendance sheet. The Committee directed that the following individual who were in attendance at meeting eight be added to the list of those present at the meeting: Thomas Phillips, Brian Higgins, and Rogelio Riojas. With the addition of these names to the attendee list, the meeting notes were adopted.

II. Presentation on the Changes to the MIMP and Scheduled.

Brodie Bain from Mithun was introduced to discuss changes to the MIMP based upon the CAC letter dated December 16, 2004 (Attachment 1 to these meeting notes) and revisions to the schedule for the MIMP. She noted that the schedule was provided to the College today and has not yet been approved. It is therefore subject to further

1. Page 20 – Long Range Plan – Corrections have been made to reduce the estimated net increase in GSF for potential projects from between 190,000 and 285,000 gsf to between 172,000 to 260,000 gsf, and to accurately reflect to smaller housing numbers for the long term housing from the table on the previous page.
2. Page 26 –Future Development FAR – This change corrects errors in the calculation procedures for the FAR and expresses it in the proper form as a 0.3 FAR rather than as 0.2 percent.
3. Page 30 to 31- Infrastructure Improvements – Adds a discussion of Sanitary Sewer and Water Supply, Storm Drainage, Gas, Electricity and Telecommunications.
4. Page 36 – Zoning – The discussion has been amended to include a new figure 15 that shows existing zoning and proposed setbacks.

Ms. Bain noted that there were other minor changes that generally reflected the revisions to the development numbers noted in change 4 above.

Peter Spalding noted that there was additional new housing being proposed south of the Campus on City-owned land. He noted that this might effect the infrastructure discussion on pages 30 and 31.

Carlos Jimenez asked for clarification concerning the time frame for the discussion of infrastructure and public services. Brodie Bain stated that the discussions were for the life of the plan.

Ms. Bain then proceeded to go through the specific response to the CAC's Letter. She noted that no specific changes had been made in response to comments one and two of the CAC letter. She also stated that while no specific changes had been made in the MIMP directly related to the last sentence of comment 3 – *Any significant changes in the plan should be presented to the current or future CAC for its review and comment.* - , the College is presenting this discussion to the CAC and will continue to go through changes to the document during its development. Steve Sheppard noted that this comment related to the maintenance of both the dedicated and non-dedicated space and that if changes were proposed to this pattern they should be discussed with the future CAC's. Mathew

Horwitz responded that he saw no problem with this. Specific wording had not been added but the college would have no problems with committing to review such a change with the Standing Advisory Committee.

Discussion then turned to transportation issues. Ms. Bain noted that the issues concerning transportation (Comments 6 through 9) in the CAC's December 16, 2005 letter generally request that the College support the community in its efforts to have broader transportation issues addressed by the City. She asked Mathew Horwitz to respond to this request. Mr. Horwitz stated that while the College recognizes that there is a broader transportation problem in the neighborhood, the College has concluded that the neighborhood rather than the College should raise these broader problems to the City since all of the analyses indicate that the problems are not directly related to development at the SSCC Campus. He stated that the College would certainly look at the neighborhood's concerns and presumably support them to a reasonable level. He stated that the College is willing to be an advocate, but not the initiator of the discussion. Others noted that there is a meeting set for Tuesday March 1, 2005 between the Seattle Department of Transportation, the Department of Neighborhoods and representatives of the Neighborhood to begin discussions of this issue.

Steve Sheppard noted that comment 8 on page 3 of the CAC's letter stated that either as part of the DEIS or as an attachment to it, a list of current deficiencies and concerns related to traffic volumes and/or street conditions that effect the College, whether directly related to any projected increases in impacts associated with projected development at the College or not, should be included and forwarded to the City as part of the final reports to the Hearing Examiner and City Council of the City of Seattle and asked that the College write a letter transmitting the that list to the appropriate City officials. He noted that it appeared from Mr. Horwitz's statement that the College did not intend to develop such a list at this time. He asked what the specific Colleges position was on this request. Mathew Horwitz stated that that David Johnson, TSI Consultant to SSCC, has been ill for two weeks and that he was charged with drafting the specific language that would come from the College. However, he reiterated that the statement would indicate general support and not consist of a list any specific projects or deficiencies.

Mr. Horwitz noted that Mr. Johnson's position at internal meeting with SSCC was that there did not appear to be significant deficiencies. Mr. Johnson had clearly stated that when reviewed against Citywide standards the overall transportation system in the Delridge Community appeared adequate for the area, and that therefore major improvements in the area would likely be a lower priority given the deficiencies that exist Citywide. Mathew Horwitz stated that Mr. Johnson had presented a similar analyses to the CAC that identified no critical deficiencies. He noted that CAC members, including Mr. Lock had noted problems with sloughing of the asphalt and lack of good sidewalks on the route from Delridge Way SW to 16th Avenue SW, but that it was the conclusion of the transportation analysis that these problems were neither caused by, nor a significant effect upon, the College. There will be some discussion in the EIS that clarifies this, but no deficiency list as requested in the CAC's letter.

Committee members expressed disappointment with this position. They noted that the intent of this comment was to forge an alliance between the Community and the College to push for City actions that would be mutually beneficial to everyone. Members did acknowledge that the transportation study indicated that there appeared to be few specific adverse impacts to the transportation system attributable to the College and that the Neighborhood is not asking that the College provide funds to broader street development.

Scott Kemp noted that if the College does not identify deficiencies in the transportation system that are causing them sufficient problems to independently raise to the City and the EIS does not identify the Development on Campus as causing traffic or parking impacts that must be mitigated by the College, then the College is not obligated to take actions. However, he noted that there is an introductory section of the traffic study that goes through an assessment of existing (background) conditions. Mr. Kemp suggested that it might be possible to include some statements about broader community deficiencies in that section that might be of general value but that are not related to College impacts as part of that assessment of existing conditions.

Mr. Horwitz responded that a statement in the transportation study to the effect that: *"In addition CAC members have expressed concerns about sloughing of asphalt and lack of good pedestrian walkways between Delridge and 16th Ave. SW"* would not provide much assistance to the neighborhood, and that it is unlikely that the College would want to go farther than this.

Brian Higgins responded that if the section included an identification of specific deficiencies that needed to be mitigated it might add impetus to solve the problems. He agreed that it is not the responsibility of the College to solve problems caused by cumulative effects of general development in the broader community, but only that caused by their development. But that having been said, the College needs to look at the impact related to the additional traffic generated from their development. Terry McCann responded that the study addressed the traffic and parking generated by projected development at the College, Transit use, Bicycle and pedestrian use. The Study also includes assessment of background growth in traffic volumes that would result from other surrounding development. Even factoring all of this in no deficiencies were identified.

Ms. Bain noted that the next substantive change is in the housing sections requesting that the college do feasibility study. She noted that this has been added to the MIMP. She also noted that the tables referenced in the CAC point 11 is now included in the document. She also noted that support services would be addressed in the housing feasibility study. Excerpts from the EIS responding to CAC comments #10 – 13 (attachment 2 to these meeting notes) were passed out. Staff noted that these basically re-iterated what was

shown in attachment 1. It was noted that this section includes a listing of the services that will be evaluated. Scott Kemp clarified that this would be required prior to the construction of any housing being developed.

III. Revisions tot he Project Schedule

A revised schedule (Attachment 3 to these meeting notes) was passed out. It was noted that we are on task 32. The next major milestone is task 36 – publishing the Draft MIMP and Draft EIS. After that the CAC will have to meet to prepare for the public meeting on these documents. That will occur about a month after the issuance of the DEIS and MIMP. The CAC will have six weeks to comment on the Drat and if the MIMP is issued on March 17, 2005 then this will occur on or about April 27, 2005. (Editor's note: The issuance of the MIMP and DEIS has been delayed slightly and therefore the dates in Attachment 3 are subject to change.)

Steve Sheppard noted that the schedule that is shown is what will occur with no major changes by the College. The College is free to revise and delay its submittals between review of the draft and final as they see fit. This is the place where delays can occur in the process. The CAC and DPD work timelines are set by code and must occur so many days following issuance.

IV. Adjournment

No further business being before the committee, the meeting was adjourned.

*South Seattle Community College
Master Plan Advisory Committee*

MEETING NOTES

**Meeting No. 10
April 27, 2005
First Public Hearing
Adopted September 21, 2005**

Members Present

Tom Phillips	Earl Cruzen	William Jaback	Roberta Greer	Carlos Jimenez
Kurt Buttleman	Bob Rebar			

Staff Present

Steve Sheppard – City of Seattle, DON McCann – Huckell Weinman	Scott Kemp – City of Seattle, DPD Brodie Bain – Mithun	Mathew Horwitz – SSCC Jack Middelton Huckell Weinman	Terry
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Others Present

Ron Van Der Veen	Dona Forfylom	Susan Stewart
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I. Opening of Meeting

The meeting was called to order by Matthew Horwitz, Director of Faculties for South Seattle Community College. Mr. Horwitz noted that this meeting was a combined public hearing on the MIMP and Draft EIS and meeting of the SSCC CAC.

II. Presentation on the Draft MIMP

Brodie Bain was introduced to provide a brief overview of the plan and Terry McCann was introduced to briefly summarize the organization and basic content of the EIS. Following these presentations, the meeting was opened to comments and questions from members of the public and CAC members.

Susan Stewart noted that attendance at the meeting was relatively low and asked what notifications had been made. SSCC staff responded that mailings went out to all residents within 600 feet and that notice was posted in the Daily Journal of Commerce as required by the Seattle Land Use Code. In addition, other selected mailings were made and articles were posted in local papers including the West Seattle Herald.

Dona Forfylom stated that it was her observation that many residents had expressed surprise upon learning of the hearing and what is being proposed. Many of these individuals have serious concerns regarding traffic. There is significant development occurring in the larger area and the concern is that the introduction of possible student housing on the South Seattle Community College Campus would seem certain to add to growing traffic congestion. She noted that the student housing appears to be included in the ten-year plan but that the college states that this is not a certain development. This has caused confusion.

Matthew Horwitz responded that the student housing is a potential, not a planned project. Only three projects are presently funded. Brodie Bain noted that the short-term plan shows far more development than is planned. Ms Fortylom stated that the problem is that this is the opportunity to respond to the environmental review of the student housing, not later. She observed that the college could take the housing off of the immediate table, still show it as an option and conduct the SEPA review at the time a decision is made to actually move forward. Matthew Horwitz stated that if the housing is to be included in the MIMP, then it must be addressed in the EIS and that he could understand how some in the community might view this as a first step towards development of the housing. He noted that the eventual decision to build this housing would be dependent upon the feasibility studies. He also noted that he has been concerned that, despite all of the notice given, participation in this process has been relatively limited. It was noted that notices were provided to many local papers and other groups, as well as the code-required mailings.

Steve Sheppard noted that the Major Institution Code requires that the institution identify in its master plan both planned and potential projects. Planned projects are those that the institution expects to construct. He noted that there are few planned projects in the plan and that most of the projects shown on the illustrations are potential projects. In addition, there is a long-range concept plan that gives a rough vision of what the campus might look like in the long term.

Members of the CAC suggested that the College consider making a formal presentation to the District Council. They noted that this group represents all of the groups in the broader community. Steve Sheppard proposed that the CAC contact the District Council with the offer of holding a joint meeting. College Staff expressed a willingness to do so and noted that they are also available to give individual presentations to community councils and have done so in the past. Members of the CAC noted that they have kept their constituents informed both by e-mail and in Community Council meetings and that most people do not seem particularly concerned at this point. None-the-less, they agreed that additional presentations would be useful. After further discussion, the College and CAC agreed to seek a joint meeting or presentation.

III CAC Deliberations

a) Approval of Meeting Notes for Meeting 8 and 9.

The meeting notes for Meeting 8 and 9 were approved without substantive changes.

b) Discussion of CAC comments to the EIS.

It was noted that the CAC would have about two weeks to review its previous comment to the MIMP and EIS and determine if any additional comments were needed beyond those previously submitted and that this is the meeting at which the CAC will have to deal with this.

c) Consideration of the Student Center

Brodie Bain noted that a design firm has begun working on the University Center. The project will replace 16,000 gross square feet of existing area with 15,000 gross square feet of new space. The project does not add any additional space. A site plan has been developed. The University Center has five classrooms and offices and an open lounge area. The purpose of the Student Center is to provide four year classes so that some students can pursue a four-year Bachelors Degree without leaving campus.

An issue has arisen related to the Master Planning process. The existing South Seattle Community College Master Plan has expired and since the new plan will not be adopted until some time later, the building must meet the provisions of the underlying zoning at this point. The Student Center would be allowed both under the present and proposed Master Plan, but is slightly higher than allowed under the underlying zoning. Ms. Bain presented plans and drawings of the building design. Following the presentation, Ms Bain noted that the Student Center will require a variance for 3 feet, 6 inches additional height under the existing zoning, and that the Code allows a CAC to recommend authorization of this change when there is an interim period between the expiration of an existing plan and the adoption of a new plan. Ms. Bain noted that while the building is in scale to all surrounding buildings and asked for CAC guidance on the project.

Roberta Greer moved that the CAC approve a height for the Student Center that is greater than that allowed by the underlying zoning by up to 4 feet. The motion was seconded and passed unanimously.

Mathew Horwitz noted that the City of Seattle Department of Planning and Development had noted that the building would also require a deviation for zoning to allow less than the required modulation and suggested that the CAC also simply approve the construction of the Student Center as presently designed and presented to the CAC. Ms Greer moved that her previous motion be amended as follows:

That the Student Center be approved as presently designed and presented to the CAC with the provision that the building may exceed the otherwise allowed height by up to 4 feet.

The motion seconded and passed unanimously.

IV. Adjournment

No further business being before the committee, the meeting was adjourned.

fourth comment related to the possible differences in parking behavior of SSCC students and visitors to the Settle Chinese Garden. SSCC noted that the peak hours for the groups are offset and do not increase peak demand. The fifth comment concerned both the capacity of on-street parking and the possible impact of fees for parking on demand for parking in the surrounding neighborhood. SSCC responded that parking utilization is high during the mid morning peak near campus but falls off rapidly with distance into the surrounding neighborhood. It was also noted that the peak demand occurred when many residents were at work and before they arrive home.

Bob Rebar observed that there appeared to be a conflict between SSCC's responses to comments 5 and 6 and previously stated positions on this issue. On one hand, SSCC states that if fees increase too much it would force students off campus, but conversely on comments six that if you impose time restrictions on RPZ it would not shift students to a non-SUV travel mode. Mr. Johnson replied that managing parking through a TMP relates to incentives and disincentives. The incentive for HOV use is free transit passes and guaranteed rides home. This is difficult at an institution like SSCC where student mobility and employment needs often preclude them shifting from SOV to HOV alternatives. He stated that comment 6 simply states the case. Earl Cruzen asked if the current parking fees covered all of the cost of parking. Matthew Horwitz replied that fees are set on a district wide basis and that he was not sure if it covered 100% of the cost of providing parking.

Bob Rebar noted that some in the neighborhood continue to have concerns about the spillover parking. He noted that this issue has been raised by Steve Locke and reflects a broader, but somewhat amorphous, concern.

Mr. Johnson SDOT Comment 8 concerned the possible options to manage parking in the neighborhoods through the use of a Residential Parking Zone or RPZ. Mr. Johnson noted that an RPZ would have to be requested by the neighborhood and be acceptable to them. Bob Rebar noted that the community had been informed that an RPZ might not work in the area because of the traffic patterns. Matthew Horwitz noted that the present Master Plan includes wording that this area is considered an appropriate area for an RPZ if the neighborhood should so choose. So an RPZ appears to be pre-approved. Steve Sheppard noted that RPZ's have been established around some, but not all institutions. In some cases neighborhood residents have concluded that the inconvenience of the RPZs outweighs the advantages. In some areas, where parking demand is clearly very heavily impacted by the institutions, the institution participates in the annual costs. Matthew Horwitz noted that at one-point residents of the co-housing project considered requesting an RPZ. College representatives attended a meeting on the issue where no residents showed up. As a result, the issue went no further at that time.

Mr. Middleton noted that one letter had been received from a citizen. That was from Susan Stewart and her comments represented a mix of comments concerning transportation and some other issues, particularly the level of development anticipated in the area. Mr. Johnson noted that many of the SSCC responses to Ms. Stewart's comments simply reiterate information contained in the EIS and MIMP.

Mr. Johnson discussed some of the responses to Ms. Stewart's key point. He noted that Ms. Stewart raised issues concerning the function of the West Seattle Bridge. The EIS already acknowledges that much of the increased traffic is bound for the bridge. Ms Stewart also took issue with the discussion of level of Service (LOS). Mr. Johnson noted that the LOS is based upon how long a vehicle is delayed at an intersection. The City does not set specific standards for LOS and the City of Seattle Comprehensive Plan states that LOS can sometimes be allowed at LOS of E during the PM peak hour when traffic is bad. The plan even states that the City accepts high LOS's in order to encourage people to abandon use of cars for other alternatives.

Mr. Johnson stated that Ms. Stewart's comment 8 takes issue with SSCC's conclusion that background traffic will remain stable over the next fifteen years. Ms. Stewart contends that the development of student housing on the SSCC campus and the Soundways properties was not analyzed. Mr. Johnson stated that the details of any possible development on this property are not known. Under established process for evaluating cumulative impacts you take the impacts of your project and known projects. You do not try to guess what future unknown projects might be. He noted further that he considers the area to be relatively completely built-out and therefore would not anticipate significant new levels of development. He also noted that Ms. Stewart raised concerns that the level of new development in the general Delridge corridor had not been taken into account and contended that these developments should be taken into account in any cumulative impact study. Mr. Johnson responded that the retail development in the corridor already exists and that little new traffic would be generated for this existing development. Concerning development in the Delridge corridor, SSCC has access to no information that indicates significant growth. He noted that volumes on Delridge have remained stable. The existing retail development already generates trips.

Ms Stewart also contends that the discussion of LOS is misleading in that it states that all intersections operate at LOS-B or better. Mr. Johnson stated that in the tables the combined overall LOS is given as the major LOS. Individual directions are below LOS B but the average of the intersection is B. Mr. Middleton stated that the response to concerns about the possible impacts of the student housing reiterate that SSCC intends to conduct a full housing analysis prior to any decision to move forward with this proposal. Where some of the issues that Ms. Stewart raised were dealt with in the EIS it was so noted. She also took issue with the times when the traffic analysis was taken along Delridge since the LOS studies were taken at times of low enrollment. Mr. Johnson stated that this is partly true in that it does not match the student peak.

Matthew Horwitz noted that the proposal does not require that the housing analysis be completed prior to a decision to move forward with any housing, but that he could not conceive of a situation where the institution would not do this. SSCC certainly does not want to develop housing if there is insufficient demand for it or if its development would be problematic. Steve Sheppard noted that other CAC have dealt with similar concerns by recommending that the completion or a study CAC review and comment be made a condition of the permitting of the project. He noted that this was recently done at Swedish Hospital where a transportation "wayfinding" plan is required prior to the permitting of one of the major projects.

Discussion then turned to the nature of students that might use the housing. It was noted that while SSCC has indicated that the housing might be oriented toward international students, there has been no decision to limit residency to that group. If the housing was occupied by regular students, then the total trips generated would be slightly higher than if international students occupied the housing but that the total trips to campus would still be slightly lower with the housing than without it regardless of the characteristics of the students occupying the housing. Matthew Horwitz suggested that the final EIS might be changed to de-emphasize the probability that the housing would be occupied primarily by international students.

Ms. Steward also noted that the connection on the north of 16th down to Delridge was deficient and should be improved as mitigation to the plan. The SSCC response is that only impacts that can be directly tied to a change in conditions associated with the action can be required as mitigation. Since this is an existing deficiency, it should not be required mitigation. In addition, the street functions at LOS A or B under the proposed action so no changes to the signalization of intersections or street capacity appear to be needed.

III. Discussion of Survey of Student Travel Behaviors

Mr. Johnson noted that about 450 responses were received to the survey. Various questions were asked to determine student travel behavior. The survey indicates that 86% of all students who responded consider themselves to be full time and that the majority live in nearby areas such as Burien, West Seattle or South Seattle. The survey also shows that most people arrive prior to 10 AM and left prior to 2 PM. Bob Rebar noted that while student departure does not overlap the PM peak it, certainly appears to contribute to the AM peak volumes.

The most critical table is the student travel mode table which shows that 60% of day students drive alone with 18% using transit and 11% carpooling. Other modes contributed only small amounts. Students were asked why they drove alone. Most answered that the car was needed for work activities or to save time. 61% of all students work off-campus, with most working either in South Seattle or Downtown. One interesting implication of travel modes is that many persons state that they ride alone because of a lack of carpool partners which indicates that the college could do a better job encouraging and promoting carpooling.

IV Adjournment

No further business being before the committee, the meeting was adjourned.

*South Seattle Community College
Master Plan Advisory Committee*

MEETING NOTES

Meeting No. 12
September 21, 2005
Adopted _____

Members Present

Earl Cruzen	William Jaback	Thomas Phillips	Roberta Greer	Carlos Jimenez	Bob Rebar
Steve Locke	Tom Phillips				

Staff Present

Steve Sheppard –DON	David Johnson	Matthew Horwitz – SSCC	Brodie Bain – Mithun
Jack Middleton -Huckell Weinman	Scott Kemp - DPD		

I. Opening of Meeting and Approval of Meeting Notes

The meeting was opened at 6:35 by Bob Rebar, chairperson. The meeting notes for meeting 11 were approved without substantive change.

II. Review of Responses to EIS Comments

David Johnson went over comments to the final EIS and MIMP. He noted that many of the issues had been dealt with before. He directed member's attention to the table on page 167 in the EIS that identifies both the required roadway and right-of-way widths for arterial streets and the existing widths on major streets leading to the campus. Over time, as properties are re-developed existing rights of way will be increased through donation until it is to standards and improvements can be made. Mr. Johnson noted that the existing rights of ways and roadway widths are often deficient and that in some cases the difference is large and that recovery of the required right-of-way might result in the demolition of some homes. This is a particularly significant problem along the winding roadway up from Deridge Way S to 16th Avenue SW from the north. After further discussion, an understanding developed that significant roadway width increases along this route are highly unlikely in the near or even long range future. However, members continued to express concern over the inadequacy of this route and re-iterated their hope that the college and community can work together to explore ways that general access improvements can be made.

Mr. Johnson noted that his evaluation is that increased capacity is not needed on the area streets, but that pedestrian safety improvements such as sidewalks and curbs and gutters are definitely needed. Earl Cruzen noted that if the existing routes have insufficient rights-of ways to accommodate safety improvements,

perhaps some other route is needed. He noted that an old street-car right-of-way up from the Duwamish might be a reasonable alternative route to access the area.

Mr. Johnson noted that METRO had informed the College that its Route 128 would require a turn-around on campus. METRO had paid for improvements at the main campus entry some years ago to accommodate this turn around. Under the master plan there is a potential removal of the central entry that would mean that some alternative would have to be identified for this important turn-around.

The other changes included the student survey. The survey is now complete and an evaluation of the report showed that a greater percentage of the students who responded were full time vs. the overall campus population. This may skew the data somewhat. Mr. Johnson briefly summarized the results of the survey.

Steve Sheppard asked if the skewing of the survey was acknowledged in the EIS. Mr. Johnson responded that this survey was done after the EIS analysis was complete and this is simply supplemental information. Because of the skewing of the survey data, use of it for the EIS would probably overstate the number of students on campus at any one time. Mr. Sheppard stated that that very problem would appear to warrant its acknowledgement in the EIS. Matthew Horwitz agreed that such a statement should be included.

Scott Kemp was asked if the EIS is sufficient to review the MIMP and zoning. Mr. Kemp responded that the EIS is the document that will be used to evaluate the environmental impacts. Mr. Horwitz noted that the only development standard (zoning) being modified is the setback.

Committee members noted that the discussion of the level of proposed development was difficult to understand. In one area it notes new square footage and in another it is the net. It was suggested that the wording be revised for clarity. Mr. Sheppard suggested the following wording: The plan would authorize a maximum of 2,343,000 square feet which is an increase above what was previously authorized and would more than currently exists. Other areas were noted where rewording for clarity would be useful including the parking numbers. Mr. Johnson directed the CAC's attention to Table 26 of the EIS that summarizes the parking data. He noted that the table shows the minimum and range of parking spaces allowed. CAC members noted that the institution was asking for a waiver from the maximum restrictions and noted that this should be stated clearly in the EIS.

CAC members asked for clarification on the status of the student housing. Matthew Horwitz noted that he understood that a developer had approached the college expressing some interest in the housing. This was associated with expansion of the aviation program in some way. However, he noted that he had no other information on this and that it did not appear to be a firm discussion at this point. Members of the CAC noted that this would be significant and asked for more information. Members clarified that this might indicate that the development of the housing was more imminent than anyone previously thought. Staff noted that the MIMP and EIS call for a feasibility study to be done prior to any decision on the housing. Members noted that the MIMP states that the housing is not currently part of the planned development in either the near or long-term plan and that this seems misleading since it is in the MIMP. It was suggested that this be corrected to clarify that it is not a code-defined planned development but is a potential project in the long-term, or that alternately the statement simply be eliminated. SSCC staff agreed to remove the statement. Steve Sheppard noted that the CAC had discussed including a statement in its final report, recommending that the MIMP be conditioned to include the provision that: prior to the permitting of any student housing use, a housing feasibility study be completed and mitigation identified.

Steve Sheppard noted that the CAC had devoted considerable time to a discussion of the location of retail uses in the setback area and asked for clarification concerning the provisions for retail uses along 16th Avenue SW. He observed that few details have been provided in the MIMP or EIS concerning either the definition of a functionally related retail or retail-like use or the total number of such uses. Staff responded that this was meant to include the pastry shop or hair services, etc. CAC members responded that the initial idea was for a small presence along a portion of the 100-foot setback area and that there were limits on square footage and on the number of uses and asked if there was a limitation on uses included in the MIMP.

Brodie Bain directed the CAC to the discussion in the MIMP concerning setbacks which states that the proposed setback of 100', which allows for development of small structures (for buildings greater than 4,000 SF) minimizes the impact of the height of the main buildings and provides a buffer while strengthening campus connections to the community and improving the front face of the college. She noted that this should actually be smaller than 4,000 square. Brodie Bain also read the relevant section of the MIMP as follows: Potential small scale development may be located in the setbacks, but structures may not exceed 4000 gross square feet and may include related parking for 20 or fewer vehicles. Development would not be located closer than 5' from the front lot line.

Members noted that this did appear to allow an unlimited number of uses and noted that the intent was that there be a small number of uses that might provide service to the community. Others noted that this was intended to be on the north portion of the campus only and that there was a total overall limit envisioned. Scott Kemp suggested that the MIMP should include both a maximum square footage and a definition of the types of uses. Matthew Horwitz suggested that the MIMP include specific wording that the use should provide a direct service to the general community. Others agreed.

Scott Kemp suggested that the MIMP state that a small number of uses be allowed along a portion of the area. After a brief discussion, Steve Sheppard summarized what he thought was the direction that members had suggested as follows: The college shall be allowed to construct between one and three small retail-like uses of no more than 4,000 square feet per use and not more than 12,000 square feet total in the area between X and X, the total frontage not to exceed 10% of the total campus frontage in this area, such uses to be reviewed and commented on by the standing committee prior to their permitting. He asked for clarification on this from members. Brodie Bain suggested that the restriction be changed to indicate that the floor area ratio within the 100-foot setback area shall not exceed the overall allowed floor area ratio in the MIMP or 0.3. Scott Kemp noted that the 100-foot setback area is about 80,000 square feet and that a 0.3 ratio would allow 24,000 square feet of development. Staff agreed to look at this issue and attempt to craft wording that would match the overall intent of the CAC's position.

III. Future Schedule for the development of the CAC's Final Report

Steve Sheppard briefly went over the nature of the CAC's report. He noted that the final report is intended to identify areas where the CAC agrees or disagrees with provisions of the plan. He noted that he will be available to help with drafting the CAC final report and stated that typically a small drafting group is identified to produce a first rough draft. The work of this drafting group is crucial and it is very important that it identify a full list of the CAC's positions early on. He suggested that members of the drafting group be identified at the next CAC meeting.

Discussion then proceeded to the schedule for future actions. Steve Sheppard stated that all dates are determined from the formal publication of the MIMP and EIS. Once publication occurs, the CAC has a total of 12 weeks to complete its final report. There are key milestones. First is the completion of the draft Director's Report of the City Department of Planning and Development and completion of a rough Draft of the CAC report. DPD must complete its draft and forward it to the CAC for their review. The CAC then has three weeks to provide its comments back to DPD. Mr. Sheppard noted that the CAC is not expected to begin finalizing its report until after it receives the Draft DPD report. The reason for this is so that the CAC can incorporate any comments to that report in its report. The CAC may agree with or disagree with any of the recommendations of DPD. At week ten DPD must complete its final report and the CAC has an additional two weeks to complete its report. The formal Hearing Examiner and City Council adoption process follows. This timeline can extend a bit, but only with the agreement of both the City and Institution. Mr. Sheppard agreed to bring a matrix of this process to the next meeting.

IV Adjournment

No further business being before the committee, the meeting was adjourned

*South Seattle Community College
Master Plan Advisory Committee*

MEETING NOTES

Meeting No. 13
January 12, 2005
Adopted _____

Members Present

Brian Higgins Rogelio Jimenez Carlos Jimenez Bob Rebar

Staff Present

Steve Sheppard –DON Terry McCann Matthew Horwitz – SSCC Brodie Bain – Mithun
Jack Middleton -Huckell Weinman

I. Opening of Meeting

The meeting was opened at 6:35 by Bob Rebar, chairperson. The minutes for meeting 12 were provided to committee members. Steve Sheppard suggested that approval of the minutes be held to the next meeting. The Committee agreed and approval of the minutes was held.

II. Discussion on the Proposed Zoning Changes to Bring Zoning into Agreement with the Development Program

Brodie Bain was introduced to discuss the proposed changes to the height on campus. Ms Bain stated that the institution has planned for two to three story buildings on campus. The projected square footage for development reflect that assumption and assume an average build out of about two and one half stories. She stated that the institution's planners had always assumed that it would be possible to achieve a three-story height within the MIUO 37 height designation. A re-evaluation of this assumption proved incorrect. Current standards for education buildings have changed. Greater ceiling height is required, as is a greater area above the ceiling for wiring, utilities and other equipment and environmental standards for lighting. This has resulted in the need to incorporate a greater floor to floor height in new designs.

Ms. Bain stated that the design team had modeled several building designs and confirmed that a three-story educational building would be very difficult to achieve within the 37-foot height zone. The next lowest zone is 50 feet. It is felt.

that a three-story building can be easily achieved within this height limit. Mathew Horwitz stated that this was a clear oversight on the part of the Institution and not a change in thinking. Brodie Bain directed that Committee's attention to the development program section of the MIMP and noted that the identification of the buildings would not change in any way. A maximum of three stories was still the plan.

Mathew Horwitz stated that Mithune Architects had recently designed some classroom building at the University of Washington that included some research space and were utility intensive. These buildings were designed to meeting the new standards and were used as a worst case scenario to evaluate needed height at South Seattle Community College. The University found that they needed a 15-foot floor to floor height plus a parapet above the top floor to accommodate all class and lab functions. This resulted in a building that required nearly a full 50-foot height.

Brian Higgins noted that the CAC has spent considerable time looking at the area along 16th Avenue S.W. north of the entrance to evaluate the effect of the reduced setback and impacts of the three story buildings located closer to the street. He asked how this change would impact that area. Brodie Bain responded that the setback will remain unchanged and the actual height of the buildings would be the same even though the zoning height would be increased. Mathew Horwitz stated that the best example of the probable actual building height that would occur within the proposed 50-foot zone would be Olympic Hall on the south end of the Campus. He noted that the floor to floor height of Olympic Hall is about 13' 6" with a pitch parapet above and reaches somewhere around 43 feet. Others asked how many stories might fit within the 50-foot zone. Ms. Bain responded that it might be possible to build a four-story building within 50 feet if floor to floor heights were kept to 12 feet or less.

Mathew Horwitz asked that the CAC evaluate this and express its approval or opposition. Bob Rebar noted that he had e-mailed all members concerning their conclusions about this change. He received no feedback but cautioned that this might not mean that all

members were fine with the change. Mr. Rebar noted that his concern was not with the three story designs but that he wanted to assure that the designs were sensitive to the street front along the north portion of the 16th Avenue street front.

Bob Rebar moved that:

The Committee endorses the change from MIO 37 to MIO 50 for the areas previously identified as MIO 37 in the Draft MIMP.

The motion was seconded and the question immediately called.

The motion passed unanimously.

III Establishment of Final Schedule for Completing the Process and the CAC's Final Report.

Steve Sheppard passed out an outline of the timeframes for completion of the process. (Attachment #1 to these minutes) He stated that from publication of the MIMP and Final EIS the process is relatively straight forward. For the first five weeks following publication, the Department of Planning and Development will work to complete the Draft Report of the Director of the Department of Planning and Development. Scott Kemp will complete that draft. That report must identify all of DPD's conditions, its evaluation of the adequacy or inadequacy of the EIS and MIMP and determine whether DPD will support or take acceptance to any of the provisions of the MIMP. Mr. Sheppard cautioned members not to automatically assume that DPD will support all of the provisions of the MIMP.

Upon completion of the Draft Report of the Director of the Department of Planning and Development, it is provided to both the CAC and the institution for their review and comment. That will occur five weeks after publication of the MIMP and FEIS. During that five-week period, the CAC should also be working on its draft final report. Mr. Sheppard circulated examples of final CAC reports from other institutions.

IV Adjournment

No further business being before the committee, the meeting was adjourned.