



I. MAJOR INSTITUTION MASTER PLAN ANNUAL STATUS REPORT

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

B. Reporting Year: Fiscal Year July 1, 2020- June 30, 2021

C. Major Institution Contact Information

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D. Master Plan Adoption: July 2002

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

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

II. Progress in Meeting Master Plan Conditions:

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

| Overall Objectives: | Overview of Progress |
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| Meet current needs of the Seattle Central College campus by providing resource space that is currently lacking: | <p>SCC is currently planning the following projects for the coming year:</p> <ul style="list-style-type: none"> • Broadway-Edison Phase 2 Air-water heat pump • Science and Math Bldg HVAC revisions, addressing fume hood exhausts • SAM lighting upgrades to LED • Broadway Edison exterior door improvements • BE Elevators 1 and 2 modernization • BE Phase 2 Roof Replacement • Replace cell media to BE main cooling tower • All-gender restrooms in BE and SAM • Main campus site-work improvements • Roof repairs at Wood Tech Ctr • New office space for Seattle Promise • New office space for Year-Up • Solar array on Phase 2 roof • Fine Arts Bldg fire escape revisions to meet code |

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| <p>Provide additional parking to decrease existing parking deficits</p> | <p>During the past year, SCC did not take any actions to provide additional parking on campus. However, the college continues to manage its parking challenges through its commuter trip reduction plan.</p> |
| <p>Provide technology opportunities and help to remove student time/place barriers</p> | <p>SCC continues to support this objective through its many IT applications and its e-learning programs. During the COVID-19 crisis, the college greatly expanded online options to accommodate remote learning, and also distributed free Chrome books and hot spots for those students who did not have access to technology at home. The college bookstore operated remotely and provided course materials via mail or pick up by appointments. The college library also arranged for remote learning by loaning books and materials via an appointment method.</p> |
| <p>Provide more flexible and competency-based courses/programs</p> | <p>During the past year, SCC has provided more flexibility in the modalities of courses offered. During COVID-19, we have increased the number of remote classes. With remote operations, SCC offered synchronous and asynchronous online courses. Additionally, programs were offered with in-person learning, allowing students in professional technical programs to continue their educational plans. Across all programs, new and innovative curricula and pedagogies were employed to enhance student learning and assess competencies.</p> <p>Over the past year, SCC has not added or reduced programs. SCC focused on inventive and student centered teaching, learning, and assessment in multiple modalities.</p> |
| <p>Develop closer partnerships with business, industry, community, K-12 and other educational institutions</p> | <p>Over the past year, SCC has continued to be actively involved in building partnerships. Among others, SCC has representatives on the following:</p> <ul style="list-style-type: none"> • The Capitol Hill Eco District Committee • The Capitol Hill Champion Steering Committee • The Capitol Hill Business Improvement Association • The Broadway Improvement Association • Seattle Major Institutions Group • Seattle Art Museum Board of Directors • Alliance for Education Board of Directors • NWAPPA – a physical plant administrators group that provides ties to Seattle University, University of Washington and K-12 institutions. |

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| | <ul style="list-style-type: none"> • Northwest Education Access (NWEA) <p>SCC representatives also participate in local and regional groups who are committed to ensuring that all of our residents are healthy, happy and well-educated:</p> <ul style="list-style-type: none"> • Downtown Seattle Association (DSA) • Seattle Chamber of Commerce • The Road Map Project • Northwest Education Access (NWEA) • Puget Sound College and Career Network • King County Promise Workgroups • City of Seattle – Seattle Promise committee <p>With the development of the <u>Office of Strategic Partnerships</u> at SCC, the college prioritizes deepening relationships and partnerships in the community to provide enhanced educational and career opportunities for our students. Some of the partnerships strengthened and developed in the last year include:</p> <ul style="list-style-type: none"> • College Possible Washington • Northwest Education Access (NWEA) • Year Up Puget Sound • Intiman Theater • Academy of Rising Educator – partnership with Seattle Public Schools • Social Services Provider Academy – partnership with Catholic Community Services and Plymouth Housing Group • Facebook • Academy of Rising Educators • Kaiser Permanente • WSECU • Deloitte • Point B • Symetra • Omnidian <p>SCC continues to develop relationships in conjunction with its allied health programs in the Pacific Tower and on its main campus on Capitol Hill. These include:</p> <ul style="list-style-type: none"> • College Access Now (CAN) • Neighborhood House • Seattle Education Access (SEA) • City Light (student bill mitigation) • Pacific Tower Partners • NeighborCare • FareStart |
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| | <ul style="list-style-type: none"> • College Success Foundation • Pacific Medical Centers |
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| Specific Objectives: | Overview of Progress |
| Decentralize technology/computer labs | <p>The use of technology and computer labs continues to receive strong support.</p> <p>Hardware/software support and IT security for the labs are centralized for efficiency and to assure consistent service. Scheduling of about half the labs, and instructional software decisions, are decentralized to promote flexibility and to meet faculty/student needs.</p> |
| Provide space for multi-media communications | <p>SCC continues to support multi-media capabilities. Most of the classrooms have multi-media equipment installed. Many of the conference rooms also have multi-media presentation capability with a few conference rooms also having remote video conferencing capability.</p> <p>As a matter of routine, a portion of the multi-media and communications equipment is updated each year to keep pace with changing technology advancements.</p> |
| Create a broad performing arts center | <p>SCC continues to develop programs in support of this objective. Utilization of the Broadway Performance Hall, the Erickson Theater, and the Fine Arts buildings will continue to evolve over time. The college has continued to have conversations regarding the formation of an “Arts District” on Capitol Hill. Recently, Intiman Theater moved into the Fine Arts building, utilizing a portion of the space there as its permanent home, while it partners with Seattle Central in its Technical Theater program.</p> |
| Integrate related nearby initiatives (transit station, parking, neighborhood plans, reservoir cover, Bobby Morris playfields, business district improvement, and housing). | <p>SCC did not take any further action over the past year relative to the items listed in this objective. However, SCC is working to finalize negotiations with Sound Transit regarding acquiring Site-D. Discussions include potential for student, affordable, and or workforce housing.</p> |
| Explore partnerships with the City and private interests for mutually beneficial projects, given state funding uncertainty and shifts | <p>SCC continued to explore potential partnerships with various developers in regard to the acquisition and development of Sound Transit TOD Site D.”</p> <p>SCC in October of 2021 is slated to close on an exchange of surplus properties with Sound Transit that will add 10,000 approx. sq ft of land adjacent to the light rail station to our campus on its northernmost end, while converting empty buildings on Broadway between Pike and Pine into affordable housing. The city and county</p> |

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| | <p>Offices of Housing are making substantial grants and loans to the housing project.</p> <p>SCC won a WA State Dept. of Commerce Energy grant for energy conservation investments (rooftop Air to Water Heat Pump, new LED lighting and HVAC and exhaust fan upgrades) that will be matched with utility conservation incentives from Seattle City Light.</p> <p>The plan includes installing a 72KW Photo Voltaic System on the roof of the Broadway Edison Building.</p> <p>SCC collaborated with Seattle City Light on a second, successful planning grant application to Commerce for development of an all-electric EcoDistrict to be created on the Broadway campus with capacity to serve all college buildings and new housing/commercial developments nearby.</p> <p>SCC has entered in an MOU with Hanover Pacific, a private developer of student housing and college administrative offices, for the redevelopment of the parking structure at Pine and Harvard. Projected occupancy for a replacement garage and 500-bed student housing project is 2025.</p> |
| <p>Address community access to facilities after hours and operational concerns</p> | <p>In order to address reductions in operational funding, the college recently returned to less than 24 X 7 security coverage. This reduction led to “mothballing” of the emergency call station system around campus.</p> <p>The emergency call stations in the Fine Arts Building (one in entry lobby and one on 4th floor lobby) remain active. CCTV camera coverage was not impacted by these changes</p> |
| <p>Create a new facility at the north end of the campus that can function separately</p> | <p>SCC remains in negotiations with Sound Transit to purchase “Site-D”, located just north of the SCC property line. Such a purchase would support this objective.</p> <p>The college has demolished the North Plaza Building, which is a first step toward creating space for the new facility.</p> |
| <p>Comprehensively resolve parking needs and transportation management</p> | <p>Over the past year, SCC sustained its efforts to manage its parking and transportation challenges through strong support of its Transportation Management Plan.</p> <p>The college is currently working with the City of Seattle to determine if the requirements for additional parking can be modified or removed from the MIMP through a Minor Amendment.</p> |

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| | The goal would be to coordinate the plan with Seattle Municipal Code SMC23.54.016 |
| Provide parking for oversize vehicles (buses, vans, and service trucks) | SCC made no changes relative to this objective during the past year. Demand for oversize parking has been minimal and SCC has been able to accommodate the few requests in the north parking lot. |
| Further Objectives: | Overview of Progress |
| Continue to be a part of the local community. More specifically, an objective is to be generally consistent with the recently adopted Pike/Pine and Capitol Hill neighborhood plans | Over the past year, SCC has continued to be actively involved in the community. It has representatives serving on the following: <ul style="list-style-type: none"> • The Capitol Hill Chamber of Commerce Board • The Capitol Hill Eco District Steering Committee • The Broadway Improvement Association • The Capitol Hill Eco-District • The Downtown Seattle Association |
| An objective of the master plan is to satisfy the requirements of the Major Institutions Policies and Land Use Code. | SCC is a member of the Seattle Major Institutions group and continues to be an active participant on sub-committees of the group to review and evaluate improvements to the policies and codes. |

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

| Recommended Conditions | Compliance Progress |
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| 1. The Seattle Central College Major Institution Master Plan boundary shall be expanded to include all areas south of E. Pine St., which they currently own (to include the South Annex, the Masonic Temple, and Motor Pool lot Broadway E.). | SCC has made no changes in MIMP boundary during the past year, consequently this condition remains under “full compliance”. Changes to the boundary may be proposed during submission of a new Major Institution Master Plan. The college is in the process of creating a new MIMP. |
| 2. Areas of Major Institution Overlay for SCC south of E. Pine St. shall be limited in height to the 65-foot limit allowed in the underlying zoning. If this height limit is changed in the future so too should the potential height of SCC development in the area. | This condition remains in “full compliance”. Future changes to the height limits would likely be reviewed for potential inclusion should the college move forward with a new Major Institution Master Plan. |
| 3. Landscaping shall be incorporated into any areas along Harvard Ave. developed or redeveloped by the College and shall be in a form which complements both the institution and neighboring residential areas. | This condition remains in “full compliance”. SCC performed no development or redevelopment work along Harvard during the past year. |
| 4. At the time of the Master Use Permit application for the development of the proposed Technology Center, a traffic study | This condition remains in “full compliance”. SCC did not perform any further work on the previously proposed Technology Center. A |

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| <p>shall be conducted in consultation with the SCC Standing Advisory Committee and appropriate City of Seattle officials and a vehicle access shall be designed and conditioned in a way which both meets the need of SCC and minimizes impacts to the surrounding community.</p> | <p>preliminary traffic study was conducted as part of internal master planning work. Further studies will likely be completed as development plans of the north campus take place.</p> |
| <p>5. SCC buildings south of E. Pine St. and along Broadway north of the existing main campus buildings shall be designed to fit well with the commercial and pedestrian context of the surrounding areas. To this end, a human scale is to be developed at sidewalk level. Buildings shall have a commercial appearance, be close to the sidewalks and have a high level of transparency, with highly visible entries directly accessible from the public sidewalk realm. Materials used for windows, walls and other elements and architectural patterns (spacing of windows and support columns and overall architectural styles) shall be drawn from the context of immediately surrounding area and from the Pike/Pine area.</p> | <p>This condition remains in “full compliance”.</p> |
| <p>6. Within the entire MIMP boundary, use limitations, derived from underlying zoning shall not apply to SCC buildings when they are replaced by SCC uses (except as required by SMC 23.69.008 or successor sections). In all areas within the MIMP (whether or not designated as pedestrian zones) uses at the ground level, across streets from commercial zones and adjacent to surrounding streets shall, to the greatest extent reasonably possible, be those of the College which are most commercial or customer service in nature such as, but not limited to, reception, retail, food service, and educational programs which are commercial-like (i.e. cosmetology) or to those uses which would be visually interesting from the public realm and are of a kind where public observation would not be harmful to the educational purpose therein.</p> | <p>This condition remains in “full compliance”. During the past year, SCC performed no work that would affect this condition.</p> |
| <p>7. New development along Harvard Ave. shall create a sidewalk environment along Harvard Ave., which incorporates setbacks, and landscaping designed to be compatible with and to transition into the Mid-rise (MR) residential zoning along the eastern side of that street.</p> | <p>This condition remains in “full compliance”. During the past year, SCC performed no work that affected this condition.</p> |
| <p>8. The mid-block pedestrian crossing between Harvard Ave. and Broadway, at the former E. Howell St. right-of-way, shall</p> | <p>This condition remains in “full compliance”. During the past year, the mid-block pedestrian</p> |

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| remain available for general public use to the greatest extent possible and consistent with security and programmatic needs of SCC. | crossing remained open and available for general public use. |
| 9. New structures and additions shall be designed with architectural measures to minimize height, bulk and scale impacts on surrounding properties to the greatest extent practicable. | This condition remains in "full compliance". During the past year, SCC did not build any new structures or additions. |
| 10. The MIMP shall be written to clearly state that the Seattle Land Use Code standards for structure setbacks on the perimeter of an MIO District existing at the time of development permit application are intended to apply. | This condition remains in "full compliance". There were no amendments to the MIMP during the past year. |
| 11. The MIMP shall contain a provision that nighttime lighting of all outdoor pedestrian areas on the SCC campus, new, existing or remodeled, shall be maintained at a level consistent with that established for public sidewalks in the regulations and practices of the Seattle Transportation Department ("SDOT"). That level, for sidewalks not adjacent to roadways, is expressed at this time as two foot candles. | The status of this condition is unknown. Lighting level studies were not conducted during the past year. |
| 12. SCC shall preserve the historic character of the north and west facades and the lobby of the Masonic Temple building. | This condition remains in "full compliance" (the college no longer refers to the building as the "Masonic Temple"). During the past year, SCC made no changes to the lobby or the north and west facades of the "Fine Arts Building". |
| 13. Upon remodel and/or expansion of the existing parking garage, the college shall retain existing and incorporate new landscaping along street frontages. | This condition remains in "full compliance". During the past year, SCC performed no remodeling or expansion of the existing parking garage. |

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

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

No development activity has been initiated this year..

B. Major Institution Leasing Activity to Non- Major Institution Uses: One new tenant was added during this past year. Intiman Theater signed a 5 year lease agreement for occupation of the lower levels of the Fine Arts Building, as well as an MOU for instructional support of a Technical Theater program. Two tenants were lost as a result of the impending transfer of ownership of the Booth Building to Sound Transit.

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

A. For the 1997 – 1998 Report, Land and Building Ownership and Leasing Activity existing on December 31, 1996. N/A -- No Changes for the 2021 report.

- B. Land & Building Acquisition During the Reporting Period: None
- C. Leasing Activity During the Reporting Period: Intiman Theater, at 801 E Pine ST, Seattle, WA 98122

V. Progress in Meeting Transportation Management Program (TMP)

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

Seattle Central College continues to encourage all employees, staff, and students to commute utilizing modes of transportation other than driving alone. This objective is vital to reduce traffic congestion, decrease fuel consumption, and help to maintain/ improve air quality in the region. Results from the most recent CTR Employee survey (2019), as well as a recent student survey (2019), demonstrate the success of the program. SCC has succeeded in reducing its drive alone commuting rate among all CTR affected staff by over 8 percentage points compared to the rate submitted in the 2002 MIMP. In addition, the Drive Alone Rate for students is at a mere 17% of the entire student population. The “Vehicle Miles Traveled” rate has decreased more than 24% over the same period for employees. These statistics represent a significant improvement during the life of the MIMP and marks a considerable achievement by the SCC Transportation Coordinator’s office. The current, weighted combined student and staff drive alone rates are seen here:

| Students (2020 Survey Results) | | | |
|---------------------------------------|-------------|------------|---------|
| Drive Alone | 148 | 17% | |
| Non Drive Alone | 705 | 83% | |
| Total | 853 | | |
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| Staff (2019 Survey Results) | | | |
| Drive Alone | 92 | 34% | |
| Non Drive Alone | 175 | 66% | |
| Total | 267 | | |
| | | | |
| Combined | | | |
| Drive Alone | 240 | 21% | |
| Non Drive Alone | 880 | 79% | |
| | 1120 | | |
| Weighted Average SOV Rate | | | |
| Students | 8714 | 17% | 1481.38 |
| Staff | 516 | 34% | 175.44 |
| Weighted Average | 9230 | 18% | 1656.82 |

Seattle Colleges Student Survey—Methodologies and Practices

Seattle Colleges Transportation conducts an annual survey of all student commuting habits and practices. The survey for 2019 was conducted the last week of November and first week of December (November 18-December 2), and the results were compiled and organized by the Seattle College Transportation Coordinator, Jeff Kever. No surveys were conducted in 2020, and no student surveys are planned for Fall 2021; the employee (statewide) commuter survey has also been pushed back to 2022 due to the pandemic and the resultant disruptions in normal commuting that it has caused.

Method of Survey

The survey questions were devised and edited by the ETCs of all the campuses of the Seattle Colleges, and follow very closely the survey questions used for the employee surveys that are sent out every other year. The questions were sent to the District office to be sent as one email blast to all students of the district, to the email address of record for the student, on Monday November 18, 2019. Thus, the survey was sent to all currently registered and enrolled students. A follow up email was sent the following Monday, November 25 2019, to remind students to take the survey and to thank those who already had completed it. The survey tool used was Survey Monkey, and only one response per email address was allowed. Central hired a student transportation ambassador, who advertised the survey by

means of tabling in a very busy hallway of the campus. The colleges offered a prize drawing as an incentive for students to complete the survey. The prizes were lightweight back packs, a \$25 ORCA card, and a Chinook Book (booklet of discounts for sustainability related stores or venues). Six prizes per campus were awarded (2 of each).

Method of Compilation

The survey was closed to new responses after December 2. The results were initially collected by the District's sustainability Coordinator (it was his department's Survey Monkey account that was used). The raw data was sent to Jeff Kever, Seattle Colleges District Coordinator, on December 13. Jeff then filtered the results by campus to compute the rates of the various commute modes per campus, and used data from the 2019 employee survey results to compute the weighted average of drive alone rates per campus.

- B.** The following table provides a brief narrative statement about the progress SCC made this past year towards compliance with the original goal and the subsequent additional goal:

| TMP Element | Progress, updates, effectiveness |
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| Maintain an onsite Building Transportation Coordinator dedicated solely to implementation of the college's CTR plan. | <p>Jeff Kever, jeff.keever@seattlecolleges.edu, 206-934-4393.</p> <p>While the MIMP calls for a dedicated position to administer the program, the dearth of state funding to the college requires that these duties be assigned to a position which also has other duties. Jeff Kever is Director of Auxiliary Services and has multiple other responsibilities other than transportation management.</p> |
| Promotional events | <p>There are 2 large events transportation holds each year:</p> <p>a) Welcome back tabling event, where staff promote the transportation department to incoming students and staff. This event helps to advertise the offerings of the program, and helps students (especially) determine the most effective commuting options for them. This past year we were not able to hold this event due to all operations being mostly remote.</p> <p>b) Earth Week activities. This past year everything was remote and online, and thus we did not have an opportunity for a promotional event</p> |
| Commuter Information Center | <p>This exists at the main entrance to the large Broadway Edison building, and is updated and restocked regularly by KC Metro. In addition, the transportation department maintains an information table just outside</p> |

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| | the transportation offices, with updated commuting information for staff and students. |
| All SCC tenants participating in the TMP | Commuter benefits are available to all tenants to the extent allowed by Washington State law regarding gifting of state resources. |
| Ridesharing information is made available to tenants | The college's ride sharing matching service is available to all tenants. |
| Survey staff and students biennially on commuting habits | Staff are surveyed every two years; students are surveyed each year. Results provided in a separate section. Staff and students were not surveyed this past year due to the COVID closures and disruptions. Surveys to resume in Fall of 2022. |
| Provide Seattle Commuter Services (Commute Seattle) with full disclosure of parking costs for staff, faculty and students on a quarterly basis. | We provide an annual report each year to Commute Seattle, which is what is requested of us. This year that requirement was dropped by the city due to the pandemic. |
| Provide at least 200 reserved carpool parking spaces on campus. | We currently provide 16 dedicated carpool spaces. If we had more demand for carpool spaces we would provide more. We do not limit the number of carpool permits we are willing to sell to staff/students. Currently we only have 10 employees signed up. Carpooling is not the main solution to reducing drive alone commuting, transit is, with the light rail station at the entrance to our campus. |
| Provide a discounted transit pass to students and staff. | We currently offer all PT and FT staff an unlimited ride ORCA card, for \$51 per academic quarter. We also offer FT (50% of employment and higher) staff to pay for this as a pre tax, pro rated payroll deduction. We offer all students the option to purchase an ORCA E-Purse card. For \$125 they receive a card loaded with \$250 value of rides. We have approximately 350 staff who take advantage of our ORCA subsidy, and approximately 1200 student per quarter purchase the ORCA card we offer to students. These numbers have changed since the onset of the pandemic, but our goal is to match these numbers once the colleges open more fully. |
| Promote the Transportation Management Plan semi-annually with a special event in cooperation with King County Metro. | As already mentioned above: There are 2 large events transportation holds each year: a) Welcome back tabling event, where staff promote the transportation department to incoming students and staff. This event helps |

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| | <p>to advertise the offerings of the program, and helps students (especially) determine the most effective commuting options for them. Each year we have roughly 100 students visit this table. This past year the event did not happen due to the pandemic closures of the school.</p> <p>b) Earth Week activities. This year, due to the online learning environment caused by the pandemic, Transportation did not hold an Earth Day event. KC Metro is not involved in the planning of these events, as stipulated in the MIMP.</p> |
| <p>Provide a guaranteed home ride program to faculty, staff, and students</p> | <p>The colleges offer this benefit to staff on an "as needed" basis. For students, that part of the program was discontinued, as it became too costly to administer.</p> |
| <p>Provide bicycle racks at a ration of one per 20 parking stalls, and provide shower facilities for bikers.</p> | <p>The campus currently has 26 total bike racks, out of 735 total parking spaces, or a ratio of one bike rack per every 28 parking spaces. It should be noted that of the 735 total spaces, 60 are reserved purely for faculty and staff, in restricted areas. Of the 26 bike racks in use, only 8 have constant, all day use. With the advent of the various bike share companies, as well as the price of rent pushing students and staff to living much further away from campus, the employee and student commuting use of individually owned bikes has dwindled.</p> |
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