



City of Seattle

Gregory J. Nickels, Mayor

Department of Planning and Development

D. M. Sugimura, Director

**CITY OF SEATTLE
ANALYSIS AND DECISION OF THE DIRECTOR OF
THE DEPARTMENT OF PLANNING AND DEVELOPMENT**

Application Number: 3005401

Applicant Name: Eric Aman for North Seattle Community College

Address of Proposal: 9600 College Way North

SUMMARY OF PROPOSED ACTION

Land Use Application to allow a 35,450 sq. ft. two-story addition to an existing major institution (North Seattle Community College) for education, employment/workforce training, career counseling and supporting social services. The project includes interior remodel (12,000 sq. ft.) of the Technology Building and removal of seventeen existing parking stalls. Addendum to the Final Environmental Impact Statement for the North Seattle Community College Major Institution Master Plan has been submitted.*

*Note - The project description has been revised from the original notice of application: Land Use Application to allow a 33,000 sq. ft. 2-story addition to an existing major institution (North Seattle Community College) for education, employment/workforce training, career counseling and supporting social services. The project includes interior remodel (12,000 sq. ft.) of the Technology Building. Addendum to the Final Environmental Impact Statement for the North Seattle Community College Major Institution Master Plan has been submitted.

The following approval is required:

SEPA – To impose conditions, – (Chapter 25.05, Seattle Municipal Code.)

SEPA DETERMINATION: [] Exempt [] DNS [] MDNS [] EIS
[X] DNS with conditions¹
[] DNS involving non exempt grading or demolition or
involving another agency with jurisdiction.

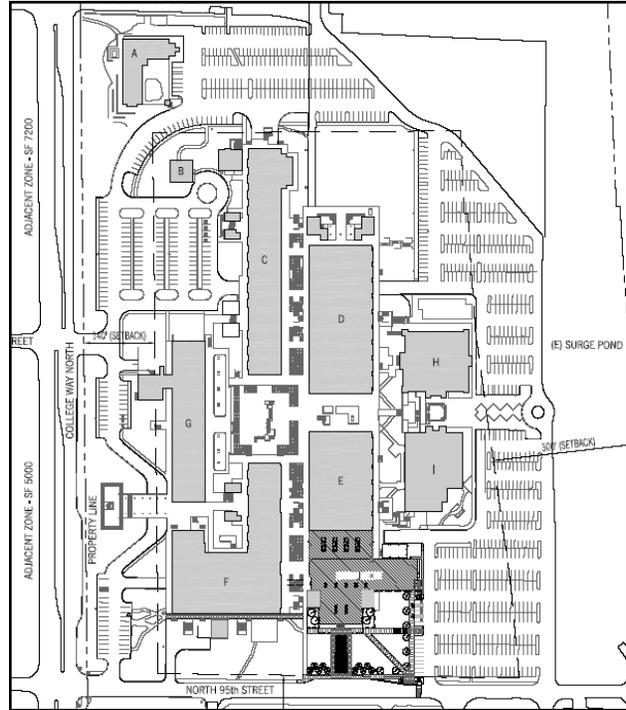
¹A Final Environmental Impact Statement (FEIS) for the North Seattle Community College Institution Master Plan was published in August of 1993. An Addendum to the FEIS has been prepared for the current proposal. The Department has determined that the proposal would not result in additional significant adverse impacts beyond those addressed in the FEIS. SEPA review for the current proposal is limited to review for conditioning purposes only.

BACKGROUND INFORMATION

Site and Vicinity Description

The North Seattle Community College (NSCC) campus is bounded generally by North 103rd Street to the north, North 92nd Street to the south, College Way North to the west and Interstate 5 to the east. The site is located in the Licton Springs Neighborhood.

The campus is approximately 62 acres. However, existing campus developed areas only cover 25 acres of the site. Development on the subject site consists of several educational buildings interconnected by a framework of covered and uncovered plazas, walkways and courtyards situated in the center of the site (C-Instructional Building, D-Arts and Science Building, E-Technology Building, F-College Center, G-Library Building, H-Wellness Center, I-Dr. Peter Ku Educational Building); detached buildings (A-Childcare Center, B-Chiller Building); and outdoor sport courts. Parking for 1,607 vehicles is provided in garages located beneath the buildings and surface parking areas. Primary access points to the parking areas are via three (3) entrance points along College Way North; North 100th Street, North 97th Street and North 95th Street. A secondary access exists on the south side of the campus along North 92nd Street at Corliss Avenue North.



College Way North is classified as a secondary arterial, pursuant to SMC Chapter 23.53, improved with curbs, sidewalks, street trees, landscaped median and gutters on both sides of the street. North 92nd Street is also classified as a secondary arterial street, improved with sidewalks, street trees on the north portion of street that abuts the campus boundary line. North 103rd Street is a non-arterial dead-end street.

Two (2) areas at either end of the campus remain undeveloped as natural open space. These areas contain a variety of mature trees and undergrowth, and informal trail systems established by pedestrians. Existing vegetation over the remainder of the site consists of primarily landscaped areas and open lawns. The site contains flat to very moderate sloping topography; the high point of the site occurs at the southeast corner with a gradual slope to the center of the campus. The lowest portion of the site is a surge pond located at the northeast edge of that portion of the campus adjacent to I-5. This area and other identified open spaces north and south of the developed campus have been identified as Environmentally Critical Areas (ECA)-Wetlands, Peat Settlement and Steep Slope. The applicant has been granted a limited exemption from ECA Steep Slope and ECA Wetlands (#6156986) based on no impact to the identified ECAs and their buffer areas. Further ECA review is still required for the ECA Peat Settlement areas.

Existing land uses around the campus include primarily single family residential properties to the west and south; and apartments, medical office buildings and commercial/retail to the north. Northgate Mall, commercial properties, residential properties and the King County Metro Transit Center are located beyond I-5, east of the site. The Seattle Police North Precinct is just west of the campus.

The zoning classification of this site is Major Institution Overlay (MIO) and Northgate Overlay District (NG). The site is divided into four (4) sections, each designated with different height limits (37', 50', 105') and/or underlying zoning (Lowrise 3 (L-3) and Lowrise 1 (L-1)). The northern section is designated MIO-37-L-3. The eastern section adjacent to I-5, which includes the existing Arts and Sciences, Education and Technology buildings; and Wellness Center, is designated MIO-105-L-3. The western section abutting College Way North, which contains the Library, College Center, Childcare Center and Instructional Building, is designated MIO-50-L-3. The zoning designation for the southern section of the campus is MIO-37-L-1.

Proposal

The proposed project involves a substantial renovation of the southernmost portion (12,000 sq. ft.) of the existing Technology building to allow construction of a second-story addition over the southern portion of the altered Technology Building; as well as, a two-story addition to the east side of the Technology building situated above the existing parking garage structure between two (2) existing mechanical towers and a three-story addition whose foundation is at the same level as the parking structure will be placed to the south. Overall, the new additions total approximately 35,450 of new gross square footage (GSF) built on the campus. Due to the installation of seismic structural columns and the conversion of regular stalls to ADA accessible parking, all in the existing parking garage area immediately below the proposed addition, approximately four (4) parking stalls will be eliminated. An additional thirteen (13) surface parking stalls are proposed to be removed from the western edge of the outside east parking lot. Demolition of concrete stairs, exterior window/door storefront systems, retaining walls, sidewalks and curbs near the affected site areas are proposed.

The abovementioned renovations/additions (illustrated in the cross-hatched area on the map above) are proposed in order to create the Integrated Resource Center (IRC). The IRC will house new facilities for the local Department of Social and Health Services (DSHS), Work Source, the King County Youth Learning Center, and employment services. The intent is to co-locate state agencies that share responsibility for the delivery of education, employment training, career counseling and supporting social services. The King County Youth Learning Center is included so that services for youth transitioning to the workforce or higher education may be provided. It is the intent that these services will be offered to meet the needs of both the college student population and the general public.

The facilities will consist of classrooms, offices, lobby areas, training centers and support spaces. Open atriums and a new enclosed elevator lobby entrance at grade are also included in the proposed structure. Building materials would include skylights, green roof, low-reflective glazing and metal panels. Exterior sunshades are proposed along the building's southernmost facades. The addition is designed to achieve a Silver certification level in accordance with U.S. Green Building's Council LEED Building Rating System. Landscaping improvements consisting of trees, shrubs and ground cover are planned within close proximity to the new IRC structure.

Public Comments

The required public comment period ended on July 16, 2008. DPD received no written comments regarding this proposal.

ANALYSIS - MASTER PLAN

The proposal for this project requires a determination by the Director on compliance with SMC 23.69.035, changes to master plan. Specifically, this code section requires *“a proposed change to an adopted master plan shall be reviewed by the Director and determined to be an exempt change, a minor amendment, or a major amendment.”*

NSCC adopted a Major Institution Master Plan (MIMP) in January, 1995. Its overall intent is to *“provide a well-reasoned, long-range facility plan which is suited to the college’s current goals and objectives and which will guide both programmatic and capital planning decisions for the college”*. As a result, this plan outlines the development program for the College; establishes development standards for new buildings; and provides for a transportation management program to reduce the number of single occupancy trips to the school and surrounding areas.

Underlying development approved in the MIMP

The MIMP identified a Future Development Zone for which purpose was to provide space for the development of future facilities to meet anticipated college needs. The International Education Building (IEB) and Instructional Computer Center (ICC) are the two (2) buildings identified to comprise this area. It explains that the buildings would potentially be situated directly north and south of the current Educational Building and Wellness Center. It also explained that because there wasn’t State or private funding for those potential buildings prior to the adoption of the MIMP, additional review prior to the approval and development would be necessary.

In 1995, the NSCC’s MIMP was approved under Ordinance 117462. City Council’s approval of the Master Plan included the two (2) future unfunded projects. The Council decision stated, *“This approval includes the two unfunded projects shown in the site plan and described in the Master Plan as the International Education Center (“International Education Building-IEB”) and the Instructional Computer Center, provided that they shall be sited so as to not intrude into the wetland area indicated on Figure 12. In addition, any parking spaces lost due to construction of these buildings shall be replaced in a location which adjoins existing parking.”*

Proposed MIMP Change

NSCC has received funding from the State of Washington on behalf of the State Board for Community Technical Colleges to establish an integrated service center. NSCC’s plan is to collocate state agencies that share responsibility for the delivery of education, employment training, career counseling, workforce transitioning and social services in a physically integrated facility on the Campus. It was explained that the proposed facility would support the emerging trend in workforce training and cross referral between agencies by serving a wide range of adult and youth job seekers in an interconnected environment with the academic programs on the Campus. This proposed facility as described is the Integrated Resource Center.

Initial questions regarding whether or not the proposal would be considered an institutional use and if the proposal would be considered and exempt change were posed in memos from NSCC representatives to DPD. The applicant provided the following preliminary analysis:

- The proposal is considered a major institutional use because it provides key employment services which are activities directly related to the community college's educational programming. Further, the IRC is functionally integrated with the central mission of NSCC. It will serve both the current student population at the college and attract new students to the college who are being assisted by the programs housed at the IRC. It will facilitate cross referrals between the service and educational agencies. Classroom facilities and career center staff will be shared by the college and the other programs.
- NSCC's MIMP, which expires in 2010, included two (2) unfunded projects that have not yet been developed. All other development proposed in the Master Plan has been completed. Based upon the study of the site plan for the IEB and the ICC, it is estimated a reasonable square footage estimate for the remaining development within the Master Plan is 180,000 square feet. Reallocation of a portion of the square footage of these planned structures should be allowed as an exempt change under SMC 23.69.035.B.

SMC 23.84A.025 states "*A Major Institution shall be determined to be either an Educational Major Institution or a medical Major Institution*"; it further explains an "*Educational Major Institution*" means an accredited post-secondary level educational institution, operated by a public agency or nonprofit organization, granting associate, baccalaureate and/or graduate degrees. The institution may also carry out research and other activities related to its educational program". The proposal involves several public agencies that if examined on their own merit would not meet the intent of this defined use because they don't grant degrees. However, by functionally integrating these agencies within the college, it supports the core mission of NSCC-to provide a seamless transition from education to employment. This proposal would be considered related to NSCC's existing workforce educational programs and career counseling services. Therefore, the proposal would meet the defined Major Institution use.

SMC 23.69.035.B. states "*Exempt Changes. An exempt change shall be a change to the design and/or location of a planned structure or other improvement from that shown in the master plan, which the Director shall approve without publishing an interpretation. Any new gross floor area or parking space(s) must be accompanied by a decrease in gross floor area or parking space(s) elsewhere if the total gross floor area or parking spaces permitted for the entire MIO District or, if applicable, the subarea would be exceeded. Each exempt change must meet the development standards for the MIO District.*" The proposal includes one (1) change from the adopted MIMP: to reallocate square footage planned for two (2) unfunded projects that have yet to be developed on the campus-the IEB and the ICC-in order to construct a new facility. Council's approval of the IEB and ICC was based on a proposed site plan in the MIMP (*Figure 12*). The MIMP contains no other details (height, square footage, etc.) other than the siting of the two (2) buildings. Therefore, further review of information related to the development capacity of the two (2) unfunded buildings was necessary.

The original NSCC building model, employed as an exhibit in the 1995 MIMP approval process, was utilized to garner basic information regarding the two (2) buildings. Further architectural analysis of the original campus model in consideration of building scale, maximum height and setback requirements, and space allocation standards of the Washington State Board of Community and Technical Colleges (SBCTC) for building programs was offered by the applicant. The applicant conservatively estimates the remaining development capacity within the MIMP is 190,800 sq. ft. A summary of this analysis is identified in the table below and details of the interpolated program allotments are included in the project file.

Unfunded Building	Structure Footprint (sq. ft.)	Number of Stories	Total Gross Floor Area (sq. ft.)
International Education Building (IEB)	24,400	4	97,600
Instructional Computer Center (ICC)	23,300	4	93,200
Total Planned Development Area Estimate	47,700	N/A	190,800

In conclusion, NSCC requests to reallocate 35,450 sq. ft. of approximately 190,800 sq. ft. of estimated planned development adopted in the Master Plan. After reviewing the applicant's analysis and Code, DPD concurs that the proposal meets the intent of the Code and should be considered an Exempt change.

ANALYSIS – STATE ENVIRONMENTAL POLICY ACT (SEPA)

In June 2008, the North Seattle Community College (NSCC) prepared an addendum to the August 1993 Final Environmental Impact Statement, incorporating by reference the NSCC 1995 Major Institution Master Plan (MIMP). The impacts of the proposed IRC building have been disclosed and analyzed in the Addendum and the accompanying expanded SEPA checklist, Traffic Impact analysis, and Geotechnical Report prepared by North Seattle Community College acting as Lead Agency.

The Seattle SEPA Ordinance provides substantive authority to require mitigation of adverse environmental impacts resulting from a proposed project (SMC 25.05.655 and 25.06.660). Mitigation, when required, must be related to specific environmental impacts identified in an environmental document and may only be imposed to the extent that a given impact is attributable to a proposal, and to the extent that the mitigation is reasonable and capable of being accomplished. Additionally, mitigation may be imposed only when based on policies, plans and regulations as enunciated in SMC 25.05.665 to SMC 25.05.675 inclusive (SEPA Overview Policy, SEPA Cumulative Impacts Policy, and SEPA Specific Environmental Policies). In some instances, local, state or federal regulatory requirements will provide sufficient mitigation of an impact and additional mitigation imposed through SEPA may not be necessary.

Environmental Impacts

The original MIMP required the development of an EIS to evaluate the impacts of that Plan. The FEIS considered the following environmental impacts: Earth; Air; Water; Plants and Animals; Energy and Natural Resources; Environmental Health and Noise; Land Use, Aesthetics and Recreation; Transportation, Circulation and Parking; and Public Services and Utilities. Furthermore, the Addendum prepared for this proposal provided additional information on Construction Impacts; Land Use Relationships to Plans and Policies; Earth; Aesthetics; Light and Glare; Transportation, Circulation and Parking. Supporting documentation includes a geotechnical report prepared by Otto Rosenau & Associates, Inc. and a Traffic Impact Analysis prepared by Transportation Solutions, Inc. (TSI). Please refer to expanded SEPA checklist and DNS for a complete description of affected environments.

The information provided by the NSCC and its consultants, and the experience of the lead agency with the review of similar proposals form the basis for review of this proposal. The potential environmental impacts disclosed in the Addendum and accompanying documents are discussed below.

Short-term Impacts

The following temporary demolition and construction activities on this site could result in the following adverse impacts: construction dust and stormwater runoff, erosion, emissions from construction machinery and vehicles, increased particulate levels, increased noise levels, occasional disruption of adjacent vehicular and pedestrian traffic, and public utilities; and a small increase in traffic and parking impacts due to construction related vehicles. Several construction-related impacts are mitigated by existing City codes and ordinances applicable to the project such as: the Noise Ordinance, the Stormwater Grading and Drainage Control Code, the Street Use Ordinance, and the Building Code. In addition to these existing codes and policies, the College has incorporated several measures into its proposal to further mitigate construction-related impacts noted in each section. The following is an analysis of the short term and largely construction related impacts of the proposal.

Earth/Peat Settlement-Prone

The ECA Ordinance and Directors Rules (DR) 3-2007 and 13-2008 requires submission of a soils report to evaluate the site conditions and provide recommendations for safe construction in areas with steep slopes, liquefaction zones, wetlands, peat settlement-prone areas and/or a history of unstable soil conditions. Pursuant to this requirement the applicant submitted a Geotechnical Engineering Report prepared by Anthony G. Coyne, P.E. (Otto Rosenau & Associates, Inc.) dated February 11, 2009. The report evaluates the soil and site conditions and provides recommendations for erosion and drainage controls, slope stability, grading, earthwork, peat settlement-prone area, and foundation construction.

The summary of the Geotechnical Report findings is the following: *“Based on the observed subsurface soil and groundwater conditions, it is our opinion that the proposed addition will need to be supported on deep foundation elements, such as augercast piles or drilled shafts. Alternatively, the foundation subgrade soils will need to be improved using a method such as*

compacted stone columns. In addition, we anticipate that temporary cut excavations will be feasible at all but a few limited locations. Groundwater will be a design concern due to possible high seasonal groundwater levels, which may come close to the design basement floor elevation.” The report further states, “Based on review of the City of Seattle, the entire college campus is considered by the City of Seattle to be located within a Category II peat settlement-prone area. We did not encounter an underlying peat deposit in the borings that we completed for this project. We did observe the presence of very stiff, brown silt with organics below overlying fill soils at B-3 at depths between about Elevation 256’ and 258’.....Based on our observations of the subsurface soil and groundwater conditions, it is our opinion that conventional foundation drains and below-grade wall drainage methods should be utilized on this project at all below-grade walls and retaining walls. We understand that foundation drains and below-grade wall drainage was provided at the time of construction at the existing Technology Building approximately 40 years ago. It is our opinion that the additional drainage provided at the proposed IRC will not significantly affect the existing groundwater levels at immediate adjacent areas, and should have almost no affect on the existing groundwater levels at areas further away, including at the nearby known peat deposits. The times when the groundwater levels are most likely to be affected by the presence of new subsurface drains at the IRC will be limited to the wettest winter months when the water levels will likely be rising and may enter the lowest portion of the proposed drainage elements. As a result, we do not anticipate that there will be an increased risk of settlement at adjacent buildings, pavements, and off site properties due to the presence of the recommended subsurface drains.” The submitted report, which is located in the project file, further details the specific requirements for proper installation of foundations; pavements; slabs-on-grade; peat settlement; drainage; excavations; grading techniques; site preparation and seismic considerations.

A DPD Geotechnical Engineer has reviewed the abovementioned soils report in association with submitted plans and has deemed this soils report to be relatively complete for this proposal. The soils report, construction plans, and shoring of excavations as needed, will be reviewed again by the DPD Geotechnical Engineer and Building Plans Examiner who will require any additional soils-related information, recommendations, declarations, covenants and bonds as necessary to assure safe grading and excavation. This project constitutes a "large project" under the terms of the Stormwater, Grading and Drainage Control Code (SGDCC) (SMC 22.802.015 D). As such, there are many additional requirements for erosion control including a provision for implementation of best management practices and a requirement for incorporation of an engineered erosion control plan which will be reviewed jointly by the DPD building plans examiner and geotechnical engineer prior to issuance of the permit. The SGDCC provides extensive conditioning authority and prescriptive construction methodology to assure safe construction techniques are used; therefore, no additional conditioning is warranted pursuant to SEPA policies.

Air Quality

Construction of the IRC will result in localized short-term increases in air particulates and carbon monoxide which could temporarily affect the quality in the vicinity. Construction activities that would contribute to these impacts include excavation, grading, soil compaction, and operation of heavy trucks and smaller equipment (i.e., generators and compressors). Compliance with the Street Use Ordinance (SMC 15.22.060) will require the contractors to water the site or use other dust palliative, as necessary, to reduce airborne dust. In addition, compliance with the Puget

Sound Clean Air Agency regulations requires activities which produce airborne materials or other pollutant elements to be contained with temporary enclosure. Regarding asbestos, Federal Law requires the filing of a Notice of Construction with the Puget Sound Clean Air Agency (“PSCAA”) prior to demolition. Other potential sources of dust would be soil blowing from uncovered dump trucks and soil carried out of the construction area by vehicle frames and tires; this soil could be deposited on adjacent streets and become airborne.

During construction, on-site activity and periodic traffic delays on adjacent streets could contribute to slight increases in localized vehicle emissions but it is not expected that these emissions would result in a violation of any local ambient air quality standards.

The Addendum indicates no unusual short term adverse impacts. Current codes are adequate to provide mitigation and pursuant to the Overview Policy (SMC Section 25.05.665) and Construction Impacts Policy (SMC Section 25.05.675B). Therefore, no further mitigation is warranted.

Noise

The site is contained by two (2) arterials and I-5. The existing traffic volumes result in high ambient noise levels. Residential uses are located north, west and south of the project site.

Short-term noise and vibration from construction equipment and construction activity (e.g., backhoes, trucks, concrete mixers, generators, pneumatic hand tools, engine noise, back-up alarms, etc.); and construction vehicles entering and exiting the site would occur as a result of construction and construction-related traffic. Compliance with the Noise Ordinance (SMC 25.08) is required and will limit construction noise, registering 55 dB(A) or more at the receiving property line or a distance of 50 feet from the equipment; to the hours between 7:00 a.m. and 10:00 p.m. on weekdays, and between 9:00 a.m. and 10:00 p.m. on weekends and holidays. This level can be further reduced by 10 dB(A) between the hours of 10:00 p.m. and 7:00 a.m. during the weekdays, and between 10:00 p.m. and 9:00 a.m. on weekends where the receiving property lies within a residential district of the City (25.08.420). The use of impact construction equipment such as jackhammers, pile drivers and other loud noise emitters are restricted further in accordance with 25.08.425.

To mitigate noise impacts resulting from minor demolition and construction of the IRC, the SEPA checklist notes the following mitigating element of the proposal:

- In accordance with City of Seattle regulations, construction activities would be limited to applicable noise levels during nighttime hours (10:00 PM to 7:00 AM weekdays and 10:00 PM to 9:00 AM weekends) per the City’s noise regulations covering construction noise (Seattle Municipal Code 25.08.420).

The checklist indicates no significant adverse impacts from noise would result from the proposed project with these mitigation measures in place. Pursuant to the Overview Policy (SMC Section 25.05.665), and the Construction Impacts Policy (SMC Section 25.05.675B) no additional conditioning is warranted.

Grading

Excavation to construct the new IRC addition and structural supports will be necessary. The submitted plans indicate 8,510 cubic yards (cu. yds.) of material being trucked to and from the site.

To mitigate erosion resulting from grading activities associated with the removal and import of soils to the campus related to the construct the new addition, the soils report notes the following recommended measures in addition any temporary erosion and sedimentation control (TESC) imposed requirements:

- Provide silt fencing around the construction area to delineate the construction limits. No construction or soil disturbance should take place outside of the construction limits.
- Stockpiled soil at the site should be kept to a minimum. Any stockpiled soils should be covered with carefully secured plastic sheeting.
- Catch basin socks should be installed in nearby catch basins located downhill of the work area that could be impacted by construction activities.
- All sediment and soil should be removed from adjacent pavements at the end of each day of construction activities.
- Periodic inspection of the adequacy and condition of the installed erosion control measures by a geotechnical engineer or an experienced representative assigned by the geotechnical engineer.

The SGDCC requires an enhanced TESC plan be submitted for approval by DPD that identifies methods to be used to minimize off-site migration of contaminated soils. City code (SMC 11.74) provides that material hauled in trucks not be spilled during transport. The City requires that a minimum of one foot of "freeboard" (area from level of material to the top of the truck container) be provided in loaded uncovered trucks which minimize the amount of spilled material and dust from the truck bed en-route to or from a site. No further conditioning of the grading/excavation element of the project is warranted pursuant to SEPA policies.

Streets, Construction Traffic and Parking

The submitted plans indicate that excavation, export and import of soil would result in approximately 8,510 cubic yards of material being trucked to or from the site. Per the submitted drawings, construction vehicles would enter the project site from an existing entrance located at the intersection of College Way North and North 95th Street. The Addendum does not indicate whether or not closure of adjacent roadways and sidewalks will be necessary. Nor does the submitted documents identify designated construction worker parking areas. Many nearby intersections operate at diminished levels of service (LOS D) during the peak commute hour.

Occasional closures of adjacent roadways and sidewalks may be required. Temporary closures of sidewalks and/or traffic lane(s) are typically addressed through Seattle Department of Transportation permits.

It is the City's policy to minimize temporary adverse impacts associated with construction activities. Thus, pursuant to the Overview Policy (SMC Section 25.05.665, and the Construction Impacts Policy (SMC Section 25.05.675B), project approval will be conditioned upon the College and/or responsible party(s) securing timely approval of a Truck Trip Plan. To ensure

that construction related truck traffic does not adversely affect traffic operations, one element of this plan shall be a requirement that truck trips be scheduled to avoid peak periods of 7:00 – 9:00 am and 3:00 – 6:00 pm, Monday through Friday. The submitted building plans should be amended to designate construction work parking areas.

Long-Term Impacts

Anticipated long-term impacts are typical of a structure developed for educational use and would be mitigated by the City's adopted codes and/or ordinances. Specifically these include: Stormwater, Grading and Drainage Control Code (stormwater runoff from additional site coverage by impervious surface); Land Use Code; and the Seattle Energy Code (long-term energy consumption). Only those environmental impacts that may result in long-term impacts and may require mitigation measures beyond those provided in existing laws and regulations are discussed below.

Greenhouse Gas Emissions

Emissions from the generation of greenhouse gases due to the increased energy and transportation demands may be adverse but are not expected to be significant due to the relatively minor contribution of emissions from this specific project. The other impacts such as but not limited to, increased ambient noise, and increased demand on public services and utilities are mitigated by codes and are not sufficiently adverse to warrant further mitigation by condition.

Land Use

It is the City's policy that the proposed uses of development are reasonably compatible with surrounding uses and are consistent with any applicable, adopted City land use regulations, the goals and policies set forth in the Seattle Comprehensive Plan regarding Land Use Categories, and the shoreline goals and policies (SMC 25.05.675.J). These issues were analyzed under the heading of "Land Use" in the Draft Environmental Impact Statement (DEIS) and adopted in the FEIS. Although the FEIS and MIMP anticipated that the two (2) unfunded buildings (IEB and ICC) would be built, no detailed land use review was incorporated in the final FEIS and MIMP. The DEIS acknowledge that, *"construction of the two potential future buildings, the International Education Building ("International Education Building-IEB") and Instructional Computer Center, would further increase the bulk of the college and the two future buildings would be built as extensions to the northeast and southeast corners of the campus core and would be more visible to the surrounding residential neighborhood"*. As a result, the following mitigation measure was offered: *"To ensure that proposed development would be compatible with the existing campus and would provide adequate transition to the surrounding residential neighborhood, development standards have been provided in the Master Plan to guide and restrict future campus development."*

The Addendum notes that the proposed use of the IRC is consistent with the MIMP, the City of Seattle's Northgate Area Comprehensive Plan and other applicable land use plans, policies, and regulations adopted in the FEIS. The affected environment for the IRC site is the existing south edge of the Campus Core and Future Development Zone. The site is included in North Seattle Community College's MIO and is zoned MIO-105/L-3. The area proposed for development is

subject to the Major Institution Overlay with a 105-foot height maximum, and L-3 is the underlying zoning and applicable development standard. The IRC building will integrate services from three (3) agencies with the college to provide education, career counseling and job training programs to students and non-students equally. The development zone is located outside of the existing wetlands areas and outside of the required buffers in accordance with the MIMP and SMC 25.09.160.

The proposal has been reviewed by a Land Use Planner to ensure that the proposal conforms to the development standards outlined in the MIMP and Land Use Code. As mentioned previously in this report, the proposed IRC addition would meet the intent of the Major Institution use. No further conditioning is warranted.

Height, Bulk and Scale

Physically, the proposed IRC addition is consistent with existing land use regulations which would apply to development within the MIO boundaries. The height of the IRC would be approximately 45' which is well below the 105' height limit in that portion of the campus. The IRC would satisfy all setbacks and other development standards under the Land Use Code and MIMP. Because the IRC is consistent with the MIMP and City's land use plans, policies, and regulations, no mitigation is warranted to the Overview Policy (SMC 25.05.665). Because the IRC project will utilize some portion of the development capacity that had been reserved for the IEB and the ICC, a brief discussion of the difference between the current project and the ones formerly analyzed in the MIMP is warranted.

The primary difference in the impact of the IRC, the IEB and the ICC, would be the visual impacts of height, bulk, and scale at the project site. The proposed site is between the Future Development Zone and the Campus Core and may be slightly visible along College Way North. The two (2) projects formerly proposed for this area, the IEB and ICC, were proposed to be three (3) stories in height with parking below grade. However, the IRC would not exceed 45' in height, far below the maximum 105' height limit, and will provide a landscaped buffer between the building and North 95th Street, a roadway internal to the campus. The existing landscaping and wetlands to the south near the proposed site would minimize any adverse impacts from single family areas south of North 92nd Street. Therefore, the overall impact of this change is a minor shift of height, bulk and scale viewed from the south and west east side of the campus and for this project, less overall bulk than was proposed in the MIMP. Thus, no mitigation pursuant to SEPA policies relating to height, bulk and scale is (SMC 25.05.675.G) warranted.

Transportation

Transportation Solutions Inc., (TSI) prepared a Traffic Impact Analysis report (dated January 2009) for this proposal. The analysis in this report is based on the construction of a 34,000 sq. ft. addition to the east and south of the college. This document, along with the NSCC Master Plan and Addendum, was used in the transportation analysis (*Traffic, Parking, and Transportation Management Plan*) below.

Traffic

The following roadways are adjacent to and nearby the campus: Meridian Avenue North, College Way North, Wallingford Avenue North, Northeast Northgate Way, Northeast 92nd Street and Northeast 85th Street. Primary vehicular access points to the NSCC campus parking areas are from three (3) locations along College Way North: North 100th Street, North 97th Street and North 95th Street. A secondary vehicular access is provided on the south side of the campus along Northeast 92nd Street at Corliss Avenue North.

The traffic volume resulting from the project was estimated by using the *Institute of Transportation Engineers (ITE) Trip Generation Manual (8th edition)* for the category of “General Office Building” instead of community college in order to provide a more conservative estimate. The report states the proposed project would generate approximately fifty-one (51) new PM peak hour vehicle trips.

The traffic report identified three (3) signalized and six (6) unsignalized intersections for analysis during the weekday PM peak hour for operational characteristics. Based on both the background growth and the future traffic volumes with the project, the traffic analysis indicates that the nine (9) observed intersections would continue to operate at the same intersection average level of service (LOS) (none worse than LOS D).

Because this project would have a negligible impact on traffic operation in the area, and would be subject to the NSCC's Transportation Management Plan no additional conditioning is warranted pursuant to SEPA policies for traffic and transportation SMC 25.05.675 R.

Parking

The submitted MUP plans and transportation report indicate a total of 1,607 parking stalls exist on the NSCC campus. Seventeen (17) parking spaces are proposed to be removed. The NSCC MIMP includes a condition that established a maximum parking supply of 1,689 stalls be allowed on the campus in lieu of a minimum and maximum code requirement.

Construction of the IRC would decrease the parking supply to 1,590. The traffic study indicates the proposal and existing uses would generate a peak demand for 1,337 parking spaces. Thus, the proposed onsite parking supply is adequate to meet the peak parking demand for the project. However, because the project will utilize square footage allocated to the IEB and the ICC, further discussion concerning parking conditions related to those specific buildings is warranted.

As previously mentioned in this report, the Council decision of the NSCC MIMP included a condition related to the two unfunded building (IEB and ICC) that states:

This approval includes the two unfunded projects shown in the site plan and described in the Master Plan as the International Education Center (“International Education Building-IEB”) and the Instructional Computer Center, provided that they shall be sited so as not to intrude into the wetland area indicated on Figure 12. In addition, any parking lost due to construction of these buildings shall be replaced in a location which adjoins existing parking.

The applicant explains, the footprints of IEB and the ICC were proposed to occupy a substantial portion of the east parking lot, and at the time, were expected to displace large areas of parking. Also at that time, the College was anticipating substantial growth in student population. Parking supplies were limited by the TMP and MIMP conditions to a maximum of 1,689 parking spaces. Thus, with regard to the IEB and the ICC, Council approved the project with the condition above, anticipating the potential loss of onsite parking.

Per the applicant, NSCC hasn't acquired funding for those two projects. As allowed as an exempt change to the MIMP (SMC 23.69.035.B), the College has reallocated some of the square footage approved in the existing MIMP for the IEB and the ICC to the much smaller IRC structure. The IRC would not be located in the same place as these two (2) earlier proposed buildings. Its' structure footprint will mainly be situated over the existing parking structure.

DPD has reviewed the applicant's analysis provided in a memo dated May 7, 2009 and agrees the displacement of seventeen (17) parking stalls does not trigger the replacement condition in the above cited condition. This conclusion is supported by the fact that the College could remove up to twenty (20) parking spaces as an exempt change under the MIMP (SMC 23.69.035.B.1). Furthermore, it is the City's express policy to limit the impacts of institutions providing excessive parking (SMC 23.69.002.J&K). Finally, as noted above, parking supply after construction of the IRC would exceed demand by 253 stalls.

Given that the College is already below the code maximum for required parking allowed the campus and the Council condition is not interpreted as requiring replacement of all parking displaced by IRC, loss of these seventeen (17) stalls is permissible under the current MIMP. Therefore, the proposed IRC addition would not have any significant adverse parking impacts and no conditioning is warranted.

Transportation Management Plan

Employees of the IRC would be subject to all provisions of the current Transportation Management Plan (TMP) including transit pass subsidies and parking fees. The elements of the current NSCC TMP represent a complete program consistent with other Seattle Community College programs that offer a wide range of incentives for non-SOV (Single Vehicle Occupancy) use and disincentives for SOV use. Information from the Commute Trip Reduction (CTR) survey and analysis conducted by TSI indicates that 61% of the campus population travels to and from campus by single occupant vehicle during the day. This is slightly greater than the 55% goal established in the MIMP. Because the TMP goal has not yet been achieved, the College recently increased parking rates to ensure that the cost of an SOV trip is greater than the cost of a transit trip as per Council condition. Analysis prepared by TSI concludes that the cost of an average SOV trip is \$4.65 and the cost of a subsidized transit trip is \$1.67. Therefore, the TMP condition requiring progress towards the TMP SOV goal has been met.

DECISION - SEPA

The Addendum to the 1993 Final Environmental Impact Statement expanded environmental checklist, Master Use Permit plans submitted on the project; and responses to requests for information all comprise Department of Planning and Development's (DPD) record. Pursuant to SMC 25.05.600.D.1, DPD relies on the environmental documents and technical reports prepared by the North Seattle Community College in their role as lead agency. DPD has determined that the Addendum issued and utilized for the environmental analysis of the *Integrated Resource Center* and permitted herein, is adequate. The SEPA conditions listed below are imposed based on Master Use Permit (MUP) plans as well as on all environmental documentation submitted to date.

CONDITIONS - SEPA

Prior to the Issuance of the Building Permit

1. Submit to DPD and Seattle Department of Transportation (SDOT) for review and approval a Truck Trip Plan which delineates the routes and the travel hours that trucks carrying project-related materials will employ to minimize negative traffic and noise impacts. Scheduled truck traffic shall avoid peak periods of 7:00-9:00 am and 3:00-6:00 pm, Monday through Friday.
2. Provide a plan showing the location of off-street parking for construction workers.

During Construction

The following condition(s) to be enforced during construction shall be posted at the site in a location on the property line that is visible and accessible to the public and to construction personnel from the street right-of-way. If more than one street abuts the site, conditions shall be posted at each street. The conditions will be affixed to placards prepared by DPD. The placards will be issued along with the building permit set of plans. The placards shall be laminated with clear plastic or other waterproofing material and shall remain posted on-site for the duration of the construction.

3. Comply with the provisions set forth by the approved Truck Trip Plan and onsite construction worker parking areas.

Signature: (signature on file)
Tamara Garrett, Land Use Planner
Department of Planning and Development

Date: August 6, 2009