



November 16, 2020

To: Seattle Central College Community Advisory Committee (CAC)

Re: Transportation-related recommendations for the SCC MIMP

Central Seattle Greenways is a grassroots neighborhood organization working to make streets safer, healthier, and more comfortable for people walking, rolling, biking, and living in the Central Area and Capitol Hill neighborhoods.

We appreciate the opportunity to comment on the MIMP and to share our priorities for Seattle Central College's longterm plans.

### **Transportation Management Plan**

- We urge the College to adopt aggressive single-occupancy-vehicle (SOV) targets in its Transportation Management Plan. The College is situated at the nexus of some of the city's best transit and active transportation options, nestled among a light rail station, bus stops, protected bike lanes, the streetcar, and a vibrant pedestrian neighborhood. As the light rail system extends north and east in the next few years, transit will be convenient for a larger part of the school community.
- Parking for faculty, staff, and students should be charged per day (or per use), which has been shown to encourage more judicious use of parking and [reduce](#) solo car commuting.
- We applaud the College for providing subsidized ORCA passes to faculty, staff, and students—and urge the College to work with the City and the County to find a way to provide those passes free of charge to members of the College community.
- If the data hasn't already been collected, we encourage the College to survey faculty, staff, and students to learn where they're coming from and what barriers they face in using transit, biking, or walking to the College. Of course, once that data is in hand, we urge the College to address those issues—coordinating vanpools where appropriate, providing showers or bike lockers or other facilities, partnering with other colleges and Sound Transit to offer shared parking, and creatively addressing other issues.
- We suggest that the College use survey data to quantify how many SOV commutes could reasonably be shifted to a different mode of travel in the future. This information should inform the College's decision to maintain existing total parking capacity—or not—through the construction of a new below-grade parking garage as part of the ITEC project. The College should not maintain more parking than is found to be necessary from this study.
- We weren't sure how the [published breakdown](#) of transportation modes categorized vanpools or ride-hailing services. Vanpools should typically be categorized as transit, and Uber, Lyft, taxis, and other ride-hailing services should be counted as single-occupancy vehicles—unless riders are using services' carpool offerings, such as UberPool. It would be helpful to collect and publish more granular SOV data, rather than a single "Auto" category.
- To protect people biking, we'd like the College to work with the City of Seattle to enhance the visibility of the streetcar tracks with painted outlines or some other clear indication of their presence for people unfamiliar with the area.

## **Redevelopment of the parking garage at Harvard and Pine**

- We support repurposing that space to accommodate student housing while also providing some paid public parking.
- The garage should have dedicated vanpool parking spaces.
- The garage should not only have charging spaces for electric vehicles (cars), but also for electric bicycles and scooters.
- We support the CAC recommendation to relocate garage entrances to reduce congestion from vehicles queuing on Pine Street and enhance pedestrian comfort on Harvard.

## **Pedestrianizing Harvard**

- We expect students to walk from their housing to the school, crossing the street wherever it's convenient rather than detouring to the intersection. We believe Harvard should be pedestrianized to the extent possible, allowing service vehicles and vehicles accessing residences and garages on the street itself but discouraging through traffic—and slowing all traffic.
- There are many ways to calm traffic, such as installing diverters, narrowing lanes, adding speed humps, changing the street surface to cue drivers to a different kind of street, etc. We'd love to be part of an ongoing conversation about how to make Harvard the most pedestrian-friendly street it can be.
- Generally, the College entrances on Harvard are confusing and uninviting. Even installing clearer signage would help people navigate the space, but we'd like to see the College find creative ways to make the “back” of the College less grim, especially near the garages for the mail and receiving area. Murals, benches, little free libraries or little free food pantries, planter boxes, and other human-scale changes would be welcome. The lack of a planting strip means that the concrete—though interrupted by the trunks of several mature trees—is relentless and gray.
- Pedestrian lighting would make the street more welcoming as well.
- Separating dumpster areas, and, where possible, providing public restrooms, would make these areas more pedestrian-friendly.

## **Micromobility**

The College should work with the City and bike- and scooter-rental companies to create designated dropoff/pickup spots for rental bikes and scooters, which could be actual docking stations for recharging as well. Having bikes and scooters in convenient, predictable places encourages their use and can also reduce the number that are left in inappropriate areas, such as pedestrian walkways.

## **Bike parking**

- Generally, the area needs more bike racks, especially south of Pine.
- Covered bike racks should be located near every major entrance for short-term use.
- Additional more secure, covered bike parking should be available in the parking garage for evening events or other longer-term use. There are different models, but generally a well-lit, restricted-access room that includes racks to lock bikes to, such as the bike facilities at SkyTrain stations in Vancouver, B.C., provide good security.
- Bike parking should be well-signed at its location and wayfinding signage near venue doors should point to bike parking, too. The College's website should also clearly state where bike parking is available generally and for every venue.

## **Public restroom**

We support the inclusion of a public restroom in the proposed Information Technology Education Center, and urge the City of Seattle to partner with the College to fund the restroom's maintenance and staffing.

## **Public-facing areas**

- We are encouraged by the College's plan to improve the pedestrian experience on Pine between Broadway and Boylston.
- Between Harvard and Boylston, small, active, retail and restaurant spaces will make that area of Pine more vibrant.
- Between Broadway and Harvard, we'd like to see the area reconfigured to continue to provide some green space in a way that is usable by the College community and the public -- and that lets students and other pedestrians traverse the area.
- Given the history of protest and civic engagement at Broadway and Pine, the College might engage with community to commission an artwork honoring the struggle for civil rights in that area.
- If the ballot box will remain on Broadway, there may be an opportunity for public art nearby celebrating voter participation.

We appreciated the opportunity to discuss the MIMP with the architect and a representative of the CAC. If you have questions about anything we've written here, or if we can provide help in the future, please don't hesitate to contact us at [centralseattlegreenways@gmail.com](mailto:centralseattlegreenways@gmail.com).

Brie Gyncild & David Seater, Co-chairs  
Central Seattle Greenways  
*centralseattlegreenways@gmail.com*

## Sheehan, Maureen

---

**From:** John Eickelberg <john.eickelberg@gmail.com>  
**Sent:** Saturday, November 14, 2020 5:44 PM  
**To:** Sheehan, Maureen  
**Subject:** Seattle Central College Walking Tour Comments

**Categories:** Seattle Central College

---

**CAUTION: External Email**

---

Hi Maureen,

Per your request I'm sending you these over the weekend. First, thanks to you for making this opportunity available and please pass my thanks onto Steven for an informative, thought provoking narration to go with the tour. The comments below go roughly in the same order as the tour but first I'll write my general comments.

General comments.

1. Seattle Central is a fixture of not just the neighborhood, but surrounding neighborhoods as well. In particular, I'll mention the evening classes taken by folks of all ages many of whom walk to the campus. These students are accessing the campus in the evenings during the school year which has the shortest days. Planning the pedestrian paths such that they are well lit and well travelled, by students and the community at large, will benefit the evening students' sense of safety and create a passive communication opportunity for the college to attract more evening students which increases the productive use of the campus facilities.
2. The users of hardscape areas are evolving quickly now. The introduction of share electric scooters and share electric bicycles leads to numerous folks with little experience using these devices and operating them amongst pedestrians. Careful design is needed to reduce the likelihood of accidents. The large grade of the campus provides the opportunity to place stairs and switchback ramps that are easily traversed by personal; mobility devices and wheelchairs in ways that will naturally discourage the development of pathways for these powered devices (and non-powered bicycles) without the need for negative signage and impractical enforcement.
3. Also, the introduction of these share devices in conjunction with high demand destinations, such as an urban college campus and a light rail station inevitably leads to haphazard storage of these devices. The edges of the campus will benefit from planning for these devices with marked areas for leaving them.
4. A third on this topic is the necessity for sufficient space for student parking of personal bicycles and share devices that do not simply get taken over by light rail users. This can be accomplished by locating larger areas for students one building away from the arterials.
5. Lastly, the student perspective that I heard, that the open space on Broadway and Pine Street are not their space is in direct opposition to fostering a positive learning environment for young people. I encourage the design team to find passive ways to delineate the campus from the street while not discouraging the community to enjoy an interlude as an outdoor guest on campus.

Broadway Achievement Center

1. This project as described is simultaneously a very clever unorthodox usage and a big challenge. I encourage the team to reimagine the piazza area to create outdoor collaborative spaces while retaining streetside site lines to this beautiful landmark building.
2. One idea that was mentioned was a gateway at the sidewalk. Thinking on this on my ride home I was imagining an almost wispy structure, frozen lace is the descriptor that stuck with me, that has perhaps seven or even nine

ungated openings to the street. The building would easily be seen and admired without entering the campus. Non-students would feel no barrier to entry yet know they were guests in the students' space.

3. Collaborative space could be created with placement of outdoor tables with seating interspersed with sculptures. The sculptures could delineate a pathway to the main entrance of the building and around toward Harvard Ave, while the placement of tables and seating outboard creates multiple collaborative spaces that are not hidden.
4. The frozen lace could be placed closer to Broadway and lengthened northward to gently sequester the piazza area on the east side of BE Phase II, perhaps with fewer openings and some screening to further reduce the street interaction.

#### Student Union/Mitchell

1. The distance from Pine Street to Howell Street is long enough that an access through to Cal Anderson Park is very welcomed in this site so I would like to discourage the design team from eliminating both pathways.
2. That said, I think there is much to be gained by enclosing the area between these two buildings with a working atrium space. This space could easily include a students only pathway to the park.
3. The fact that the students paid for the Student Union was a complete surprise to me. I encourage the design team to incorporate some sort of signage to let the community know that. And my corollary suggestion is to have a place to accept donations from the community to match the students contributions. Many of us would do so immediately.
4. Lastly, a weird but fun idea. The working atrium could have a marquee with a reader board to list upcoming public events at the campus.

#### Edison East

1. This grand wide sidewalk is a great place to share space with the community. Could there be some facility to display relevant artifacts? Student art work? Future changes? Alumni Accolades?
2. This space has always seemed to me like it should have year round cart vendors. I am confident that this could be achieved without raising the ire of local small businesses and could not help wondering if the college could use a few carts as a small business incubator for students. A wide sheltering awning could create space for a dozen carts with room to browse them.

#### ITEC

1. The distance from Pine Street to Denny Street is very long so I encourage the design team to retain and improve this pass through.
2. With 200 rainy days per year the college really needs to connect Edison to the Science/Math Building and ITEC. A single story sky bridge at the third floor level could be designed to appear almost as the cap of an ornate pergola above the walkway rather than the light blocking monolith that the community is probably imagining. I encourage the design team to weigh the shelter and safety of the students more heavily than the aesthetic protests of the community.
3. The underground parking garage should include migration of all disabled parking from Harvard Avenue. The dry, flat garage with nearby elevators to the skybridge is much more suitable.
4. I encourage the design team to include a large student and staff bicycle cage in the garage. Secure and dry bike storage is the enabler of human powered commutes.
5. The need for the underground parking creates an opportunity to have a direct connection to the light rail from campus. Please do not pass it up. With the addition of cardlocks to campus buildings, this door could easily be secured and all hours accessible to students and staff.
6. This large building creates an opportunity to combine the HVAC heat transfer demand with a unique urban water feature which would totally transform the pass through area on the south side...and that third story sky bridge could provide a spectacular drop too!

## Harvard Buildings

1. Could these be combined into one building?
2. Please consider a dry connection to Edison and/or Science and Math.

## Student Housing

1. This building will end up transforming the campus. Students being on-site will create an after class life on campus which should extend the active periods into the evening hours and onto the weekends which is positive for the neighborhood. I encourage the design team to plan for this by upgrading the nearby public areas with clear site lines and bright tamper free lighting.
2. Relocating the garage entrance to Boylston Avenue will reduce pedestrian car interactions but if the route to the new ITEC garage is via Harvard Avenue, this may still need some calming features to protect students crossing from housing to campus
3. The berm feature could be transformed into a transition from the housing building across public space into campus and the grade can enable natural delineations in the transition.
4. I encourage the design team to again consider ways to create a natural separation between the public space and the campus as discussed for the east side of the Broadway Achievement Center.

## Pine Street & Broadway Corner

1. The mature trees along Pine Street are a beautiful disruption to the hardscaped urban environment of Broadway and other nearby arterials, I encourage the design team to find a way to keep them if possible.
2. The wooded space is rendered inaccessible to the community or students by the masonry and iron barricades. This space should be for students, again without restriction to non-students while fostering the clear indication that they are guests. The addition of some ungated archways and street side limitations and removal of the interior barricades would improve utilization.
3. The area beneath the piazza could be furnished with some lighting and tables with seating similar to park shelters, offering students weather protected outdoor space. It looks like it is accessible from the building so this area could be kept sealed with more attractive fencing.

## Loading Dock Thoughts

1. I have had some time to think about the loading dock challenge and have one somewhat developed idea to share.
  - The current sidewalk and parking lane on Harvard Ave could start ramping downward north of Pine just past the entrance to the Student Housing.
  - This ramp could easily achieve a half story or more drop prior to reaching the current loading dock location.
  - A flat area of about 1.5 truck lengths would follow with a ramp back up to grade by Howell Street.
  - The ramp would need to be fenced off from the street at grade for safety and security.
  - Trucks would enter from the south and be able to pull straight through.
  - All refuse dumpsters could be housed in the existing tall loading bay which now has sufficient height for a refuse truck to empty the dumpsters.
  - The second loading bay could contain a translating loading dock that extends behind any delivery truck to facilitate off load into the building.
  - The entire ramp and loading area could be capped with a promenade connecting the Howell Street pass through to the pass through between BE Phase II and the Broadway Achievement Center.
  - This promenade could then reconnect to existing grade with stairs along the West sides of the Broadway Achievement Center and the Science/Math Building.

- This idea replaces the pedestrian right of way at grade on the east side of Harvard Avenue with a modestly elevated promenade for about two blocks. It also presumes that the disabled parking spaces are moved to either the ITEC garage (preferable) or the garage under Student Housing.

That's all I've got Maureen. Thanks again for the opportunity.

--

John Eickelberg  
Seattle, WA USA

## Sheehan, Maureen

---

**From:** Codysadis <codysadis@comcast.net>  
**Sent:** Tuesday, November 10, 2020 3:04 PM  
**To:** Sheehan, Maureen  
**Subject:** Comments for CAC Meeting 11/16/20 SCC Master Plan

---

**CAUTION: External Email**

---

Attn: Maureen Sheehan, City of Seattle  
Re: Comments on SCC Master Plan Revisions for the CAC Meeting 11/16/20

We are unable to attend the CAC virtual meeting on Mon. 11/16/20 to learn more about proposed revisions to the SCC Major Institutional Master Plan. Please read my comments and include them in the record of the meeting, for community input to be submitted to the project architects and planners, and the City deciders.

**Comments of Harriett Cody & Harvey Sadis, Central Seattle Residents, regular users of the SCC Campus, especially outdoor open spaces for use by the general public:**

1. Please send us a copy of the **Draft Concept Plan for SCC Major Institutional Master Plan** revisions.
2. Please add our names & email address to your circulation list for all notices of future meetings, virtual or otherwise, relating to this ongoing project -- which will include copies of all plan revisions, as they evolve, and decisions are scheduled to be made.

**Comments about revisions in open spaces on the SCC campus:** Public use of the SCC campus, especially on both sides of Broadway, between Pine Street & Howell Street, are heavy. The current design of these open spaces, particularly on the NW corner of Broadway & Pine, especially the large open corner in front of and to the south of Broadway Performance Hall, is inadequate for public use. Especially during increased public protests and demonstrations during the past six months, mostly centered in this dense Capitol Hill area, between SCC and Cal Anderson Park, the insufficiency of this open space on SCC campus is obvious.

The primary needs for accessible public spaces in this corridor and on the SCC campus, especially west of Broadway, are the following:

- (a) Large open, flat space -- which would involve removal or re-configuration/relocation of stairways in this area, so that accessibility from the current SCC brick plaza south to Pine is increased.
- (b) Removal of the large "hardscape" barriers (walls, etc.) which current "step down" from the brick plaza to Pine -- which decrease accessibility in this space, and which divide up the large grassy area into spaces which do not allow for free flow of circulation in this open space.
- (c) Consideration of installation of open fixed tables (?picnic tables?), probably a small number, where students and public could sit and eat outside.
- (d) Think about this open space as being more suitable for students and public eating outside, in general, in addition to the idea of possible tables. The COVID pandemic has made the need for more functional outdoor spaces apparent -- where people can distance themselves from each other, and eat/study/sit outdoors in open air, to maximize safety.



(e) Think about this space being more useful/open/accessible for public gatherings, public protests, perhaps a flat space for speakers podium to be installed, removal of the barriers which now increase the likelihood of participants stumbling or tripping while paying attention to speakers.

(f) Open up the barriers between Pine Street bus kiosk (north side of Pine Street) to the grassy area/open space to the north -- so that there is a free flow of foot traffic from the large corner "park-like" space to Pine street pedestrian traffic and bus riders.

(g) Consider how foot traffic from the west to the east side of Broadway (to the smaller brick plaza outside the college buildings on the east side) can be enhanced -- better painting of pedestrian corridors on the street? Improved lights for pedestrians crossing from one fo the other? Improve the corridor here to Cal Anderson Park, so walkers down the stairs to the road to the east of Broadway aren't met with the "wall" of fences along the west side of Cal Anderson -- and entry access to Cal Anderson with better marking. (On the recent occasions when I have tried to talk east to west across Cal Anderson, then up the stairs to Broadway. to go to the Broadway Public Market, I have found this "walkway" i.e. path to be unattractive, which stairs go where, not well-marked etc.

(h) The public use of the Sunday Broadway Market definitely needs to be factored into the redesign and improvements and reconfiguration of the open spaces on SCC campus, especially along west side of Broadway, from Pine to Howell, where the market takes place. Also consider possible expansion of the Market space into the SW corner of campus, Broadway & Pine, so that more of the big open space there can be useable by the market.

(i) Enhanced open space for public gatherings, individual outdoor use, and the Sunday markets are all consistent with each other -- improvements to suit one purpose would be consistent with use for these other public purposes.

I welcome the chance to be included in this process, and look forward to receiving more communications -- especially copies of draft plans, and notices of future meetings, along with future opportunities to comment on proposals.

Thank you,

Harriett Cody & Harvey Sadis

**Harriett Cody & Harvey Sadis**

1721 35th Avenue  
Seattle WA 98122-3412  
206-324-2053  
[codysadis@comcast.net](mailto:codysadis@comcast.net)

***Never doubt that a small group of thoughtful, committed citizens can change the world; indeed, it's the only thing that ever has.***

***Margaret Mead***