

**I. MAJOR INSTITUTION MASTER PLAN ANNUAL STATUS REPORT**

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

**B. Reporting Year: Fiscal Year July 1, 2013- June 30, 2014**

**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 services 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:

<b>Overall Objectives:</b>	<b>Overview of Progress</b>
Meet current needs of the SCCC campus by providing resource space that is currently lacking:	<p>To support this objective, SCCC engaged in the following activities during the past year:</p> <ul style="list-style-type: none"> <li>• Completed renovations to approximately 10,165 GSF on the first floor of the Broadway Edison building to provide space for the International Education Program. Construction was completed in September 2013.</li> <li>• Completed minor renovations to two computer labs (1150 &amp; 3139)</li> <li>• Completed renovation of the Atrium Cafeteria</li> <li>• Currently in the design and permitting process for multiple projects including:               <ul style="list-style-type: none"> <li>○ New Maritime Academy Building</li> <li>○ Restroom Renovations</li> <li>○ Active Learning Classroom</li> <li>○ Seattle Center Institute of English</li> <li>○ International Student Computer Lab</li> <li>○ Major HVAC improvements</li> <li>○ Allied Health Programs at the Pacific Medical Center</li> </ul> </li> </ul>

Provide additional parking to decrease existing parking deficits	During the past year, SCCC 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. Recent changes in parking requirements for Major Institutions may also influence how SCCC proceeds with this objective in the future. See Seattle Municipal Code SMC23.54.016
Provide technology opportunities and help to remove student time/place barriers	SCCC continues to support this objective through its many IT applications and its e-learning programs.
Provide more flexible and competency-based courses/programs	SCCC has continued to evaluate course offerings to ensure that this goal is met. Faculty members have the ability to submit new course offerings via an electronic system. Submissions automatically flow to various individuals and committees for review and approval. The on-line review and approval process has dramatically reduced the time from submission to final approval and ultimate course availability to students.
Develop closer partnerships with business, industry, community, K-12 and other educational institutions	<p>Over the past year, SCCC has continued to be actively involved in building partnerships. Among others, SCCC has representatives on the following:</p> <ul style="list-style-type: none"> <li>• The Capitol Hill Chamber of Commerce Board</li> <li>• The Capitol Hill Eco District Steering Committee</li> <li>• The Champion Steering Committee</li> <li>• The Broadway Improvement Association</li> <li>• Seattle Major Institutions Group</li> <li>• WAPPA – a new physical plant administrators group that provides ties to Seattle University, University of Washington and K-12 institutions.</li> <li>• PCAPPA – Pacific Coast APPA, similar in nature to WAPPA and serving California, Oregon, Washington and British Columbia, Chuck Davis is currently serving on the Board as the President-Elect</li> </ul> <p>SCCC is currently developing relationships in conjunction with its plans to place its allied health programs in the Pacific Tower. The include:</p> <ul style="list-style-type: none"> <li>• Friends of Pacific Tower</li> <li>• NeighborCare</li> <li>• FareStart,</li> <li>• Gates Foundation</li> </ul>

<b>Specific Objectives:</b>	<b>Overview of Progress</b>
Decentralize technology/computer labs	The use of technology and computer labs continues to receive strong support. During this past year, two computer labs were renovated and additional Wi-Fi access points were installed to broaden student and staff access to technology. 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 for flexibility and to meet faculty/student needs.
Provide space for multi-media communications	SCCC continues to support multi-media capability. 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.
Create a broad performing arts center	SCCC has continued to develop programs in support of this objective. Utilization of the Broadway Performance Hall, the Erickson Theater, and the Fine Arts buildings has and will continue to evolve over time.
Integrate related nearby initiatives (RTA transit station, parking, neighborhood plans, reservoir cover, Bobby Morris playfields, business district improvement, and housing).	SCCC did not take any further action over the past year relative to the items listed in this objective. However, SCCC has continued to meet with development firms who have expressed interest in collaborating with SCCC to develop student housing in the area.
Explore partnerships with the City and private interests for mutually beneficial projects, given state funding uncertainty and shifts	<p>Over the past year SCCC:</p> <ul style="list-style-type: none"> <li>• The Seattle Community Colleges hosted a three-day Multi-Hazard Emergency Planning for Higher Education workshop, facilitated by FEMA, and attended by colleges statewide”</li> <li>• SCCC coordinated with City of Seattle emergency planners including a tour of the Emergency Operations Center</li> <li>• SCCC continues to explore potential partnerships with various developers in regard to the acquisition and development of Sound Transit TOD Site D.”</li> <li>• The College is working with the State of Washington and other non-profit partners to transform the iconic Pacific Tower into an innovative health education center.</li> </ul>
Address community access to facilities after hours and operational concerns	During the past year, SCCC strengthened access control by adding electronic access control readers to 35 critical access areas primarily consisting of IT data closets.
Create a new facility at the north end of the campus that can function separately	Although no specific actions occurred during the past year relative to this objective, SCCC

	remains in negotiations with Sound Transit to purchase "Lot D", located just north of the SCCC property line. Such a purchase would support this objective.
Comprehensively resolve parking needs and transportation management	Over the past year, SCCC sustained its efforts to manage its parking and transportation challenges through strong support of its Transportation Management Plan.
Provide parking for oversize vehicles (buses, vans, and service trucks)	SCCC made no changes relative to this objective during the past year. Demand for oversize parking has been minimal and SCCC has been able to accommodate the few requests in the north parking lot.
<b>Further Objectives:</b>	<b>Overview of Progress</b>
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, SCCC has continued to be actively involved in the community. It has representatives serving on the following: <ul style="list-style-type: none"> <li>• The Capitol Hill Chamber of Commerce Board</li> <li>• The Capitol Hill Eco District Steering Committee</li> <li>• The Champion Steering Committee</li> <li>• The Broadway Improvement Association</li> </ul>
An objective of the master plan is to satisfy the requirements of the Major Institutions Policies and Land Use Code.	SCCC 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. As part of that work, Tom Walsh and Steve Gillespie from Foster Pepper are discussing potential reforms with city staff.

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 SCCC made towards compliance this past year.

Recommended Conditions	Compliance Progress
1. The Seattle Central Community 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.).	SCCC has made no changes in MIMP boundary during the past year, consequently this condition remains under "full compliance". Future changes to the boundary will be proposed during submission of a new Major Institution Master Plan. All efforts towards such a submission are currently on hold.
2. Areas of Major Institution Overlay for SCCC 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 SCCC development in the area.	This condition remains in "full compliance". Future changes to the height limits may be proposed during submission of a new Major Institution Master Plan. All efforts towards such a submission are currently on hold.
3. Landscaping shall be incorporated into any areas along Harvard Ave. developed or redeveloped by the College and shall be in	This condition remains in "full compliance". SCCC performed no development or

<p>a form which complements both the institution and neighboring residential areas.</p>	<p>redevelopment work along Harvard during the past year.</p>
<p>4. At the time of the Master Use Permit application for the development of the proposed Technology Center, a traffic study shall be conducted in consultation with the SCCC 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 SCCC and minimizes impacts to the surrounding community.</p>	<p>This condition remains in "full compliance". SCCC did not perform any further work on the previously proposed Technology Center. A preliminary traffic study was conducted as part of internal master planning work.</p>
<p>5. SCCC 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". During the past year, SCCC performed no design work for any of its buildings south of E. Pine St. or along Broadway north of the main campus.</p>
<p>6. Within the entire MIMP boundary, use limitations, derived from underlying zoning shall not apply to SCCC buildings when they are replaced by SCCC 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, SCCC 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</p>	<p>This condition remains in "full compliance". During the past year, SCCC performed no work that would affect this condition.</p>

with and to transition into the Mid-rise (MR) residential zoning along the eastern side of that street.	
8. The mid-block pedestrian crossing between Harvard Ave. and Broadway, at the former E. Howell St. right-of-way, shall remain available for general public use to the greatest extent possible and consistent with security and programmatic needs of SCCC.	This condition remains in "full compliance". During the past year, the mid-block pedestrian crossing remained open and available for general public use with only minor impacts caused by work on the new streetcar at Broadway & Howell.
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, SCCC 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 SCCC 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 ("SeaTran"). That level, for sidewalks not adjacent to roadways, is expressed at this time as two foot candles.	The status of this condition is unknown. Aside from routine maintenance, no changes to nighttime lighting were made. Lighting level studies were not conducted during the past year. The First Hill Streetcar contractor made changes to street lighting along Broadway during the past year. SCCC is unaware if the contractor conducted lighting level studies.
12. SCCC 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, SCCC 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, SCCC 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)**

1. Broadway Edison (1701 Broadway, Seattle, WA)
2. Remodel of Childcare area for International Educations Programs
3. Change of use from E: Daycare to B: College
4. Size – Approximately 10,000 gross square feet of remodeled space.
5. Construction Start: 1/3/2013 Completion: September 2013

**B. Major Institution Leasing Activity to Non- Major Institution Uses: None**

**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 1997-1998 report.**
- B.** Land & Building Acquisition During the Reporting Period: **None**
- C.** Leasing Activity During the Reporting Period: **None**

**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 SCCC employees, staff and/or students:

Seattle Central Community 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 demonstrate the success of the program. SCCC 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 "Vehicle Miles Traveled" rate has decreased more than 24% over the same period. These statistics represent a significant improvement during the life of the MIMP and marks a considerable achievement by the SCCC Transportation Coordinator's office.

- B.** There was one goal in the TMP submitted as part of the 2002 MIMP. Subsequent to that original submission, SCCC has also tracked and made efforts to reduce total vehicle miles traveled. The following table provides a brief narrative statement about the progress SCCC made this past year towards compliance with the original goal and the subsequent additional goal:

TMP Goals	Compliance Progress
Ensure that Single Occupant Vehicle Trips (SOV) are no more than 50% of the SCCC staff, faculty, and student commute trips to and from campus.	<p>This goal has been fully achieved. Results from the latest survey indicate that SOV trips are approximately 41% of the total trips. As such, this goal is in complete compliance.</p> <p>The strategies employed to achieve this success include:</p> <ul style="list-style-type: none"> <li>• Offering reduced parking rates and dedicated parking spaces for staff who carpool;</li> <li>• Offering a much discounted transit pass to staff (ORCA card-Regional Pass) which can be used for any of the transit agencies in the larger Puget Sound region, including King</li> </ul>

	<p>County Metro busses, Pierce Transit, Community Transit, Kitsap Transit, and Sound Transit busses and Light Rail, as well as the Sounder Trains;</p> <ul style="list-style-type: none"> <li>• Offering incentives to staff who commute via alternate commuting options such as free Zip car membership (for use during the workday to run errands), a “Guaranteed Ride Home” program that provides free taxi rides (to use in the case of emergencies or illness);</li> <li>• Offering a subsidy for those staff who ride as “Passenger Only” on the Washington State Ferry system, as well as those employees who commute via vanpool;</li> <li>• Offering 12 free days of parking per quarter for any staff that regularly commute via alternate methods of commuting, in order to give staff more flexibility in their personal schedules.</li> <li>• Seattle Central Community College pays for the cost of membership and the use of the Zip car for all eligible employees. Once approved as a Zip car member, employees can use a Zip car between the hours of 7:30 AM to 5:30 PM, Monday through Friday, for up to a maximum of four (4) 6 hours per day.</li> </ul> <p>In addition, the college participates in such regional promotions as the “Bike to Work Month” and the “Wheel Options” promotions that offer prizes for participants who commute via alternate methods.</p> <p>With the Light Rail Station being constructed a few blocks away from the college, as well as the Streetcar, making good progress, SCCC will have additional means to encourage staff and students to commute via alternate methods.</p>
<p>Reduce the total SCCC commuter vehicle miles traveled as compared to the original baseline data.</p>	<p>This goal is in complete compliance: According to the most recent survey, the “Vehicle Miles Traveled” rate has decreased 24% since the original baseline data was collected.</p>