

Seattle Central Community Advisory Committee  
**Preliminary Draft Master Plan Comment**

## **Historic, Arts, and Cultural Spaces**

1. The college is located within the Capitol Hill Arts District. The District is home to diverse groups of arts and cultural organizations making it one of the densest arts communities in the State of Washington. The neighborhood is experiencing rapid change and gentrification. Existing arts organizations are under real threat of being displaced by rising rents and redevelopment.
2. The committee understands the college's limitations with regards to funding new projects, and recognizes it is unrealistic that they would receive funding to perform significant renovation outside regular maintenance not outlined in this Major Institution Master Plan (MIMP).

If the opportunity to redevelop the Fine Arts Building, Erickson Theater, and/or Broadway Performance Hall were to arise, the committee recommends the college support the preservation of these historic and cultural assets.

3. The college has historically provided use of its performing arts spaces to student and the public. Prior to pursuing transfer of ownership/operation of these performing arts spaces, the committee recommends that the college actively pursue both private and public partnership opportunities that will enrich both the college and Capitol Hill community.

To offset maintenance and operations costs and increase student enrollment, should the need to sell these performing arts spaces arise, the committee strongly recommends the college find a buyer who will support arts and culture uses in the community after following the required disposition process.

Look to similar partnership models for guidance:

- a. Historic Seattle: operates Washington Hall
  - b. Cornish College of the Arts Raisbeck Performance Hall
  - c. City of Seattle [Structure for Stability - Recommendations For Developing Affordable Community-Based Cultural Space April 2019](#)
4. When a Master Use Permit (MUP) application impacting a structure or place that is 50 years or older is referred to the City's Historic Preservation Officer (CHPO), the committee recommends that the college commit to affirmatively supporting the landmark process and advocate on behalf of the historic places and structures that will be impacted.
  5. The committee recommends the "Cultural Spaces (Resources) in Vicinity Map" should be corrected to show a more accurate accounting of cultural and performing arts spaces in the vicinity using the list compiled by the Office of Arts & Culture found [here](#) and updated to reflect groups that are no longer in operation on Capitol Hill.

## **MIO Boundary / Alternatives and Decentralized Options / Planned Projects / Potential Projects**

6. The committee supports the College's need to plan for future expansion in the Capitol Hill neighborhood but is reluctant that the Lenawee building is the best place to do this.

The committee believes the Lenawee building is an asset for the neighborhood because of its architectural interest, regardless of any historic relevance, as well as the housing it provides. The college's limited funding for development and maintenance of their campus is an obstacle as this building may require significant funding to convert to another use or preserve long-term when those funds could be more efficiently used elsewhere.

If the college does proceed with including the Lenawee in the MIO, the committee would ask that the college present in the Draft MIMP mitigation measures to offset the loss of housing and architectural interest if the building were to be demolished.

7. If the college would like to include properties west of Harvard Ave, the committee recommends the college to consider the three parcels south of the Presbyterian Church for inclusion in the Major Institution Overlay (MIO) boundary as they currently represent great redevelopment potential and are unlikely to be designated as landmarks.
8. The committee is open to further discussion with the college about addition of a building at the corner of Broadway and Pine. This would decrease the size of the South Plaza but bring constructive energy and activity to the space, which is a goal for this committee.

## **Campus Security Guidelines**

9. New building construction shall be designed to meet a unifying standard for campus infrastructure to tie separate college spaces together. Where feasible, existing infrastructure should be altered to match the same standards and requirements. This will ensure people are aware of the boundaries of the campus and feel welcome in its public spaces. These modifications shall address the following considerations:
  - a. Provide lighting improvements along building facades, streets, and sidewalks to promote nighttime activities and safety.
  - b. Unify wayfinding that clearly articulates locations, access points, and routes through campus.
  - c. Tie signage and graphics within the campus together to create a unified campus.
  - d. Install plantings, hardscape, and building materials that encourage safety while promoting natural, organic forms that the community can respect and protect.
  - e. Provide transparency opportunities per Recommendation #10.
10. The South Pine Plaza is the first physical impression that a visitor to the college experiences and should be a celebrated gateway and identifying feature of the college that conveys an open and welcoming environment. The space currently does not reflect inclusive values and is not well integrated with the surrounding built environment.

The committee recommends that the college redesign the South Pine Plaza as an extension of the Broadway Performance Hall renovation to maximize safety while simultaneously recognizing the long and storied role the plaza has played in supporting peaceful protest and exercise of free speech and preserving it for continued civic use. The following design outcomes should be pursued to make this space feel welcome, inviting, and safe for students, staff, faculty, and the general public:

- a. Increase visibility and decrease available hiding spaces at night.
  - b. Improve access and visibility to transportation at the adjacent bus stops as well as the light rail and streetcar stations.
  - c. Improve ADA accessibility.
  - d. Retain the plaza as a public gathering space and as a green space/respite from the busy urban life and street noises adjacent to it.
  - e. Accommodate multiple levels of scale and use ranging from individual contemplation to markets to socially designated civic gathering space. This design should ensure that pedestrians always have unobstructed access around the South Pine Plaza and into the college campus regardless of what scale the plaza and glade are at that moment being used for.
  - f. Eliminate the exposed subterranean portions and associated fencing of the plaza. The reclaimed plaza space should support varying levels of scale and use, integrate well with the surrounding buildings, and use a mix of plants and hardscape for the maximum benefit of the community.
11. Evaluate the considerations of Crime Prevention Through Environmental Design (CPTED) to ensure requirements selected are relevant for non-discriminatory and equitable safety around the campus. CPTED principles can have inequitable and discriminatory impacts because of implicit biases of individuals only considering the perception of personal safety within a context of systemic racism. Environmental design tactics can promulgate existing prejudices and result in BIPOC and lower income people being reported to police more often than white people before they have committed any offenses. Any CPTED measures implemented shall minimize threats for all people from public, staff, and authority (administration, police, etc.) and not exclude activities such as using the plaza for personal rest and enjoyment, entering the building safely as a public person, or congregating with people of the same ethnicity or socio-economic status. When applying CPTED principles to future projects, the CAC recommends the following objectives be met:
- a. Strive for a culture of connection and belonging with safety as the outcome.
  - b. Create solutions for more interior active spaces along street fronts to encourage “eyes on the street.” This approach may include interior renovation of existing buildings to remove private offices from street facades.
  - c. Create safe spaces for all people by allowing safe resting areas with appropriate seating, lighting, garbage and recycling stations, and other common amenities.
  - d. Educate all occupants on the policies and communities that are welcome in the plaza and park areas surrounding the school and how to approach security without immediate involvement of police.
12. The diverse community of and around Seattle Central College shall be actively welcomed on the campus to participate in community-oriented activities and public functions. The college shall recognize its interconnectivity with the surrounding community and actively engage with the broader Capitol Hill neighborhood when planning for and providing a campus environment that

is safe for all. When proposing projects in the MIMP, the college shall emphasize the surrounding community and provide safety for all groups. The buildings and alleys surrounding the campus are all intertwined to the safety and community of everyone. The college can support a safe community through the following considerations:

- a. Foster a campus environment that is welcoming, comfortable, and safe for students, staff, and the broader community; and
- b. Provide porosity of campus buildings through glazing, materiality, and scale that create welcoming spaces for all.

## Parking and Transportation Provisions

13. The college's current transportation management plan (TMP) study does not adequately assess the complex intersection of transportation modes surrounding the campus and is devoid of any studies or assumptions made on the future impact of the COVID-19 pandemic on transportation to and from campus. The scope of the TMP should be expanded to provide more detailed information on transportation modes to inform the college's decision on how to shift single occupancy vehicle (SOV) commutes to alternative forms of transportation. This information should also be used to determine whether or not the college should maintain their total existing parking capacity. The college shall provide information in the areas requested below and take the following actions:

- a. Make assumptions for future demand and mode splits on possible post-COVID scenarios of higher education for students and college employees by making decisions based on data and predictions. The TMP currently does not attempt to plan for a post-COVID world or how the pandemic could alter future mode demand. The college shall rectify this by preparing for a wide range of outcomes and develop the planning capacity to quickly adapt to any possible increase or decrease in transportation and parking demand.
- b. Partner with the greater Seattle College system and Sound Transit to expand parking options for students and college employees who live outside of walking distance to campus, providing an opportunity for them to utilize mass transit. Specifically:
  - i. Support and advance efforts to create provisions for shared parking within the Seattle college system, especially for students and employees living in and around Northgate.
  - ii. Identify Sound Transit parking garages and King County Metro park and rides that connect with rail, bus and other transit options that are or could be frequently used to travel to campus, and attempt to make provisions for college parking at those locations.
- c. Study current trends in rideshare pick-up and drop-off locations on campus and work with major rideshare companies to establish designated loading zones that mitigate disruptions to the campus and surrounding streets.
- d. Conduct a study to determine the potential benefits and costs of constructing a direct, subterranean connection between the Capitol Hill Link light rail station and the campus, and then present these findings to the SAC.
- e. Provide supportive data for projected participation in carpool, carshare, vanpool, rideshare, bikeshare (bikes, scooters and comparable modes) and electric vehicle participation.

- f. Provide information on the impact of new MIMP projects, especially the student housing structure and garage, on traffic and on the supply and demand of parking spaces to serve the college and community's needs.
  - g. Encourage and incentivize greater transit ridership. Provide specific information on transit subsidies and how those programs can be expanded both in coverage and participation rate. 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 these members of the College community.
  - h. Provide information and analysis on how future transit expansions in the Link Light Rail and Seattle Streetcar systems will affect transportation and parking demand on campus.
14. The committee understands that while the college is an asset to the region, it is also a major SOV trip generator which contributes towards vehicular congestion and the release of carbon emissions. The college shall mitigate and reduce these detriments through encouraging and incentivizing students and employees to take non SOV transportation modes to campus.

The committee commends the college on meeting their current TMP goals and expects that the college will continue to provide at a minimum, the same Commute Transit Reduction (CTR) strategies and incentives currently offered, such as the guaranteed ride home program, as a means for maintaining current mode shares and increasing confidence in transit usage.

15. The committee understands that many people still rely on personal vehicles to get to campus due to a lack of affordable housing within the city core and a lack of adequate transit options to campus from more distant parts of the region. As such, the college shall retain a reasonable amount of parking spaces on campus. However, the college shall not provide more parking than what is found to be necessary per the ultimate results of the TMP.
16. The college's parking garages and surface lots are an asset to the surrounding community and should be made accessible for the public when possible. The following actions shall be taken by the college:
- a. Provide a market rate study for setting parking rates within the TMP.
  - b. Offer parking for neighborhood residents, businesses, and visitors when parking assets are underutilized by college community (weekends, holidays, etc.).
  - c. Dedicate parking stalls in the garage for the exclusive use of vanpool transit or other "last-mile" transit options.
  - d. Participate in the e-park program by installing parking space sensors and signs that reflect the real-time amount of parking available within all garages and surface lots and compliment the system by posting real-time availability online and in integrated apps.
17. The college shall relocate the entrances to the new garage structure farther north on Boylston and/or Harvard, as far north as legally and practically feasible, to reduce congestion from vehicles queuing up on Pine Street.
18. The committee recommends the following for the existing parking garage:
- a. The committee supports state requirements for tenant coordination and relocation assistance with proposed redevelopment impacts. The committee recommends that the

college mitigate construction impacts on the current two tenants if they continue to operate during construction.

- b. If the existing parking garage remains standing due to significant delays or termination of the new student housing project, the college should look for ways to improve safety and increase utilization of the parking structure by students, faculty and the community by increasing perceptions of personal security.

19. The college shall encourage the use of alternative fuel vehicles for transportation to campus by installing charging stations in garages and/or retained surface parking lots. Where and when possible, charging stations shall be made available for use by the surrounding neighborhood.

20. Vehicular curb cuts create safety concerns for pedestrians and disrupt traffic flow. The college shall avoid creating new vehicular curb cuts on streets fronting the campus, with the exception of relocated curb cuts for the new student housing building. The committee approves of the college's current plan to locate the new ITEC garage on Harvard Avenue and merge it into a joint access entrance with the Math and Sciences parking garage. The college shall not locate the entrance anywhere else without the consultation of the SAC.

If service vehicles need access to maintain building facades with lightweight vehicles, small curb cuts can be permitted for these uses only and should be complemented with bollards to prevent unplanned access.

21. The college shall make the following pedestrian street crossing improvements:

- a. Evaluate and propose crosswalk improvements for the mid-block Broadway crossing between the main campus and the MAC/Bookstore.
- b. Evaluate and propose crossing improvements on Harvard Avenue, between East Howell Street and East Olive Street, and on Nagle Place to and from Cal Anderson Park.
- c. Implement personal safety treatments that contribute towards pedestrian safety, such as LED flashing pedestrian signs, as permissible by local regulations.

22. The college should work with SDOT and the community to implement the following traffic calming measures:

- a. Provide pedestrian crossing and node improvements as approved by SDOT at East Howell Street and Harvard Avenue by:
  - i. Raising the intersection to pedestrian crossing level, with SDOT's approval, to slow down traffic prior to entering the raised intersection.
  - ii. Providing new materials for the raised intersection to indicate the pedestrian-oriented zone, such as stamped pavement, concrete or pavement scoring, colorized concrete, or other materials.
- b. Construct curb bump-outs on Harvard Avenue at East Olive Street and East Howell Street to channelize and slow traffic. Provide greenscaped areas within curb bump outs to accentuate a slowed pedestrian environment.
- c. Evaluate the application of other traffic calming measures to slow or discourage through traffic along Nagle, Harvard and Boylston and make it as pedestrian-friendly as possible. This could include but not be limited to: rapid rectangular flashing beacons at existing pedestrian crossings, roadway width narrowing with or without landscape strip enhancements, pavement treatments, etc.

- d. Use design cues at the sidewalk along Nagle to alert cars that they are approaching an unmarked mid-street crossing for people walking, biking, or rolling between Cal Anderson Park and the retained stairwell between the Hunter's Capital building the college's building.
23. The college shall improve the streetscapes along all parcels that it acquires and bring them up to the same standards as the existing campus and as specified by the CAC. This includes streets, sidewalks and pedestrian paths, and relates to circulation, wayfinding, lighting, pedestrian amenities, limiting curb cuts, and installing campus identity materials as specified in recommendation (#29).
24. The committee recommends that street tree canopies along newly acquired parcels be preserved with SDOT consultation and that existing curb cuts adjacent to new acquisitions be reduced to meet current SDOT driveway width requirements.
25. The committee supports the maintenance of ADA-accessible street parking spaces along Harvard Avenue south of Howell Street.
26. The committee understands that no street vacations, which allow property owners to petition the City Council for private use of the public right-of-way, are proposed by the college, and the committee does not support any additional loss of public right-of-way for college purposes.
27. The committee recognizes the significant potential of redesigning the East Howell Street right-of-way into an active pedestrian-oriented corridor that connects the college campus to both Cal Anderson Park and the Capitol Hill Light Rail station. The college shall modify this space in the following ways:
- a. Transform the pedestrian corridor between Broadway and Harvard into a lively active zone with areas of hardscape and greenscape, while allowing for increased accessibility.
  - b. Provide zones intended for public and student recreational use, while ensuring campus security and personal safety.
  - c. Utilize changes in slope to locate green stormwater infrastructure within landscaped areas going downslope to the west.
  - d. Implement pedestrian connection improvements from Cal Anderson along Howell to Broadway, including but not limited to wayfinding and pedestrian amenities.
28. The college shall partner with local transit agencies to improve access to transit in the following ways:
- a. The college should partner with Sound Transit to introduce wayfinding within the Capitol Hill Light Rail station that guides visitors to the college via the southwest exit, avoiding two road crossings and offering protection from the weather.
  - b. The college should partner with King County Metro in improving bus stops on campus to encourage bus ridership to and from campus and to improve street.
29. The college shall strongly encourage and incentivize bicycling by providing the necessary amenities to support a thriving cycling culture among students, college employees and campus visitors. This shall be achieved by taking the following actions:

- a. Conduct an inventory of existing bike parking facilities within and around the MIMP boundary, including Sound Transit storage facilities, and make projections for future bike parking demand to inform the planning of new bike storage within the MIMP.
- b. Use the data collected in the bike parking analysis to provide an appropriate amount of bike parking and lock-up facilities that are meaningfully distributed around campus in heavily trafficked access points and other places according to demand. The following locations on campus have been identified as bike parking priority areas: the new student housing structure and attached garage, the south plaza, the Howell Street pedestrian corridor, the connection between the ITEC and Capitol Hill Link light rail station, the combined Student Union and within parking garages. This is not a comprehensive list and the college must make sure to not neglect other areas of the MIMP. Additionally, short-term covered bike parking should be located near every major entrance.
- c. The bicycle parking should take the form of either lockers or restricted-access bicycle garages; unattended bike racks should be limited to meet day use demand. The parking should have clear signage and be well lit, be well advertised online, and be made available to the Capitol Hill neighborhood to the greatest extent possible. The college should provide security for bike parking on campus.
- d. If current Sound Transit bike parking facilities are deemed inadequate in meeting demand, the college should partner with Sound Transit to provide an expanded bike lock-up facility in between the light rail station and the ITEC, or within the immediate vicinity, in support of encouraging multimodal transit usage. This should be done as an extension of the ITEC project.
- e. The college shall explore methods for incentivizing students and employees to bicycle to campus by providing amenities that directly support bicyclists including but not limited to: a bike repair workshop, a bike-oriented retail outlet, changing rooms with showers and charging stations for electric bikes.
- f. The college should support city efforts to establish a safer and more connected bike network throughout the city and between campuses within the Seattle College system to facilitate greater access to the SCC campus.
- g. The college shall encourage and incentivize the utilization of bikeshare modes to and from campus and shall not attempt or support efforts to prohibit bikeshare parking on campus.
- h. The college shall mitigate the hazards posed by improperly parked bikeshare modes by engaging the community in design charettes to designate dock-less bikeshare and scooter parking zones.
- i. The college should work with SDOT to make Streetcar tracks in the road more visible in order to increase safety for bicyclists along Broadway.

## Internal Circulation and Open Space

30. The college shall delineate the campus apart from the surrounding neighborhood so that students feel ownership of the space while sharing it with guests, building a sense of college community and identity. This shall be achieved through separating building materials, repeating aesthetic treatments in design of public spaces, implementing space demarcations such as the short stone wall and visual campus identity cues such as banners, landscaping, arches, gates, internal courtyards, etc.

31. The college shall improve signage and wayfinding around campus.
32. The college shall ensure a comfortable pedestrian experience by providing the following pedestrian amenities: seating and rest areas, tables, recycling, compost, and trash receptacles, art installations, and other such amenities. The implementation of such amenities should take into consideration both use by college students, faculty, and staff, but also incentivize public/community use.
33. The college should coordinate with an outside provider to locate or place a publicly accessible bathroom in a non-secured location (no key card access) on or near the college's campus. The bathroom will be operated, maintained, and secured by a third-party entity so as not to encumber the college with these costs or responsibility. As the most prominent public institution in the Capitol Hill neighborhood, Seattle Central College is frequently expected to support significant community needs in addition to educating its students. We call on the City of Seattle to address this dual role of the college by actively partnering with the college with technical and financial support to provide public access to bathroom facilities and access to resources for unhoused and/or mentally ill individuals. Further, effective management and appropriate funding of Cal Anderson Park by the City is necessary for the spaces in and around Seattle Central College to thrive.
34. The college shall implement safety treatments that offer a sense of safety to pedestrians from the threat of cars. Various forms of barriers should be installed to separate sidewalks from the streets which can include bollards at curb cuts, trees, curb planters, street cafes and street parking. Vehicular services such as repair vehicles and waste removal should be kept separate from pedestrian activity to the greatest extent possible.
35. The college should continue to invest and actively steward alleyway improvements behind their properties south of Pine (behind the Egyptian Theater) in conjunction with the Capitol Hill EcoDistrict and other adjacent property owners.
36. The college should consider open space improvements that would minimize the overbearing massing of the Broadway Edison Complex and establish a lively pedestrian connection between Harvard Avenue and Broadway as an extension of that project.
37. The committee recommends the college take great caution when considering skybridges due to the social and economic detriments dealt to street life, and balance skybridges with the needs of students.

A skybridge could be acceptable if it is light, transparent, engages with the Howell Passage, provide views, and, in the instance of a skybridge across the Howell Street Extension, is recessed from the street and is located a minimum of three floors above Broadway. If proper conditions are met, the CAC supports skywalks in the following locations with the conditions noted:

- a. Broadway Performance Hall (BPH) and Library – Supported by the committee.
- b. Across the Howell Street Extension – Supported by the committee under the condition that it is recessed from the street and located three floors or high above Broadway.
- c. Sciences and Math and Building and ITEC – Supported by the committee.

38. Balance accessibility improvements with thoughtful impediments to reduce high-speed travel through public spaces via bicycles, scooters, skateboards, rollerskates, etc. Provide reasonable accommodations, such as electric charging stations and lock-up facilities, for these alternative modes.
39. When construction or maintenance requires replacement of pedestrian brick pavers, the college shall replace the existing red brick with another material that is safer, and has appropriate slip resistance for the climate which complies with current neighborhood design guidelines, as well as this MIMP for improved aesthetics that minimize the prior overuse of red brick.
40. The committee recognizes the existing landscaping on the college campus is minimal and underutilized. Increasing the tree canopy provides environmental benefits and should be encouraged, however the committee recognizes it may prove challenging due to necessary campus circulation, transportation infrastructure, and utilities. Landscaping, ranging from trees, shrubs, plants, and grasses, should be incorporated into any new development or exterior renovation.
41. The design goal for the proposed parking/housing structure should be for it to blend in to the other residential/commercial buildings in the neighborhood. In order to achieve this, the proposed structure should:
  - a. Maintain an active pedestrian experience at the street level, including, but not limited to, commercial space and windows and features that support an active street frontage.
  - b. Minimize the appearance of exterior blank facades.
  - c. Use high quality building materials consistent with new buildings in the neighborhood.
  - d. Consider use of decorative grills or metal barriers between upper floors of garage and the residential floors.
42. The sidewalk fronting the BEC along Broadway has the potential to be an incubator space for vendors, student stalls and other community uses. The college shall engage the community and SAC to develop this space.
43. The college shall install pedestrian-level lighting and lighted pathway guides that promote wayfinding and security at night while simultaneously instilling a sense of campus identity and welcomeness. These can be implemented alongside other nighttime amenities to increase student comfort while taking evening classes.
44. The college shall implement public realm improvements that greatly increase the quality of the public realm. Creating smaller, high quality public spaces is preferred over the retention of poorly performing but larger public open spaces.
45. The built environment of the campus does not reflect inclusive values and poses significant difficulties and elevation obstacles to the mobility impaired. The college shall make the following upgrades to ensure universal access to campus:
  - a. Ascertain mobility obstacles by engaging with the community in design charettes.

- b. Rebuild the wheelchair ramp on the Howell Street right-of-way into something less austere and more aesthetically pleasing to reflect the college's commitment to universal access.
- c. Design any new parking structures with mobility impairments in mind. Specifically, a new garage should have designated disability parking, clearly marked elevators on every floor, and be a comfortable experience for those using wheelchairs.
- d. Consider building an exterior elevator or major ramp to negotiate the elevation difference between Broadway and Harvard, close to Pine Street and the new student housing structure.
- e. Redesign the South Plaza with universal access in mind.
- f. Make design improvements throughout the entirety of the MIMP boundary to expand comfort for those with mobility, sight and/or hearing impairments, such as braille textures, verbalized readers, automatic door openers and more.
- g. Balance these accessibility improvements with thoughtful impediments to reduce high-speed travel of these spaces via bicycles, scooters, skateboards, rollerskates, etc.

## Neighborhood Integration + Design Guidelines

46. Seattle Central College is partially located within the Pike Pine Conservation Overlay, which aims to preserve the auto-row character and history of the buildings through façade preservation incentives, adaptive reuse, and complimentary architectural details in new construction.

Any further modifications to the buildings within the Overlay shall be subject to the requirements of the controls and incentives associated with the Overlay program. When additions or renovations are undertaken, look to the renovated buildings to be found along Pike-Pine as an example.

Similarly, any new construction shall:

- a. Comply with the design standards for new construction within the Overlay;
  - b. Reflect the fine, granular nature of the acclaimed auto-row building fabric along Pike-Pine and the similarly detailed, pre-war buildings along Broadway; and
  - c. Honor the existing urban fabric, scale, and character along Harvard Avenue when integrating new structures and engender stewardship of the existing catalogue of historic buildings.
47. Proposed new buildings, additions, or building modifications located within the Capitol Hill Urban Village should seek to further design standards set forth in the 2019 Capitol Hill Neighborhood Design Guidelines which guide future development within the Capitol Hill Urban Center Village to maintain and further develop a healthy, diverse, and vibrant Capitol Hill Urban Village. When Capitol Hill Neighborhood Design Guidelines were developed, the community advisory board did not craft design guidelines specially for the college since that is under the purview of the MIMP and the design guidelines developed through that process. There was an expectation among the group that design of new projects outside the Capitol Hill Urban Center Village would seek to complement each other and that the college would look to these design guidelines when developing their own.

48. Special attention must be paid in redeveloping the Pine Street parking garage. There is concern that the existing structure will be left essentially intact, with housing simply placed upon it or that the new construction will replicate the long, blank facade along Pine Street. The student housing building should have ground-level activity along Pine that activates the streetscape and improves the pedestrian experience along this street.

## Height

49. The codes create a balance of allowable height to building footprint and it is the understanding of the committee that the College will follow the MIMP and the agreed to balance between the CAC and the University and not defer to the underlying zoning to gain additional square footage.

The understood goal of the proposed building massing and height is to provide opportunities for the necessary densification and growth of the College without adversely affecting the relationship to the neighboring buildings and community. The table below outlines what the underlying and MIO zoning allow, but the “Proposed height” is what the CAC recommends the College limit themselves to. Any future project that has a proposed height beyond the height of the project listed below (Proposed height) would be subject to a master plan minor amendment.

Project – stories	Proposed height	Allowable Height by underlying Zone	Max MIO height
Student Housing – 6	85'	75'/85'	105'
ITEC - 6	95'	55'/75'	105'
Student Center - 3	55'	75'	85'
Harvard I/2 - 5	75'	85'	85'

## Design Guidelines

50. The CAC does not support the guideline regarding curved forms and harsh angles as it is unclear how this can be executed successfully or interpreted during SAC review. The CAC recommends this design guideline be removed or reworded.

51. Review and revise precedent images for relevance and clarity. The images become the specific reference for the language and should reflect the intent of guidelines. Some images are lacking or missing (e.g. images for the side of the Student Center facing Cal Anderson Park, lighting installation of the tree felt cold, and green stormwater infrastructure images was depressing.)

### Open Space

52. Revise the first bullet point to read “Student usability of open space *shall* be prioritized over public usability.”

53. The concept of "redeveloping underutilized open space" should be more specific about the end goal. The CAC strongly encourages the college to seek to transform underutilized open space into high-quality public realm and this concept of transformation and quality should be reflected in the design guidelines.

#### **Greenspace**

54. The CAC is excited about the idea of an improved and enhanced public realm, focusing on a vision for increasing the number of plantings and greenery around campus. The CAC recommends the college develop language defining the planting palette in the design guidelines as to how natural and green elements will be incorporated into future campus improvements. Creating landscape typologies to help identify common conditions is one way to this.
55. The concept of "redeveloping underutilized open space" should be more specific about the end goal. The CAC strongly encourages the college to seek to transform underutilized open space into high-quality public realm and this concept of transformation and quality should be reflected in the design guidelines.

#### **Street Level Activation and Uses**

56. Murals are not the only means for activating blank facades. The design guideline for facade activation should encourage public art "such as murals," which leaves open the possibility for other creative treatments.

#### **Sustainability**

57. The precedent image of the full stormwater infrastructure in action is dull and unattractive. Replace this image with more attractive stormwater infrastructure. One CAC member suggested looking to the Swale on Yale for suitable imagery.
58. The college needs to provide further assessment as to how and if a steam plant is appropriate to include within the proposed MIMP.