

I. MAJOR INSTITUTION MASTER PLAN ANNUAL STATUS REPORT

**A. SOUTH SEATTLE COLLEGE (SSC)
6000 16TH AVE S.W., SEATTLE, 98106**

B. Reporting Year: Fiscal Year July 1, 2018- June 30, 2019

C. Major Institution Contact Information

Karen Herndon
Assistant Director/Capital Projects
6000 16th Ave S.W., Seattle, 98106
Multi-Purpose Building (MPB)
Telephone: (206) 934-6424
Karen.Herndon@seattlecolleges.edu

D. Master Plan Adoption: June 24, 2007

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

- None-to-date

II. Progress in Meeting Master Plan Conditions:

A. The following table provides a general overview of progress made since June 24, 2007 in meeting the original stated Goals from the June 24, 2007 approved Major Institutional Master Plan:

Master Plan Goals:	Overview of Progress
Reinforce the college as a student-centered campus which values diversity, supports learning and promotes student success	To support this goal, SSC continues to be a front-runner in the promotion and operation of one of the most student-centered campuses of diversity, which includes ever-growing International, Technical, Apprenticeship, Community, and Professional Programs. The highly successful 13th Year Student Promise and the New Bachelor's Degree in Sustainable Building Science Technology Programs are good examples of the college's success in this regard. The college is a state and national leader in the development and implementation of Guided Pathways, intended to increase student academic achievement and graduation rates.
Use architecture and design to express and reinforce college values and mission	To support this goal, SSC continues to be a front-runner in designing the buildings and grounds to be sustainable, carbon-footprint neutral or reducing, environmentally responsible and pleasing, and safe, comfortable, and aesthetically enjoyable for all. The new campus building, the Integrated Education Center, now called Cascade Hall, on the west edge of the campus, was completed and opened for instruction in September 2017. Cascade Hall was LEED Gold certified. The building

	<p>architect has received a design award from the AIA for Cascade Hall.</p> <p>The college is proceeding with final design elements in preparation for going to bid on a full renovation and 11,000 sf expansion of the Automotive Technology Building that houses automotive maintenance and repair training. The building is expected to have a full solar array, and will be cooled via highly energy efficient chilled beam technology, upgrading the building to meet and/or exceed the current Seattle Energy Code. The building renovation is targeting LEED Silver EBOM certification.</p>
<p>Value existing open space and strengthen stewardship of the environment and connections within the campus community</p>	<p>To support this goal, SSC continues to maintain the diversity of scale and spatial form of open spaces relative to campus uses. The campus open space including the Arboretum and Seattle Chinese Garden play a significant role in creating first impressions, shaping the image of the College, knitting together various architectural styles and creating a sense of community. With the demolition of Cascade Court the college converted the entire building footprint to open, green space, created a new and welcoming campus entry, and provided a needed cross campus connection. This new connection is designed to be more formal and welcoming as well as creating informal gathering and learning spaces.</p> <p>In keeping with the college environmental sustainability goals and the climate action goals of the City and King County, South Seattle College has installed electric vehicle charging stations at both the main campus and the Georgetown campus that are accessible to students, staff, and the general public.</p> <p>In addition to the Seattle Chinese Garden and the Arboretum, the college fosters and supports the Mahonia gardens on the south side of campus - the largest collection of worldwide Mahonia species. Randall Hitchin, curator of this project, has been conducting research and rust resistant trials for the state of Washington.</p> <p>The Community Orchard of West Seattle (COWS) was created on the west side of campus as a wildlife edible forest tucked next to the Duwamish Greenbelt. It is designed to support not only the campus community, but the wildlife in the area. We have established strong partnerships with the West Seattle Garden club and</p>

	<p>several other local organizations to bring visibility to campus green areas. Culinary has established a group of Culinary students that are actively planting and bringing culinary gardening to the area around CAB building. The college relationship with the Chinese garden continues to grow, with our Landscape Horticulture students participating in a joint effort to install a rain garden on the East side of the Chan Center for education.</p> <p>The college has commissioned a study on meeting stormwater requirements for paving improvements to campus lots, studying how much retention/detention is required and the associated costs. That study will be final later in 2019.</p>
<p>Create facilities that strengthen community connections</p>	<p>To support this goal, SSC continues to work in collaboration with the WA SBCTC and DES, along with professional architects and engineers to design and create facilities that strengthen community connections. The college is currently completing schematic design for a renovation and expansion of the Automotive Technology Building, renovating the 40 year old building and adding new administrative and classroom space and upgrading Automotive Technology equipment and shops, enabling industry partnerships and attracting students from the community. Construction is scheduled for the 2019-2021 biennium.</p> <p>Aligning with the City of Seattle Climate Action Plan, King County Climate Action Plan, the college has worked in partnership with Eluminocity/ReachNow and installed Electric Vehicle Charging Stations in the South Parking Lot of the main campus, and at Georgetown Campus in the Corson Ave S parking lot for charging electric vehicles belonging to students, staff, and the general public.</p> <p>In 2018-2019, the college upgraded campus signage, replacing worn and inaccurate signs, and adding 43 wayfinding signs to the campus, increasing ease of campus locating for the campus community and visitors.</p> <p>The campus has assembled a cross functional, multi-level team that includes external stakeholders and the Washington Arts Commission to define the campus goals and implement the selection and installation of campus artwork funded by the Automotive Technology Renovation project</p>

	<p>at one-half of one percent of the project budget.</p>
<p>Optimize operational and maintenance efficiencies</p>	<p>To support this goal, SSC continues to strive to bring new technologies, training, processes, and procedures here to the College to strengthen and continuously improve the operational and maintenance efficiencies on Campus.</p> <p>In 2018, the college completed a study to add individual energy and water meters to campus buildings, working to understand the costs of measuring and monitoring energy and water use by building. The campus goal is to identify and confirm individual building resource use and performance so that we're able to target maintenance and repair funding towards the performance outliers, bringing campus buildings to increased energy efficiency in order to meet city and state energy performance goals.</p> <p>During the same period, the college participated in the Accelerated Building Tune Up program, reviewing the performance indicators of campus buildings in excess of 50,000 square feet, making recommended changes, and improving three buildings' energy performance and getting reimbursed via the City for the maintenance and repair efforts.</p> <p>The college replaced end of life mechanical systems at 2 campus buildings with more energy efficient units and added digital controls.</p>
<p>Establish a dynamic, flexible, responsive framework for future growth and decision-making</p>	<p>To support this goal, SSC continues to meet with the College Leadership/Administrators/Exempt Staff to train, encourage, motivate, and promote a dynamic, flexible, responsive framework for future growth and decision-making.</p>
<p>MIMP Conditions:</p>	<p>Overview of Progress</p>
<p>City Council Condition#1= SSC shall create and maintain a Standing Advisory Committee (SAC) to review and evaluate all proposed and potential projects prior to the submission of a Master Use Permit application. Department of Planning and Development (DPD) and Department of Neighborhood (DON) staff time for attendance at these meetings shall be reimbursed by SSC.</p>	<p>Currently, there are no Standing Advisory Committee meetings scheduled at this time.</p> <p>During the design of the new Integrated Education Center the Department of Neighborhoods attempted to reconvene a standing advisory committee. Several attempts were made with mailings and community notices, very few individuals responded and therefore a SAC was not reestablished.</p>

<p>City Council Condition#2= SSC shall comply with all provisions of the approved Final MIMP including but not limited to limits on the amount of allowed development in the Development Program, the applicable Development Standards, and the Transportation Management Program.</p>	<p>SSC is, and has complied with all provisions of the approved Final MIMP including but not limited to limits on the amount of allowed development in the Development Program, the applicable Development Standards, and the Transportation Management Program.</p>
<p>City Council Condition#3= The Final MIMP shall be amended to provide that sports field lighting shall be a potential (long term) project and any sports field lighting that is installed shall be designed to minimize the impact on the community at night through the use of shielded and directed light fixtures that direct lighting onto the playfields and minimize the infiltration of light beyond the field and that the SAC be given an opportunity to review and comment on the design of any field light proposed for this or any location on campus.</p>	<p>SSC has no plans for additional sports fields or sports field lighting at this time.</p>
<p>City Council Condition#4= The Final MIMP shall provide the following structure setbacks: 100-foot setbacks from the 16th Ave SW; 100-foot setbacks from the property boundary on the eastern extent of the College site, or the buffer width required by the City's Environmentally Critical Areas Ordinance from the top of steep slopes, whichever is greater; and 100-foot setbacks from the MIO boundary along the SW Findlay Street right of way, across from the residentially-zoned properties on the northern end of the western boundary. The following exception shall apply to the front setback: no more than two one-story buildings, each no greater than 4,000 square feet, may be located in the front setback, pursuant to Condition 5 (on page 39). Figure 14 in the Final MIMP shall be modified to show these setbacks.</p>	<p>SSC has maintained all requirements of City Council Condition#4.</p>
<p>City Council Condition#5= The Final MIMP shall be amended to limit development in the 100-foot front setback area adjacent to 16th Avenue SW to no more than two (2) one-story developments, each no greater than 4,000 gross square feet and with each associated parking area not to exceed twenty spaces. Any such building and/or related parking area shall be reviewed by the SAC prior to the</p>	<p>SSC has maintained all requirements of City Council Condition#5.</p>

application for any required master use permit or building permit.	
City Council Condition#6	Not listed in MIMP
City Council Condition#7	Not listed in MIMP
City Council Condition#8 = The College shall notify the SAC and members of the public within 300 feet of the MIO boundary of the availability of the analysis, followed by a public meeting on the findings of any such report, and seek public and SAC comments on the analysis.	The College is not currently pursuing any Near-Term or Long-Term Housing at this time, and consequently has not produced any reports in this regard.
City Council Condition#9 = Any request to re-align and extend the existing frontage road north of the existing central access to the Campus shall be subject to review by the SAC, with notice to property owners within 300 feet of SSC along 16 th Ave SW, prior to submittal of either a master use permit or building permit application to DPD.	The College does not currently expect to submit a request to re-align and extend the existing frontage road north of the existing central access to the Campus any time in the near future (the next 3 to 5 years).
City Council Condition#10 = For the life of the MIMP, the pattern of development and open space connections with the neighborhood shall be maintained on 16 th Avenue SW between the north campus access road and south campus boundary similar to that shown in the Long Range Plan in the Final MIMP (p.28, Figure 12). During the review of all future buildings identified in the Final MIMP, SSC should evaluate that building's effect upon maintaining this pattern and these connections. If SSC proposes to change the pattern of development and open space connections on 16 th Avenue SW from that shown on the Long Range Plan (p.28, Figure 12), it shall first provide notice to the SAC to allow for their review and comment prior to the submittal of any associated master use permit or building permit application.	SSC continues to maintain the pattern of development and open space connections within the neighborhood on 16 th Avenue SW between the north campus access road and south campus boundary to that shown in the Long Range Plan in the Final MIMP (p.28, Figure 12), and has no current plans to do otherwise.
City Council Condition#11 = As discussed in the TMP (p.55), the forecasted parking supply exceeds the maximum allowed under the land use code. Therefore the MIMP authorizes parking in excess of the code maximum to minimize adverse parking impacts in the adjacent neighborhood.	SSC currently has 1195 parking stalls on the 16 th Avenue SW Campus. SSC currently has no plans of exceeding the MIMP maximum recommended parking supply for Year 15 of 1,590 stalls and 1,850 stalls in Year 30.
SEPA Conditions (1 through 6)	SSC has complied with all SEPA Conditions (1 through 6) as listed in the MIMP in operating the

	College, maintaining the Facilities and Grounds, and performing any and all Capital Construction Projects both small and large.
City Council Additional Conditions, Final Environmental Impact Statement (FEIS) Mitigation Measures	SSC has complied with all Final Environmental Impact Statement (FEIS) Mitigation Measures in operating the College, maintaining the Facilities and Grounds, and performing any and all Capital Construction Projects both small and large.

III. Major Institution Development Activity Initiated or Under Construction Within the MIO Boundary During the Reporting Period (2018 to 2019).

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

1. The New Integrated Education Center Building – **Cascade Hall** (includes Demolition of the Cascade Court Building)
 - a. New Building & Demolition of the Cascade Court Building
 - b. Nursing Program, Basic Skills Program, and Multi-Use Classrooms
 - c. Size: 57,333 GSF
 - d. Design Phase 2013-2015, Construction/Demolition April 2016-November 2017 (Phase IIB completed July 2018).
2. New Student Wellness Center
 - a. New, flexible, multipurpose building dedicated to alternative learning and teaching in healthy living, physical fitness, preventative health and nutrition.
 - b. Size: 18,750 GSF
 - c. Design Phase 2016-2018; Construction Phase: TBD
3. Renovation and Expansion of Automotive Technology Building
 - a. Replace, upgrade and expand program space
 - b. Size: 45,590 GSF
 - c. **Design Phase 2018-2019; Construction Phase January 2020 – August 2021**

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. Leasing Activity During the Reporting Period of 201-2019: Harbor Island Maritime Training Center (SSC Welding Lab/Classroom) at Vigor Industrial Lease one year lease extension, Boeing Hangar (Aviation Lab/Classroom) Lease – notified of termination but working to renegotiate prior to September 2020.**

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 SSC employees, staff and/or students:

South Seattle 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.

- B. There was one goal in the TMP submitted as part of the 2007 MIMP. Subsequent to that original submission, SSC has also tracked and made efforts to reduce total vehicle miles traveled. The following table provides a brief narrative statement about the progress SSC 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 SSC staff, faculty, and student commute trips to and from campus.	<p data-bbox="609 438 1414 558">South Seattle College’s network Drive Alone Rate (DAR) goal of 63% was not met. The college all-trips DAR is 69.5%, a 3.2% increase from 2015 results. The 2017 DAR for CTR-Affected employees is 68.3%.</p> <p data-bbox="609 590 1414 646">For the 2018-2019 reporting period, the following survey information is provided:</p> <table border="1" data-bbox="609 709 1398 831"> <thead> <tr> <th data-bbox="615 716 1141 747">Student (159 Respondents)</th> <th data-bbox="1146 716 1268 747"></th> <th data-bbox="1273 716 1391 747">Total</th> </tr> </thead> <tbody> <tr> <td data-bbox="615 758 1141 789">Drive Alone Commute</td> <td data-bbox="1146 758 1268 789">41.9%</td> <td data-bbox="1273 758 1391 789">67</td> </tr> <tr> <td data-bbox="615 800 1141 831">Alternative Commute</td> <td data-bbox="1146 800 1268 831">58.1%</td> <td data-bbox="1273 800 1391 831">92</td> </tr> </tbody> </table> <table border="1" data-bbox="609 873 1398 1031"> <thead> <tr> <th data-bbox="615 879 1141 942">Employees (2017 Data, 105 CTR-Affected)</th> <th data-bbox="1146 879 1268 942"></th> <th data-bbox="1273 879 1391 942">Total</th> </tr> </thead> <tbody> <tr> <td data-bbox="615 953 1141 984">Drive Alone Commute</td> <td data-bbox="1146 953 1268 984">68.3%</td> <td data-bbox="1273 953 1391 984">72</td> </tr> <tr> <td data-bbox="615 995 1141 1026">Alternative Commute</td> <td data-bbox="1146 995 1268 1026">31.7%</td> <td data-bbox="1273 995 1391 1026">33</td> </tr> </tbody> </table> <table border="1" data-bbox="609 1073 1398 1230"> <thead> <tr> <th data-bbox="615 1079 1141 1110">Weighted Average</th> <th data-bbox="1146 1079 1268 1110"></th> <th data-bbox="1273 1079 1391 1110">Total</th> </tr> </thead> <tbody> <tr> <td data-bbox="615 1121 1141 1152">Drive Alone Commute</td> <td data-bbox="1146 1121 1268 1152">52.4%</td> <td data-bbox="1273 1121 1391 1152">138</td> </tr> <tr> <td data-bbox="615 1163 1141 1194">Alternative Commute</td> <td data-bbox="1146 1163 1268 1194">47.6%</td> <td data-bbox="1273 1163 1391 1194">126</td> </tr> <tr> <td data-bbox="615 1205 1141 1230"></td> <td data-bbox="1146 1205 1268 1230"></td> <td data-bbox="1273 1205 1391 1230">264</td> </tr> </tbody> </table> <p data-bbox="609 1329 1414 1386">The strategies employed to try to achieve success in this goal include:</p> <ul data-bbox="609 1392 1414 1806" style="list-style-type: none"> <li data-bbox="609 1392 1414 1449">• Offering reduced parking rates and dedicated parking spaces for staff who carpool; <li data-bbox="609 1455 1414 1633">• 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 County Metro busses, Pierce Transit, Community Transit, Kitsap Transit, and Sound Transit busses and Light Rail, as well as the Sounder Trains; <li data-bbox="609 1640 1414 1806">• 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 motor pool vehicle (for business travel), a “Guaranteed Ride Home” program that provides free taxi rides (to use in the case of emergencies or illness); 	Student (159 Respondents)		Total	Drive Alone Commute	41.9%	67	Alternative Commute	58.1%	92	Employees (2017 Data, 105 CTR-Affected)		Total	Drive Alone Commute	68.3%	72	Alternative Commute	31.7%	33	Weighted Average		Total	Drive Alone Commute	52.4%	138	Alternative Commute	47.6%	126			264
Student (159 Respondents)		Total																													
Drive Alone Commute	41.9%	67																													
Alternative Commute	58.1%	92																													
Employees (2017 Data, 105 CTR-Affected)		Total																													
Drive Alone Commute	68.3%	72																													
Alternative Commute	31.7%	33																													
Weighted Average		Total																													
Drive Alone Commute	52.4%	138																													
Alternative Commute	47.6%	126																													
		264																													

	<ul style="list-style-type: none"> • 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; • 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. • South Seattle 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) hours per day. • South Seattle College offers employees a free ride match program, partnering with Zimride. • For work-related or official business trips, all eligible employees may check out a motor pool vehicle owned by Seattle Colleges District. <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>Reduce the total SSC commuter vehicle miles traveled as compared to the original baseline data.</p>	<p>According to the most recent survey, the “Vehicle Miles Traveled” rate has increased from 8.3 VMT in 2015 to 9.7 VMT in 2017.</p> <p>The student survey conducted 2018 did not ask the VMT question. The next commute surveys to be conducted are October 2019 for employees and November 2019 for students.</p>