DRAFT

ENVIRONMENTAL IMPACT STATEMENT

for the

SEATTLE CENTRAL COLLEGE

Major Institution Master Plan

Seattle Master Use Permit Project No. 3034600

February 6, 2025

SEATTLE CENTRAL COLLEGE

Prepared by

Seattle Central College
Seattle, Washington

SEATTLE CENTRAL COLLEGE

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ENVIRONMENTAL IMPACT STATEMENT

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This Draft Environmental Impact Statement (DEIS) for the **Seattle Central College *Major Institution Master Plan*** has been prepared in compliance with the State Environmental Policy Act (SEPA) of 1971 (Chapter 43.21C, Revised Code of Washington); the SEPA Rules, effective April 4, 1984, as amended (Chapter 197-11, Washington Administrative Code); and Resolution No. 2010-13 adopted by the Seattle College District implementing SEPA. Preparation of this DEIS is the responsibility of the Seattle Central College (SCC). SCC has determined that this document has been prepared in a responsible manner using appropriate methodology and SCC has directed the areas of research and analysis that were undertaken in preparation of this DEIS. This document is not an authorization for an action, nor does it constitute a decision or a recommendation for an action. In its final form – as a Final EIS (FEIS) – it will accompany the **Preferred Alternative** of this DEIS -- or such other alternative that may be identified as part of the FEIS -- and will be considered in making final decisions concerning the project and permits/authorizations for this project.

Date of Draft EIS Issuance..... **February 6, 2025**

Date of Draft EIS Public Meeting..... **February 25, 2025**
(Refer to pg.vi of this Draft EIS for time, location and intended meeting format)

Date Comments are Due on this Draft EIS..... **March 24, 2025**

SEATTLE CENTRAL COLLEGE

February 6, 2025

Dear Affected Agencies, Organizations and Interested Parties:

Enclosed is the Draft Environmental Impact Statement (Draft EIS) for the **Seattle Central College *Major Institution Master Plan*** (MIMP)**.** This Draft EIS analyzes the probable adverse environmental impacts associated with the ***Draft MIMP***, a ***No Campus Boundary Expansion Alternative*** and the ***No Action Alternative***.

The 45-day public comment period associated with this Draft EIS is:

February 6, 2025, through March 24, 2025.

To provide an opportunity to learn more about the project and to present comments concerning this Draft EIS – in addition to submittal of written comments – a virtual public meeting is scheduled for 7:30 PM, February 25, 2025.

Website notice of public hearing: https://seattlecentral.edu/community/campus-master-plan/community-feedback

See pgs.v-vi of this Draft EIS for additional details concerning the virtual public meeting.

Following the Draft EIS comment period, Seattle Central College (SCC) will prepare a Final EIS (FEIS) that addresses comments that were received during the DEIS public comment period and at the public meeting.

This Draft EIS has been distributed to agencies noted on the *Distribution List* of this Draft EIS (**Appendix A**). The Draft EIS can be reviewed at the **Seattle Public Library – Central Library** (1000 Fourth Ave.), at the **Capitol Hill Branch Library** (425 Harvard Ave. E.), and at the **Seattle Central College Library** (Broadway Edison Building, 2nd flr.). In addition, a limited number of complimentary flash drives of this Draft EIS and the Draft MIMP are available – while the supply lasts -- from Stephen Starling, Starling Whithead & Lux Architects, 901 Fifth Ave. No. 3100, Seattle, WA. 98164, starling@swlarchitects.com, 206-755-3553.

Thank you for your interest in the **Seattle Central College *Major Institution Master Plan*** Draft EIS.

Sincerely,
Seattle Central College

Dr. Chantae Recasner, Ph.D., Acting President
Responsible Official,[1]

[1] The Responsible Official is the designated person within Seattle Central College that is responsible for SCC's compliance with SEPA Lead Agency procedural responsibilities.

--PREFACE--

The purpose of this Draft EIS is to:

- identify and evaluate probable, significant adverse environmental impacts that could result from development that is identified in the proposed **Seattle Community College *Major Institution Master Plan*** (MIMP) and from alternatives to the ***Draft MIMP***;

- identify measures to mitigate environmental impacts that are identified; and

- identify unavoidable significant adverse impacts that may occur.

The range of environmental impacts that are analyzed in this DEIS include: direct, indirect, cumulative, and construction-related impacts. As such, this DEIS is a disclosure document. It does not authorize a specific action or alternative nor does it recommend for or against a particular course of action; it is one of several key documents that will be considered by SCC, the City of Seattle, and other permitting/approval agencies in the decision-making process for this project. A list of expected licenses, permits and approvals is contained in the **Fact Sheet** of this DEIS (pages *v-vii).* The Final EIS (FEIS) will accompany applications associated with planned projects that are identified in this DEIS and will be considered as the final environmental (SEPA) document relative to those permit applications.

The environmental elements that are analyzed in this DEIS were determined as a result of the formal, public EIS scoping process that occurred September 4, 2020 through September 25, 2020. A SEPA Determination of Significance/Scoping Notice was mailed to agencies and organizations informing them that a new Major Institution Master Plan and an EIS is being prepared for SCC and requested comments regarding alternatives and environmental issues that should be analyzed in the DEIS. A virtual EIS Scoping Meeting was held September 23, 2020 at Seattle Central College to provide an opportunity to better understand the proposed project and to present testimony concerning the scope of the proposed EIS. During the EIS Scoping period, SCC received written comments as well as oral comments (at the public meeting) concerning the scope of this DEIS. SCC subsequently determined that in addition to the ***Draft MIMP***, a ***No Boundary Expansion Alternative*** and a ***No Action Alternative*** would be analyzed in the DEIS. SCC also determined that the DEIS would analyze 11 areas of environmental review, including: **earth**, **air quality/greenhouse gas emissions**, **environmental health** (site assessment), **land use**, **historic resources**, **housing**, **aesthetics** (height, bulk and scale), **aesthetics** (viewshed), **shadows**, **transportation/circulation**, and **construction-related impacts**.

Organizationally, this DEIS consists of four major sections:

- ***Fact Sheet*** (immediately following this *Preface*) – This section provides an overview of the ***Draft MIMP***, the ***No Boundary Expansion Alternative***, and the ***No Action Alternative***, the project location, project approvals that would be required, contact information, and the Table of Contents;
- ***Section I*** (starting on page S-1) – This section summarizes the description of each of each of the alternatives and contains a comprehensive, comparative matrix that identifies adverse environmental impacts, mitigation measures, and potential significant adverse environmental impacts associated with the alternatives;
- ***Section II*** (beginning on page 2-1) – This section provides a detailed description of each of the alternatives that are analyzed in this DEIS; and
- ***Section III*** (page 3-1) – This section contains an analysis of probable adverse environmental impacts that could result from implementation of any of the alternatives. Also included in this section are possible mitigation measures and potential significant adverse environmental impacts.

FACT SHEET

Name of Proposal

Seattle Central College
Major Institution Master Plan

Proponent

Seattle Central College
1701 Broadway
Seattle, WA 98122

Location

The campus of Seattle Central College encompasses portions of seven blocks on Capitol Hill and an area of approximately 10 acres.[1] Campus boundaries extend from south of E. Denny St. on the north to E. Pike St. on the south and from Boylston Ave. on the west to Nagle Pl. on the east.

Proposed Action

The **Proposed Action** involves adoption and implementation of a new ***Major Institution Master Plan*** (MIMP) for Seattle Central College. The ***Draft MIMP*** is described in detail in Seattle Central College's ***Major Institution Master Plan*** (dtd. 7.25.22), which is a document separate from this Draft EIS; the ***Draft MIMP*** is also summarized in this Draft EIS. Key elements of the ***Draft MIMP*** that are analyzed in this Draft EIS include the following:

- Modification of the campus boundaries – five changes are proposed that would add approximately 1.48 ac. to SCC's existing MIO boundary.

- Proposed planned[2] development consisting of:
  - 353,443 sq. ft. of new projects;
  - 4,018 sq. ft. of replacement development; and
  - 61,174 sq. ft. of renovation.

- Proposed potential[3] development of approximately 100,000 sq. ft.;

- Consolidation of campus parking facilities at two locations;

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1 SCC through the State of Washington currently owns an area of 419,127 sq. ft. (approximately 9.62 acres) within the City's existing, designated Major Institution Overlay (MIO) zoning boundary (this is exclusive of public rights-of-way). An area of 16,060 sq. ft. within the existing MIO boundary is not owned by SCC.

2 Planned development is defined by the Seattle Land Use Code as "development which the Major Institution has definite plans to construct." (SMC 23.69.030D.)

3 Potential development is defined by the Seattle Land Use Code as "development or uses for which the Major Institution's plans are less definite." (SMC 23.69.030 D.)

- Improved pedestrian connections;
- Modification of certain development standards (e.g., zoning designations, height limits, building setbacks, lot coverage, etc.), as authorized by the MIMP approval process; and
- Adoption of a new Transportation Management Plan.

Alternatives

Two alternatives to the ***Draft MIMP*** are analyzed in this EIS, including a:

- ***No Boundary Expansion Alternative***; and the
- ***No Action Alternative***.

SEPA Lead Agency

Seattle Central College[4]

SEPA Responsible Official

Dr. Chantae Recasner
Acting President
Seattle Central College

EIS Contact Person

Lincoln Ferris
Interim Executive Director of Campus Operations
1701 Broadway
Seattle, WA 98122

Telephone: 425.766.7346
E-mail: Lincoln.Ferris@seattlecolleges.edu

Final Actions

Seattle Central College – Approval of the Final Seattle Central College *Major Institution Master Plan*

Seattle City Council – Approval of the Final Seattle Central College *Major Institution Master Plan*

[4] Seattle Central College is a Washington State institution.

Required Approvals and/or Permits

Preliminary analysis indicates that the following approvals and/or permits may be required from agencies with jurisdiction[5] for the ***Draft MIMP*** or the ***No Boundary Expansion Alternative***. Additional permits/approvals may be identified during the review process associated with specific development proposals.

Seattle Central College

- Approval of the **Final MIMP**

State Agencies

- **Department of Enterprise Services**
  - Agency Contracting and Project Management
- **Department of Labor & Industries**
  - Elevator Permits associated with subsequent development
- **Department of Health**
  - Commercial Kitchens associated with subsequent development

Regional Agencies

- **Puget Sound Clean Air Agency**
  - Asbestos surveys (associated with subsequent building renovations)
- **Seattle – King County Department of Health**
  - Plumbing Permits

City of Seattle

- **City Council**
  - Approval of Final MIMP
  - Approval of a rezone for the proposed MIO boundary expansion
  - Term Permit for underground crossing associated with the District Energy Plant
- **Department of Construction and Inspections**
  Permits/approvals associated with subsequent planned and potential development that is consistent with SCC's Adopted MIMP[6]
  - Master Use Permits
  - Demolition Permits

[5] An agency with jurisdiction is "an agency with authority to approve, veto, or finance all or part of a nonexempt proposal (or part of a proposal)" (WAC 197-11-714 (3). Typically, this refers to a local, state or federal agency with licensing or permit approval responsibility concerning the proposed project.

[6] Following Seattle City Council's approval of the Final MIMP, an Adopted MIMP must be compiled and submitted to SDCI, which incorporates modifications to the Final MIMP that are required by the City Council.

- Grading / Shoring Permits
- Building Permits
- Mechanical Permits
- Electrical Permits
- Certificates of Occupancy
- Comprehensive Drainage Control Plan Approvals
- Large-Parcel Drainage Control Plans with Construction Best Management Practices and Erosion and Sediment Control Approvals

- **Department of Transportation**
  - Street Improvement Approvals (e.g., curbcut and/or sidewalk modifications)
  - Street Use Permits (temporary – construction-related)

- **Seattle City Light**
  - Electrical Power

- **Seattle Public Utilities**
  - Water/Wastewater
  - Recycling

Authors and Principal Contributors to this EIS

The ***Seattle Central College MIMP*** DEIS has been prepared under the direction of Seattle Central College. Research and analysis for this EIS were provided by the following consulting firms:

- **EA Engineering, Science, and Technology, Inc., PBC** – lead EIS consultant; document preparation; environmental analysis – greenhouse gas emissions, environmental health, land use, housing, aesthetics (height/bulk/scale), shadows, and construction-related impacts;

- **Starling Whitehead & Lux Architects, P.S.** – EIS alternatives, project design, aesthetics (input to height/bulk/scale, viewshed photosimulations), and shadows;

- **GeoEngineers** – geotechnical analysis;

- **Tree Solutions** - Arborist

- **Studio TJP** -- historical analysis; and

- **Transpo Group, Inc.** – transportation, circulation and parking.

Location of Background Data

Seattle Central College
1701 Broadway
Seattle, WA 98122
***Telephone**: 206.934.2022*
***Hours**: 8 AM to 5 PM, Monday through Friday*

Date of Issuance of this DEIS

February 6, 2025

Date Draft EIS Comments Are Due

March 24, 2025

Written comments may be submitted to the Washington State Convention Center at the following address:

Postal Address:

Lincoln Ferris
Interim Executive Director of Campus Operations
Seattle Central College
1701 Broadway
Seattle, WA 98122

Telephone: 425.766.7346

E-mail Address:

Lincoln.Ferris@seattlecolleges.edu

Date of Draft EIS Public Meeting

A virtual public meeting concerning this Draft EIS is scheduled for 7:30 PM**, February 25, 2025:**

Website notice of public hearing:
https://seattlecentral.edu/community/campus-master-plan/community-feedback

The purpose of this public meeting is to provide an opportunity for agencies, organizations and individuals to present testimony regarding Seattle Central College's proposed ***Major Institution Master Plan*** DEIS, as well as an additional opportunity to submit written comments. The intended format of the meeting is:

- **7:30** pm -- opening remarks, overview of the EIS alternatives, and overview of the DEIS
- **8:00** pm – public comments

Availability of this Draft EIS

Copies of this DEIS have been distributed to agencies, organizations and individuals noted on the Distribution List (**Appendix A** to this document). This DEIS can be reviewed at the following locations:

- **Seattle Public Library – Central Library** (1000 Fourth Ave.); at the
- **Capitol Hill Branch Library** (425 Harvard Ave. E.); and at the
- **Seattle Central College Library** (Broadway Edison Building, 2nd flr.).

In addition, a limited number of complimentary flash drives of this DEIS and the Draft MIMP are available – while the supply lasts -- from Stephen Starling, Starling Whithead & Lux Architects, 901 Fifth Ave. No. 3100, Seattle, WA. 98164, starling@swlarchitects.com, 206-755-3553.

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SECTION I

SUMMARY

1.1 INTRODUCTION

This chapter provides a summary of the Draft Environmental Impact Statement (Draft EIS) for the Seattle Central College Major Institution Master Plan. **Chapter 1** briefly describes the Proposed Action (***Draft MIMP***) and the EIS Alternatives (Alternatives 1- 5) and contains a comprehensive overview of environmental impacts identified for the alternatives. Please see **Chapter 2** of this Draft EIS for a more detailed description of the *Proposed Action* and alternatives and **Chapter 3** for a detailed description of the affected environment, environmental impacts, mitigation measures, and significant unavoidable adverse impacts.

1.2 PROJECT SUMMARY

The *Proposed Action* that is evaluated in this Draft EIS involves adoption and implementation of a new Major Institution Master Plan (MIMP) for Seattle Central College. The Proposed Action is described in detail in Seattle Central College's Draft Major Institution Master Plan (dtd. October 2024) which is a document separate from this Draft EIS. Key elements of the ***Draft MIMP*** that are analyzed in this Draft EIS include the following:

- Goals and policies to guide campus development;
- Modification of the campus boundaries – five changes are proposed that would add approximately 1.48 ac. to SCC's existing MIO boundary;
- Proposed planned[1] development consisting of:
  - 353,443 sq. ft. of new projects;
  - 4,018 sq. ft. of replacement development; and
  - 61,174 sq. ft. of renovation;
- Proposed potential[2] development of approximately 100,000 sq. ft.;
- Consolidation of campus parking facilities at two locations;
- Improved pedestrian connections;
- Modification of certain development standards (e.g., zoning designations, height limits, building setbacks, lot coverage, etc.), as authorized by the MIMP approval process; and
- Adoption of a new Transportation Management Plan.

[1] Planned development is defined by the Seattle Land Use Code as "development which the Major Institution has definite plans to construct." (SMC 23.69.030D.)

[2] Potential development is defined by the Seattle Land Use Code as "development or uses for which the Major Institution's plans are less definite." (SMC 23.69.030 D.)

For the purposes of environmental review, two alternatives to the ***Draft MIMP*** are analyzed in this EIS, including:

- ***No Boundary Expansion Alternative***
- ***No Action Alternative***

1.3 IMPACTS, MITIGATION MEASURES AND SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS

The following highlights the impacts, mitigation measures, and significant unavoidable adverse impacts that would potentially result from the alternatives analyzed in this Draft EIS. **Table 1-1** provides a summary of the potential impacts that would be anticipated under the Draft EIS Alternatives. This summary is not intended to be a substitute for the complete discussion of each element that is contained in **Chapter 3**.

Table 1-1
IMPACT SUMMARY MATRIX

DRAFT MIMP	No Boundary Expansion Alternative	No Action Alternative
3.1 - EARTH		
Soils • Earthwork activities can impact adjacent structures and properties if not properly accounted for during design. Both fill and native glacial soils anticipated in areas of redevelopment contain a high percentage of fines and are highly moisture sensitive and susceptible to disturbance, especially when wet. Earthwork performed during the wet season can generate significant mud and turbid water.	• Earthwork-related impacts under the ***No Boundary Expansion Alternative*** would be similar to those described for the ***Draft MIMP***.	• Renovation activities associated with the ***No Action Alternative*** would not require substantial excavation activities on campus, and none of these activities would occur within a steep slope ECA/steep slope buffer and/or a potential landslide area ECA. Therefore, minimal earth-related impacts are anticipated under this alternative.
• The erosion potential of on-site soils within the site boundary is generally low. Construction activities including stripping and grading will expose soils to the erosional effects of wind and water. The amount and potential impacts of erosion are partly related to the time of year that construction actually occurs. Wet weather construction will increase the amount and extent of erosion and potential sedimentation.		
• Excavations can impact adjacent structures, roads, sidewalks, and utilities if not properly designed. The use of inadequately designed open cuts could also impact the stability of adjacent work areas and existing utilities and endanger construction workers. Therefore, excavations may require temporary shoring depending on site constraints, possible underpinning of adjacent buildings, and/or use of temporary open cut slopes.		
• Permanent slopes must be designed and constructed to remain stable for the long-term and under wet weather. Improperly designed and/or constructed slopes can fail prematurely or erode during wet weather.		
Groundwater • Shallow, perched groundwater zones may be encountered during grading activities within native soils or fill soils, particularly during the wet winter and spring months. Excavations penetrating into the Vashon advance outwash may encounter artesian groundwater conditions with respect to the excavation. Permanent drainage measures will be needed to protect planned development.		
Seismic Hazards • The primary geological hazard as defined by the City of Seattle's ECA is for strong ground motions. Strong ground motions can affect structures and their foundations if not designed and constructed in accordance with applicable code. Taller structures perform differently than shorter buildings. The type of construction can also influence the type of impacts. For instance, brick or masonry buildings generally perform poorly in an earthquake. Taller buildings constructed with steel will tend to sway from the seismic waves and are designed and constructed accordingly.		
• Permanent slopes must be designed and constructed to remain stable for the long-term and under possible seismic events. Improperly designed and/or constructed slopes can fail prematurely.		

DRAFT MIMP	No Boundary Expansion Alternative	No Action Alternative
3.2 - AIR QUALITY and GHG		
Operational Impacts • Development of the ***Draft MIMP*** and an increase in on-campus population of up to 7,500 student FTEs by the year 2035 would result in increases in all travel modes – including vehicular traffic to and from the campus that could increase emissions near the campus and along roadways in the area. Additionally, one or more emergency generators may be required to ensure safe and consistent operation of the project. Emissions associated with emergency generators result from the combustion of fossil fuels and would occur during emergency use or routine testing of the generators.	• Impacts associated with development under the ***No Boundary Expansion Alternative*** would be similar but less than those described for the ***Draft MIMP***.	• Impacts associated with the ***No Action Alternative*** would be substantially less than those described for the ***Draft MIMP***.
Greenhouse Gas Emissions • The ***Draft MIMP*** is expected to produce about 745,224 metric tons (tonnes) of CO_2 equivalent ($MTCO_2e$) over a 62.5-year lifespan. Annually this corresponds to about 11,924 tonnes. To put these values into context, in the Washington State GHG emission inventory for 2010-2018, Ecology estimated state-wide annual GHG emissions in 2018 were about 100 million MTCO2e. Estimated annual worldwide GHG emissions for 2015 were about 46 billion MTCO2e. Thus, the project's annual GHG emissions represent approximately .011924% of estimated annual 2018 GHG emissions within Washington and much smaller percentages of worldwide emissions Overall, GHG emissions associated with the ***Draft MIMP*** would contribute to the cumulative carbon footprint of King County and no significant climate change impacts would be expected due to project-related GHG emissions.	• The ***No Boundary Expansion Alternative*** is expected to produce about 617,063 metric tons (tonnes) of CO_2 equivalent ($MTCO_2e$) over a 62.5-year lifespan. Annually this corresponds to about 9,873 tonnes. The project's annual GHG emissions represent approximately .009873% of estimated annual 2018 GHG emissions within Washington and much smaller percentages of worldwide emissions. Overall, GHG emissions associated with the ***No Boundary Expansion Alternative*** would contribute to the cumulative carbon footprint of King County and no significant climate change impacts would be expected due to project-related GHG emissions.	• The ***No Action Alternative*** is expected to produce about 85,401 metric tons (tonnes) of CO_2 equivalent ($MTCO_2e$) over a 62.5-year lifespan and corresponds to about 1,902 tonnes annually. When compared to the annual state-wide and worldwide GHG emissions as stated above, the ***No Action Alternative*** represents a much smaller percentage overall
3.3 – PLANTS and ANIMALS		
• The ***Draft MIMP*** would result in the following number/types of trees removed: - 39 trees removed in total - 8 Tier 2 trees removed (groves and/or by size) - 2 trees removed in all ECA's	• The ***No Boundary Expansion Alternative*** would result in the following number/types of trees removed: - 24 trees removed in total - 8 Tier 2 trees removed (groves and/or by size) - 2 trees removed in all ECA's	• The ***No Action Alternative*** would result in the following number/types of trees removed: - 9 trees removed in total - 7 Tier 2 trees removed (groves and/or by size) - 0 trees removed in all ECA's
3.4 – ENVIRONMENTAL HEALTH		
Potential Sources of Contamination • Unknown soil conditions exist beneath the asphalt concrete parking area east of the Science and Math Building at approximate address 1843 Broadway Avenue East, located within the existing and proposed MIO boundary.	• Same as under the ***Draft MIMP***.	• In total, renovation activities associated with the ***No Action Alternative*** would not require substantial excavation activities on campus, therefore, minimal environmental health-related impacts associated with soil/groundwater contamination are anticipated under this alternative.
• Unknown soil conditions exist under the parking area at the northwest corner of the intersection of East Howell Street and Harvard Avenue, which is part of the proposed MIO expansion boundary associated with the Westminster Presbyterian Church properties. Based on environmental review, structures in this area were demolished in the 1950s.		
• Potential sources of contaminants from heating oil tanks may be associated with the Boylston properties and the Westminister Presbyterian Church properties, located within the proposed MIO boundary.		
• Asbestos, lead-based paints, toxic mold, polychlorinated biphenyls (PCBs) in light ballasts, radon, lead in drinking water, asbestos containing building materials or urea-formaldehyde insulation in on-site structures or debris or other potentially hazardous building materials could be present within buildings on campus and in the MIO expansion areas, but the extent that these sources of contamination may be present at existing buildings or properties within the existing MIO boundary or the proposed MIO boundary is not currently known.	• Same as under the ***Draft MIMP***.	• The potential for asbestos, lead-based paints, toxic mold, polychlorinated biphenyls (PCBs) in light ballasts, radon, lead in drinking water, asbestos containing building materials or urea-formaldehyde insulation in on-site structures or debris or other potentially hazardous building materials to be encountered in the process of building renovation still exists under this alternative.

DRAFT MIMP	No Boundary Expansion Alternative	No Action Alternative
3.4 – ENVIRONMENTAL HEALTH *con't*		
• Asbestos abatement appears to have been completed at portions of the SCC Campus based on data in the *Environmental Data Report* in **Appendix B** to this Draft EIS, but further assessment would need to be completed on a project-specific basis.	• Same as under the ***Draft MIMP***.	• The potential for asbestos, lead-based paints, toxic mold, polychlorinated biphenyls (PCBs) in light ballasts, radon, lead in drinking water, asbestos containing building materials or urea-formaldehyde insulation in on-site structures or debris or other potentially hazardous building materials to be encountered in the process of building renovation still exists under this alternative.
3.5 – LAND USE		
• Implementation of the ***Draft MIMP*** would result in intensification of uses on the campus, expansion of the campus land uses, and displacement and/or relocation of some existing institutional and non-institutional land uses. The pattern and types of land uses on campus would not change significantly under the ***Draft MIMP***; however, building density and building heights would likely change as a result of the proposed Major Institution Overlay (MIO) zoning.	• In general, land use impacts related to campus development under the ***No Boundary Expansion Alternative*** would be similar but less than those described under the ***Draft MIMP*** due to the reduced amount of development that would occur on campus as a result of no boundary expansions. Activity levels on the Seattle Central College campus would be similar to those described under the ***Draft MIMP*** due to the comparable student campus population levels that are assumed for this alternative. However, with a reduction in the amount of campus development available under the ***No Boundary Expansion Alternative***, it is anticipated that existing and new facilities would be more intensely utilized as the on-campus campus population increases.	• Under the ***No Action Alternative***, the distribution and character of land uses and buildings would remain similar to the existing character. Existing facilities and open space areas would be more intensely utilized as the on-campus population continues to gradually grow. With no student housing provided under this alternative it is anticipated that there would be an increased number of students living off campus which would result in increased demand for off-campus housing in the vicinity of campus. More students living off-campus would also result in an increased number of student trips to and from campus for classes and other activities. Students would be anticipated to travel to campus via automobile, bus, bicycle or walking, depending on the distance from campus.
• Planned and Potential Campus Development would be generally compatible with the surrounding mixed-use, multi-family, institutional, and commercial/retail uses located in the vicinity of the Seattle Central College campus. Proposed development of the ITEC building and Student Housing building would result in increased building density and building heights when compared to the existing conditions.		
• The increase in population on the site associated with Planned and Potential Campus Development would result in increased activity levels on-campus. The general nature of increased site activity on-campus would be reflective of the existing College campus, including pedestrian and vehicular traffic and student activities.		
• Proposed development under the ***Draft MIMP*** would result in increased population (students, faculty and staff) on the Seattle Central College campus. Surrounding businesses may see an increase in demand for services as result of the increased population, particularly from those students residing on campus. This could also result in a lessening in demand for multifamily housing in the general vicinity of campus as Seattle Central College students would have new student housing opportunities and the possibility of residing on-campus.		
• Proposed development under the ***Draft MIMP***, along with future development in the area would contribute to cumulative employment/population growth and intensity of land uses in the area.		
3.6 – HOUSING		
• Under the ***Draft MIMP***, the total number of residential units on the SCC campus would increase from 0 to 506. The addition of student housing to the SCC campus could be expected to somewhat reduce the demand for students seeking housing in the site vicinity and beyond. While new student housing on-campus would give the College the ability to house a larger percentage of students in on-campus facilities, the private housing market in the vicinity of the SCC campus and beyond would continue to be a source of housing for many students, as well as faculty and staff.	• Impacts to housing associated with the four planned projects under this alternative would be the same as described for the ***Draft MIMP***.	• Similar to the ***Draft MIMP***, no existing housing would be expected to be demolished. However, the Student Housing Planned Project would not be built, and no new housing would be provided on the campus for SCC students.

DRAFT MIMP	No Boundary Expansion Alternative	No Action Alternative
3.6 – HOUSING *con't*		
• No housing would be lost or demolished as a result of the expanded MIO boundaries proposed as part of the ***Draft MIMP***. Therefore, the Draft MIMP could be considered to be in compliance with SMC 23.34.124, which prohibits new or expanded boundaries where they would result in the demolition of structures with residential uses or change of uses or change of use of those structures to non-residential major institution uses unless comparable replacement is proposed.	• Because no boundary expansions would occur under this alternative, none of the three potential projects outlined under the ***Draft MIMP*** would occur.	• Similar to the ***No Boundary Expansion Alternative***, because no boundary expansions occur under this alternative, none of the three potential projects outlined under the Draft MIMP would occur.
• The Boylston Expansion Area does include three residential buildings that could potentially be acquired by and redeveloped for SCC uses at some point in the future. Any future project that is proposed beyond those described for the planned and potential development projects identified in the ***Draft MIMP*** would be subject to a master plan amendment, pursuant to *SMC 23.69.035*. As well, any demolition of housing would be addressed by requirements of the *SMC 23.69* and would be subject to the Tennant Relocation Assistance Ordinance. This ordinance requires property owners and developers to provide assistance to renters being displaced by development in the form of relocation assistance and adequate time to search for new housing and move.	• The three residential buildings in the Boylston Expansion Area would remain outside the SCC MIO boundaries and would not be expected to be affected by future SCC development projects.	• The three residential buildings in the Boylston Expansion Area would remain outside the SCC MIO boundaries and would not be affected by future SCC development projects.
3.7 – HISTORIC RESOURCES		
• Under the ***Draft MIMP***, the MIO boundary would be expanded and construction of the four planned projects associated with the ***Draft MIMP*** would require the renovation of the Broadway Performance Hall (built in 1911). The Broadway Performance Hall is eligible by age to be designated a City of Seattle Landmark. If the Broadway Performance Hall is determined to be Landmark eligible and is designated, a Certificate of Approval from the Landmarks Preservation Board would likely be required before renovation could occur.	• Impacts to historic resources associated with the four planned projects under this alternative would be similar to those described for the ***Draft MIMP***. That is, the only anticipated potential impact to historic resources would occur via the renovation of the Broadway Performance Hall.	• Under the ***No Action Alternative***, no new planned or potential building development would occur, and no demolition or renovation of existing buildings would be anticipated, therefore no impacts to historic resources, or potential historic resources, would occur.
• Construction of the three potential projects outlined in the ***Draft MIMP*** would require demolition of one building, the Westminister Presbyterian Church. The church, built 1923, was determined eligible for listing in the NRHP. The Westminister Presbyterian Church technically meets the City's age threshold and could be landmark eligible according to the Seattle Landmarks Ordinance. In the event that SCC acquires the Church property and proposes demolition of the Westminister Church, the MUP Appendix A process would be triggered and it is likely the building would subsequently be nominated for consideration as a City Landmark, and eventually designated a City Landmark. In this case, a Certificate of Approval would then be required to be issued before demolition or any changes could be made to the building.	• Because no boundary expansions would occur under this alternative, none of the three potential projects outlined under the ***Draft MIMP*** would occur. As such, the Westminister Church would not be proposed for demolition and no impacts to a resource that could be designated a City Landmark, or which is NRHP-eligible, would occur.	• No impacts to the Westminister Presbyterian Church would occur under the ***No Action Alternative*** because the MIO boundary would not be expanded, and the building/site would not be acquired by SCC.
3.8 – AESTHETICS - VIEWSHED		
• Whereas the proposed ***Draft MIMP*** would not result in any significant environmental impacts with regard to the City's key viewshed considerations, with the amount of development that is planned as part of the ***Draft MIMP***, changes in the aesthetic character of portions of the SCC campus would occur.	• Same as under the ***Draft MIMP***.	• Under the ***No Action Alternative***, no new planned or potential building development would occur other than renovation consistent with the current MIMP. The campus boundary would not be expanded, and no development code changes would occur relative to the existing MIO. The character of views on the SCC campus would remain generally the same as under existing conditions and no significant changes would be anticipated.
• Overall, new buildings would generally appear consistent with visible buildings in the surrounding vicinity and the character of the view from the various locations would not be considered to be significantly adversely affected.	• In general, viewshed impacts to the existing campus would be similar to the ***Draft MIMP*** because the four planned projects would occur with only minor modifications. Without the proposed boundary expansions, no visual changes would occur in the boundary expansion areas. Views in these areas would remain the same as under existing conditions because none of the three potential projects outlined in the ***Draft MIMP*** would be built.	

DRAFT MIMP	No Boundary Expansion Alternative	No Action Alternative
3.9 – AESTHETICS – HEIGHT, BULK, and SCALE		
Visual Character • With the ***Draft MIMP***, the visual character of SCC would continue to reflect the existing urban institutional nature of the campus, including academic, housing, recreation, and other uses. However, the campus and its density of development would increase, and the number and locations of buildings and open space areas would change.	• Similar to the ***Draft MIMP***. This alternative would include the four planned projects that are part of the ***Draft MIMP***, with certain modifications: the ITEC building would be located in the same area of campus as with the ***Draft MIMP,*** however, since no boundary expansions would occur, the size of the proposed ITEC would be reduced to approximately 75-80 percent of the size of the ITEC associated with the ***Draft MIMP***. No potential development would occur because there would be no boundary expansions where this development is proposed under the ***Draft MIMP.***	• Under the ***No Action Alternative***, no new planned or potential building development would occur other than renovation consistent with the current MIMP. The campus boundary would not be expanded and no development code changes would occur relative to the existing MIO. The campus area north of E. Pine St. would continue to be zoned MIO-105 (with a 105-ft. height limit) and the area south of E. Pine St. would continue to be zoned MIO-65 (with a 65-ft. height limit). Height, bulk, and scale conditions on the SCC campus would remain as described under existing conditions.
Height, Bulk, & Scale • The overall size, and height, bulk, and scale of the SCC campus would increase with development under the ***Draft MIMP***, with the greatest increases in height/bulk/scale in the north and west portions of campus.		
Building Sizes, Lot Coverage, & Density • The lot coverage by above grade structures would not exceed 80% for the entire campus (compared to 67% under existing conditions). The FAR of planned and potential development would be 2.25 (compared to 2.10 in the 2001 MIMP).		
Building Heights • The ***Draft MIMP*** proposes a maximum building height of 105 ft. across the entire MIO District and includes zoning modifications. The increase in allowed maximum height is intended to prevent the need for the college to minimize the need to expand horizontally into the surrounding neighborhood.	• One zoning modification is proposed in conjunction with the ***No Boundary Expansion Alternative***: the zoning designation of properties within the existing campus boundary located south of E. Pine St. would be modified to MIO-105.	
Building Setbacks • Under the ***Draft MIMP***, minimum setbacks would be identical to the underlying MR/NC3P, except that a minimum setback of 10 ft. is proposed at front lot lines for building greater than 65 ft. in height. This increased setback would help offset proposed increases in building height. A minimum of 50% of all total site setback area that would be provided, regardless of minimum requirements, would be landscaped.	• The setbacks changes under the ***Draft MIMP*** would not occur (e.g., the minimum front lot line setback for buildings greater than 65 ft. would not be increased to 10 ft.).	
Open Space & Campus Design Features • The open space, landscape, and screening requirements of the underlying zones would be superseded by provisions of the ***Draft MIMP*** and would be replaced by design guidelines and development standards to be implemented on an institution-wide basis. A minimum of 30% of SCC-owned parcels within the MIO District boundary would be preserved as open/green space (compared to 31% under existing conditions). These spaces would include ground-level lawns, planting beds, plazas and walkways, as well as elevated plazas and green roof areas, if available for public use.	• Most of the campus design features described for the ***Draft MIMP*** could be accomplished with the ***No Boundary Extension Alternative***. Street and open space improvements could occur; one district gateway enhancement (at the entry to Broadway Edison II and the Student Union) would likely occur; however, pedestrian improvements likely would not occur.	• Most of the campus design features described for the ***Draft MIMP*** could be accomplished with the ***No Action Alternative***. Street and open space improvements could occur; one district gateway enhancement (at the entry to Broadway Edison II and the Student Union) would likely occur; however, pedestrian improvements likely would not occur.
3.10 – SHADOWS on OPEN SPACES		
• New buildings constructed under the ***Draft MIMP*** would not be expected to contribute to significant additional shading of off-campus open space areas where shadow impacts may be mitigated per SMC 25.05.675 (Cal Anderson Park). Some additional new shading could occur to on-campus open space areas; however, the new shading would not be considered significant given the small amount of additional shading that would occur, and as compared to the shading conditions that already occur under existing conditions.	• Similar to that described under the ***Draft MIMP***.	• Existing shading conditions would continue under the ***No Action Alternative***.

DRAFT MIMP	No Boundary Expansion Alternative	No Action Alternative
3.11 – TRANSPORTATION		
• Trip Generation - Total net new trip generation would be as follows: Total daily vehicle trips: 2,946 AM Peak Hour: 223 PM Peak Hour: 250	• Same as that described for the ***Draft MIMP***.	• Total net new trip generation would be as follows: Total daily vehicle trips: 2,872 AM Peak Hour: 210 PM Peak Hour: 250
• Street System - The street system within the study area would be consistent with the ***No Action Alternative*** and with no changes in connectivity, impacts would not be significant.	• Same as that described for the ***Draft MIMP***.	• The ***No Action Alternative*** assumes no change in campus vehicle access and circulation.
• Non-Motorized Transportation - No changes to the existing off-campus non-motorized system are assumed with the ***Draft MIMP***. The ***Draft MIMP*** would improve on-campus connections and provide required frontage improvements where new buildings are constructed. The sidewalk analysis showed no significant impacts as result of the campus population growth. The ***Draft MIMP*** would continue to provide bicycle amenities on-campus and make improvements and/or additions as the ***Draft MIMP*** develops. A bicycle plan is being prepared as part of the MIMP to help prioritize bicycle parking and amenities on-campus.	• Same as that described for the ***Draft MIMP***.	• No changes to the existing non-motorized system are assumed with the ***No Action Alternative*** as no improvements were identified in the review of the CIP. Pedestrian volumes would increase based on growth campus population and background growth related to changes in the surrounding land use. Pedestrians would have ample space to walk at preferred speeds and along segments without experiencing inconveniences due to lack of capacity.
• Transit Service - Transit activity with the ***Draft MIMP*** would decrease slightly (i.e., a decrease of 9 to 19 person trips during the weekday peak hours) compared to the ***No Action Alternative***. The decrease in transit activity is due to students living closer to campus with more on-campus student housing. The results of the transit analysis with the ***Draft MIMP*** would be similar to the ***No Action Alternative***. The analysis shows there is vehicle and stop waiting area capacity to accommodate the Alternatives.	• Same as that described for the ***Draft MIMP***.	• Transit facilities on-campus are not anticipated to change with the ***No Action Alternative***. The transit agencies have plans to increase service and frequency to campus. The transit vehicle capacity and stop waiting area analysis for the ***No Action Alternative*** indicates that the transit stops surrounding the campus are forecast to continue to have ample pedestrian waiting areas with operations of LOS A during the AM peak period and LOS B or better during the PM peak period.
• Traffic Volumes/Operations – Under the ***Draft MIMP***, all study intersections would operate at an acceptable LOS except: – Broadway/E Pike Street Intersection (PM) – Broadway/Southwestern Parking Lot (AM and PM – Boylston Avenue/E Pine Street Intersection (AM and PM)	• Same as that described for the ***Draft MIMP***.	• Under the ***No Action Alternative***, the off-site study intersections and parking lot access points would continue to operate acceptably at LOS D or better during the weekday AM and PM peak hour with the exception of the following: – Boylston Avenue/E Pine Street (AM and PM) – Broadway/E Pike Street (PM) – Broadway/Parking Lot at Howell Street (PM) – Broadway/Parking Lot at E Pike Street (PM)
• Traffic Safety - As traffic volumes increase, traffic safety issues could increase proportionally. The total number of person trips are forecast to increase with the ***Draft MIMP*** relative to the ***No Action Alternative*** due to more student housing on campus.	• Same as that described for the ***Draft MIMP***.	• As traffic volumes increase, traffic safety issues could increase proportionally. Existing collision data was primarily collected prior to the completion of the *Pike Street Mobility Improvements* project in September 2019. The intention of this project was to reduce collisions. Therefore, collisions with pedestrians and bicyclists along this corridor are expected to level off or decrease.
• Parking - The ***Draft MIMP*** removes the parking accessed via Broadway and up to 494 parking stalls are planned, which includes redeveloping the existing Harvard garage with 261 stalls, new ITEC parking garage with 198 stalls, and the SAM garage with 35 stalls. New parking constructed will prioritize electric vehicles, carpooling, and other sustainable modes such as bike and scooter parking.	• Same as that described for the ***Draft MIMP***.	• No change to the existing parking supply of 608 stalls is proposed with the 2035 ***No Action Alternative.***
• Loading - Loading activities associated with service and deliveries is anticipated to continue to be centralized with the ***Draft MIMP*** at the Edison Building near the intersection of Harvard Avenue and E Olive Street. Campus garbage would also continue to be centralized. The proposed student housing is anticipated to accommodate move-in/move-out activity for students within the proposed parking associated that is planned as part of the student housing project.	• Same as that described for the ***Draft MIMP***.	• Similar to that described for the ***Draft MIMP***, except for the provision of student housing, which would not occur under the ***No Action Alternative***.

DRAFT MIMP	No Boundary Expansion Alternative	No Action Alternative
3.12 – CONSTRUCTION		
Air Quality • Development activity could result in temporary, localized increases in particulate concentrations due to emissions from construction-related sources.	• Same as that described for the ***Draft MIMP***.	• The ***No Action Alternative*** would entail no new plans for construction, just renovation of facilities. Assumptions regarding air quality-related construction impacts associated with the ***No Action Alternative*** would be much less than those identified for the ***Draft MIMP***.
• Demolition and renovation of existing structures would require the removal and disposal of building materials, some of which could contain asbestos.	• Same as that described for the ***Draft MIMP***.	
• In general, construction contractor(s) would be required to comply with PSCAA regulations that prohibit the emission of any air contaminant in sufficient quantities and of such characteristics and duration that may be injurious to human health, plant or animal life, or property, or that unreasonably interfere with enjoyment of life and property.	• Same as that described for the ***Draft MIMP***.	
• Construction equipment and material hauling could affect traffic flow within the vicinity of the project site, especially if construction vehicles travel during peak periods or other heavy-traffic hours of the day and pass-through congested areas.	• Same as that described for the ***Draft MIMP***.	
Noise • Noise from demolition and construction activities for new or expanded facilities have the potential to impact nearby receivers, particularly sensitive uses such as residences, schools, or hospitals. For daytime construction activities, the Seattle Noise Code allows temporary construction to exceed the noise limits applied to long-term operations by a set amount. The temporary nature of construction coupled with its restriction to daytime hours minimizes the potential for significant impacts from construction activities and equipment.	• Same as that described for the ***Draft MIMP***.	• The ***No Action Alternative*** would entail no new plans for construction, just renovation of facilities. Assumptions regarding noise-related construction impacts associated with the ***No Action Alternative*** would be much less than those identified for the ***Draft MIMP***.
Transportation • A primary construction impact would be the excavation and removal of soil from the construction sites. This activity would require the use of heavy earth moving machinery on the construction site and truck traffic on adjacent roads. Depending upon individual project designs, fill material may also need to be delivered to construction sites.	• Same as that described for the ***Draft MIMP***.	• The ***No Action Alternative*** would entail no new plans for construction, just renovation of facilities. Assumptions regarding traffic-related construction impacts associated with the ***No Action Alternative*** would be much less than those identified for the ***Draft MIMP***.
• During construction projects, large trucks would make trips to the site to deliver cranes, machinery, and other construction equipment; construction materials (e.g. steel, wood for forms/framing, and concrete); and other materials including prefabricated building components, sheet rock, and building machinery (e.g., HVAC, plumbing, electrical equipment, etc.). Concrete deliveries usually occur early in the overall construction schedule and decline in frequency as the construction process continues.	• Same as that described for the ***Draft MIMP***.	
• The presence of temporary work forces on-campus would increase the demand for construction-worker parking. It is anticipated that campus parking may accommodate a part of this increased demand.	• Same as that described for the ***Draft MIMP***.	
• As individual projects are planned and Master Use Permits applied for, the need for a construction traffic management plan and/or street use permits will need to be evaluated if a project is likely to impact traffic flow on nearby streets.	• Same as that described for the ***Draft MIMP***.	

1.4 SUMMARY OF MITIGATION MEASURES AND SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS

Earth

Mitigation Measures

Project-specific geotechnical studies will be required for each future project within the SCC MIO area.

Soils

- Earthwork impacts will be reduced if construction is performed during the dry season and will be mitigated by following the City of Seattle Department of Construction and Inspections (SDCI) requirements.

- It is anticipated that buildings can be supported on conventional spread footings bearing on undisturbed dense to very dense glacial soils.

- Structural fill placed to construct pavement areas, placed below foundations and slabs, to backfill retaining walls and utility trenches, and placed against foundations should consist of imported Gravel Borrow (City of Seattle Type 17) and should be mechanically compacted to a firm condition.

- Effective erosion and sedimentation control must be implemented during construction so that potential impacts to adjacent areas are reduced. Effective methods of erosion control at construction sites include efficient surface water management, minimization of the size of disturbed areas, and erosion resistant slope covers. Erosion and sedimentation control measures should include proper channeling of surface water runoff into lined diversion ditches that incorporate energy dissipaters, and use of straw bales, geotextile silt fences, and straw mulch, as appropriate for temporary protection of exposed soils. Disturbed areas should be finish graded, protected, and vegetated as soon as practicable to reduce the risk of erosion. Erosion and sedimentation control measures should be installed and maintained in accordance with the requirements of the City of Seattle.

- Stormwater entering excavation can likely be handled by digging interceptor trenches in the excavations and pumping from sumps. The seepage water if not intercepted and removed from the excavations will make it difficult to place and compact structural fill and may destabilize cut slopes.

- For permanent drainage control, all paved and landscaped areas should be graded so that surface drainage is directed away from buildings to appropriate catch basins. Water collected in roof downspout lines must not be routed to the footing drain lines. Collected downspout water should be routed to appropriate discharge points in separate pipe systems.

- If excavations are completed close to existing infrastructure, underpinning of adjacent buildings and temporary shoring will likely be required depending on the depth of the planned excavation.

- Perimeter footing drains should be installed around new buildings.

- On-grade floor slabs for buildings should be underlain by at least 4 inches of clean crushed rock for uniform support and as a capillary break.

- Permanent cut or fill slopes should be constructed at inclinations of 2H:1V or flatter. Permanent slopes constructed at 3H:1V or flatter provide better conditions for future maintenance. Structural fill placed to construct permanent fill slopes should be compacted.

- To reduce erosion, newly constructed permanent slopes should be planted or hydroseeded shortly after completion of grading. Until dense vegetation is established, some sloughing and raveling of the slopes should be expected. This may require localized repairs and reseeding. Temporary covering, such as clear heavy plastic sheeting, jute fabric, or erosion control blankets could be used to protect the slopes during periods of rainfall.

Groundwater

- Shallow, perched groundwater zones and artesian groundwater conditions may be encountered during grading activities within native soils or fill soils, particularly during the wet winter and spring months. If groundwater seepage is encountered during shallow excavations, excavating interceptor trenches and pumping from sumps would be used.

Seismic

- The City of Seattle has adopted the applicable 2018 International Building Codes for new and existing structures under Chapter 22 of the City Code. Chapter 22 or superseding codes will be updated over the period that this Master Plan is considered valid. Therefore, seismic hazards for new or remodeled structures and facilities will be mitigated by following the applicable codes that are valid at the time of design and construction.

Significant Unavoidable Adverse Impacts

No significant unavoidable adverse earth-related impacts have been identified and none are anticipated.

Air Quality

Mitigation Measures

Operation of Proposed Action or Alternatives

Operation of the ***Draft MIMP*** or ***EIS Alternatives*** is not anticipated to result in any significant adverse air quality impacts. Consequently, no specific additional mitigation is necessary or proposed. On-going Transportation Management Plan (TMP) measures implemented by SCC

would reduce overall campus vehicle trip generation and reduce related impacts on campus and in the surrounding vicinity. Please refer to **Section 3.11 – Transportation** for additional information regarding the TMP.

GHG and Sustainability

The environmental analysis described above does not quantify or take into consideration any potential efforts to reduce climate change-related impacts by incorporating sustainable features into the development. Sustainable features would be incorporated into individual projects as they are built to reduce the impacts quantified in this section through compliance with requirements of Building and Energy Codes. Green building technologies could be considered in the approach to the design of buildings, and in ongoing site programming and management.

Significant Unavoidable Adverse Impacts

No significant unavoidable adverse air quality or greenhouse gas emission-related impacts have been identified and none are anticipated.

Plants and Animals

Mitigation Measures

- Site planning around exceptional trees would follow the requirements outlined in SMC 25.11, which outlines replacement requirements for Tier 2 trees and trees over 24 inches that are removed for development.

- Site planning around trees in environmentally critical areas (ECAs) would follow the requirements outlined in SMC 25.09.070, which requires mitigation sequencing at project review. Mitigation for lost tree canopy in developed areas of the site could likely include restoration and planting in the steep slope areas.

- All pruning required for construction clearance must be performed by an ISA certified arborist conforming to current ANSI A300 standards.

- Trees should be surveyed prior to construction and final impacts analyzed. Tree retention should be considered throughout the design process to ensure that trees with high retention value can be protected.

- When developing the campus, the locations of groves in particular, individual exceptional trees, and other trees of all sizes should be taken into consideration to ensure a diversity of size, age, and species on campus.

- Each proposed/potential development project that is built on campus would be required to replace trees that are removed and to provide new landscaping on campus, which would help to mitigate the short-term impact of this loss of habitat.

- The ***Draft MIMP*** features “Greenspace Standards”, including:
  - Plants and groundcover that are drought tolerant, climate adaptive, and promote urban habitat should be used.

- Use stormwater treatment strategies to greenify campus and mitigate stormwater.
- Campus landscaping and right-of-way improvements should support urban wildlife by creating new habitat for insect and birds through design and planting for green roofs, walls, and planting beds. Maximize the use of native plantings.

Significant Unavoidable Adverse Impacts

As indicated in this section, certain existing trees and/or habitat on campus could be removed or affected by adjacent ground disturbance during construction. With implementation of proposed mitigation measures noted above, no additional significant unavoidable adverse impacts to plant species on-site or proximate to the site are anticipated under the ***Draft MIMP***.

Environmental Health

Mitigation Measures

Previous environmental investigations have identified the presence of several properties where there is the potential for contaminants to be present in soil beneath the structures on site and may be encountered during construction of a proposed project. Redevelopment of planned and potential projects identified in the ***Draft MIMP*** would include excavation, management, and disposal of soil and accumulated construction stormwater, which could have detectable concentrations of hazardous substances.

A contamination media management plan (CMMP) would be prepared at the time that each specific project is proposed for development that describes the actions that will be taken during construction of the proposed development in response to the known soil contamination present at the property. The CMMP will be prepared prior to the start of construction once the development design has progressed sufficiently to understand the location and depths of excavations needed for foundation and utility installations. The CMMP would include the following:

- A requirement that the earthwork contractor performing excavation activities have a health and safety plan in-place that describes worker protection methods if contaminated soils encountered;
- Procedures to properly decommission any unknown USTs encountered during construction and remove them from the project property;
- Procedures to manage contaminated soil when/if it is encountered during construction;
- Procedures to manage accumulated stormwater and/or perched groundwater (if any) generated during construction; and
- Procedures for responding to the discovery of unanticipated conditions.

At the conclusion of the excavation and removal of contaminated soil, a report documenting the work completed would be prepared and submitted to the Department of Ecology consistent with the applicable state regulations.

A Hazardous Building Materials Survey (HBMS) would be conducted/prepared at the time that each specific building is proposed for demolition/redevelopment/renovation. As necessary, abatement would be conducted in accordance with applicable state requirements.

Significant Unavoidable Adverse Impacts

With implementation of the mitigation measures listed above, no significant unavoidable adverse environmental health-related impacts are anticipated.

Land Use

Mitigation Measures

Ultimately, the guidelines and development standards of the ***Draft MIMP*** would guide redevelopment of the Seattle Central College campus over the long-term. These plans, regulations and standards, along with individual project review by the College and the City, would serve as mitigation to preclude potential significant land use impacts from future redevelopment and ensure compatibility among site uses and uses in the site vicinity. Mitigation measures for indirect land use impacts (i.e. noise, transportation, aesthetics, etc) are addressed in their respective sections of this Draft EIS and through applicable City codes.

Significant Unavoidable Adverse Impacts

Proposed redevelopment on the Seattle Central College campus under the ***Draft MIMP*** would result in an intensification of development on campus and increased on-campus population. Activity levels on campus and in the vicinity of campus would also increase in conjunction with on-campus population and the development of student housing. Development under the ***Draft MIMP*** could result in the potential demolition of up to three existing structures. However, these impacts are not considered to be significant.

Housing

Mitigation Measures

The ***Draft MIMP*** identifies approximately 506 new student beds on-campus, which would help to reduce potential housing impacts associated with new students and allow the College to house some students in on-campus facilities. No direct housing impacts (demolition) are anticipated as a result of the planned or potential projects. The following measures could be implemented to mitigate housing impacts in the event that any housing is proposed for demolition in the future.

- SCC would comply with the City of Seattle's Tenant Relocation Assistance Ordinance in the event that any rental housing were proposed for demolition.

Significant Unavoidable Adverse Impacts

No significant unavoidable adverse housing impacts are anticipated.

Historic Resources

Mitigation Measures

The following measures could be implemented to mitigate impacts to historic resources:

- A historical analysis (MUP Appendix A report) would be prepared for any structure 50 years of age or older that is proposed for demolition. The analysis would be required at the time of submittal of a Master Use Permit for the replacement project and referred to the Department of Neighborhoods for review.

- New buildings constructed adjacent to or across the street from a designated historic Landmark would need to be referred to the Department of Neighborhoods for review.

- A Certificate of Approval would be required before changes could be made to a designated City Landmark.

- The Westminister Presbyterian Church, although not required to undergo the City Landmarks process, meets the criteria to be listed in the NRHP. Therefore, demolition of the church could require mitigation. Under SEPA, DAHP can request mitigation but it is up to the local jurisdiction to require (Department of Neighborhoods) it.

Significant Unavoidable Adverse Impacts

Development under the ***Draft MIMP*** could result in a direct significant impact to a potential historic resource – the Westminister Presbyterian Church.

No significant adverse impacts to historic resources would be anticipated under the ***No Boundary Expansion Alternative*** or the ***No Action Alternative***.

Aesthetics - Viewshed

Mitigation Measures

No significant adverse viewshed-related impacts are anticipated to result from the SCC ***Draft MIMP,*** and no mitigation is necessary.

Significant Unavoidable Adverse Impacts

No significant unavoidable adverse aesthetic (viewshed-related) impacts are anticipated.

Aesthetics - Height, Bulk and Scale

Mitigation Measures

The following measures could be implemented to better integrate new development into the neighborhood and lessen impacts related to height, bulk, and scale:

- New development could be implemented in accordance with general policies, development programs, and development standards in the ***Draft MIMP***.
- Planned development could occur in accordance with Design Guidelines for Seattle, Capitol Hill Neighborhood, Capitol Hill Light Rail Station, and Pike/Pine Neighborhood.
- Building setbacks could exceed the setback requirements of the underlying campus zoning and provided separation between uses.
- Proposed campus design features (e.g., open space improvements, district gateway enhancements, street improvements, and pedestrian enhancements) could enhance the appearance of the campus and community.
- Proposed landscaping could provide screening in areas where there could be height/bulk/scale impacts on adjacent uses.

Significant Unavoidable Adverse Impacts

Development under the ***Draft MIMP*** would result in changes to the visual character of the campus, including increased building height, bulk, and scale. With implementation of general policies, development programs, and development standards in the ***Draft MIMP***, most of the changes to visual character and height, bulk, and scale could be interpreted as positive changes because the proposed changes would be designed to enhance the appearance of the campus and reduce impacts on adjacent neighborhoods; therefore, significant aesthetic impacts are not anticipated.

Shadows on Open Spaces

Mitigation Measures

No significant adverse shadow impacts are anticipated under the ***Draft MIMP***; therefore, no mitigation measures are required.

Significant Unavoidable Adverse Impacts

Shadow impacts associated with development of the ***Draft MIMP,*** the ***No Boundary Expansion Alternative,*** and the ***No Action Alternative*** would not be expected to result in significant impacts to on- or off-campus open spaces.

Transportation

Mitigation Measures

This section presents mitigation measures that would offset or reduce potential impacts of the ***Action Alternatives***. The impacts of the ***Action Alternatives*** are similar and would be improved by a consistent set of mitigation measures.

Intersection Improvements

The ***Action Alternatives*** would impact the Boylston Avenue/E Pine Street intersection. However, traffic volume signal warrants are not met, so a signal is not proposed. Impacts of the ***Action Alternatives*** could be mitigated at this intersection by:

- **Installing Pedestrian Improvements** – Curb bulbs exist along the east side of the intersection. Similar curb bulbs could be installed on the west corners of the intersection to reduce the pedestrian crossing distance. Pedestrian improvements would not change the LOS at this intersection; however, they would improve pedestrian safety.
- **Restrict Movements During the Peak Periods** – Restricting the southbound left and through movements during the peak periods would significantly reduce delay and pedestrian conflicts. Restricting these movements would result in additional local circulation to access the adjacent signalized intersections along E Pine Street. As noted in the evaluation of traffic operations, some drivers may choose to divert to signalized intersections regardless of restriction rather than experience the long delays at unsignalized intersections.
- **Removing parking** – By removing the existing parking along the west side of Boylston Avenue, a separate southbound right and southbound left/through lane could be provided to reduce delays to right-turning vehicles at the intersection.

Pedestrian Crossing

The Action Alternatives would increase the number of pedestrians to and from the campus. Specifically, activity in this area of campus would increase with the expansion of the Student Union. The analysis of pedestrian volumes between the campus and Cal Anderson Park showed a crosswalk would be warranted under the Action Alternatives. It is recommended that the midblock crosswalk be installed on Nagle Place between the campus and Cal Anderson Park with the Student Union project.

Loading Management

The Action Alternative would provide student housing. This would result in a concentration of move-in/move-out activity at the beginning and end of the school year. SCC would develop a plan for managing the student housing activity considering elements such as:

- Closing a portion of the garage for move-in/move-out
- Temporary traffic control at the Boylston Avenue/E Pine Street and Harvard Avenue/E Pine Street intersections
- Assigning arrival and departure times

SCC would monitor loading needs for both student housing and other campus activities and allocate additional on-campus parking for loading or short-term parking, if needed.

Transportation Management Plan

In addition to the proposed intersection improvements, the proposed TMP would include programs and strategies applicable to faculty, resident and commuter students, and staff that are designed to reduce parking and traffic demands associated with projected growth at SCC. A 15 percent SOV goal for the daytime campus population (students and employees) is proposed for the MIMP. The TMP defines programs included in the Transportation and Parking Element of the Master Plan per SMC 23.69.030.F. The SCC TMP is provided in Chapter 6 of the MIMP and includes programs and strategies that address bicycle and pedestrian amenities, parking management, transit programs and incentives, carpool/vanpool programs and incentives, shared mobility amenities, and telecommuting benefits.

Significant Unavoidable Adverse Impacts

Development of the ***Draft MIMP*** and an increase in on-campus population of up to 7,500 student FTE by the year 2035 would result in increases in all travel modes – vehicles, transit, pedestrians, and bicycles. It is anticipated that with the proposed mitigation there would be no significant and unavoidable impacts related solely to campus growth.

The Boylston Avenue/E Pine Street intersection would operate at LOS F under the ***No Action Alternative*** and ***Action Alternatives*** and potential improvements at this location are limited. This is considered a cumulative significant and unavoidable adverse impact that would likely occur with or without the ***Draft MIMP***. On-going TMP measures implemented by the SCC would reduce overall campus vehicle trip generation and reduce related impacts at this intersection.

Construction

Mitigation Measures

Air Quality

Although significant adverse air quality impacts are not anticipated due to construction of the planned and potential projects, construction contractors would be required to comply with all relevant federal, state, and local air quality regulations.

Construction contractors could minimize emissions from diesel-powered construction equipment to the extent practicable, by taking steps such as implementation of best management practices that would reduce emissions related to project construction. Management practices for reducing the potential for air quality impacts during construction include measures for reducing both exhaust emissions and fugitive dust.

- Use only equipment and trucks that are maintained in optimal operational condition.
- Require all off-road equipment to have emission reduction equipment (e.g., require participation in Puget Sound Region Diesel Solutions, a program designed to reduce air pollution from diesel, by project sponsors and contractors).
- Use car-pooling or other trip-reduction strategies for construction workers.
- Implement restrictions on construction truck and other vehicle idling (e.g., limit idling to a maximum of five minutes).
- Spray exposed soil with water or other suppressant to reduce emissions and deposition of particulate matter.
- Pave or use gravel on staging areas and roads that would be exposed for long periods.
- Cover all trucks transporting materials, wetting materials in trucks, or providing adequate freeboard (space from the top of the material to the top of the truck bed), to reduce emissions and deposition of particulate matter during transport.
- Provide wheel washers to remove particulate matter that would otherwise be carried off-site by vehicles in order to decrease deposition of particulate matter on area roadways.
- Cover dirt, gravel, and debris piles as needed to reduce dust and wind-blown debris.
- Stage construction to minimize overall transportation system congestion and delays to reduce regional emissions of pollutants during construction.

Other than direct construction equipment and activity emissions that would be addressed as described above, the largest potential emissions source related to facility construction would be traffic-related emissions associated with disrupted and/or rerouted traffic in the site vicinity.

With appropriate controls, construction-related diesel emissions would not be expected to significantly affect air quality in the project vicinity.

Noise

Some relatively simple and inexpensive practices can reduce the extent to which people are affected by construction noise and ensure that construction noise levels stay within the applicable daytime sound level limits. Examples include using properly sized and maintained mufflers, engine intake silencers, engine enclosures, and turning off idle equipment. Construction contracts can specify that mufflers be in good working order and that engine enclosures be used on equipment when the engine is the dominant source of noise.

Stationary equipment could be placed as far away from sensitive receiving locations as possible. Where this is infeasible, or where noise impacts are still significant, portable noise barriers could be placed around the equipment with the opening directed away from the sensitive receiving property. These measures are especially effective for engines used in pumps, compressors, welding machines, and similar equipment that operate continuously and

contribute to high, steady background noise levels. In addition to providing about a 10-dBA reduction in equivalent sound levels, the portable barriers demonstrate to the public the contractor's commitment to minimizing noise impacts during construction.

Substituting hydraulic or electric models for impact tools such as jack hammers, rock drills and pavement breakers could reduce construction and demolition noise. Electric pumps could be specified if pumps are required.

Although, as safety warning devices back-up alarms are exempt from noise ordinances, these devices emit some of the most annoying sounds from a construction site. One potential mitigation measure would be to ensure that all equipment required to use backup alarms utilize ambient-sensing alarms that broadcast a warning sound loud enough to be heard over background noise but without having to use a preset, maximum volume. Another alternative would be to use broadband backup alarms instead of typical pure tone alarms. Such devices have been found to be very effective in reducing annoying noise from construction sites. Requiring operators to lift rather than drag materials wherever feasible can also minimize noise from material handling.

Construction staging areas expected to be in use for more than a few weeks should be placed as far as possible from sensitive receivers, particularly residences. Likewise, in areas where construction would occur within about 200 feet of existing uses (such as residences, schools/classrooms, and noise-sensitive businesses), effective noise control measures (possibly outlined in a construction noise management plan) should be employed to minimize the potential for noise impacts. In addition to placing noise-producing equipment as far as possible from homes and businesses, such control could include using quiet equipment and temporary noise barriers to shield sensitive uses and orienting the work areas to minimize noise transmission to sensitive off-site locations. Although the overall construction sound levels will vary with the type of equipment used, common sense distance attenuation should be applied. Additionally, effort could be made by the College to plan the construction schedule to the extent feasible with nearby sensitive receivers to avoid the loudest activities (e.g., demolition or jackhammering) during the most sensitive time periods (e.g., final exams at the College). The construction noise management plan would again be an appropriate location to identify these types of conflicts and establish less-intrusive construction schedules.

Transportation

- A construction management plan describing procedures for construction activity including such items as truck routes, hours of operation, and construction parking would be developed for approval by the City.

- The proponent would coordinate with Metro transit relative to construction activity that could affect transit service proximate to the project site.

- Where existing sidewalks or walkways are temporarily closed during construction, alternative routes would be provided to maintain pedestrian circulation patterns.

- For pedestrian safety, a covered walkway with staging would be provided along portions of roadways adjacent to the project site.

Significant Unavoidable Adverse Impacts

Air Quality

While some construction-related air quality impacts would be unavoidable, with the mitigation proposed and given the anticipated duration, none are considered to be significant.

Noise

Construction noise has the potential to affect multiple residential and other sensitive properties in the vicinity of the Seattle Central College campus. The City of Seattle has established specific noise limits for construction activities that occur during daytime hours. These limits vary depending on the zoning of the source and receiving properties and will be different for each of the proposed new or expanded buildings. Those projects located in an MR (Residential Multifamily) zone and potentially affecting nearby residences in an MR or Single-Family zone have the greatest potential for noise impacts. Careful attention should be given to the demolition and construction plans for these facilities in order to ensure that the construction activities can comply with the applicable noise limits.

Transportation

No significant unavoidable adverse impacts are anticipated.

SECTION II

PROJECT DESCRIPTION – DRAFT MIMP and OTHER ALTERNATIVES

SECTION II

PROJECT DESCRIPTION – DRAFT MIMP and OTHER ALTERNATIVES

2.1 PROPONENT/PROJECT LOCATION

Proponent

This proposed ***Major Institution Master Plan*** is sponsored by Seattle Central College.

Project Location

Seattle Central College is located within Seattle's Capitol Hill and Pike-Pine neighborhoods. The campus encompasses portions of seven blocks and an area of approximately 10 acres, excluding public rights-of-way.[1] Campus boundaries extend from south of E. Denny St. on the north to E. Pike St. on the south, a distance of about 1,600 ft., and from Boylston Ave. on the west to Nagle Pl. on the east, a distance of roughly 800 ft. **Figure 2-1** is a regional map of the City depicting the location of SCC and **Figure 2-2** is a vicinity map of the campus and immediate surrounding area.

2.2 BACKGROUND INFORMATION

The following provides an overview of the Seattle Colleges District and, more specifically, Seattle Central College. Information relative to the college addresses existing programs offered, enrollment/staffing, existing campus facilities, the major institution planning process, and phased environmental review.

Seattle Colleges District

- Seattle Central College is one of three colleges and six specialty training facilities that comprise the Seattle Colleges District. Each of these facilities is depicted in **Figure 2-3** and they include:

    - **Seattle Central College** includes the college, which is located in the central portion of the City, as well as the Health Education Center in Pacific Tower, Wood Technology Center, and the Seattle Maritime Academy;

[1] SCC through the State of Washington currently owns an area of 419,127 sq. ft. (approximately 9.62 acres) within the City's existing, designated Major Institution Overlay (MIO) zoning boundary. An area of approximately 16,060 sq. ft. that is located within the existing MIO boundary is not owned by SCC.

Source: Schreiber Starling Whitehead Architects, 2022

EA Engineering, Science, and Technology, Inc., PBC

Figure 2-1
Regional Map

Source: SCC Preliminary Draft MIMP, 2022

EA Engineering, Science, and Technology, Inc., PBC

Figure 2-2
Vicinity Map

- **North Seattle College** -- located in the north-central portion of the City; and

- **South Seattle College** – located in the southwest portion of the City and which also includes the Georgetown Campus, and the New Holly Learning Center.

- The Seattle Colleges District is governed by a board of trustees that are appointed by the governor and approved by the Washington state Senate. The chancellor administers programs on behalf of the trustees and presidents of the three colleges report to the chancellor.

- Student enrollment associated with all facilities within the Seattle Colleges District approximates 45,000 students each year.[2] This level of enrollment makes the Seattle Colleges District the second largest institution of higher education in Washington state.[3]

- Collectively, the three colleges and the associated specialty training facilities offer over 130 educational programs in such areas as:

  - arts, design and graphics;
  - health and medical;
  - business and accounting;
  - science, technology, and math;
  - culinary, hospitality, and wine;
  - skilled trades and technical training;
  - education and human services; and
  - social sciences, humanities and language.

- The programs that are offered can lead to a certificate, a two-year associate degree with a direct pathway to a career, a two-year associate degree for transfer to a four-year institution, or a bachelor's degree in an applied field.

- Seattle Central College opened in 1966 and North Seattle and South Seattle opened in 1970.

- 2019 - 2020 enrollment at SCC was 6,479 Full Time Equivalent (FTE)[4] students; staff and faculty during this same timeframe approximated 295 and 381, respectively. 2021-2022 enrollment was 4,782 FTE students; staff and faculty during this same timeframe approximated 295 and 381, respectively.

Washington State Community College Population Growth

Enrollment growth at community-type colleges differs from that of four-year institutions. Unlike four-year institutions, enrollment at community-type colleges is typically driven by characteristics of the community surrounding the college and is not related to or less related to specific programs offered by the college.

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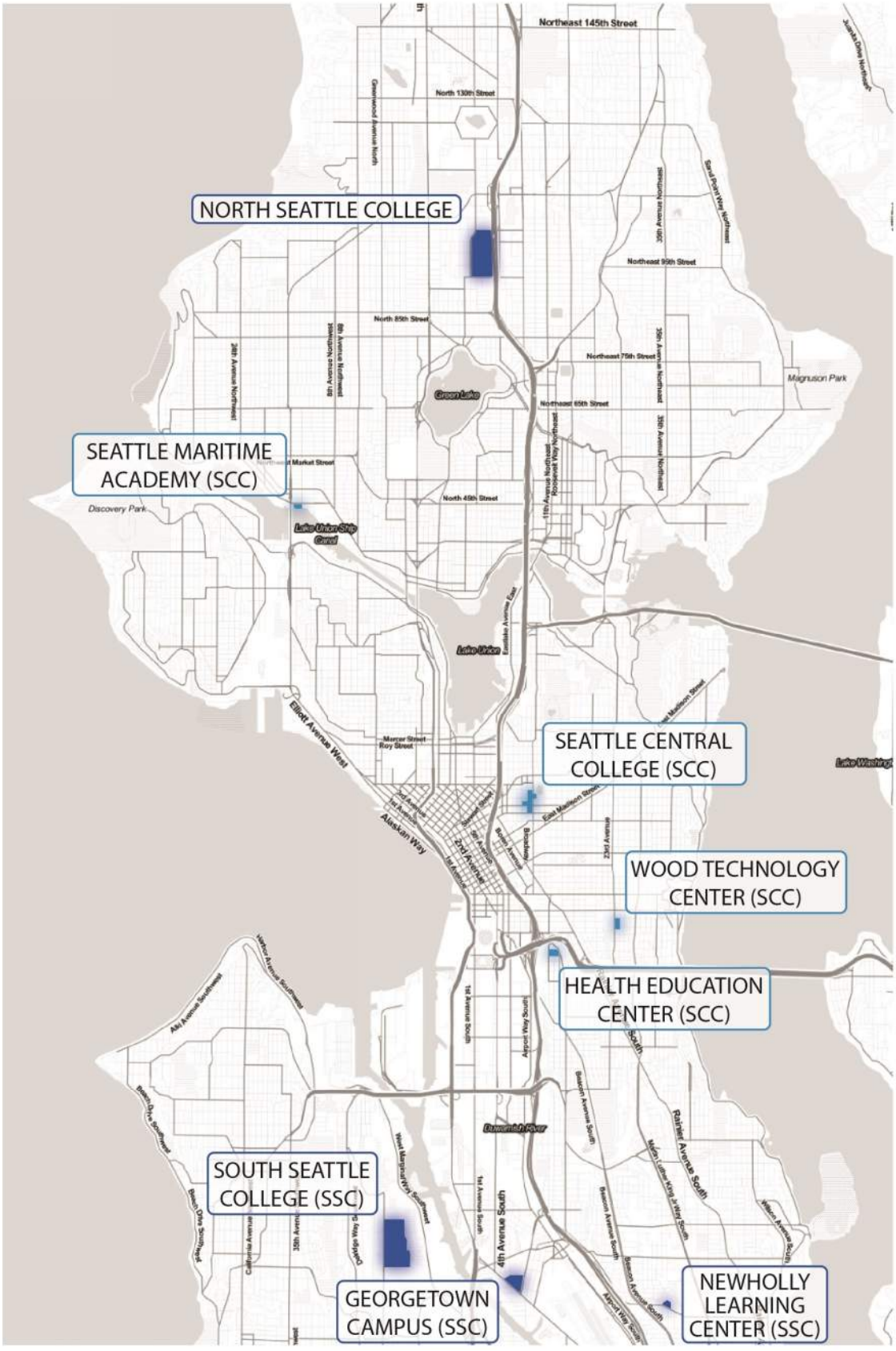
2 https://www.seattlecolleges.edu/about/facts-and-figures

3 The University of Washington is the largest with an enrollment of 60,081 across all three campuses (2022).

4 An FTE equates to one student taking a full academic load of 15 credits.



Source: SCC Preliminary Draft MIMP, 2022

EA Engineering, Science, and Technology, Inc., PBC

Figure 2-3
Seattle Colleges District Facilities

Seattle Central College - **Overview**

- **Programs** -- Seattle Central College offers over 25 fields of study and five major educational programs, as outlined below.

  - **Bachelor Degree Program** – SCC offers degrees in **Community Health & Education**, **Dental Hygiene**, **Healthcare Services Management**, **Respiratory Care**, **Applied Behavioral Science**, and **IT-Networking.**

    Seattle Central is accredited by the Northwest Commission on Colleges and Universities to confer four–year Bachelor of Applied Science (B.A.S.) degrees. These "applied" degrees build on associate degrees and provide workplace skills in specific career areas. Compared to traditional four–year degrees at universities, applied bachelor's degrees incorporate more hands–on learning focused on a particular industry. They are designed with strong internship components and often offer credit for prior learning and workplace experience.

  - **College Transfer** – SCC offers a program of study that is transferable to a four-year college or university for completion of a bachelor's degree.

  - **Career Training** – Programs include: **Business Technology Management**; **Creative Arts & Design**; **Culinary**; **Education & Human Services**; **Healthcare; IT, Web & Programming**; **Maritime**; and **Wood Technology**.

  - **High School Programs**
    - Head Start allows eligible high school students to take courses and earn college credit while still in high school.

    - Running Start gives qualified 11th or 12th grade students the opportunity to take credit classes at SCC and receive both college and high school credit for these classes with tuition paid by the state.

    - CTE Dual Credit is a technical program that enables the student to get college credit for approved high school classes and then continue on to the technical college program at SCC.

    - International Student Programs offer opportunities for current high school students to studying abroad at an American college campus.

    - Earn High School Diploma – SCC offers a variety of programs to help a student finish their high school education.

    - General Education Development (GED) – This program helps the student prepare for the GED, a certificate similar to a high school diploma.

    - High School 21+ -- This program is for students over the age of 21 and it provides a pathway for students with work or life experience to show they meet the requirements of a Washington State high school diploma.

- High School Completion program provides students an opportunity to earn a high school diploma in a college setting, substituting college classes for remaining high school requirements.

- **Basic & Transitional Studies** offers a variety of programs to help learners of all levels to prepare for college and career readiness, specifically:

  - Adult Basic Education;
  - English as a Second Language;
  - General Educational Development;
  - Integrated Basic Education & Skills Training;
  - Test Prep;
  - High School Programs;
  - Volunteer Tutoring; and
  - Learning Center Seattle.

- **Enrollment, Employment Data**[5] – The following summarizes data for the 2021-2022 academic year.

  - **Headcount** – 10,178 students;

  - **Full-time Equivalent Students** – 4,782;

  - **Faculty / Staff** – 130 Full-time, 251 Part-time / 295

  - **Enrollment by Program Type** – 43% were enrolled in academic transfer programs, 24% were enrolled in workforce educational programs, 12% were enrolled in Basic Skills programs, and 22% were enrolled in other programs;

  - **Average Age of Students** – 24 years old;

  - **Gender** – 60% of the students were female and 40% were male;

  - **Student/Faculty Ratio** – 15:1;

  - **Daytime/Evening/Online** – 53% of the students attended classes during the day, 6% attended evening classes, and 41% participated in online classes;

  - **Full-time/Part-time** – 48% of the students attended full-time and 52% attended part-time; and

  - **Percentage of Students that Worked** – 44%.

[5] Based on data provided in Seattle Central College website: https://seattlecentral.edu/about/who-we-are/facts-and-figures

- **Existing Campus Facilities**

  As noted, the Seattle Central College campus encompasses an area of approximately 10 acres (excluding public rights-of-way[6]) within SCC's existing MIO boundary. Fifteen buildings, totaling 777,038 sq. ft. are located within the MIO. An additional building that is owned by SCC – the Atlas Building -- is located adjacent and outside the existing MIO. **Table 2-1** provides information concerning each building and is keyed to **Figure 2-4**.

Table 2-1
Buildings on the Seattle Central College Campus

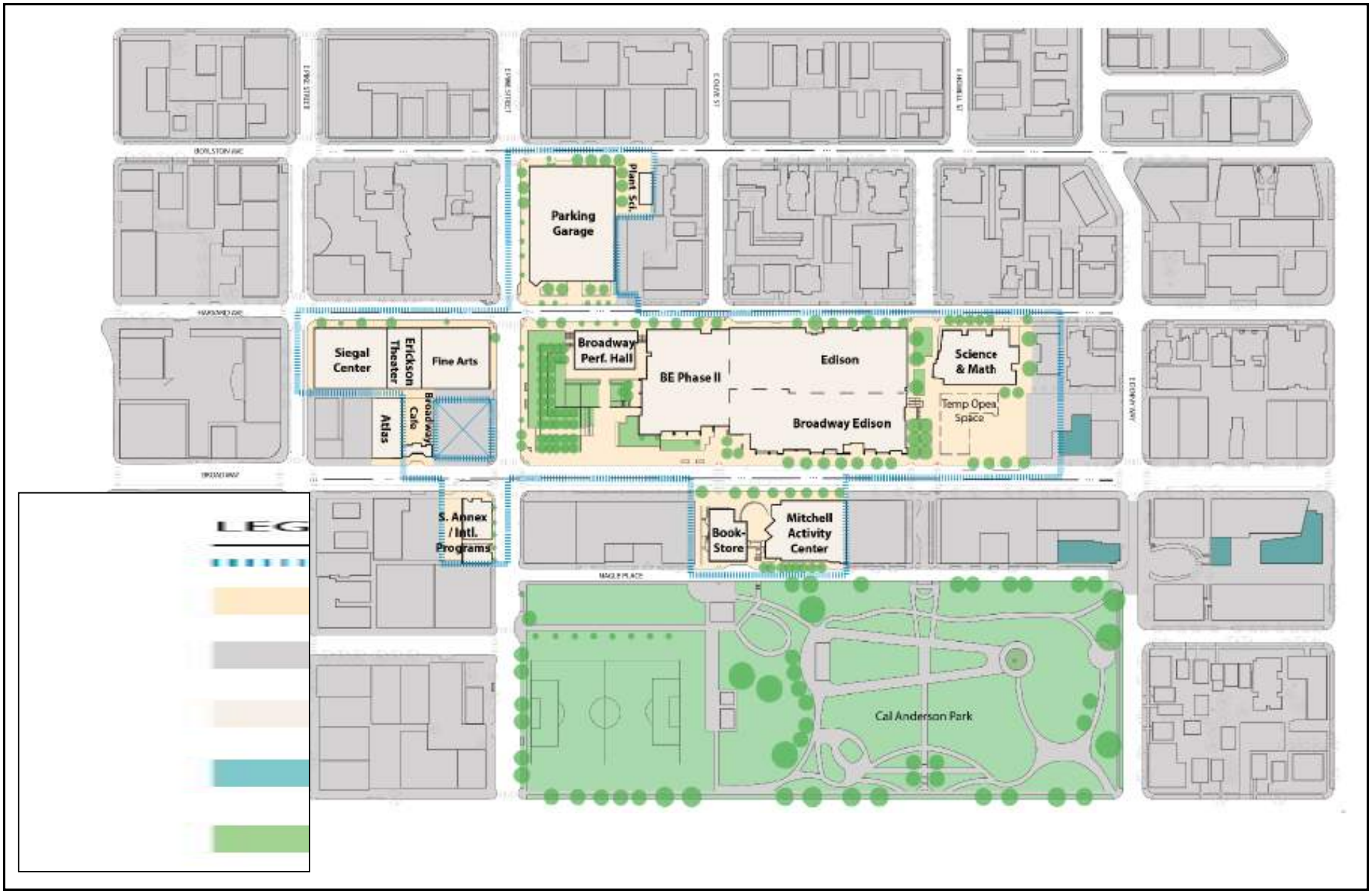
#	Building	Square Footage[7]	Year Built	Existing Uses
1	Edison Technical Building	130,527	1921 - 1949	Academic Program, Campus Services
2	Broadway Edison Ph. I	175,568	1973	Academic Programs, Food Services, Student Services
3	Broadway Edison Ph. II	125,863	1976	Academic Programs, Library, Administration
4	Broadway Performance Hall	41,174	1902/ 1977	Academic Programs, Auditorium, (Community Resource)
5	Science and Math	69,159[8]	2006	Academic Programs
6	Mitchell Activity Center	65,921	1994	Student Center
7	College Bookstore	13,594	1994	Camps Bookstore
8	Plant Sciences Lab	2,378	2010	Academic Programs
9	Siegal Center	43,774	1912	Seattle College District Administration
10	Erickson Theater	7,973	1942	Academic Programs – Theater (Community Resource)
11	Fine Arts Building	66,814	1915	Academic Programs – Theater (Community Resource)
12	Parking Garage	2,291[9]	1986	Commercial Rental (See note below)
	TOTAL	**745,036**		

6 SCC through the State of Washington currently owns an area of 419,127 sq. ft. (approximately 9.62 acres) within the City's existing, designated Major Institution Overlay (MIO) zoning boundary. An area of 16,060 sq. ft. within the existing MIO boundary is not owned by SCC.

7 gross square footage per WA State Building Inventory

8 This square footage excludes the vehicle parking area.

9 This square footage excludes the vehicle parking area.



Source: SCC Draft MIMP, 2024

EA Engineering, Science, and Technology, Inc., PBC

Figure 2-4

Existing Seattle Central College Campus

Seattle Central College -- Major Institution Master Planning Process

Previous Campus Master Planning

This ***Draft MIMP*** represents the third Major Institution Master Plan that has been prepared by SCC to satisfy requirements of Seattle's Major Institution Code,[10] as well as to fulfill SCC's need for a comprehensive campus development plan. SCC's current MIMP was formally adopted by the Seattle City Council on July 1, 2002 (Ord. #120842). That MIMP proposed phased development on the campus, which included approximately 90,000 – 150,000 sq. ft. of new construction, demolition of 34,000 sq. ft., and the addition of 350-385 parking spaces. The MIMP also included a new Transportation Management Plan (TMP).

Current Campus Master Planning

Seattle Central College began the process of updating the existing MIMP in 2019 with submittal of a Notice of Intent to the City of Seattle Department of Neighborhoods. SCC's proposed Concept Plan was submitted to the City December 2, 2019. The City published a notice relative to formation of the required Citizens Advisory Committee (CAC) and recommendations concerning prospective CAC members were submitted to the City Council for formal appointment. The first meeting of the CAC occurred February 3, 2020 (orientation) and the first working meeting occurred March 3, 2020.

The planning process associated with SCC's ***Draft MIMP*** has involved numerous meetings to encourage broad involvement (internal and external) by numerous entities. See **Section 2.4** of this Draft EIS for a list of key meetings.

Phased Environmental (SEPA) Review

This EIS accompanies the ***Draft MIMP*** for Seattle Central College and is to be considered in conjunction with the MIMP. As such, the Final MIMP and the Final EIS associated with the Final MIMP should be reviewed together for a comprehensive understanding of all aspects of the ***Draft MIMP*** and possible environmental impacts.

The purpose of this EIS is to:

- identify and evaluate probable adverse environmental impacts that could result from development associated with the ***Draft MIMP,*** another development alternative, and the *No Action Alternative;* and
- identify measures to mitigate those impacts.

Projects proposed in conjunction with the Final MIMP represent planned and potential development. As such, this EIS is a programmatic document in that it addresses a broad range of development that is anticipated to occur over an extended period of time and which few specific details are known -- as compared to project specific development in which considerable detail is known.

As a programmatic EIS, at the time site-specific campus development is proposed, the specific project will be evaluated by the Seattle Department of Construction and Inspections (SDCI) as

[10] SMC 23.69

part of the Master Use Permit (MUP) process for that specific project. Key aspects of the evaluation may focus on proposed development square footages, parking, and environmental impacts and will compare information associated with the site-specific proposal with data noted in SCC's Compiled Adopted *MIMP*[11] and the associated Final EIS. If SDCI determines that additional environmental impact analyses are needed, such would be provided in conjunction with the MUP for that site-specific project.

As the SEPA Lead Agency for this ***Draft MIMP***, SCC issued a SEPA Determination of Significance/Scoping Notice on September 4, 2020 that commenced the formal, public EIS scoping process for this project, which occurred September 4, 2020 through September 25, 2020. In addition, a virtual EIS Scoping meeting was held on September 23, 2020, to provide an additional opportunity for agencies, organizations, and the public to better understand the ***Draft MIMP*** and to provide comments. During the EIS Scoping period, SCC received both written comments and oral comments regarding the scope of the Draft EIS. Based on this information, SCC subsequently determined the alternatives and environmental issues and to be analyzed in this Draft EIS.

2.3 PROJECT OBJECTIVES

Seattle Central College's *Major Institution Master Plan* (*MIMP*) is a land use plan specific to SCC's existing campus and the proposed MIO expansion area. The following objectives are from SCC's ***Draft MIMP*** and provide the basis for physical planning associated with SCC's proposed planned and potential development, which is described in **Section 2.5** of this EIS.

Seattle Central College proposes to redevelop and expand its Capitol Hill campus based on the following physical planning objectives:

- Plan for main campus enrollment of approximately 7,500 FTE and total campus enrollment of approximately 8,150 FTE.
- Campus development should look to consolidate primary academic and student services functions on or immediately adjacent to the Broadway Edison Complex of buildings.
- The college will look to leverage or replace under-utilized and expensive buildings/sites located south of Pine Street.
- Plan for new construction projects, to the greatest extent possible, to be developed via the SBCTC[12] funding mechanisms for growth, renovation, and replacement projects.
- Plan for new construction projects, when SBCTC funding is not available in a timely manner, to be developed via public/private partnerships that seek to maximize the use of existing college resources without sacrificing the college's long-term viability.
- Propose renovation projects where opportunities exist to transform outdated instruction and service spaces into new spaces designed to serve today's students.

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[11] The Compiled Adopted *MIMP* is the approved *MIMP* and includes all City Council changes and conditions that were imposed during the *MIMP* approval process (SMC 23.69.032 K.).

[12] Washington State Board for Community and Technical Colleges (SBCTC)

- Pursue renovation projects of highly under-utilized facilities to meet newer high demand needs.

- See campus infrastructure improvements including parking, major utilities and a central plant.

- Initiate campus environmental upgrades, which will enhance the physical environment for students, the community, and its visitors.

- Actively engage with the greater Capitol Hill community to integrate SCC planning with other community driven plans to achieve mutual common benefits.

2.4 COMMUNITY OUTREACH

Given the nature and scale of Seattle Central College's proposed new Major Institution Master Plan, to-date numerous opportunities have been provided for public awareness, involvement, and the submittal of comments regarding the ***Proposed MIMP***, as well as the range of alternatives and environmental elements that are analyzed in this DEIS. Opportunities include the following:

- **SCC CAC meetings**— 02/03/2020; 03/02/2020; 07/06/202, 08/03/2020; 08/17/2020; 09/08/2020; 09/21/2020; 10/05/2020; 10/19/2020; 11/16/2020; 12/07/2020; 01/04/2021; 01/20/2021; 02/01/2021; 03/01/2021, 10/11/2021, 08/18/2022, 11/18/2022, 01/09/2023, 01/30/2023, 04/03/2023, 04/17/2023
- **EIS Scoping meeting** – 08/03/2021;
- **Draft EIS public meeting** – 2/26/25;
- **Community meetings/Campus Tours** – 06/17/2020, 08/07/2020, 08/14/2020, 09/04/2020, 09/18/2020, 12/16/2020, 4/13/2021
- Master Plan Documents and opportunities for public input were hosted on SCC's Website at https://seattlecentral.edu/community/campus-master-plan

Opportunities for ongoing community involvement will continue through the MIMP entitlement process.

2.5 DESCRIPTION OF THE PROPOSED MAJOR INSTITUTION MASTER PLAN

The **Proposed Action** involves adoption and implementation of a new *Major Institution Master Plan* (*MIMP*) for Seattle Central College. The ***Draft MIMP*** is described in detail in Seattle Central College's Draft *MIMP* (dtd. 7.25.2022) and an overview is also provided in this Draft EIS. Key elements of the ***Draft MIMP*** that are considered in this Draft EIS are listed below and each is described in detail later in this section of the Draft EIS.

2.5.1 Proposed Campus Development

- Modification of the Campus Major Institution Overlay (MIO) Boundaries;
- Planned Development;
- Potential Development;
- Modification of Campus Parking Facilities; and
- Community Connectivity/Circulation Improvements.

2.5.2 Modification of Certain Development Standards

2.5.3 New Transportation Management Plan

2.5.1 Campus Development

2.5.1.1 Proposed Campus Boundary (MIO) Changes

As depicted by **Figure 2-5**, five boundary adjustments are proposed. The combined area associated with these adjustments totals an expansion of approximately 1.48 acres. Specifically:

Sites being removed from current boundary

- Broadway Café/Eldridge Tire Co. (1519 Broadway) – This change would move the south-central boundary of the campus north approximately 60 feet to remove this 7,200 sq. ft site (1,040 sq ft of structure). This parcel was owned by Seattle Central College but has been transferred to Community Roots Housing (see discussion on page 3-2 of the ***Draft MIMP***).

- South Annex/Booth Building (1532 Broadway) and International Programs (907 E. Pine) This change will move the southeast boundary of the campus west approximately 128 feet. Three properties are associated with this proposed boundary change. The property south of 1532 Broadway is a 7,680 sq. ft. surface parking lot. 1532 Broadway is the South Annex/Booth Building, a 5,100 sq. ft. site that includes a 3-story, 17,333 sq. ft. building with office and retail space. 907 E Pine is a 2,580 sq. ft. site with a two-story 4,632 sq. ft. office building. All three parcels were owned by Seattle Central College but have been transferred to Community Roots Housing (see discussion on page 3-2 of the ***Draft MIMP***).

These sites remove approximately 0.51 acres.

Sites being added to the current boundary:

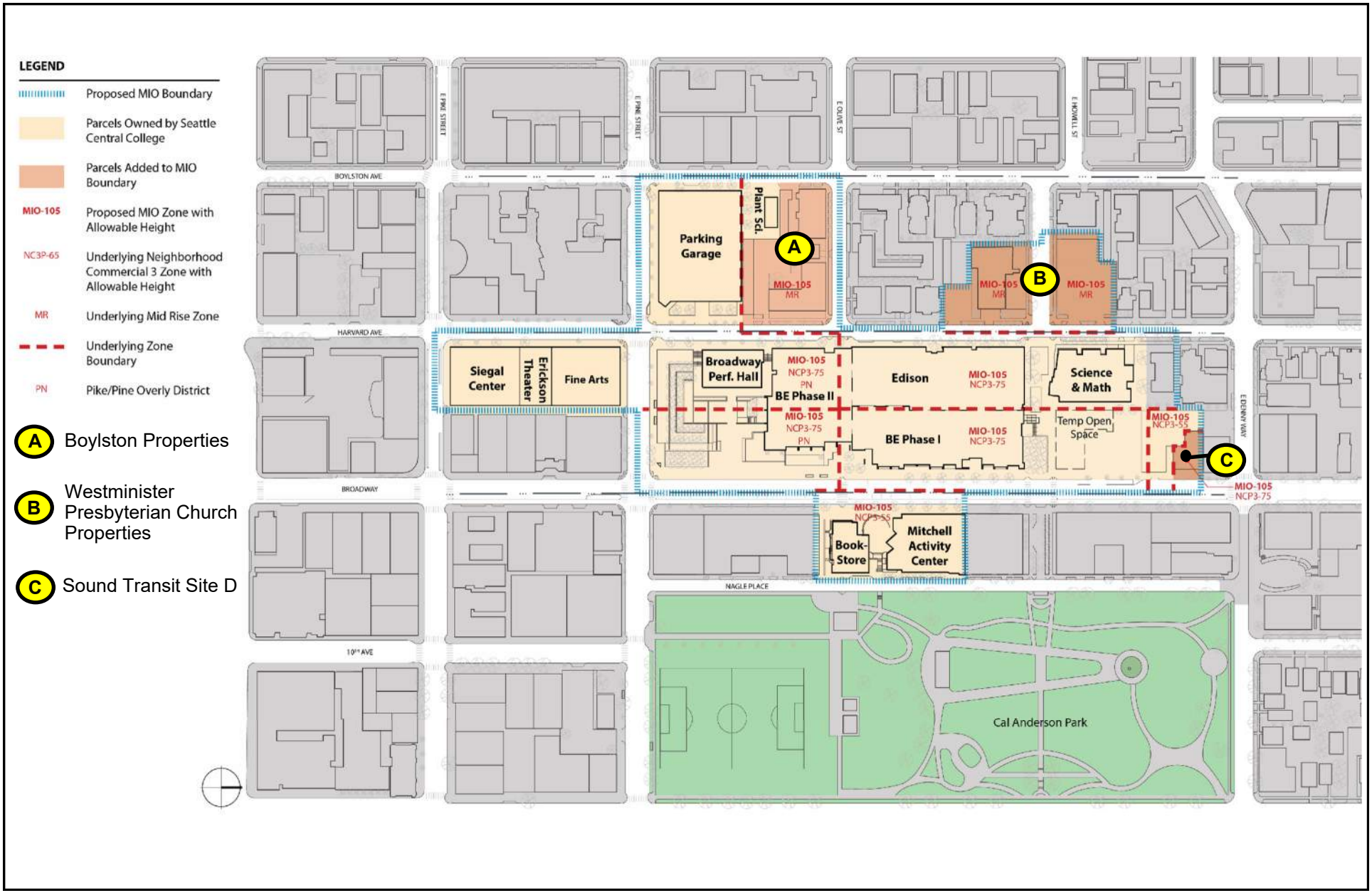
- Sound Transit Parcel D (1827 Broadway) – This change would extend the north-central boundary of the campus north approximately 60 ft. to encompass this 4,967 sq. ft. parcel. The site, which is owned by Sound Transit, serves as the West Entry to Sound Transit's Capitol Hill Link Light Rail station. The West Entry is a 3,620 sq. ft. structure that was built in 2016. SCC is currently negotiating with Sound Transit to acquire the site, as well as the use of air rights above the west entry.

- Presbyterian Church Properties (1807 Harvard Ave. E., 1727 Harvard Ave. E., and 1721 Harvard Ave. E.) – This boundary change (northwest and southwest corners of Harvard Ave. & E. Howell St.) would extend the northwest boundary of the campus west a distance of approximately 150 ft. Three properties are associated with this proposed boundary change. The property at 1807 Harvard Ave. E. is a 16,578 sq. ft. surface parking lot and is owned by the Westminster Presbyterian Church. The 17,282 sq. ft. property at 1727 Harvard Ave. E. is the Westminster Presbyterian Church. This is 3-story, 19,772 sq. ft. structure that was built in 1923 and it is owned by the Capitol Hill Presbyterian Church.[13] The third property that comprises this boundary expansion – 1721 Harvard Ave. E. -- is a 3,402 sq. ft. surface parking lot and is owned by Westminster Presbyterian Church.

- Boylston Properties (1629 Harvard Ave. E., 713 E. Olive St., and 1630 Boylston Ave. E.) – This boundary change (E. Olive between Harvard Ave. E. and Boylston Ave. E.) would modify the southwest boundary of the campus. Three properties are associated with this proposed boundary change. The property at 1629 Harvard Ave. E. is a 25,347 sq. ft. site that contains the 5-story 78-unit Lenawee Apartments, a 50,356 sq. ft. structure that was built in 1918. This site is owned by Breier-Scheetz Properties. The 3,312 sq. ft. property at 713 E. Olive St. is a 2-story, 1,930 sq. ft. multifamily building that was built in 1902. This property is owned by Tchen Ko Khoan. The third property that comprises this boundary expansion – 1630 Boylston Ave. E. -- is a 10,200 sq. ft. site. This property contains the 4-story, 35-unit Porter Apartments. This building was built in 1917 and is owned by the 1630 LLC.

These sites add approximately 1.99 acres.

[13] Based on King Co. Assessor data.



Source: Collins Woerman, 2022

EA Engineering, Science, and Technology, Inc., PBC

Figure 2-5

MIO Boundary Expansion Areas

2.5.1.2 Planned Campus Development

Seattle Central College proposes four planned projects, which would add approximately 353,443 sq. ft. of gross floor area. The College will also be removing 23,005 gross square feet of space. The result would be a campus-wide total gross floor area of roughly 1.10 million sq. ft. and a proposed maximum campus-wide Floor Area Ratio (FAR)[14] of 2.25 Planned campus development is defined by the Seattle Land Use Code as "development which the Major Institution has definite plans to construct" (SMC 23.69.030D). Details for each of these projects is provided below and each is depicted in **Figure 2-6**.

- **Information Technology Education Center (ITEC)**

  Location: This building would be located in the northeast portion of campus, east of the Science and Math Building, on the site of the previously demolished North Plaza Building and the acquired Sound Transit Parcel D (in a boundary expansion area).

  Massing/Height: This would be a 6-story, 140,000 sq. ft. academic building (this represents space above-grade). Building height would approximate 95 ft.

  Net increase in Campus Gross Floor Area – 140,000 sq. ft. (excluding below grade parking garage)

  Proposed Uses:

  Above-grade
  - 3 floors of college uses (possibly Student Services, technology classrooms and labs, and general instructional space) – roughly 70,000 sq. ft.; and
  - 3 floors of leased space to college-related partners[15] – roughly 70,000 sq. ft.

  Below-grade
  - 3-4 levels of parking (approx. 62,224 sq. ft.) to accommodate approx. 198 vehicles.

- **Student Housing**

  Location: This building would be located in the southwest portion of campus, on the site of the existing parking garage, and north of E. Pine St. and east of Boylston Ave.

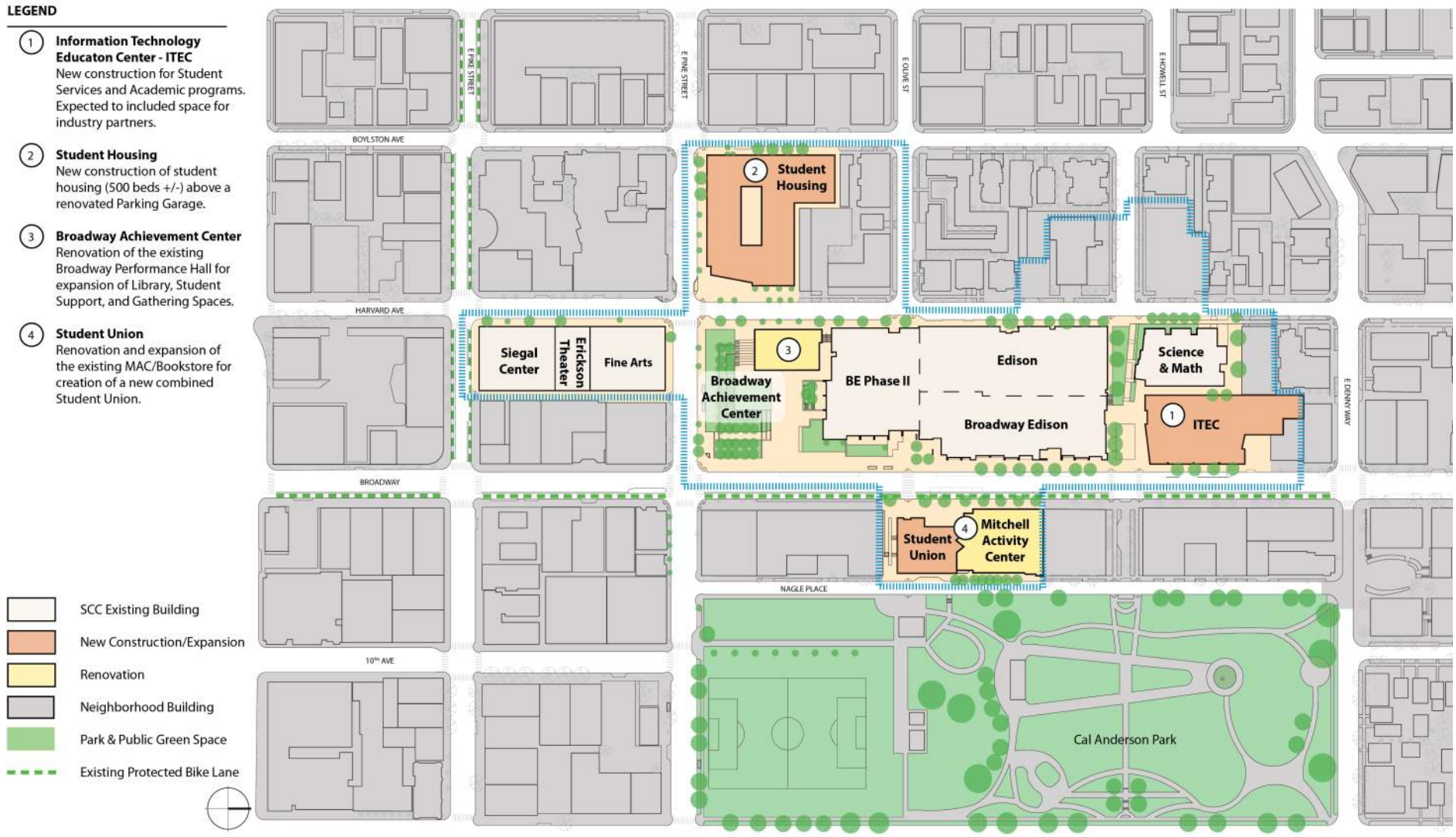
  Massing/Height: 365,528 sq. ft. mixed-use structure with a height of approximately 90 ft.

  Net increase in Campus Gross Floor Area – 182,764 sq. ft. (excluding parking garage area)

  Proposed Uses: This building would include student housing, retail/amenities, and structured parking, as outlined below:

[14] FAR is a ratio of the relationship between the amount of gross floor area or chargeable floor area permitted in one or more structures and the area of the lot on which the structure(s) are located (Seattle Municipal Code 23.84A.012). Building area below-grade is not included in FAR calculations.

[15] Such as District Offices, industry organizations, partnership companies, etc.



Source: SCC Preliminary Draft MIMP, 2022

EA Engineering, Science, and Technology, Inc., PBC

Figure 2-6

Planned Campus Development

- Student Housing -- a 506-bed facility (approx. 179,000 sq. ft.) located above a re-designed parking garage;
- Retail/Amenities – approximately 6,055 sq. ft. at-grade[16]; and
- Re-designed parking garage.

Demolition Necessary: Re-design of the existing parking garage will result in loss of approximately 249 parking structured parking spaces (from 510 spaces to 261 spaces), removal of the greenhouse, and removal of existing retail space in the parking garage.

- **Broadway Achievement Center (BAC) -- formerly known as the Broadway Performance Hall**

  Location: This building is located in the central portion of campus, north of E. Pine St. and between Broadway and Harvard Ave.

  Massing/Height: This project would involve full renovation of the existing building (approx. 41,174 sq. ft.), together with a 2,406 sq. ft. addition connecting this building with the existing Broadway Edison Ph. II building. The height of the Broadway Achievement Center would not change.

  Net increase in Campus Gross Floor Area – approx. 2,406 sq. ft.

  Proposed Uses: This building would be renovated to provide: Basic Skills instructional space, a Library/LRC expansion, Student Support space, and a new campus Auditorium.

  Demolition Necessary: None

- **Student Union – formerly the Seattle Central College Book Store**

  Location: This building is located in the east-central portion of campus between Broadway and Nagle Place.

  Massing/Height: This project would involve full renovation of the existing building (approx. 20,000 sq. ft.) and the addition of a third floor (approx. 20,000 sq. ft.). Building height would approximate 60 ft.

  Net increase in Campus Gross Floor Area – approx. 20,000 sq. ft.

  Proposed Uses: This building would be renovated to provide space for student life, fitness and wellness.

  Demolition Necessary: This entire building would be renovated and or replaced.

[16] The inclusion of retail amenities is consistent with an aspirational guideline included in the Draft MIMP under the project specific guidelines: "Incorporate micro/flexible retail opportunities for community business along the Pine Street Frontage."

2.5.1.3 Potential Campus Development

Seattle Central College has identified three potential development projects, assuming expansion of the MIO boundaries that is requested as part of the ***Draft MIMP***, available funding, and successful site acquisition. These three projects would add approximately 115,000 sq. ft. of gross floor area to the existing campus total. The result would be a campus-wide total gross floor area of roughly 1.21 million sq. ft. and a proposed campus-wide Floor Area Ratio (FAR) of 2.25. Potential development is defined by the Seattle Land Use Code as "development or uses for which the Major Institution's plans are less definite" (SMC 23.69.030 D.). Details for each of these projects is provided below and each is depicted in **Figure 2-7**.

- **Harvard Building I**

  Location: This building would be located in the northwest portion of campus, north of E. Howell St. and between Harvard Ave. and Boylston Ave. (in a boundary expansion area).

  Massing/Height: This would be a 4-story, 50,000 sq. ft. academic building. Building height would approximate 80 ft. above the average grade of the site. No parking is proposed with this project.

  Net increase in Campus Gross Floor Area – 50,000 sq. ft.

  Proposed Uses: future academic space

  Demolition Necessary: SCC does not own this property; it is currently a commercial surface parking lot. Parking would be removed to provide space for the proposed academic building.

- **Harvard Building II**

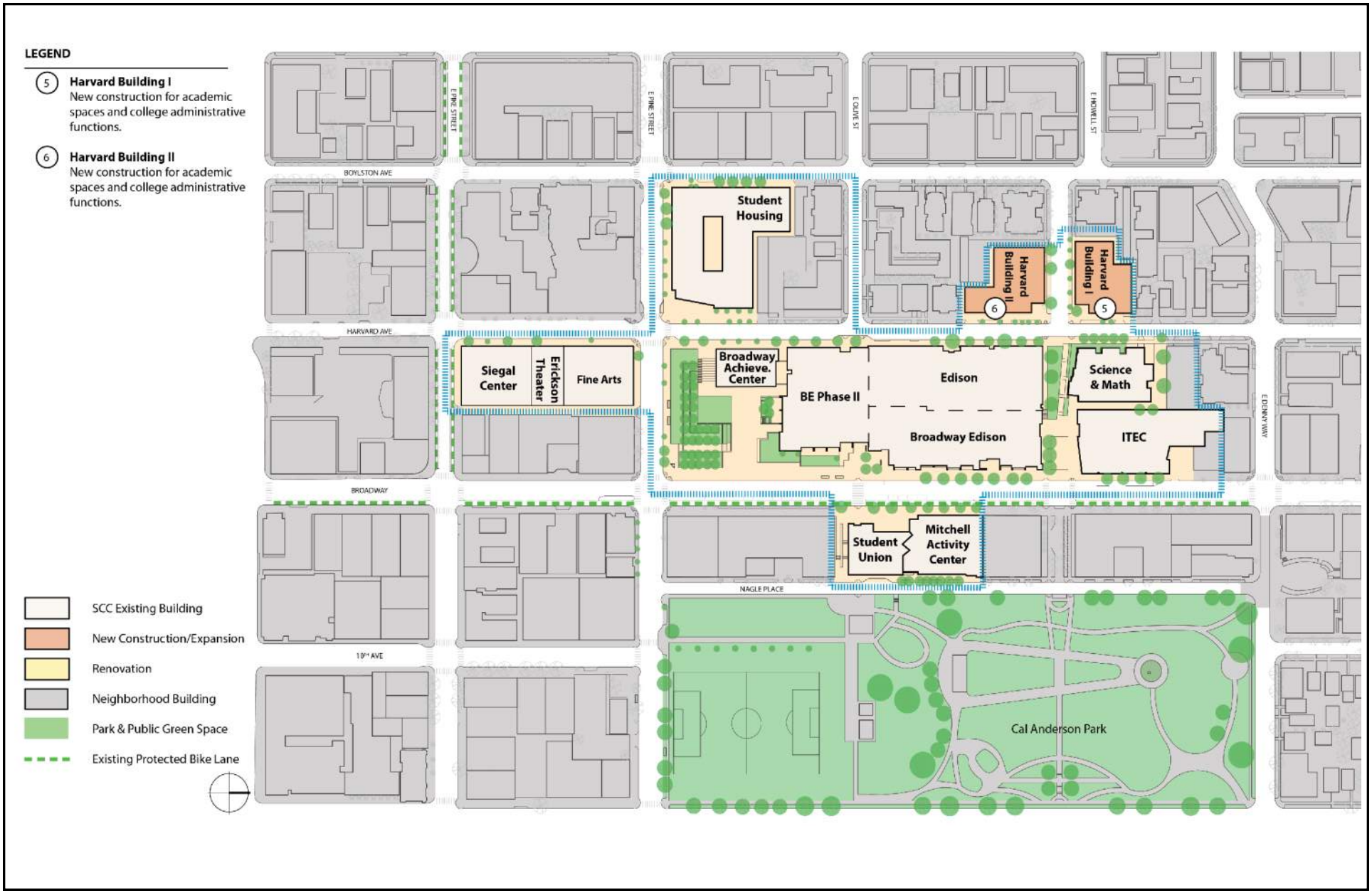
  Location: This building would be located in the northwest portion of campus, south of E. Howell St. and between Harvard Ave. and Boylston Ave. (in a boundary expansion area).

  Massing/Height: This would be a 4-story, 50,000 sq. ft. academic building. Building height would approximate 80 ft. above the average grade of the site. No parking is proposed with this project.

  Net increase in Campus Gross Floor Area – 50,000 sq. ft.

  Proposed Uses: future academic space

  Demolition Necessary: SCC does not own this property; it is currently a church – Capitol Hill Presbyterian Church. The existing building would need to be demolished in order to provide space for the proposed academic building.



Source: SCC Draft MIMP, 2024

EA Engineering, Science, and Technology, Inc., PBC

Figure 2-7

Potential Campus Development Projects

- **District Energy Plant**

  Location: This building would be located below grade at the South Plaza, east of the Broadway Achievement Center project.

  Massing/Height: This would be a below-grade 2-story, utility plant. No parking is proposed with this project.

  Net increase in Campus Gross Floor Area – 15,000 sq. ft.

  Proposed Uses: Sustainable energy plan for campus services. The District Energy Plant will be converting from using steam to an all-electric scenario.

  Demolition Necessary: Removal and replacement of parts of the existing South Plaza

Modification of Campus Parking Facilities

Currently 633 parking spaces are provided on the SCC campus with the largest concentration (510 spaces) located in the Parking Garage in the southwest corner of the campus, north of E. Pine St. and between Harvard Ave. and Boylston Ave. Refer to **Table 2-2** for a breakdown of the existing campus parking supply. While SCC intends to maintain the existing parking capacity with the new MIMP, the following changes are proposed.

- **Existing Parking Garage** – As described previously concerning the planned project – Student Housing – the existing campus parking garage would be re-designed as a mixed-use structure, combining student housing, retail/amenity space, and structured parking. The net result would be a reduction of approximately 249 parking contained in this building – from 510 spaces to 261 spaces. It is anticipated that vehicular ingress/egress to the parking garage would be revised to permit vehicle access from Boylston only and remove vehicle access from Harvard Ave.

- **Existing SAM Building Garage** – The existing SAM (Science and Math) Building has a parking structure located below it. It is accessed from Harvard Ave. This garage provides 36 parking spaces. No changes to this garage are anticipated.

- **New Below-Grade Parking** -- As described previously concerning the planned project – ITEC – parking to accommodate approx. 198 vehicles is proposed beneath the planned ITEC building. Ingress/egress would be from Harvard Ave via a connection through the Science and Math Building garage.

SCC notes that with an increase in on-campus student housing, together with the convenience of the adjacent Capitol Hill Link Light Rail Station and an effective new Transportation Management Plan, demand for campus parking is expected to be less.

Table 2-2
Existing and Proposed Parking Supply

Existing Parking		Proposed Parking	
Harvard Parking Garage	510 spaces	Redeveloped Harvard Parking Garage	261 spaces
SAM Garage	35 spaces	Sam Garage – retained	35 spaces
North Plaza Lot	37 spaces	North Plaza Lot – removed from SCC boundary	--
South Annex Lot	26 spaces	South Annex Lot – removed from SCC boundary	--
Walgreens Garage	25 spaces	Walgreens Garage	25 spaces
		ITEC Parking Garage (new)	198 spaces
Total	**633 spaces**		**519 spaces**

Community Connectivity/Circulation Improvements

Key features of Seattle Central College's ***Draft MIMP*** are to:

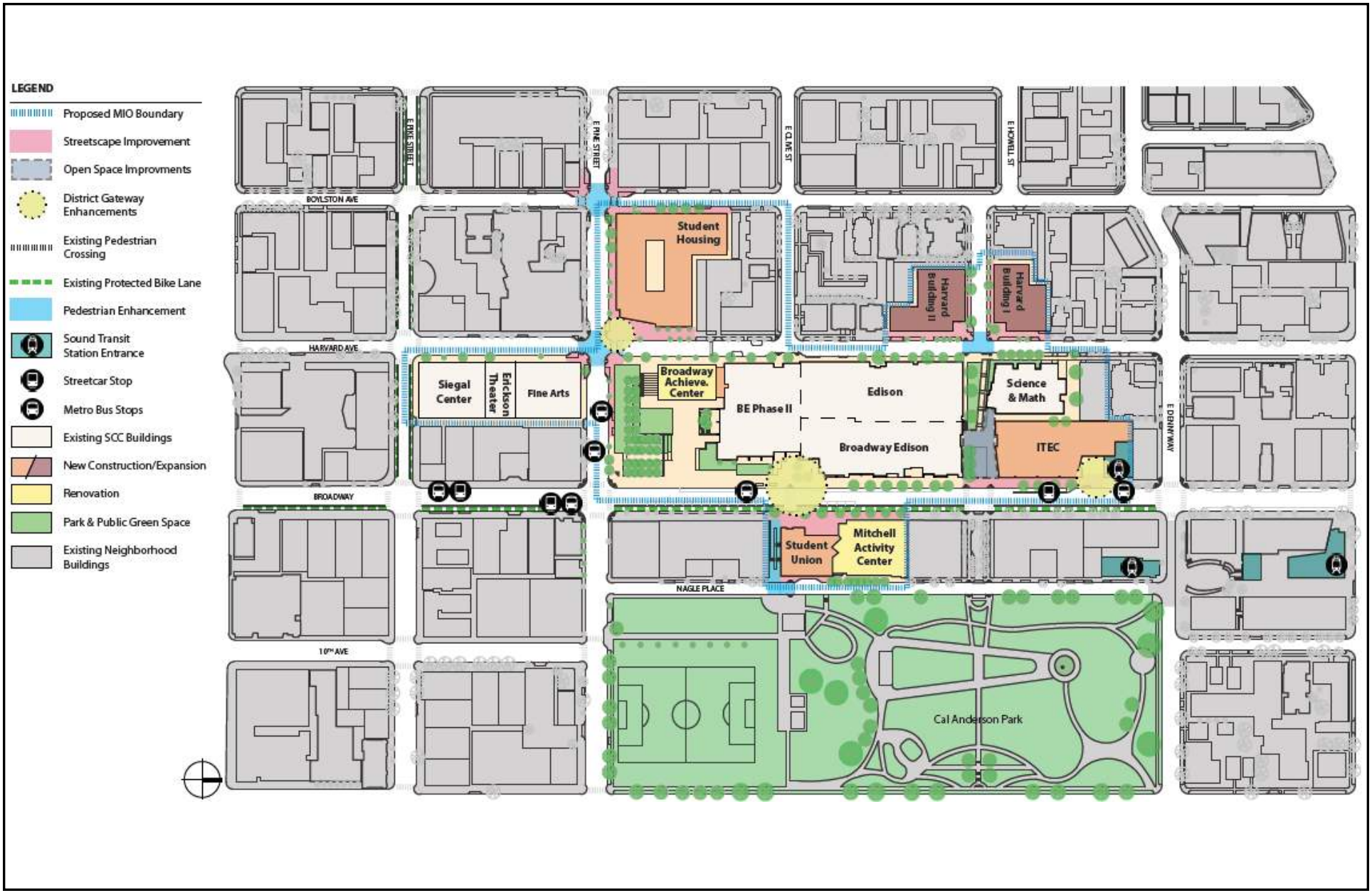
- Provide improvements to campus environs that are shared with the larger Capitol Hill community
- increase the permeability of the campus;
- activate building frontages and streetscapes; and
- improve safety for students and the community.

Figure 2-8 depicts the range of community connectivity/circulation improvements that are proposed throughout the campus, including the following:

- **Streetscape Improvements** – Improvements are planned along nine partial street frontages -- Improvements will be associated with the construction limits of planned and potential projects.

  ITEC – frontage on Broadway
  Student Housing/Parking Garage – frontages on Boyleston, Pine and Harvard
  Student Center – frontage on Broadway
  Harvard Building I – frontages on Howell and Harvard
  Harvard Building II – frontages on Howell and Harvard

  Improvements may include:
  - Half street improvements when required by Authority Having Jurisdiction
  - Street trees and plantings
  - Sidewalk and other pedestrian hardscape areas
  - Landscape buffers
  - Site Lighting
  - Pedestrian safety features
  - Low impact stormwater management features



Source: SCC Draft MIMP, 2024

EA Engineering, Science, and Technology, Inc., PBC

Figure 2-8

Proposed Community Connectivity Improvements

- **Open Space Improvements** – Improvements are planned for the extension of E. Howell St. between Broadway and Harvard Ave. This would be an area of approximately 21,000 sq. ft. and improvements would include:
    - Pedestrian hardscape areas
    - Landscaping (trees and plantings)
    - Site Lighting
    - Pedestrian safety features
    - Low impact stormwater management features
    - Service vehicle access from Harvard Ave.

- **District Gateway Enhancements** – Enhancements are proposed for three areas of campus, including:

    - the courtyard associated with the planned ITEC building, which would extend to Broadway and would be located adjacent to the West Entry to Sound Transit's Capitol Hill Link Light Rail station; and

    - the pedestrian connection between the entry to the Broadway Edison II Building and the Student Union; and

    - the corner and pedestrian crossing of E Pine St. and Harvard Ave in front of the planned Student Housing building.

  Proposed enhancements would include;
    - Markers/signage at sidewalk level to indicate pedestrians are engaging with a college campus.

    - Raised pedestrian street crossings to enhance pedestrian safety and visibility. (when permitted by AHJ).

  Pedestrian Enhancements – In addition to the Streetscape and Open Space Improvements noted above, Pedestrian Enhancements are proposed for the pedestrian connections associated with street intersections at E. Howell St/Harvard Ave. (Harvard Buildings I and II) at Pine/Harvard (Student Housing) and at a mid-block crossing of Nagle Place from Cal Anderson Park (Student Center). Proposed enhancements would include (when permitted by the AJH)'
    - Crosswalk Improvements - markings, signals, raised walkways, and traffic calming measures.
    - Accessible pathways
    - Safety and Security features
    - Lighting

  In addition, as part of the Student Center project. A pedestrian enhancement will be provided from the Cal Anderson Park/Nagel Place crosswalk (noted above) to provide a pedestrian pathway linking Cal Anderson Park to Broadway. Proposed enhancements will include.
    - Accessible pathway
    - Safety and Security features
    - Lighting

- Landscaping
- Hardscaping and other pedestrian amenities.

2.5.2 Modification of Certain Development Standards

Currently, the Seattle Central College campus has two Major Institution Overlay zoning designations. That portion of the campus that is south of E. Pine St. is zoned MIO-65 and the portion of the campus that is north of E. Pine St. is zoned MIO-105. The following zoning modifications are proposed:

- the zoning designation of all properties within the existing campus boundary located north of E. Pine St. would be modified to MIO-105. For parcels south of Pine Street a zoning designation of MIO-75 is proposed

- a MIO-105 zoning overlay designation would be applied to the property associated with the Sound Transit Parcel D boundary expansion area;

- a MIO-105 zoning overlay designation would be applied to the properties associated with the Presbyterian Church boundary expansion area; and

- a MIO-105 zoning overlay designation would be applied to the properties associated with the Boylston Properties boundary expansion area.

Other development regulation modifications that are proposed as part of Seattle Central College's new MIMP include:

Setback Requirements

SCC proposes that generally, no minimum setbacks would be required between SCC owned parcels.

SCC proposes no minimum setbacks along the edges of SCC properties abutting streets except as noted below.

Where SCC parcels abut Residential, Commercial, and MR-zoned lots, the following setbacks will apply:

Location	Building Height	Minimum Setback	Setback at Underlying MR/NC3P
Front lot lines	Less than 13' 13- 65' Over 65'	0' 0' 10'	0' 0' 0'
Side and Rear lot lines	Less than 13' 13 - 65' Over 65'	0' 10' 1'/10' additional	0' 10' 1'/10' additional

Setback Exceptions:

Locations	Minimum Setback
Broadway Street – west	Match minimum existing setback of BE Complex (approximately 10'-10'')
Broadway Street – east	Match existing setback of Mitchell Activity Center (8'-7'' from property line)
Pine Street – north	Match existing setback of Parking Garage
All side lot lines abutting Resi./MR/NCP	15' triangle at all lot abutments

Setback Landscaping - A minimum of Fifty percent of all total site setback area provided, regardless of minimum requirements shall be landscaped.

2.5.3 New Transportation Management Plan

In addition to proposed modifications associated with Seattle Central College's Development Program and Development Regulations, changes are proposed with regard to SCC's existing Transportation Management Plan (TMP). Details concerning SCC's existing and proposed TMP are described in detail in the Draft MIMP and in **Section 3.11 -- Transportation, Circulation and Parking** of this Draft EIS.

2.6 ALTERNATIVES

SEPA requires analysis of "reasonable alternatives" as part of an EIS and defines reasonable as "actions that could feasibly attain or approximate a proposal's objectives, but at a lower environmental cost or decreased level of environmental degradation."[17] Seattle Central College has identified key objectives, which are included in the ***Draft MIMP*** and this Draft EIS (**Section 2.3**).

As indicated in the ***Draft MIMP*** and this Draft EIS, Seattle Central College has identified the ***Draft MIMP*** as the **Proposed Action** and for compliance with SEPA. For purposes of this EIS, two alternatives to the **Proposed Action** have also been identified; they include a:

No Boundary Expansion Alternative; and a

No Action Alternative.

As with the ***Draft MIMP***, information is provided below concerning key features associated with each alternative. And, as noted previously, the ***Draft MIMP*** and each alternative are analyzed in **Section III** of this Draft EIS in light of the following eleven environmental parameters: Earth, Air Quality/Greenhouse Gas Emissions, Environmental Health, Land Use, Housing, Historic Resources, Aesthetics (Height, Bulk and Scale), Aesthetics (Viewshed), Shadows, Transportation/Circulation/Parking, and Construction-Related Impacts. The analysis in **Section**

[17] WAC 197-11-440(5)

III identifies existing conditions, probable adverse environmental impacts associated with each alternative, measures to mitigate identified impacts, and unavoidable adverse impacts.

2.6.1 *No Boundary Expansion Alternative*

2.6.1.1 Proposed Campus Development

Modification of the Campus Major Institution Overlay (MIO) Boundaries

The existing MIO boundaries of Seattle Central College would remain. No boundary expansion would occur.

Planned Development

As indicated previously, as part of the **Proposed Action**, Seattle Central College proposes four planned projects. The ***No Boundary Expansion Alternative*** would include the four planned projects that are part of the **Proposed Action**, with modifications, as needed. Each planned development is noted below.

- **Information Technology Education Center (ITEC)**

  This building would be located in the same area of campus as that of the ***Proposed MIMP***. However, since no boundary expansions would occur, the size of the proposed ITEC would be reduced to approximately 75 percent of the size of the ITEC associated with the ***Draft MIMP*** with the resultant building containing approximately 105,000 sq. ft.). This reduction would be necessary since the north portion of this proposed complex would be located in the boundary expansion area designated as Sound Transit Parcel D (1827 Broadway).

- **Student Housing** – same as the ***Draft MIMP***;

- **Broadway Achievement Center** – same as the ***Draft MIMP*****;** and the

- **Student Union** – same as the ***Draft MIMP***.

Potential Development

No potential development would occur. As depicted previously by **Figures 2-5** and **2-7**, the two potential development projects – Academic Building I and Academic Building II -- would be located in the boundary expansion area that is designated as the Presbyterian Church Properties (1807 Harvard Ave. E., 1727 Harvard Ave. E., and 1721 Harvard Ave. E.).

Modification of Campus Parking Facilities

Parking that is described with regard to the ***Draft MIMP*** would still occur, with modifications, as described below:

- **Existing Parking Garage** – This planned project – Student Housing – involving the existing campus parking garage would occur as a mixed-use structure that combines

student housing, retail/amenity space, and structured parking. As with the ***Draft MIMP***, the net result would be a reduction of approximately 249 parking contained in this building – from 510 spaces to 261 spaces. It is anticipated that ingress/egress to the parking would remain the same as currently exists.

- **New Below-Grade Parking** – While below-grade parking is proposed as part of the planned ITEC project, the amount of parking would be fewer than the 198 spaces associated with the ***Draft MIMP***– resulting in a development with approximately 150 spaces. This reduction is necessary because the north portion of this planned complex would be located on the boundary expansion area designated as Sound Transit Parcel D (1827 Broadway) … and no boundary expansion would occur as a result of this alternative. Ingress/egress would be from Harvard Avenue

This alternative would not enable SCC to maintain the existing on-campus parking capacity.

Community Connectivity/Circulation Improvements

It is anticipated that the majority of features noted with regard to the ***Draft MIMP*** (and depicted in **Figure 2-10**) could occur with modifications, as indicated below:

- **Streetscape Improvements** – Improvements that are proposed along the street frontages of Broadway from E. Pine St. to the planned ITEC building and along Harvard Ave. from E. Pine St. to just south of E. Denny St. could occur.

- **Open Space Improvements** – Improvements that are planned for the extension of E. Howell St. between Broadway and Harvard Ave. could occur. The South Plaza (potential District Energy Plant) could be developed, and streetscape improvements could occur.

- **District Gateway Enhancements** – Enhancements would likely occur in just one area -- the pedestrian connection between the entry to the Broadway Edison II Building and the Student Union. The enhancement that is associated with the ***Draft MIMP*** may not occur because of the reduced scale of the ITEC building.

- **Pedestrian Enhancements** – The enhancements that are proposed for E. Howell St. across Harvard Ave. as part of the ***Draft MIMP*** would likely not occur, because of no boundary expansions associated with the area designated as the Presbyterian Church Properties would occur.

2.6.1.2 Modification of Certain Development Standards

As noted previously, the Seattle Central College campus currently has two Major Institution Overlay zoning designations. That portion of the campus that is south of E. Pine St. is zoned MIO-65 and the portion of the campus that is north of E. Pine St. is zoned MIO-105. One zoning modification is proposed in conjunction with this No Boundary Expansion Alternative: the zoning designation of properties within the existing campus boundary located south of E. Pine St. would be modified to MIO-105. None of the zoning district changes that are proposed for the boundary expansion areas as part of the Proposed Action would occur.

2.6.1.3 New Transportation Management Plan

In addition to proposed modifications associated with Seattle Central College's Development Program and Development Regulations, changes are proposed with regard to SCC's existing Transportation Management Plan (TMP). Details concerning SCC's existing and proposed TMP are described in detail in the Draft MIMP and in **Section 3.11 -- Transportation, Circulation and Parking** of this Draft EIS.

2.6.2 *No Action Alternative*

2.6.2.1 Proposed Campus Development

Modification of the Campus Major Institution Overlay (MIO) Boundaries

The existing MIO boundaries of Seattle Central College would remain. No boundary expansion would occur.

Planned Development

As indicated previously, as part of the **Proposed Action**, Seattle Central College proposes four planned projects. It is possible that two of the four planned projects – the Broadway Achievement Center and the Student Union -- which involve building renovation -- could still occur as part of the ***No Action Alternative***. Development of the planned ITEC facility and the Student Housing complex would not occur.

Potential Development

No potential development would occur.

Modification of Campus Parking Facilities

Existing parking facilities and the existing on-campus supply of parking would remain.

Community Connectivity/Circulation Improvements

Presumably, several community connectivity/circulation improvements that are noted with regard to the ***Draft MIMP*** could occur, as noted below:

- **Streetscape Improvements** – Improvements along the street frontages of Broadway from E. Pine St. to the planned ITEC building and along Harvard Ave. from E. Pine St. to just south of E. Denny St. could occur.

- **Open Space Improvements** – Improvements that are planned as part of the ***Draft MIMP*** relative to the extension of E. Howell St. between Broadway and Harvard Ave. could occur.

- **District Gateway Enhancements** – Enhancements would likely occur in just one area -- the pedestrian connection between the entry to the Broadway Edison II Building and the Student Union.

- **Pedestrian Enhancements** – The enhancements that are proposed for E. Howell St. across Harvard Ave. as part of the ***Draft MIMP*** would likely not occur.

2.6.2.2 Modification of Certain Development Standards

It is anticipated that no development code changes would occur relative to the existing MIO, including the height increase that is proposed as part of the ***Draft MIMP*** for the area south of E. Pine St. that is zoned MIO-65. and the portion of the campus that is north of E. Pine St. is zoned MIO-105.

2.6.2.3 New Transportation Management Plan

In addition to proposed modifications associated with Seattle Central College's Development Program and Development Regulations, changes are proposed with regard to SCC's existing Transportation Management Plan (TMP). Details concerning SCC's existing and proposed TMP are described in detail in the Draft MIMP and in **Section 3.11 -- Transportation, Circulation and Parking** of this Draft EIS.

This alternative would not meet SCC's objectives.

Benefits and Disadvantages of Delaying Implementation

Another *No-Action*-related consideration involves the possibility of delaying implementation of the ***Draft MIMP***-- to some future time. If this course of action is taken, the following outlines possible benefits and disadvantages of such delay.

Benefits of Deferral

- The advantage of deferral is that environmental impacts noted with regard to the development alternatives would not occur at this time, but would be delayed until project implementation.

- Future re-development options for the various portions of the campus would not be foreclosed.

Disadvantages of Deferral

- Deferral would not necessarily eliminate or lessen the severity of environmental impacts that have been identified -- merely postpone them. In some situations, this could result in greater cumulative impacts (e.g., traffic, noise, aesthetics, etc.) as a result of redevelopment,[18] due to changes in background conditions, changes that occur with

[18] Such development would be consistent with the *Adopted* Compiled *MIMP*.

regard to other nearby major institutions, and changes that occur with regard to nearby Urban Centers.

- It is anticipated that SCC would continue to grow and develop within its existing MIO boundaries. By deferring the adoption of the major institution master plan, the State, City and the surrounding community would lose the opportunities expressed in the purpose and intent of establishing boundaries and master plans.

- Deferral would be inconsistent with SCC's mission, vision and project objectives to provide improved higher education opportunities in this area of Seattle.

- Impacts with regard to SCC operations would occur, including more-intensive utilization of existing facilities. Greater demands on existing capital facilities could result in increased maintenance and operational costs to the institution with the potential for shortening the lifetime of the facilities.

- Deferral may limit SCC's ability to effectively respond to opportunities for program expansion/modification in response to changes in community needs.

- In all probability, deferral would add to the capital cost associated with specific development projects. Depending upon the amount of delay, deferral could result in a less operationally efficient campus or even abandonment of some development projects.

SECTION III

EXISTING CONDITIONS, ENVIRONMENTAL IMPACTS, MITIGATION MEASURES, AND UNAVOIDABLE ADVERSE IMPACTS

SECTION III

AFFECTED ENVIRONMENT, IMPACTS, ALTERNATIVES, MITIGATION MEASURES and SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS

Chapter 3 describes the affected environment, impacts of the EIS alternatives, mitigation measures, and any significant unavoidable adverse impacts on the environment that are anticipated from development of the ***Draft MIMP*** and the EIS alternatives.

3.1 Earth

This section describes soil and geologic conditions and addresses potential hazard areas on campus as well. A Geotechnical Report (Geoengineers, 2023) was completed for the project and is included as **Appendix B** to this Draft EIS.

3.1-1 Affected Environment

Topography

The site is located on a glacial upland surface characterized by gently inclined elongated low ridges separated by elongated swales that are oriented in a generally north-south direction. The ground surface slopes gently, resulting in slightly rolling topography in an east-west direction. The Seattle Central College (SCC) MIO boundary is located on one of the low ridges with the axis located roughly along to slightly west of Broadway Avenue East. The overall grade of the land surface within the existing and proposed MIO boundary slopes gently to the south along the axis of the ridge, with grades generally sloping easterly to southeasterly along the east side of Broadway Avenue East and sloping westerly to southwesterly. The western slope descends down toward the I-5 corridor and thus the ridge forms the western limits of the uplands in the Capitol Hill district of Seattle.

The ground surface within the existing and proposed SCC MIO boundaries ranges from a minimum approximate elevation of 290 feet along the southern-most border to an approximate elevation of 335 feet along the northern border.

Surface Conditions

Much of the ground surface is covered with impervious surfaces consisting of buildings, parking areas, sidewalks and other hardscapes. While most surfaces are relatively flat, there are exterior steps, stairwells, and ramped walking surfaces. Near the southern end of the existing MIO boundary north of East Pine Street and between Harvard Avenue and Broadway Avenue East and close to the Performing Arts Center building, there is a landscape area with low terraces formed by block walls. This area is vegetated with a predominantly grass understory with trees planted in rows with near even spacing between trees. The surface slopes down toward East Pine Street from the crest of a berm that is up to about 10 to 12 feet vertically above the road surface near the intersection of East Pine Street and Harvard Avenue. A wall rises to about 6 feet high in a westward direction along the base of the slope. The wall height decreases northward along Harvard Avenue, corresponding to an increase in elevation of the street in a northward direction.

There are many scattered areas of landscaping along the streets, around buildings and parking areas.

The western side of the existing MIO boundary has a more noticeable slope to the west, with structures along east-west oriented streets. This is also evident in the vicinity of the Boylston properties and the Westminster Presbyterian Church properties. The Church building has a lower floor that is below adjacent grade, based on an exterior view; a similar condition exists at The Lenawee Apartment building along Olive Street.

The natural surface drainage follows the ground surface but has been modified by grading, road construction, other development, and construction of stormwater drainage systems.

Regional Geology

The topography and associated near-surface soils are the result of several episodes of advance and retreat of continental glaciers over the last approximately 2 million years. The most recent glaciation occurred roughly 13,000 to 15,000 years ago and is referred to as the Vashon Stade of the Fraser glaciation. The general geology of the site and surrounding area is shown in **Figure 2** in **Appendix B** to this Draft EIS).

Soil Types

The soils mapped within the project vicinity consist of Vashon recessional outwash (Qvr), Vashon glacial till (Qgt), and Vashon subglacial meltout till (Qvtm). Not mapped at the surface in the project area, but encountered in deeper subsurface explorations, are Vashon glacial advance outwash deposits (Qva) and areas where significant areas of grading and/or filling has occurred. These areas are depicted as an overlay to the underlying, pre-disturbance geology. Areas of man-made fill are anticipated in areas that have been previously developed. The following is a description of each of the soils.

- Modified Land (ml) consists of large areas of excavating, filling, clearing and/or grading. Man-made fill may consist of native soils that have been excavated and then placed in a new location, or imported soil that has typically been placed to regrade and shape the land. It may also include demolition rubble from removal of previous structures and could include, concrete, asphalt, metal, lumber or other matter. Larger quantities and thicknesses of fill are anticipated where structures were formerly present and

subsequently demolished. In particular, man-made fill is anticipated beneath surface parking areas and areas that are presently landscaped. A large area of modified land is mapped across Cal Anderson Park (formerly Lincoln Park), located to the east of the SCC Campus.

- Vashon recessional outwash (Qvr) is described as moderately to poorly-graded, stratified sand and gravel that typically has a low percentage of fines content. The material was deposited in outwash channels that typically flowed south during retreat of the glacial ice sheet. This soil type includes materials deposited in or adjacent to recessional lakes and typically ranges from about 1 to 6 meters (3 to 20 feet) thick. These deposits may occur as lag deposits on glacial till uplands and are not mapped if less than about 3 feet thick. Glacial recessional outwash is mapped immediately east of the eastern part of the SCC campus within a former outwash channel. The outwash channel has been subsequently modified by grading and filling in the area now occupied by Cal Anderson Park and a City of Seattle water reservoir.

- Vashon glacial till consists of dense to very dense, poorly sorted, silty sand and subrounded to rounded gravel. The glacial till deposits were transported and deposited under the glacial ice and subsequently compacted by the weight of the overriding glacier. The till may include occasional cobbles and small to large boulders. Occasionally, there are lenses of relatively clean sand within the glacial till. Fractures can also be found in the glacial till, which is mapped across most of the SCC area (see **Figure 2** in **Appendix B** to this Draft EIS).

- Vashon subglacial meltout till (Qvtm) consists of dense sand and gravel in a silt matrix found with sand and/or gravel deposits which may be tabular in shape. Cobbles are described as common within this soil type. The coarser grained deposits may comprise 50 percent of the deposit. The deposits range from about 3 to over 30 feet in thickness. This soil may be gradational with glacial till and advance outwash.

- The Vashon advance outwash (Qva) is typically composed of dense to very dense, stratified sand with occasional gravel. Meltwater streams flowing from the advancing glacier deposited the advance outwash, which was then overridden by the advancing glacier. The advance outwash includes occasional interbeds of silt and has variable gravel content. Advance outwash is encountered in deeper subsurface explorations and crops out to the west.

Previously completed geotechnical studies prepared for SCC and subsurface exploration information from the Washington State Department of Natural Resources (WDNR) Geologic Data Portal Subsurface data (2022) were reviewed as well (see **Appendix B** for more detailed information). Additionally, information obtained from the WDNR Geologic Information Portal (2022) was also reviewed, which generally consisted of site plans with subsurface exploration locations and the exploratory logs from referenced reports or document sets. Relevant logs and site plans from these studies are included in **Appendix B** to this Draft EIS.

Based on review of these data, the soil conditions within the existing and proposed MIO boundary are anticipated to be similar. The soils encountered consist of dense glacial till at depths that vary from a few feet to depths of up to 17.5 feet. Cobble and small boulders were encountered in the glacial till. More permeable sandy layers were encountered in the glacial till at depths to at least 25 feet below the ground surface at the time of the explorations. Soil overlying the dense glacial

till consists of material identified as weathered till, loose silty sand to medium stiff to stiff sandy silt. Fill was also encountered to a maximum depth of about 17.5 feet below existing ground surface. Fill material consisted of silty sand, gravel, cobbles, small boulders, concrete rubble, and some areas contain glass shards, wood fragments and occasional pockets of organic matter.

Groundwater

Both shallow and deep groundwater could be encountered during site development or redevelopment within the existing and proposed MIO boundary.

Based on a review of available reports, from publicly available data, and information from experience on previous projects, groundwater is typically encountered as perched water within weathered till or fill soils overlying dense to very dense less permeable glacial till, layers of sand and/or gravel within glacial till, or in more permeable deposits within subglacial meltout deposits (e.g., sand or gravel layers). It is anticipated that perched or shallow layers of groundwater will be present in response to extended periods of precipitation. Localized groundwater zones may also exist in more permeable layers within the glacial till soils. Therefore, excavations in the area mapped as Vashon subglacial meltout deposits may be more susceptible to encountering shallow groundwater. Loose/soft to medium stiff soils with oxidation were encountered in several explorations, which indicates shallow seepage is possible at depths up to about 10 feet below the ground surface. Deeper explorations with or without piezometers installed to depths of 32 feet intercepted seepage from sandy zones. However, nearby piezometers, drilled at the same time for the same project, were dry. This infers that some of the deeper layers with seepage may be limited in extent.

The very dense glacial till is relatively impermeable and water that infiltrates through the ground surface typically flows down gradient over the dense till surface. This means that shallow subsurface flows will generally follow the ground surface. In general, subsurface flows will be to the east of Broadway Avenue East and to the west of Broadway Avenue East. There is also an overall gradient to the south within the existing and proposed MIO boundary. Subsurface utilities will also intercept subsurface flows and form conduits for subsurface flows that follow the gradient of the utility trench. Subsurface flows may also be intercepted or redirected as the result of streets, buildings and walls. Fractures are known to exist with Vashon glacial till, therefore, some vertical infiltration through glacial till soil is anticipated.

There is also the potential for encountering deeper, confined groundwater with Vashon Glacial advance outwash if excavations penetrate the glacial till. For example, a boring was completed to a depth of 61 feet as part of the geotechnical study for the Math and Science building in 2004 to aid in design and construction of an elevator shaft. In this boring, groundwater was encountered in the Vashon advance outwash at a depth of about 45 feet below the ground surface. The groundwater rose to within 10 feet of the ground surface within 15 minutes, reaching an elevation of approximately 308 feet.

Geologic Hazard Areas

City of Seattle Environmentally Critical Areas

The following are the types of geologic hazard areas designated in Seattle City Code Chapter 25.09, ECAs. The geologic hazard areas include liquefaction-prone areas, landslide-prone areas, peat settlement-prone areas, seismic hazards areas, and volcanic hazard areas. In addition, the

City includes steep slope erosion hazard areas, flood-prone areas, wetlands, fish and wildlife habitat conservation areas, and abandoned landfills.

Landslide Hazard Areas

There are no mapped landslide hazards within the existing or proposed boundaries of the SCC Master Planning Areas. The site is located on terrain that is gently inclined.

Steep Slope Erosion Hazard Areas

Since there are no areas meeting the definition of a steep slope per subsection 25.09.012.A.3.b.5, there are no Steep Slope Erosion hazard areas within the existing or proposed SCC Master Planning Areas.

Seismic Hazard Areas

Liquefaction. Liquefaction is a phenomenon where strong vibration or ground shaking, usually from earthquakes, results in development of excess pore pressures in loose, saturated soils and subsequent loss of strength in the soil deposits so affected. Ground settlement, lateral spreading and/or sand boils may result from soil liquefaction. Structures supported on liquefied soils could suffer foundation settlement or lateral movement that could be severely damaging to the structures. Conditions favorable for liquefaction occur in loose to medium dense, clean to moderately silty sand that is below the groundwater level.

The near-surface soils indicates that the area within the existing and proposed SCC MIO boundaries are underlain by granular soils that are typically medium dense to very dense, and the regional groundwater table is very deep. Therefore, potentially liquefiable soils are not present below the site.

Lateral Spreading. Lateral spreading is associated with liquefaction and involves lateral displacements of large volumes of liquefied soil. It can occur on near-level ground as “blocks” of surface soils displaced relative to adjacent “blocks” and generally requires a free face that allows the movement of the earth. There is no risk of lateral spreading at the site because potentially liquefiable soils are not present.

Strong Ground Motion. The area is subject to strong ground-shaking either from local shallow crustal earthquakes, Cascadia subduction zone earthquakes, or intra-slab earthquakes that may be relatively shallow to deep.

Surface Rupture. The SCC campus within the existing and proposed MIO boundary is located close to the Seattle fault zone, which represents an area with a significant potential for surface rupture. The Seattle fault zone is a 2- to 4-mile-wide, east-west trending zone consisting of at least three fault splays and is located about 1.3 miles south of the site. The dominant faulting within the Seattle fault zone consists of a south-dipping reverse fault, which is believed to have last ruptured about 1,100 years ago. This most recent event caused broad uplift and subsidence across the fault. The rate of occurrence of large earthquakes within the Seattle fault zone is thought to be on the order of thousands of years. The most recent fault event is believed to have been a magnitude 7 or greater. Based on review of available data, the potential for surface rupture is low.

Tsunamis. The site is away from the marine shoreline and well above any potential inundation from a tsunami.

Seiches. The site is away from the shoreline and well above any potential inundation from a seiche.

Volcanic Hazard Areas. The site is outside of and well above the mapped limits of volcanic mudflow. Ash fall can be expected, but the probability is approximately 0.02 percent on an annual basis for ash thickness greater than about 0.4 inches. The City of Seattle's draft 2022 All-Hazards Mitigation Plan (2022) does not have any guidance regarding ash fall.

Abandoned Landfill Areas.

1. Abandoned Landfills are considered as ECAs under Seattle City Code 25.09.012.E which states:
"Abandoned landfills include those abandoned solid waste landfills identified by the Seattle-King County Health Department in its 1986 Abandoned Landfill Toxicity/Hazard Assessment Project, additional sites identified by public or historical research, and areas within 1,000 feet of methane-producing landfills."

2. The 1986 inventory is maintained and updated by the City of Seattle as a digital database, which was last updated December 23, 2022. The nearest landfill is about 1.5 miles to the northeast, which does not have a buffer for methane.

No further assessment or consideration is required.

3.1-2 Impacts of the Action Alternatives

Under the ***Draft MIMP***, five boundary adjustments are proposed (two boundary reductions and three boundary expansions) and height increases are proposed in areas within the expanded MIO boundary (see **Figure 2-5**). These boundary adjustments, as well as the public ROW within these areas, would add approximately 1.5 acres to SCC's existing MIO boundary for a total MIO boundary area of 11.5 acres. Under the ***No Boundary Expansion Alternative***, no boundary expansions would occur. This alternative would include the four planned projects that are part of the ***Draft MIMP***, with certain modifications. No potential development projects would occur because there would be no boundary expansions where this development is proposed under the ***Draft MIMP***. (See **Figure 2-7**.)

Soils

- Earthwork activities can impact adjacent structures and properties if not properly accounted for during design. Both fill and native glacial soils anticipated in areas of redevelopment contain a high percentage of fines and are highly moisture sensitive and susceptible to disturbance, especially when wet. Earthwork performed during the wet season can generate significant mud and turbid water.

- The erosion potential of on-site soils within the site boundary is generally low. Construction activities including stripping and grading will expose soils to the erosional effects of wind and water. The amount and potential impacts of erosion are partly related to the time of

year that construction actually occurs. Wet weather construction will increase the amount and extent of erosion and potential sedimentation.

- Excavations can impact adjacent structures, roads, sidewalks, and utilities if not properly designed. The use of inadequately designed open cuts could also impact the stability of adjacent work areas and existing utilities and endanger construction workers. Therefore, excavations may require temporary shoring depending on site constraints, possible underpinning of adjacent buildings, and/or use of temporary open cut slopes.

- Permanent slopes must be designed and constructed to remain stable for the long-term and under wet weather. Improperly designed and/or constructed slopes can fail prematurely or erode during wet weather.

Groundwater

- Shallow, perched groundwater zones may be encountered during grading activities within native soils or fill soils, particularly during the wet winter and spring months. Excavations penetrating into the Vashon advance outwash may encounter artesian groundwater conditions with respect to the excavation. Permanent drainage measures will be needed to protect planned development.

Seismic Hazards

- The primary geological hazard as defined by the City of Seattle's ECA is for strong ground motions. Strong ground motions can affect structures and their foundations if not designed and constructed in accordance with applicable code. Taller structures perform differently than shorter buildings. The type of construction can also influence the type of impacts. For instance, brick or masonry buildings generally perform poorly in an earthquake. Taller buildings constructed with steel will tend to sway from the seismic waves and are designed and constructed accordingly.

- Permanent slopes must be designed and constructed to remain stable for the long-term and under possible seismic events. Improperly designed and/or constructed slopes can fail prematurely.

3.1-3 Impacts of the No Action Alternative

Under the ***No Action Alternative***, no new planned or potential building development would occur other than renovation consistent with the current MIMP. The campus boundary would not be expanded.

In total, renovation activities associated with the ***No Action Alternative*** would not require substantial excavation activities on campus, and none of these activities would occur within a steep slope ECA/steep slope buffer and/or a potential landslide area ECA. Therefore, minimal earth-related impacts are anticipated under this alternative.

3.1-4 Mitigation Measures

Project-specific geotechnical studies will be required for each future project within the SCC MIO area.

Soils

- Earthwork impacts will be reduced if construction is performed during the dry season and will be mitigated by following the City of Seattle Department of Construction and Inspections (SDCI) requirements.

- It is anticipated that buildings can be supported on conventional spread footings bearing on undisturbed dense to very dense glacial soils.

- Structural fill placed to construct pavement areas, placed below foundations and slabs, to backfill retaining walls and utility trenches, and placed against foundations should consist of imported Gravel Borrow (City of Seattle Type 17) and should be mechanically compacted to a firm condition.

- Effective erosion and sedimentation control must be implemented during construction so that potential impacts to adjacent areas are reduced. Effective methods of erosion control at construction sites include efficient surface water management, minimization of the size of disturbed areas, and erosion resistant slope covers. Erosion and sedimentation control measures should include proper channeling of surface water runoff into lined diversion ditches that incorporate energy dissipaters, and use of straw bales, geotextile silt fences, and straw mulch, as appropriate for temporary protection of exposed soils. Disturbed areas should be finish graded, protected, and vegetated as soon as practicable to reduce the risk of erosion. Erosion and sedimentation control measures should be installed and maintained in accordance with the requirements of the City of Seattle.

- Stormwater entering excavation can likely be handled by digging interceptor trenches in the excavations and pumping from sumps. The seepage water if not intercepted and removed from the excavations will make it difficult to place and compact structural fill and may destabilize cut slopes.

- For permanent drainage control, all paved and landscaped areas should be graded so that surface drainage is directed away from buildings to appropriate catch basins. Water collected in roof downspout lines must not be routed to the footing drain lines. Collected downspout water should be routed to appropriate discharge points in separate pipe systems.

- If excavations are completed close to existing infrastructure, underpinning of adjacent buildings and temporary shoring will likely be required depending on the depth of the planned excavation.

- Perimeter footing drains should be installed around new buildings.

- On-grade floor slabs for buildings should be underlain by at least 4 inches of clean crushed rock for uniform support and as a capillary break.

- Permanent cut or fill slopes should be constructed at inclinations of 2H:1V or flatter. Permanent slopes constructed at 3H:1V or flatter provide better conditions for future maintenance. Structural fill placed to construct permanent fill slopes should be compacted.

- To reduce erosion, newly constructed permanent slopes should be planted or hydroseeded shortly after completion of grading. Until dense vegetation is established, some sloughing and raveling of the slopes should be expected. This may require localized repairs and reseeding. Temporary covering, such as clear heavy plastic sheeting, jute fabric, or erosion control blankets could be used to protect the slopes during periods of rainfall.

Groundwater

- Shallow, perched groundwater zones and artesian groundwater conditions may be encountered during grading activities within native soils or fill soils, particularly during the wet winter and spring months. If groundwater seepage is encountered during shallow excavations, excavating interceptor trenches and pumping from sumps would be used.

Seismic

- The City of Seattle has adopted the applicable 2018 International Building Codes for new and existing structures under Chapter 22 of the City Code. Chapter 22 or superseding codes will be updated over the period that this Master Plan is considered valid. Therefore, seismic hazards for new or remodeled structures and facilities will be mitigated by following the applicable codes that are valid at the time of design and construction.

3.1-5 Significant Unavoidable Adverse Impacts

No significant unavoidable adverse earth-related impacts have been identified and none are anticipated.

3.2 Air Quality and GHG Emissions

This section describes air quality conditions and air pollutants, as well as greenhouse gases and climate change. The existing regulatory background and guidance framework for greenhouse gas emissions is also outlined. GHG emissions worksheets are provided in **Appendix C**.

Air Quality Background

Air quality is generally assessed in terms of whether air pollutant concentrations are in compliance with ambient air quality standards established to protect human health and welfare. Ambient air quality standards are established for "criteria" pollutants (e.g., carbon monoxide - CO, particulate matter, nitrogen dioxide - NO_2, and sulfur dioxide - SO_2). Three agencies have jurisdiction over the ambient air quality in the project area: the US Environmental Protection Agency (EPA), the Washington State Department of Ecology (Ecology), and the Puget Sound Clean Air Agency (PSCAA). These agencies have established regulations that govern the sources and ambient concentrations of pollutants. Although their regulations are similar in stringency, each agency has established its own ambient air quality standards. Unless the state or local jurisdiction has adopted more stringent standards, EPA standards apply. These standards have been set at levels that EPA and Ecology have determined are protective of human health with a margin of safety, including the health of sensitive individuals such as the elderly, the chronically ill, and the very young.

To track air quality conditions over time, Ecology and PSCAA maintain a network of monitoring stations. These stations are generally located where sources of air pollutants are expected to influence ambient concentrations, and so are usually in or near urban areas or close to specific large air pollution sources. Stations are also located in remote areas to provide indications of regional or background air pollution levels.

Based on criteria pollutant monitoring information collected over a period of years, Ecology and EPA designate regions as being in “attainment” or “nonattainment” of particular air pollutant standards. Attainment status is, therefore, a benchmark of whether air quality in an area complies with the National Ambient Air Quality Standard (NAAQS) for one or more “criteria” air pollutants. A region once designated as a nonattainment area (NAA) for a particular pollutant that has since attained the relevant standard, is considered an air quality “maintenance” area. If the area is able to maintain the standard through two 10-year cycles of review, the area returns to “attainment” status. The project study area is in the former Puget Sound Ozone and CO maintenance areas but is now considered attainment for all monitored air pollutants.

Greenhouse Gases Related to Climate Change

Background

The phenomena of natural and human-caused effects on the atmosphere that cause changes in long-term meteorological patterns is known as climate change. The gases that affect such warming are referred to as greenhouse gases or GHGs because they affect the global climate by trapping heat from the sun that is reflected by the earth, similar to how a greenhouse functions in a garden. The GHGs of primary importance are carbon dioxide (CO_2), methane, and nitrous oxide. Because CO_2 is the most abundant of these gases, GHGs are usually quantified in terms of CO_2e (carbon dioxide equivalent), based on their relative longevity in the atmosphere and the related “global warming potential” of these constituents. CO_2 is not considered an air “pollutant” that

causes direct health-related effects, so ambient air quality standards have not been developed to gauge whether ambient CO_2 concentrations are acceptable at a given location.

The global climate changes continuously, as evidenced by repeated episodes of warming and cooling documented in the geologic record. But the rate of change has typically been incremental, with warming or cooling trends occurring over the course of thousands of years. The past 10,000 years have been marked by a period of incremental warming, as glaciers have steadily retreated across the globe. However, scientists have observed an unprecedented increase in the rate of warming over the past 150 years. This recent warming has coincided with the Industrial Revolution that resulted in a sharp increase in fossil fuel consumption through industrial development (factories, internal combustion vehicles, etc.) and large scale deforestation through growth in agriculture. The result has been the release of substantial amounts of GHGs into the atmosphere, far beyond the level of naturally-occurring GHGs, and a reduction in the earth's ability to absorb GHGs leading to global GHG levels that are unprecedented in the modern geologic record.

The Intergovernmental Panel on Climate Change (IPCC), an international group of scientists from 130 governments, has concluded that it is "extremely likely" - a probability listed at more than 95 per percent - that human activities and fossil fuels explain most of the warming over the past 50 years."

The IPCC predicts that under current human GHG emission trends, the following results could be realized within the next 100 years: [1]

- Global temperature increases between 0.3 – 4.8 degrees Celsius;
- Potential sea level rise between 26 to 82 centimeters or 10 to 32 inches;
- Reduction in snow cover and sea ice;
- Potential for more intense and frequent heat waves, tropical cycles and heavy precipitation, and;
- Impacts to biodiversity, drinking water and food supplies.

The Climate Impacts Group (CIG), a Washington-state based interdisciplinary research group that collaborates with federal, state, local, tribal, and private agencies, organizations, and businesses, studies impacts of natural climate variability and global climate change on the Pacific Northwest. CIG research and modeling indicates the following possible impacts of human-based climate change in the Pacific Northwest:[2]

- Changes in water resources, such as decreased snowpack; earlier snowmelt; decreased water for irrigation, fish and summertime hydropower production; increased conflict over water; increased urban demand for water;

- Changes expected for many federally-listed endangered and threatened species, including salmon, trout, and steelhead;

- Changes in forest growth and species diversity and increases in forest fires; and

1 Intergovernmental Panel on Climate Change (IPCC). *Summary for Policymakers.* (2014).

2 Climate Impacts Group. Accessed 01/7/2022. *Climate Impacts in Brief.* https://cig.uw.edu/learn/climate-impacts-in-brief/.

- Changes along shorelines, such as increased coastal erosion and beach loss due to rising sea levels, increased landslides due to increased winter rainfall, permanent inundation in some areas, and increased coastal flooding due to sea level rise and increased winter streamflow.

Regulatory/Guidance Framework

There are no specific emission reduction requirements or targets applicable to the project or the project area, nor are there any generally accepted emission level "impact" thresholds with which to assess the potential significance of localized or global impacts related to GHG emissions. Instead, there are State policies and programs intended to consider and reduce GHG emissions over time, as described below.

Executive Order No. 07-02, issued by Gov. Christine Gregoire in 2007, established goals for Washington regarding reductions in climate pollution, increases in jobs, and reductions in expenditures on imported fuel.[3] The Executive Order established Washington's goals for reducing greenhouse gas emissions as follows:

- To reach 1990 levels of GHG emissions by 2020;
- To reach 25% below 1990 emission levels by 2035; and
- To reach 50% below 1990 emission levels by 2050.

The Order was intended to address climate change, grow the clean energy economy, and move Washington toward energy independence. In 2007, the Washington Legislature passed SB 6001, that among other things, adopted the language of Executive Order No. 07-02 into statute.

In 2008, the Washington Legislature built on SB 6001 by passing the Greenhouse Gas Emissions Bill (E2SHB 2815). While SB 6001 set targets to reduce emissions, the E2SHB 2815 made those targets state-wide requirements (RCW 70.235.020) and directed the State to submit a comprehensive greenhouse gas reduction plan to the Legislature by December 1, 2008. As part of the plan, Ecology was mandated to develop a system for reporting and monitoring greenhouse gas emissions within the State and a design for regional multi-sector, market-based system to reduce statewide greenhouse gas emissions, consistent with the requirements in RCW 70.235.020.

In 2008, Ecology issued a memorandum stating that climate change and greenhouse gas emissions should be included in all State Environmental Policy Act (SEPA) analyses and committed to providing further clarification and analysis tools.[4]

Based on current State SEPA policy, projects that are subject to a SEPA-level review are required to report an estimate of lifecycle GHG emissions. However, these projects are not subject to specific GHG emission limitations or mitigation requirements.

Executive Order 09-05, issued by Gov. Gregoire in 2009, ordered Washington State agencies to reduce climate-changing GHG emissions, to increase transportation and fuel-conservation options for Washington residents, and to protect the State's water supplies and coastal areas. This Executive Order directed State agencies to develop a regional emissions reduction program; develop emission reduction strategies and industry emissions benchmarks to ensure 2020 reduction targets are met; work on low-carbon fuel standards or alternative requirements to

[3] Washington, State of; Office of the Governor. 2007. Executive Order No. 07-02. https://www.governor.wa.gov/sites/default/files/exe_order/eo_07-02.pdf

[4] Manning, Jay. 2008. *Climate Change – SEPA Environmental Review of Proposals.* (April 30, 2008).

reduce carbon emissions from the transportations sector; address rising sea levels and the risks to water supplies; and increase transit options (e.g., buses, light rail, and rid-share programs) and give Washington residents more choices for reducing the effect of transportation emissions.

On December 1, 2010, Ecology adopted Chapter 173-441 of the Washington Administrative Code (WAC) – Reporting of Emission of Greenhouse Gases. This rule aligned the State's greenhouse gas reporting requirements with EPA regulations and required facilities that directly emit 10,000 metric tons carbon dioxide equivalents ($MTCO_2e$) or more per year, as well as fuel suppliers that supply fuels in the state that would result in 10,000 $MTCO_2e$ when combusted, to report their GHG emissions to Ecology. Requirements for reporting began on January 1, 2012.

In 2011, Ecology issued internal guidance to assist its staff to determine which projects should have GHG emissions evaluated under SEPA and how to perform those evaluations. In April 2016, Ecology removed the internal guidance from its website to allow revisions and updates to incorporate new scientific information, as well as to be consistent with federal greenhouse gas emissions guidance and Ecology policies.

Gov. Jay Inslee issued Executive Order 14-04 in 2014 that established steps to be taken to address the effects of climate change and how to reduce carbon pollution in Washington. This Executive Order superseded Executive Orders 07-02 and 09-05. Some of the key areas addressed by the Order include carbon pollution, clean transportation, and clean technology.

On April 30, 2020, Ecology announced the beginning of the rulemaking process as per the Directive of the Governor #19-18. This initiative would create a new rule, WAC Chapter 173-445, Greenhouse Gas Assessment for Projects and would help address analysis and mitigation of greenhouse gas emissions for environmental assessments of industrial and fossil fuel projects. The new rule is slated to be completed by 2022.

Locally, King County has developed a GHG Worksheet that is used to estimate all GHG-related emissions created over the life span of project's under SEPA review. Included in the worksheet are considerations for construction materials, fuel used during construction, energy consumed during building operation, and transportation by building occupants, and is based on the type (i.e., intended use) and size of the proposed development. Calculation of GHG emissions using the King County spreadsheet is discussed further in this assessment.

3.2-1 Affected Environment

Existing Air Quality

Existing sources of air pollution in the project study area are mostly associated with local traffic sources. With typical vehicular traffic, the air pollutant of concern is CO. Other pollutants include ozone precursors (hydrocarbons and nitrogen oxides – NOx), coarse and fine particulate matter (PM_{10} and $PM_{2.5}$), and SO_2. The amounts of particulate matter generated by well-maintained individual vehicles are minimal compared with other sources (e.g., a wood-burning stove). Concentrations of SO_2 and NOx are usually not high except near large industrial facilities. Existing air quality in the project area is considered good. The project study area is in the former Puget Sound Ozone and CO maintenance areas but now maintains an "attainment" status for all monitored air pollutants.

3.2-2 Impacts of the Proposed Action

Operational Impacts

Development of the ***Draft MIMP*** and an increase in on-campus population of up to 7,500 student FTEs by the year 2035 would result in increases in all travel modes – including vehicular traffic to and from the campus that could increase emissions near the campus and along roadways in the area.

One or more emergency generators may be required to ensure safe and consistent operation of the project. Emissions associated with emergency generators result from the combustion of fossil fuels and would occur during emergency use or routine testing of the generators. PSCAA Regulation I, Section 6.03(c) exempts some sources of air pollution from Notice of Construction applications and Order of Approvals. Sources defined in 6.03(c) are not expected to cause or contribute to local air quality impacts. Stationary internal combustion engines, including emergency generators, with less than 50 horsepower output or those that are operated less than 500 hours per year are included in these exemptions. The project would not require larger emergency engines or engines that operate more than 500 hours per year.

Greenhouse Gas Emissions

The GHG emissions associated with the ***Draft MIMP*** were calculated using King County's SEPA GHG Emissions Worksheet. King County's GHG worksheet estimates all GHG emissions that are created over the life span of a project from construction materials, fuel used during construction, energy consumed during building operation, and transportation by building occupants.

The results for the ***Draft MIMP*** are presented in **Table 3.2-1**. The ***Draft MIMP*** is expected to produce about 745,224 metric tons (tonnes) of CO_2 equivalent (MTCO2e) over a 62.5-year lifespan. Annually this corresponds to about 11,924 tonnes. To put these values into context, in the Washington State GHG emission inventory for 2010-2018, Ecology estimated state-wide annual GHG emissions in 2018 were about 100 million $MTCO_2e$.[5] Estimated annual worldwide GHG emissions for 2015 were about 46 billion $MTCO_2e$.[6] Thus, the project's annual GHG emissions represent approximately .011924% of estimated annual 2018 GHG emissions within Washington and much smaller percentages of worldwide emissions.

It is important to note that the scale of global climate change is so large that the impacts from one project, no matter the size, would almost certainly have no discernible effect on increasing or decreasing global climate change. Any such effects can only be considered on a "cumulative" basis. It is, appropriate to conclude that the Proposed Action's GHG emissions would combine with emissions across the City, County, State, nation, and planet to cumulatively contribute to increases or decreases in the rate and effects of global climate change.

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5 Washington State Department of Ecology (Ecology). 2018. *Washington's greenhouse gas inventory*. Accessed January 2022: https://apps.ecology.wa.gov/publications/documents/2002020.pdf.

6 United States Environmental Protection Agency (USEPA). 2015. *Climate Change Indicator: Global Greenhouse Gas Emissions*. Accessed January 2022: https://www.epa.gov/climate-indicators/climate-change-indicators-global-greenhouse-gas-emissions.

Table 3.2-1
Estimated Draft MIMP Greenhouse Gas Emissions ($MTCO_2E$)

Components	Area (sq. ft.)	Lifespan Emissions [1]	Annual Emissions [2]
Education[3]	302,224	316,049	5,057
Lodging[4]	301,573	281,432	4,503
Retail (Other Than Mall)[5]	6,055	5,224	84
Public Assembly[6]	43,580	40,198	643
Other[7]	65,000	102,321	1,637

Source: EA, based on using the King County's GHG worksheet

[1] Estimated lifecycle emissions are based on an assumed average useful life of about 62.5 years for all types of structures that are not considered residential. These emissions are reported in MTCO2e representing metric tons (tonnes) of carbon dioxide equivalent, or 2,204.62 pounds of CO2. This metric is a standard measure of CO2 equivalent emissions that include CO2 and other GHGs.

[2] Annual emissions estimates are based on dividing total emissions by assumed facility useful lifespan as indicated in note (1) above.

[3] Defined as buildings used for academic or technical classroom instruction, such as elementary, middle, or high schools, and classroom buildings on college or university campuses. Buildings on education campuses for which the main use is not classroom are included in the category relating to their use. For example, administration buildings are part of "Office," dormitories are "Lodging," and libraries are "Public Assembly."

[4] Defined as buildings used to offer multiple accommodations for short-term or long-term residents, including skilled nursing and other residential care buildings.

[5] Defined as buildings used for the sale and display of goods other than food.

[6] Defined as buildings in which people gather for social or recreational activities, whether in private or non-private meeting halls.

[7] Buildings that are industrial or agricultural with some retail space; buildings having several different commercial activities that, together, comprise 50 percent or more of the floorspace, but whose largest single activity is agricultural, industrial/ manufacturing, or residential; and all other miscellaneous buildings that do not fit into any other category.

The estimates of project GHG emissions do not consider any potential efforts to reduce GHG emissions and/or resource consumption by incorporating sustainable features into the development, although such sustainable features would be incorporated into the project by virtue of the City and State Building and Energy Code requirements. Green building technologies could also be considered in the approach to the design of buildings to reduce GHG emissions.

The GHG emissions associated with the ***Draft MIMP*** would contribute to the cumulative carbon footprint of King County. No significant adverse air quality impacts would be expected due to project-related GHG emissions.

3.2-3 Impacts of the Alternatives

No Boundary Expansion Alternative

Operational Impacts

Impacts associated with development under the ***No Boundary Expansion Alternative*** would be similar but less than those described for the ***Draft MIMP***.

Greenhouse Gas Emissions

The results for the ***No Boundary Expansion Alternative*** are presented in **Table 3.2-2**. The ***No Boundary Expansion Alternative*** is expected to produce about 617,063 metric tons (tonnes) of CO_2 equivalent (MTCO2e) over a 62.5-year lifespan. Annually this corresponds to about 9,873 tonnes. The project's annual GHG emissions represent approximately .009873% of estimated annual 2018 GHG emissions within Washington and much smaller percentages of worldwide emissions.

Table 3.2-2
Estimated No Boundary Expansion Alternative Greenhouse Gas Emissions ($MTCO_2E$)

Components	Area (sq. ft.)	Lifespan Emissions [1]	Annual Emissions [2]
Education[3]	202,224	211,501	3,384
Lodging[4]	301,573	281,432	4,503
Retail (Other Than Mall)[5]	6,055	5,224	84
Public Assembly[6]	43,580	40,198	643
Other[7]	50,000	78,709	1,259

Source: EA, based on using the King County's GHG worksheet

[1] Estimated lifecycle emissions are based on an assumed average useful life of about 62.5 years for all types of structures that are not considered residential. These emissions are reported in MTCO2e representing metric tons (tonnes) of carbon dioxide equivalent, or 2,204.62 pounds of CO2. This metric is a standard measure of CO2 equivalent emissions that include CO2 and other GHGs.

[2] Annual emissions estimates are based on dividing total emissions by assumed facility useful lifespan as indicated in note (1) above.

[3] Defined as buildings used for academic or technical classroom instruction, such as elementary, middle, or high schools, and classroom buildings on college or university campuses. Buildings on education campuses for which the main use is not classroom are included in the category relating to their use. For example, administration buildings are part of "Office," dormitories are "Lodging," and libraries are "Public Assembly."

[4] Defined as buildings used to offer multiple accommodations for short-term or long-term residents, including skilled nursing and other residential care buildings.

[5] Defined as buildings used for the sale and display of goods other than food.

[6] Defined as buildings in which people gather for social or recreational activities, whether in private or non-private meeting halls.

[7] Buildings that are industrial or agricultural with some retail space; buildings having several different commercial activities that, together, comprise 50 percent or more of the floorspace, but whose largest single activity is agricultural, industrial/ manufacturing, or residential; and all other miscellaneous buildings that do not fit into any other category.

As with the ***Draft MIMP***, the estimates of GHG emissions from the ***No Boundary Expansion Alternative*** does not consider any potential efforts to reduce GHG emissions and/or resource consumption by incorporating sustainable features into the development. Thus, the GHG emissions associated with this alternative would contribute to the cumulative carbon footprint of

King County, however, no significant adverse air quality impacts would be expected due to project-related GHG emissions.

No Action Alternative

Operational Impacts

Impacts associated with the ***No Action Alternative*** would be substantially less than those described for the ***Draft MIMP***.

Greenhouse Gas Emissions

As show in **Table 3.2-3**, the ***No Action Alternative*** is expected to produce about 85,401 metric tons (tonnes) of CO2 equivalent (MTCO2e) over a 62.5-year lifespan and corresponds to about 1,902 tonnes annually. When compared to the annual state-wide and worldwide GHG emissions as stated above, the ***No Action Alternative*** represents a much smaller percentage overall.

Table 3.2-3
Estimated No Action Alternative Greenhouse Gas Emissions (MTCO2E)

Components	Area (sq. ft.)	Lifespan Emissions [1]	Annual Emissions [2]
Public Assembly[3]	43,580	40,198	643
Other[4]	50,000	78,709	1,259

Source: EA, based on using the King County's GHG worksheet

[1] Estimated lifecycle emissions are based on an assumed average useful life of about 62.5 years for all types of structures that are not considered residential. These emissions are reported in MTCO2e representing metric tons (tonnes) of carbon dioxide equivalent, or 2,204.62 pounds of CO2. This metric is a standard measure of CO2 equivalent emissions that include CO2 and other GHGs.

[2] Annual emissions estimates are based on dividing total emissions by assumed facility useful lifespan as indicated in note (1) above.

[3] Defined as buildings in which people gather for social or recreational activities, whether in private or non-private meeting halls.

[4] Buildings that are industrial or agricultural with some retail space; buildings having several different commercial activities that, together, comprise 50 percent or more of the floorspace, but whose largest single activity is agricultural, industrial/ manufacturing, or residential; and all other miscellaneous buildings that do not fit into any other category

3.2-4 Mitigation Measures

Operation of Proposed Action or Alternatives

Operation of the ***Draft MIMP*** or ***EIS Alternatives*** is not anticipated to result in any significant adverse air quality impacts. Consequently, no specific additional mitigation is necessary or proposed. On-going Transportation Management Plan (TMP) measures implemented by SCC would reduce overall campus vehicle trip generation and reduce related impacts on campus and in the surrounding vicinity. Please refer to **Section 3.11 – Transportation** for additional information regarding the TMP.

GHG and Sustainability

The environmental analysis described above does not quantify or take into consideration any potential efforts to reduce climate change-related impacts by incorporating sustainable features into the development. Sustainable features would be incorporated into individual projects as they are built to reduce the impacts quantified in this section through compliance with requirements of Building and Energy Codes. Green building technologies could be considered in the approach to the design of buildings, and in ongoing site programming and management.

3.2-5 Significant Unavoidable Adverse Impacts

No significant unavoidable adverse air impacts have been identified and none are anticipated.

3.3 Plants and Animals

This section of the Draft EIS describes the existing tree conditions on the SCC campus and evaluates the potential impacts from the ***Draft MIMP*** and EIS Alternatives. This section is based on an Arborist's Report (Tree Solutions, 2022, see **Appendix D**) that was prepared by a certified arborist to provide a high-level analysis of potential impacts to trees based on identified building sites/schematics.

Regulatory Context

Seattle Municipal Code Chapters 25.05, 25.09, and 25.11; and Director's Rules 7-2023, 8-2023, 10-2023, and 12-2023 establish the City's tree protection regulations on private property and in and adjacent to designated critical areas. Chapter 25.05 establishes SEPA policies for determining the value of outstanding trees that are subject to an environmental review process. Site planning around trees in or adjacent to critical areas must follow the requirements outlined in SMC 25.09.070. Chapter 25.11 is the City's tree protection code and provides the means for categorizing and protecting certain trees/groves by establishing a regulatory framework, identifying restrictions on tree removal, and containing key provisions for Tier 1, 2, 3, and 4 trees. DR 7-2023 clarifies the definition of Tier 2 Trees, including size thresholds for various species of Trees. A key to the City's tree regulations is whether a tree is a "Tier 1" or "Tier 2 Tree."

3.3-1 Existing Conditions

Background

Urban trees and plants are valued for the ecosystem services that they provide, such as energy conservation (by reducing summer energy costs by shading buildings and combating the urban heat island effect), carbon sequestration, air quality enhancement, and stormwater mitigation. Additionally, they are valued for the social services they provide, including their effects on the health and wellness of humans, as well being increasingly valued for their wildlife habitat potential.[1]

Typically, groups of trees provide higher quality habitat and have a higher ecological value than individually spaced trees not only due to the trees, but also to the forested understory. Large individual 'exceptional' trees also provide habitat and ecological value; however, depending on the surrounding trees and landscaping their influence may be dispersed. Additionally, young trees are better able to adapt to construction disturbances than mature exceptional trees and can provide replacement canopy as mature trees decline.

Native mature trees and plants enhance wildlife habitat by providing nesting and hiding cover, food, and safe travel corridors. Urban wildlife residents of mature/exceptional trees include birds, small mammals, amphibians and reptiles, arachnids (e.g., spiders), and insects. Each of these animals finds shelter from predators and weather in the insulated nooks of these trees. Additionally, plants, lichens, and fungi may use a tree as a growing substrate or food source. Birds may use dead branches on the tree as a perch from which to sing or hunt, or use a cavity as a place to roost or nest. Secondary cavity-nesters, such as bluebirds and squirrels use natural

[1] https://ufi.ca.uky.edu/wildlife-habitat-tree

cavities, or the vacant cavities previously excavated by woodpeckers (primary cavity-nesters). Mammals, such as bats, may also inhabit the protected spaces behind loose or sloughing bark. Amphibians and reptiles take advantage of cracks as both a safe hiding place and hunting grounds for insects.[1]

Retaining trees and other vegetation on steep slopes helps strengthen and retain the integrity of the hillside. Trees, shrubs, and groundcovers can maintain slopes and reduce erosion from surface water and shallow groundwater. Evergreen trees and other vegetation are most valuable and able to protect soil and remove water during the winter months when deciduous plants are dormant. A diverse mix of both evergreen and deciduous plants provides the greatest protection. Trees/plants can also have value as sight and sound barriers and discourage access to hazardous areas. Once established, native trees/plants require little maintenance or care.[2]

Existing Conditions on Campus

Existing MIO Boundary

The SCC campus is in the Capital Hill neighborhood in Seattle and is comprised of numerous buildings and landscaped open spaces and plazas. The open spaces are primarily maintained as lawn and or paved areas with planted landscape beds.

Tree species on the existing SCC campus are varied and include natives and ornamentals. The most common tree species were London planetree (*Platanus x acerifolia*), pin oak (*Quercus palustris*), red oak (*Quercus rubra*), and sweetgum (*Liquidambar styraciflua*), at 16.3 percent, 11.2 percent, 8.7 percent, and 8.2 percent, respectively.

In total, there are 161 trees within the existing MIO, of which 77 are estimated to be on private property, which is regulated by SDCI. There are 84 trees that are estimated to be growing partially or fully in the ROW, which are regulated by Seattle Department of Transportation (SDOT). There are a total of 31 tier 2 trees within the existing MIO, 28 of which are growing within a tier 2 grove, none of which are also tier 2 by size. There are a total of three trees within the existing MIO that are tier 2 by size. (See **Table 3.3-1**.)

According to the SDCI GIS map, there is one environmentally critical area (ECA) on campus: a steep slope (40% average) – ECA 1. There are two trees located within the steep slope ECA or steep slope buffer within the existing MIO.

Other than the ECA described above, the SCC Campus does not contain any other special habitat types or areas, such as wetlands and associated areas (e.g., upland nesting areas), or spawning, feeding, or nesting sites. Additionally, no state- and/or federally-listed threatened, endangered, or sensitive plant or animal species have been identified on campus.

[2] *Value, Benefits and Limitations of Vegetation in Reducing Erosion*. Prepared for the Coastal Training Program by Greenbelt Consulting. 2004.

Table 3.3-1
Summary of Tree Totals

	Site Trees (private property	Street Trees (ROW)	Number of Tier 2 Trees (Groves and/or by Size)	Trees w/i Steep Slope ECA/ Buffer	Total Trees
w/i Existing MIO Boundary	77	84	31	2	161
w/i Proposed MIO Boundary Expansion Areas	17	17	1	0	34
Total Trees	94	101	32	2	195

Source: Tree Solutions, 2024.

3.3-2 Impacts of the Proposed Action (Draft MIMP)

Summary of Potential Impacts

The ***Draft MIMP*** would result in the potential for more trees to be removed than the ***No Boundary Expansion Alternative*** or the ***No Action Alternative***, because it proposes the most development. All of the proposed development under the ***Draft MIMP*** is planned in areas which already have buildings or parking areas. The greatest number of Tier 2 trees would be removed with the construction of the District Energy Plant, which would likely require removing seven trees in the exceptional grove to the south of where the District Energy Plant is proposed under the ***Draft MIMP***. The ***No Action Alternative*** would remove the fewest trees due to the limited scope of proposed development on campus. Please see **Table 3.3-2** for a summary comparison of the potential number of trees removed and minimum replacement trees required under the ***Draft MIMP*** and each alternative. A more detailed discussion on the ***Draft MIMP*** and each alternative follows the table.

Table 3.3-2
Summary of Potential Tree Removals/Replacements by EIS Alternative

	Total Number of Trees Removed	Total Number of Tier 2 Trees Removed (Groves and/or by Size)	Total Number of Trees Removed in Steep Slope ECAs	Minimum Replace-ment Trees Required
Draft MIMP	39	8	2	15
No Boundary Expansion Alternative	24	8	2	11
No Action Alternative	9	7	0	7

Source: Tree Solutions, 2022

Proposed Action – Draft MIMP

Under the ***Draft MIMP***, five boundary adjustments are proposed (two boundary reductions and three boundary expansions) and height increases are proposed in areas within the expanded MIO boundary (see **Figure 2-5**). These boundary adjustments, as well as the public ROW within these areas, would add approximately 1.5 acres to SCC's existing MIO boundary for a total MIO boundary area of 11.5 acres.

The tree survey identified approximately 34 trees in the proposed MIO boundary, which are not located in the existing MIO. Of these trees, 17 are estimated to be on private property, which is regulated by SDCI. There are also 17 trees that are estimated to be growing partially or fully in the ROW, which are regulated by SDOT. There is one Tier 2 tree by size in the proposed MIO. There are no trees in the proposed MIO that are not located in the existing MIO and in a steep slope ECA, or steep slope buffer (see **Table 3.3-1**.). Please see the *Arborist's Report* in **Appendix D** to this Draft EIS for more detailed information about existing conditions on campus and each individual tree that has been inventoried on the SCC campus, as well as for tree location maps.

Overall, buildout of all planned and potential development projects under the ***Draft MIMP*** would add approximately 353,443 sq. ft. of gross floor area and remove approximately 23,005 gross square feet of space from the existing campus. The result would be a campus-wide total gross floor area of roughly 1.10 million sq. ft. Development and potential demolition projects on the SCC Campus would affect existing trees and vegetation on-site due to disturbance associated with demolition and new construction activities. Progressive urbanization of the campus would result in the loss of some existing trees/vegetation/habitat and replacement of landscaped areas.

There are four planned projects and four potential projects that could be developed on SCC's campus under the ***Draft MIMP*** (refer to **Figures 2-6** and **2-9**). For new buildings and building additions constructed under the ***Draft MIMP***, it is assumed that trees/plants that are within the building footprints or that are directly adjacent to proposed buildings would require removal.[3]

Planned Projects – The planned projects include: an Information Technology Education Center (ITEC), a student housing building, and renovation of the Broadway Achievement Center (BAC) and the student union.

- Construction of the ITEC would potentially require removal of approximately 16 trees.

- Construction of the student housing building would potentially require removal of approximately eight (8) trees, one (1) of which would be classified as '*Tier 2*', and two (2) of which would be located within a steep slope ECA/steep slope buffer.

- Renovation of the BAC would not require the removal of any trees.

- Renovation and addition to the student union could require the removal of two (2) trees.

Potential Projects – the potential projects include: Harvard Building I, Harvard Building II, the District Energy Plant, and modifications of campus parking facilities.

[3] Tree removals listed are an estimate; specific tree removal and retention numbers for each building would be reviewed again based on design and construction plans for each project prior to construction.

- Construction of the Harvard Building I would potentially require the removal of four (4) trees, two of which are '*Tier 3*' trees.

- Construction of the Harvard Building II would potentially require the removal of two (2) trees, both of which are '*Tier* 3' trees.

- Construction of the District Energy Plant would potentially require the removal of seven (7), all of which are part of a Tier 2 grove of trees.

- Parking facilities would remain the same or be installed below ground level as part of new building construction. Therefore, no removal of trees would be required.

In total, construction of potential projects under the ***Draft MIMP*** would be estimated to result in the removal of approximately 39 trees, eight (8) of which are '*Tier 2'* by size and/or their location within a grove. A total of two (2) of the 39 trees proposed for removal are located within a steep slope ECA/steep slope buffer. Renovation projects would have the least impact on existing trees, likely leading to little or no impact on tree retention (refer to **Figures 2-6** and **2-7** for project references and locations).

Removal of trees/vegetation on campus would result in a reduction of urban wildlife habitat on campus, and the aesthetic, ecological, and intrinsic human health/wellness value associated with this habitat. Each proposed/potential development project that is built on campus would be required to replace trees that are removed and to provide new landscaping on campus, which would help to mitigate the short-term impact of this loss of habitat. However, increased site density will likely result in more challenges for space for larger maturing trees, which are highly encouraged over smaller ornamental varieties.

Please see the *Arborist's Report* in **Appendix D** to this Draft EIS for details concerning specific trees that might need to be removed under each potential project.

The ***Draft MIMP*** includes Development and Greenspace standards related to landscaping. There are no specific landscaping standards proposed that quantify landscape area. Landscape area is incorporated into the Open Space standards. Landscaping elements are part of several Design Guidelines. These design guidelines would be applied as part of individual building and/or improvement projects. Landscaping is also to be included and complement project development in rights-of-way in the form of street trees, green stormwater development, and plantings in pedestrian circulation spaces. The Greenspace standards also promote the use of plants and groundcovers that are drought tolerant, climate adaptive, and promote urban habitat.

3.3-3 Impacts of the Alternatives

No Boundary Expansion Alternative

Under the ***No Boundary Expansion Alternative***, no boundary expansions would occur. This alternative would include the four planned projects that are part of the ***Draft MIMP***, with certain modifications. No potential development would occur because there would be no boundary expansions where this development is proposed under the ***Draft MIMP***. (See **Figure 2-9**.)

Demolition and construction activities associated with the planned projects could potentially require the removal of approximately 24 trees, two (2) of which are classified as '*Tier 2'* due to size and/or location within a grove. A total of two (2) of the 24 trees proposed for removal are located within a steep slope ECA/steep slope buffer. Please see the *Arborist's Report* in **Appendix D** to this Draft EIS for details concerning specific trees that might need to be removed under this alternative.

No Action Alternative

Under the ***No Action Alternative***, the District Energy Plant could still be constructed, but no other new planned or potential building development would occur other than renovation consistent with the current MIMP. The campus boundary would not be expanded.

In total, renovation activities associated with the ***No Action Alternative*** could potentially require the removal of an estimated two (2) trees, none of which are '*Tier 2 or 3'* by size and/or location within a grove, and none of which are located within a steep slope ECA/steep slope buffer and/or a potential landslide area ECA. Demolition and construction activities associated with the District Energy Plant would potentially require the removal of seven (7) trees, all of which are part of a Tier 2 grove of trees. The ***No Action Alternative*** would involve the least tree and habitat removal of the EIS alternatives, as fewer buildings are planned for construction on campus under this alternative. Please see the *Arborist's Report* in **Appendix D** to this Draft EIS for details concerning specific trees that might need to be removed under this alternative.

3.3-4 Mitigation Measures

- Site planning around exceptional trees would follow the requirements outlined in SMC 25.11, which outlines replacement requirements for Tier 2 trees and trees over 24 inches that are removed for development.

- Site planning around trees in environmentally critical areas (ECAs) would follow the requirements outlined in SMC 25.09.070, which requires mitigation sequencing at project review. Mitigation for lost tree canopy in developed areas of the site could likely include restoration and planting in the steep slope areas.

- All pruning required for construction clearance must be performed by an ISA certified arborist conforming to current ANSI A300 standards.

- Trees should be surveyed prior to construction and final impacts analyzed. Tree retention should be considered throughout the design process to ensure that trees with high retention value can be protected.

- When developing the campus, the locations of groves in particular, individual exceptional trees, and other trees of all sizes should be taken into consideration to ensure a diversity of size, age, and species on campus.

- Each proposed/potential development project that is built on campus would be required to replace trees that are removed and to provide new landscaping on campus, which would help to mitigate the short-term impact of this loss of habitat.

- The ***Draft MIMP*** features “Greenspace Standards”, including:
  - Plants and groundcover that are drought tolerant, climate adaptive, and promote urban habitat should be used.
  - Use stormwater treatment strategies to greenify campus and mitigate stormwater.
  - Campus landscaping and right-of-way improvements should support urban wildlife by creating new habitat for insect and birds through design and planting for green roofs, walls, and planting beds. Maximize the use of native plantings.

3.3-5 Significant Unavoidable Adverse Impacts

As indicated in this section, certain existing trees and/or habitat on campus could be removed or affected by adjacent ground disturbance during construction. With implementation of proposed mitigation measures noted above, no additional significant unavoidable adverse impacts to plant species on-site or proximate to the site are anticipated under the ***Draft MIMP***.

3.4 Environmental Health

This section describes potential site contamination conditions on campus. A Geotechnical Report (Geoengineers, 2022) was completed for the project and is included as **Appendix B** to this Draft EIS.

3.4-1 Affected Environment

Results of a search of pertinent environmental regulatory lists and databases for current or previous facilities were reviewed for potential contaminated sites on or near campus (please see **Table 1** in **Appendix B**, Geotechnical Report, to this Draft EIS). Listed facilities within the vicinity of campus were also screened relative to risk of contaminant migration due to proximity, hydraulic gradient, and nature of database listing. The database-listed site(s) summarized in **Table 1** in **Appendix B** to this Draft EIS, met the screening criteria. Available records from these sites were reviewed from online records on Ecology and PLIA Technical Assistance Program (TAP) websites, and the following properties in the vicinity of campus were identified:

Capitol Hill Station Sites

Several sites surrounding the intersection of Broadway Avenue and East Denny Way at the north end of the proposed MIO boundary expansion area were previously cleaned up by Sound Transit in association with the construction of the Capitol Hill Light Rail Station. Reviewed online Ecology files for the sites in closest proximity to the subject property are presented below.

-West Entrance, 1827 Broadway Avenue

The Capitol Hill Station West Entrance site encompasses the area of Sound Transit Site D as well as the north- and south-adjacent parcels. According to a January 2010 Remediation Report for the site, petroleum-impacted soil was identified west of the former motorcycle repair building on Site D during subsurface explorations in 2015 and 2017. The source of the contamination was unknown and no underground storage tanks (USTs) were identified for the property. Petroleum-contaminated soil (PCS) was excavated from the area in April 2009 following demolition of the building. Approximately 407 cubic yards of PCS were removed for off-side disposal. Soil samples from the limits of the excavation did not contain analyte concentrations above applicable Model Toxics Control Act (MTCA) Method A cleanup levels, except along the west wall of the excavation, which stopped at the west property boundary. Residual PCS was left along the west property boundary and toward the west-adjacent apartment building. Although Site D has been redeveloped and no contamination is known to remain on-site, the site remains listed because of the residual contamination located along the west apartment building parcel boundary.

-South Entrance, 1830 Broadway Avenue

The Capitol Hill Station South Entrance site is the north portion of the block to the east of Sound Transit Site D across Broadway. Historical occupants of previous buildings on this site included automotive and transmission repair, and three USTs of less than 550-gallon capacity were associated with the buildings. The USTs were removed in 2010 and 2015. Soil samples from the limits of the excavations did not contain detectable concentrations of petroleum concentrations. Solvent (TCE) contamination in the vicinity of the former automotive repair businesses was identified during subsurface investigation in 2008. Following demolition of the buildings in 2010, remediation of TCE contamination was completed. Samples collected from excavation boundaries confirmed that TCE-containing soil was removed from the site, however, an area of TCE-contaminated soil remained to the north of the site beneath Denny

Way. Although the site has been redeveloped and no contamination is known to remain on-site, the site remains listed because of the residual contamination located along Denny Way.

Modera Broadway, 1812 Broadway

The Modera Broadway site is located approximately 500 feet east of the Westminster Presbyterian Church properties. According to documents in PLIA files for the site, a gas station was historically located on the site. Remedial excavations of the former pump island, UST area, and a cPAH-contaminated shallow fill soil area were completed in 2019 as part of mass excavation for site redevelopment. Approximately 7,300 tons of petroleum-contaminated soil were removed for permitted off-site disposal. Confirmation soil and groundwater samples did not contain analyte concentrations above applicable MTCA Method A cleanup levels, with the exception of residual contamination that remained in the western sidewall along the Broadway right-of-way. Soil samples from three soil borings subsequently completed within the ROW to assess the potential extent of the residual contamination did not contain detectable concentrations of petroleum or related compounds. Based on distance and cleanup status, the Modera Broadway site is not considered a risk for migratory contamination to the SCC campus.

Historical Property Use

Historic use of the properties within the proposed MIO boundaries is based on a review of the information sources listed in **Table 2** of **Appendix B** to this Draft EIS. The following describes the former uses of those properties contained with the MIO expansion areas and properties adjacent to campus:

-Boylston Properties

The Boylston parcels are currently developed with the five-story Lenawee Apartments building, constructed in 1918, the single-family residence at 713 East Olive Street built in 1902, and the four-story Porter Apartments building, constructed in 1917. The two apartment buildings use hot water heat systems according to current county assessor records. According to archived PRCs for the Lenawee Apartments building, the steam heat system historically used an oil burner. No information is available regarding fuel tanks associated with the heat systems at either apartment building. While the existing single-family residence at 713 East Olive Street currently used a natural gas forced air heat system, historical residential buildings on the parcel also reportedly used steam heat which are presumed to have been fueled by oil burners.

-Westminster Presbyterian Church Properties

The Westminster Presbyterian Church properties are currently developed with the Westminster Presbyterian Church building to the south and a parking lot to the north. The Church building was built in 1923. The church building is heated by a hot water system. No information is available to indicate whether the hot water system was fueled by oil and/or the potential location of a fuel tank associated with the heating system. The parking lot was previously developed with small apartment and single-family residential buildings, visible in aerial photographs and Sanborn maps dated 1905 to 1950s. The residences were cleared and the property converted to use as a parking lot by the mid-1960s. No information is available regarding the heat sources of the previous residential buildings.

-Sound Transit Site D

Sound Transit Site D is currently developed with a rail terminal entrance building, constructed in 2016. The parcel was previously developed with a motorcycle sales and service facility that was built in 1917. Photographs included on the archived PRCs identify the previous building

as a Harley-Davidson store in the 1950s and as “Utility Towing Service” in the 1920s. The building historically used stove and gas heat.

-Properties Adjacent to Campus

Adjacent properties have similar development history to the SCC campus. Most nearby and adjacent properties appear to be residential in the 1905 Sanborn map, with increasing transition to commercial and educational uses by the mid-1930s. Based on currently available information, the following historical adjacent properties appear to have the potential for significant use or storage of petroleum or hazardous materials:

- 1831 Broadway, the existing adjacent mixed-use building north-adjacent to Sound Transit Site D was constructed in 1905. The address is identified as “Broadway Tire Shop” in 1920 on EDR’s proprietary database of historical auto repair sites. Stores are shown on the ground floor of the building in the 1950 Sanborn map. According to archived PRCs, the building historically used an oil burning hot water heat system. A 1956 photograph included in the PRCs shows a storefront of the building with a sign reading “cleaners.”

- 1816 Broadway, identified as “Automobile Laundry” in 1930 and 1940 in EDR’s proprietary database of historical auto repair sites. This address was located approximately 100 feet south of Sound Transit Site D and was located in what is now a parking lot adjacent to the SCC Science & Math building.

- Two addresses located on the property to the east of Sound Transit Site D were identified on EDR’s proprietary database of historical auto repair sites or historical cleaners. The Sound Transit Site D property was redeveloped in 2019 as the Capitol Hill Station south entrance, discussed above.

  Identified addresses and business names include:

  - 1824 Broadway, identified as “Broadway Cleaners and Dyers” between 1975 and 1999.

  - 1830 Broadway, identified as “United Transmission,” “Broadway Automotive Service,” and/or “Consolidated Motor Pool” between 1930 and 1982.

- Multiple addresses located on the adjacent property to the south of the Boylston Properties were identified on EDR’s proprietary database of historical auto repair sites or historical cleaners. This property was redeveloped into SCC’s parking garage in 1986. Identified addresses and business names include:

  - 710 East Pine, identified as “Device and Banks” repair in 1920 and “Eureka Cleaners” in 1940.

  - 720 East Pine, identified as “Seattle Speedometer Service” in 1920 to 1935.

  - 1603 Harvard Avenue, identified as “Arnold Marshall” repair in 1940.

  - 1608 Boylston Avenue, identified as “W B Trenko” and/or “Buck’s Cylinder Shop” between 1925 and 1935.

3.4-2 Impacts of the Action Alternatives

Under the ***Draft MIMP***, five boundary adjustments are proposed (two boundary reductions and three boundary expansions) and height increases are proposed in areas within the expanded MIO boundary (see **Figure 2-5**). These boundary adjustments, as well as the public ROW within these areas, would add approximately 1.5 acres to SCC's existing MIO boundary for a total MIO boundary area of 11.5 acres. Under the ***No Boundary Expansion Alternative***, no boundary expansions would occur. This alternative would include the four planned projects that are part of the ***Draft MIMP***, with certain modifications. No potential development projects would occur because there would be no boundary expansions where this development is proposed under the ***Draft MIMP***. (See **Figure 2-7**.)

Potential Sources of Contamination

- Unknown soil conditions exist beneath the asphalt concrete parking area east of the Science and Math Building at approximate address 1843 Broadway Avenue East, located within the existing and proposed MIO boundary.
- Unknown soil conditions exist under the parking area at the northwest corner of the intersection of East Howell Street and Harvard Avenue, which is part of the proposed MIO expansion boundary associated with the Westminster Presbyterian Church properties. Based on environmental review, structures in this area were demolished in the 1950s.
- Potential sources of contaminants from heating oil tanks may be associated with the Boylston properties and the Westminister Presbyterian Church properties, located within the proposed MIO boundary.
- Asbestos, lead-based paints, toxic mold, polychlorinated biphenyls (PCBs) in light ballasts, radon, lead in drinking water, asbestos containing building materials or urea-formaldehyde insulation in on-site structures or debris or other potentially hazardous building materials could be present within buildings on campus and in the MIO expansion areas, but the extent that these sources of contamination may be present at existing buildings or properties within the existing MIO boundary or the proposed MIO boundary is not currently known.
- Asbestos abatement appears to have been completed at portions of the SCC Campus based on data in the *Environmental Data Report* in **Appendix B** to this Draft EIS, but further assessment would need to be completed on a project-specific basis.

3.4-3 Impacts of the No Action Alternative

Under the ***No Action Alternative***, no new planned or potential building development would occur other than renovation consistent with the current MIMP. The campus boundary would not be expanded.

In total, renovation activities associated with the ***No Action Alternative*** would not require substantial excavation activities on campus, therefore, minimal environmental health-related impacts associated with soil/groundwater contamination are anticipated under this alternative.

The potential for asbestos, lead-based paints, toxic mold, polychlorinated biphenyls (PCBs) in light ballasts, radon, lead in drinking water, asbestos containing building materials or urea-

formaldehyde insulation in on-site structures or debris or other potentially hazardous building materials to be encountered in the process of building renovation still exists under this alternative.

3.4-4 Mitigation Measures

Previous environmental investigations have identified the presence of several properties where there is the potential for contaminants to be present in soil beneath the structures on site and may be encountered during construction of a proposed project. Redevelopment of planned and potential projects identified in the ***Draft MIMP*** would include excavation, management, and disposal of soil and accumulated construction stormwater, which could have detectable concentrations of hazardous substances.

A contamination media management plan (CMMP) would be prepared at the time that each specific project is proposed for development that describes the actions that will be taken during construction of the proposed development in response to the known soil contamination present at the property. The CMMP will be prepared prior to the start of construction once the development design has progressed sufficiently to understand the location and depths of excavations needed for foundation and utility installations. The CMMP would include the following:

- A requirement that the earthwork contractor performing excavation activities have a health and safety plan in-place that describes worker protection methods if contaminated soils encountered;
- Procedures to properly decommission any unknown USTs encountered during construction and remove them from the project property;
- Procedures to manage contaminated soil when/if it is encountered during construction;
- Procedures to manage accumulated stormwater and/or perched groundwater (if any) generated during construction; and
- Procedures for responding to the discovery of unanticipated conditions.

At the conclusion of the excavation and removal of contaminated soil, a report documenting the work completed would be prepared and submitted to the Department of Ecology consistent with the applicable state regulations.

A Hazardous Building Materials Survey (HBMS) would be conducted/prepared at the time that each specific building is proposed for demolition/redevelopment/renovation. As necessary, abatement would be conducted in accordance with applicable state requirements.

3.4-5 Significant Unavoidable Adverse Impacts

With implementation of the mitigation measures listed above, no significant unavoidable adverse environmental health-related impacts are anticipated.

3.5 Land Use

This section of the Draft EIS describes the existing land use patterns on the Seattle Central College (SCC) campus site and in the site vicinity and analyzes the potential land use impacts and mitigation measures that could result from the proposed *Major Institution Master Plan* (MIMP). A discussion of the project's *Relationship to Plans, Policies and Regulations* is also included.

3.5-1 Affected Environment

Existing Land Uses

Campus Land Uses

The SCC campus encompasses an area of approximately 10 acres and is located on Capitol Hill just north of the Pike/Pine neighborhood and at the south end of the Broadway Avenue commercial district. The current Major Institution Overlay (MIO) boundary for the campus is generally bounded by Denny Way to the north, Broadway and Nagle Place to the east, E Pine Street and E Pike Street to the south, and Harvard Avenue and Boylston Avenue to the west. The general pattern of land use on the campus includes:

- **Buildings** – The campus consists of 15 buildings totaling approximately 777,000 gross square feet, including the Edison Technical Building, Broadway Edison Ph. 1, Broadway Edison Ph. 2, Broadway Performance Hall, Science and Math Building, Mitchell Activity Center, College Bookstore, Plant Sciences Lab, Siegal Center, Erickson Theater, Fine Arts Building, Broadway Café, South Annex/Booth Building, International Student Center, and a Parking Garage.

- **Parking Facilities** – The SCC campus currently contains approximately 633 parking spaces which are located in various parking garages and surface parking facilities around the campus. The largest concentration of parking is located in the parking garage at the southwest corner of the campus which contains approximately 510 spaces.

- **Open Space Areas** – Including the South Plaza/South Green, the Howell Street Passage, and the Broadway Edison Complex/MAC Student Center entrance areas.

Table 3.5-1 provides an overview of the existing campus land use pattern. Consistent with the urban nature of the SCC campus, the predominant campus land use are existing SCC buildings (approximately 65 percent of the total campus area). Open/green space areas comprise approximately 27 percent of the campus area while existing surface parking lots and access areas account for approximately 8 percent of the area.

Uses within the existing campus buildings include: academic (classrooms, labs, etc.), student support facilities (library, student center, theater, performance hall, bookstore, college services, etc), administrative offices, and a parking garage. Academic uses are primarily located in the central campus area (between Harvard Avenue and Broadway). Student life and support uses are generally located south of E Pine Street and east of Broadway. The existing parking garage is located east of Harvard Avenue and north of E Pine Street.

Existing open space areas, including the South Plaza/South Green, the Howell Street Passage, and the Broadway Edison Complex/MAC Student Center entrance areas are all located in the central portion of the campus. These areas generally provide open landscape areas for gathering, seating, or other passive recreation uses.

Table 3.5-1
EXISTING CAMPUS LAND USE PATTERNS

Land Use	Area in Acres	Percent of Total
Landscaping/Open Space Areas[1] (SCC)	2.28	22.8%
Landscaping/Open Space Areas (not SCC)	0.05	0.5%
Pedestrian and Hardscapes Areas[2] (SCC)	0.36	3.6%
Pedestrian and Hardscapes Areas (not SCC)	0.00	0.0%
Buildings (SCC)	6.53	65.4%
Buildings (not SCC)	0.08	0.8%
Vehicle Access Roadways (SCC)	0.06	0.6%
Vehicle Access Roadways (not SCC)	0.03	0.3%
Vehicle Parking Lots (SCC)	0.60	6.0%
Vehicle Parking Lots (not SCC)	0.05	0.5%
Total	**9.99**	**100%**

Source: SSWA, 2022.

The existing campus population at Seattle Central College includes approximately 15,800 students (6,864 FTE), 380 faculty members (130 full-time and 250 part-time), and 295 staff members.

Land Uses in the Vicinity of the Campus

The Seattle Central College campus is located in a highly developed urban area, which contains a mixture of medium to high-density development. General development surrounding the campus includes: multi-family residential uses, commercial and mixed use buildings, and recreation uses (see **Figure 3.5-1** for an illustration of existing uses in the vicinity of the site).

The area north of the campus contains primarily mid-level multi-family residential, commercial, and mixed-use development (three to seven stories). Immediately north of the campus are the Capitol Hill Link Light Rail Station (Broadway and E Howell Street) and multi-story mixed-use developments (ground-floor retail/commercial below multi-family residential). The area further to the north, beyond E Denny Way, is generally comprised of multi-story mixed-use development ranging from three to seven stories in height. Some single-story commercial uses (restaurant/retail services) are also located further to the north of the campus.

[1] Areas in this category include landscape areas, lawn areas, and other green open space areas.
[2] Areas in this category include pedestrian walkways/plazas and other hardscape areas.

Source: Schreiber Starling Whitehead Architects, 2022

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Figure 3.5-1
Existing Surrounding Land Uses

The area east of campus is made up of a mixture of land uses. Multi-story mixed-use buildings are located immediately east of the main campus area, across Broadway, and include buildings ranging from three to seven stories tall. Further to the east is Cal Anderson Park and Bobby Morris Playfield. Cal Anderson Park includes walking paths, open space, water features, and playground areas. Bobby Morris Playfield includes synthetic turf fields that can be utilized for soccer, baseball or softball; tennis court are also located on the western edge of the playfield area. Further to the east, the land uses are primarily comprised of multi-family residences ranging from two to four stories in height.

The area south of Seattle Central College is comprised of a variety of land uses including multi-family residences, mixed-use buildings, commercial and office uses, hospital/medical uses, and institutional uses. Immediately south of the campus are multi-family residences and mixed-use buildings ranging from two to seven stories. Further to the south (beyond Pike Street and Union Street) are multi-story mixed-use and commercial office buildings, Virginia Mason Medical Center, the Swedish Medical Center First Hill Campus, Seattle University, the Swedish Medical Center Cherry Hill Campus, and Harborview Medical Center.

Immediately west of the Seattle Central College campus (generally beyond Harvard Avenue) is generally comprised of multi-family residential uses ranging from two to five stories in height. A seven-story mixed-use building is located immediately west of the Erickson Theater. Multiple surface parking lots are also located to the west of the campus. Further to the west are additional multi-story mixed-use and multi-family residential buildings. Interstate 5 is located approximately 0.3 miles to the west of the Seattle Central College campus.

Building Characteristics (Height and Bulk)

Site

The Seattle Central College campus contains a variety of building types and sizes. In general, the height, bulk, and scale of buildings at SCC is greatest in the central, portion of campus, between E. Pine St. and E. Howell St. Existing campus buildings are primarily mid-rise, typically ranging in height from three to five stories. The individual buildings vary in size from about 1,000 sq. ft. to over 160,000 sq. ft. The largest buildings on campus include: Broadway Edison Ph. I (160,547 sq. ft.), Broadway Edison Ph. II (124,557 sq. ft.), and Edison (119,981 sq. ft.) in the center of campus. Current lot coverage at SCC ranges from 15 to 100% by individual building sites, with the total average for the entire MIO estimated at 67%. Floor Area Ratio (FAR) is a means of representing density and is the ratio of the amount of gross floor area permitted and the area of the lot on which the structure is located[3]. The existing FAR of the campus is 1.5 and the FAR allowed by the *2001 MIMP* is 2.10. Refer to ***Section 3.9, Aesthetics – Height, Bulk and Scale***, for additional details on building heights, building sizes, lot coverage and density on the existing SCC campus.

Site Vicinity

The characteristics of buildings surrounding the Seattle Central College campus vary depending on location and the nature of the structure's use. The areas to the north, east and west of campus are generally characterized by mid-rise structures ranging from two to seven stories. Buildings to the immediate south of campus are also generally characterized by mid-rise structures; however,

[3] Per SMC Exhibit 23.84.012 A.

further to the south (beyond Union Street) are more high-rise (15 stories or more) commercial office and medical/institutional structures.

Existing Zoning/Major Institution Overlay

Existing Zoning

Figure 3.5-2 depicts the existing zoning on-campus. In general, the underlying zoning designation for the majority of the existing Seattle Central College campus is Neighborhood Commercial 3 Pedestrian-Designated Zone– 75-foot height limit (NC3P-75). Two parcels in the MIO boundary are exceptions to this: parcels that front along Broadway and north of Pine Street that are zoned NC3P-55 and a parcel in the west area of campus along Boylston Avenue and north of Pine Street that is zoned Mid-Rise Residential (MR).

Areas surrounding the campus to the north, east, south and west are also generally zoned as MR and NC3P-75 (see **Figure 3.5-2**).

Existing Major Institution Overlay (MIO)

Seattle Central College's existing MIMP was formally adopted in July 2002 and, thereby, established the existing MIO boundary and the overlay zoning for the campus. The maximum height limits on campus are 105 feet (MIO-105) for areas that are located north of Pine Street. Areas to the south of Pine Street have a maximum height limit of 65 feet (MIO-65). See **Figure 3.5-2** for a depiction of the existing MIO. The total area included within the existing MIO boundary is approximately 10 acres, excluding public rights-of-way. Approximately 96 percent of this area is owned by Seattle Central College, and four percent is owned by other entities.

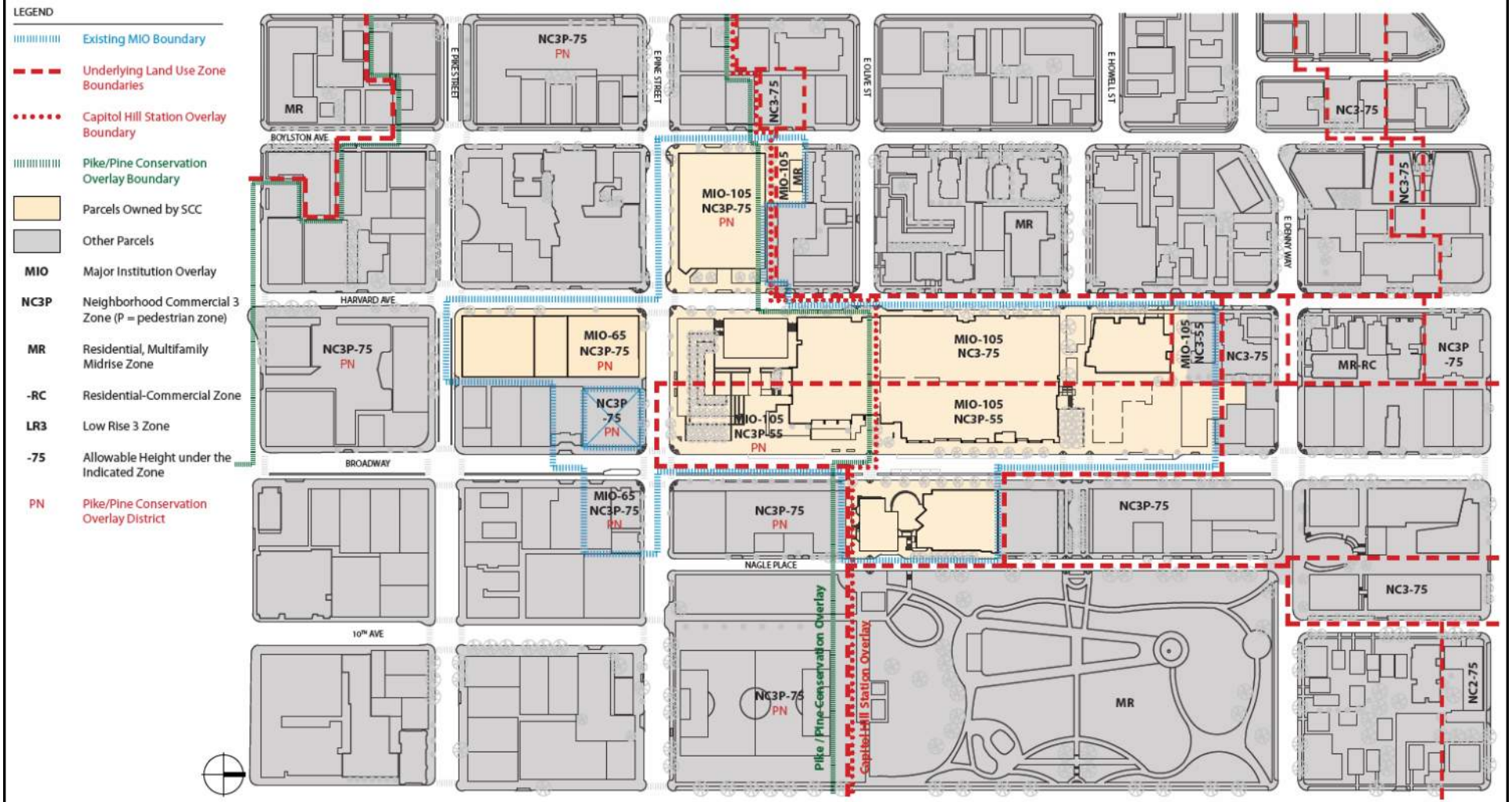
3.5-2 Significant Impacts of the Proposed Action

The following impact discussion is divided into direct and indirect impacts. Direct impacts associated with the ***Draft MIMP*** relate to construction impacts, conversion of land uses, an increase in site density, changes in activity levels (i.e. increased noise, traffic and pedestrian activity), and compatibility of proposed new land uses on-campus with surrounding land uses. Indirect land use impacts can include peripheral development and/or changes in the character or quantity of existing land uses in the area.

Direct Impacts

Proposed Campus Land Uses

Implementation of the ***Draft MIMP*** would result in the intensification of uses on-campus (as compared to existing conditions) as a result of new building development and remodeling and intensifying development associated with existing buildings. It is anticipated that full development of the ***Draft MIMP*** would occur over roughly a twenty-year time period. Technically, development under the ***Draft MIMP*** is proposed in three phases: planned projects (10-15-year timeframe) and potential projects (greater than 15-year timeframe).



Note: This figure is not to scale.

Source: SSWA, 2022

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Figure 3.5-2

Existing MIO and Underlying Zoning Map

The pattern and types of land uses on campus would not change significantly under the ***Draft MIMP***; however, building density and building heights would likely change as a result of the proposed Major Institution Overlay (MIO) zoning. Refer to ***Section 3.9, Aesthetics – Height, Bulk and Scale***, for additional information on density and building height impacts. **Table 3.5-2** includes a summary of the changes to the existing uses on campus as a result of the ***Draft MIMP***.

Table 3.5-2
CHANGES TO CAMPUS USE PATTERNS UNDER THE *DRAFT MIMP*

Land Use	Exist. Area (ac.)	% of total	Proposed Area (ac.)	% of Total	% Change	Potential Area (ac.)	% of Total	% Change
Landscaping/Open Space Areas	2.28	22.8%	2.19	19.2%	-3.6%	2.39	21.0%	1.8%
Landscape/Open Space (not SCC)	0.05	0.5%	0.23	2.0%	1.6%	0.20	1.8%	-0.2%
Pedestrian and Sport Hardscapes (SCC)	0.36	3.6%	0.35	3.1%	-0.6%	0.40	3.5%	0.4%
Ped and Sport Hardscape (not SCC)	0.0	0.0%	0.04	0.4%	0.4%	0.03	0.3%	-0.1%
Building Footprints (SCC)	6.53	65.4%	6.77	59.4%	-6.0%	7.38	64.7%	5.3%
Building Footprints (not SCC)	0.08	0.8%	0.88	7.7%	6.9%	0.66	5.8%	-1.9%
Vehicle Access Roadways (SCC)	0.06	0.6%	0.03	0.2%	-0.4%	0.03	0.2%	0.0%
Vehicle Access Roadways (not SCC)	0.03	0.3%	0.08	0.7%	0.4%	0.08	0.7%	0.0%
Vehicle Parking Lots (SCC)	0.60	6.0%	0.0	0.0%	-6.0%	0.0	0.0%	0.0%
Vehicle Parking Lots (not SCC)	0.05	0.5%	0.83	7.3%	6.8%	0.23	2.0%	-5.3%
Total	9.99	100.0%	11.41	100.0%		11.41	100.0%	

Source: SSWA, 2022.
Note: Proposed area refers to MIO areas as they would occur with ***Draft MIMP*** Proposed Campus Development projects. Potential area refers to MIO areas as they would occur with ***Draft MIMP*** Potential Campus Development project.

Use changes under the ***Draft MIMP*** would occur incrementally over time as development on the campus progresses. Full implementation of the ***Draft MIMP*** would involve new construction and/or additions/renovation to approximately seven buildings and facilities over the 20-year time period (four planned projects and three potential projects). The result of full development under the ***Draft MIMP*** would be a campus-wide total gross floor area of approximately 1.21 million sq. ft. Development on-campus would contain uses and functions that support the mission of Seattle Central College (i.e., academic uses, student support, student housing, and administrative space) or are functionally – integrated with Seattle Central College.[4]

Development under the ***Draft MIMP*** is divided into Planned Campus Development (to be completed within approximately 10-15 years) and a Potential Campus Development (to be completed in more than 15 years); Under the City of Seattle's MIO Code, planned projects are

[4] Per the City of Seattle's MIO Code, functionally-integrated uses are those that are substantially related to the central mission of Seattle Central College or that primarily and directly serve the users (students, faculty, staff and visitors) or the College.

defined as “development which the Major Institution has definite plans to construct,” while potential development projects are less definitive.

Planned Campus Development

Proposed Campus Land Uses

The Planned Campus Development would include four total projects, which would result in a campus-wide total gross floor area of approximately 1.1 million sq. ft. and a proposed maximum campus-wide Floor Area Ratio (FAR) of 2.25. Projects included under the planned development would add new and renovated academic space, student support and services areas, student housing, parking garage areas, and gathering spaces. **Table 3.5-3** provides a breakdown of Planned Campus Development and **Figure 3.5-3** provides an illustration of Planned Campus Development projects.

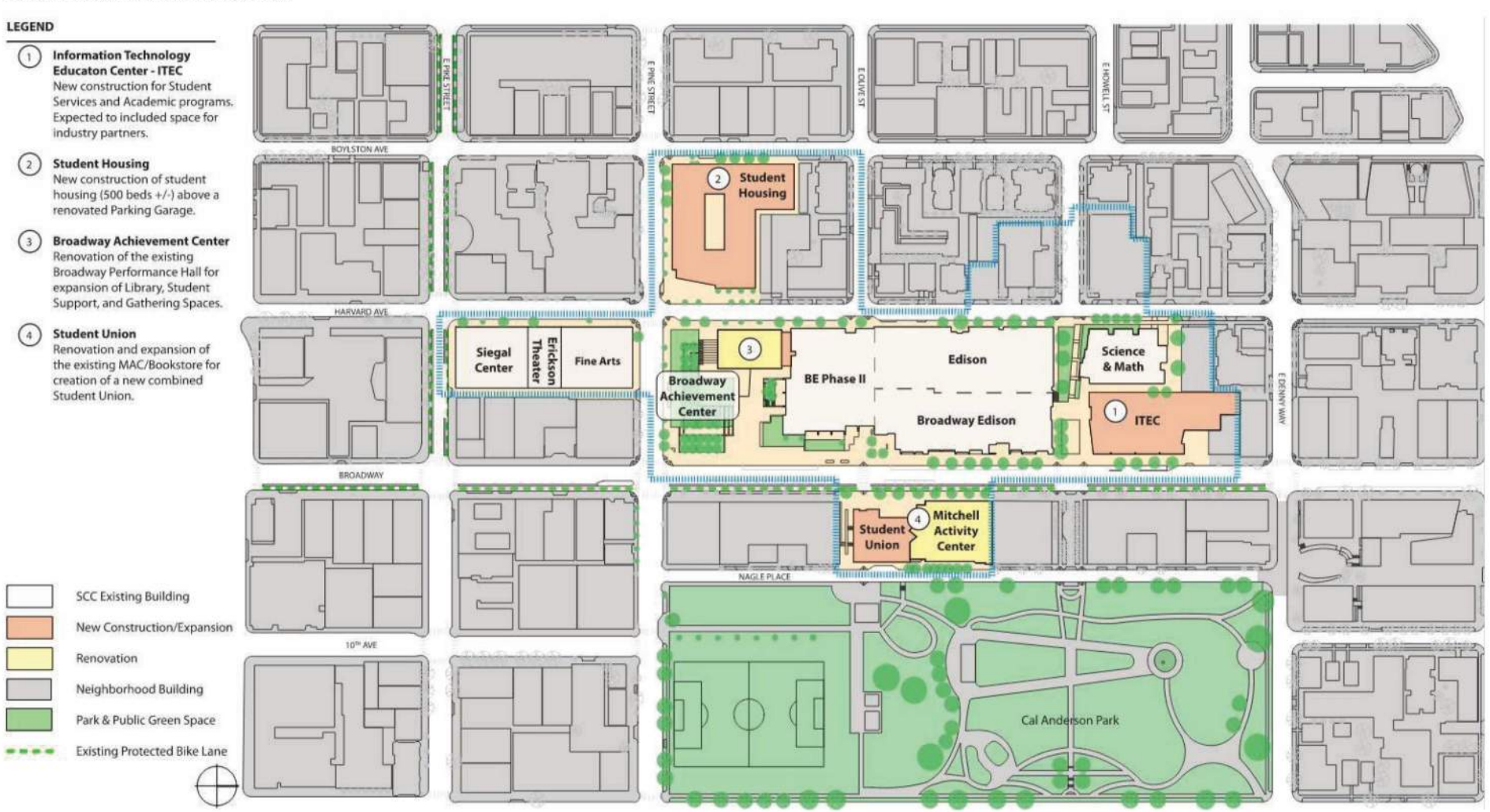
Table 3.5-3
PLANNED AND POTENTIAL CAMPUS DEVELOPMENT

	Net Additional Square Footage	New Development or Renovation
PLANNED PROJECTS		
Information Technology Education Center (ITEC)	140,000	New
Student Housing	182,764	New
Broadway Achievement Center	2,406	Both
Student Union	20,000	Both
Subtotal Planned Project Net New Square Footage	**345,170**	
POTENTIAL PROJECTS		
Harvard Building I	50,000	New
Harvard Building II	50,000	New
District Energy Plant	15,000	New
Subtotal Potential Project Net New Square Footage	115,000	
TOTAL NEW SQUARE FOOTAGE	**460,170**	

Source: SSWA, 2022.

The following provides a description of each of the Planned Campus Development projects.

The ITEC building would be locate in the northeast portion of campus, east of the Science and Math Building, on the site of the previously demolished North Plaza Building and the acquired Sound Transit Parcel D (within a MIO boundary expansion area). The ITEC building would be six-stories (approximately 95 feet) tall and contain approximately 140,000 of academic space. The building would also include three to four levels of below-grade parking which would accommodate approximately 198 vehicles.



Note: This figure is not to scale.

Source: SSWA, 2022

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Figure 3.5-3

Planned MIMP Development

The Student Housing building would be located in the southwest portion of campus on the site of the existing parking garage (north of E Pine Street and east of Boylston Avenue). Development of the Student Housing building would require the demolition of the existing parking garage. The Student Housing building would be approximately 90 feet tall and provide approximately 182,764 sq. ft. of net new gross floor area. The building would provide space for approximately 506 student housing beds with ground level retail uses and other amenities. A redesigned parking garage would be provided below-grade and include space for approximately 261 vehicles (a reduction from the existing 510 vehicles).

The Broadway Achievement Center (formerly known as the Broadway Performance Hall) would be located in the central portion of campus, north of E Pine Street and between Broadway and Harvard Avenue. The project would involve the full renovation of the existing building and an approximately 2,406 sq. ft. addition to connect the building with the existing Broadway Edison Phase II building. The height of the building would not change, and it would provide instructional space, a library expansion, student support space, and a new auditorium.

The Student Union building (formerly the Seattle Central College Bookstore) would be located in the east-central portion of the campus, between Broadway and Nagle Place. The project would renovate the existing Seattle Central College Bookstore building and include a third floor addition (approximately 20,000 sq. ft.). The new building height would be approximately 60 feet tall and it would include space for student life, fitness/recreation, and wellness uses.

Relationship to Surrounding Uses

As a result of Planned Campus Development identified in the ***Draft MIMP***, it is assumed that the planned projects would provide additional campus space and resources to serve an expanded student enrollment population. The ***Draft MIMP*** anticipates an increased enrollment up to approximately 7,500 FTE students over the life of the plan. The identified Planned Campus Development projects are intended to provide approximately 85 percent of the space needed to serve the targeted enrollment of 7,500 FTE students. New student housing that is planned for the campus would also result in approximately 506 students residing on-campus during the school year.

The increase in population on the site associated with Planned Campus Development would result in increased activity levels on-campus. The general nature of increased site activity on-campus would be reflective of the existing College campus, including pedestrian and vehicular traffic and student activities. The provision of student housing in the west portion of campus would also result in increased student presence and activity levels associated with students living on campus. The overall site activity and increases associated with the Planned Campus Development would be generally compatible with the surrounding dense, urban environment that includes numerous multi-family and mixed-use developments in the site vicinity. Increases in activity levels could also potentially benefit surrounding businesses through increased support and patronage from the additional population and activity associated with the Planned Campus Development.

Proposed land uses that would be developed under the Planned Campus Development would be generally compatible with the existing mixed-use, multi-family, commercial and institutional buildings that are located surrounding the Seattle Central College campus. Proposed development of the ITEC building and Student Housing building would result in increased building density and building heights when compared to the existing conditions. These uses would be

compatible with adjacent mixed-use and multi-family buildings and the overall building density and building heights of these buildings would be generally similar to numerous buildings in the site vicinity. As a result, no significant land use impacts are anticipated.

The proposed Broadway Achievement Center and Student Union building would provide renovations and expansions to existing structures on the campus. Each of these projects would result in smaller increases in building density on their respective sites. In the case of the Student Union building, one additional story would be added to the existing building; the Broadway Achievement Center would remain the same height. Given the size of these projects, while the respective buildings would increase in size, they would remain similar to or smaller than the majority of the existing buildings located in the site vicinity. As such, no significant land use impacts would be anticipated.

Potential Campus Development

Proposed Campus Uses

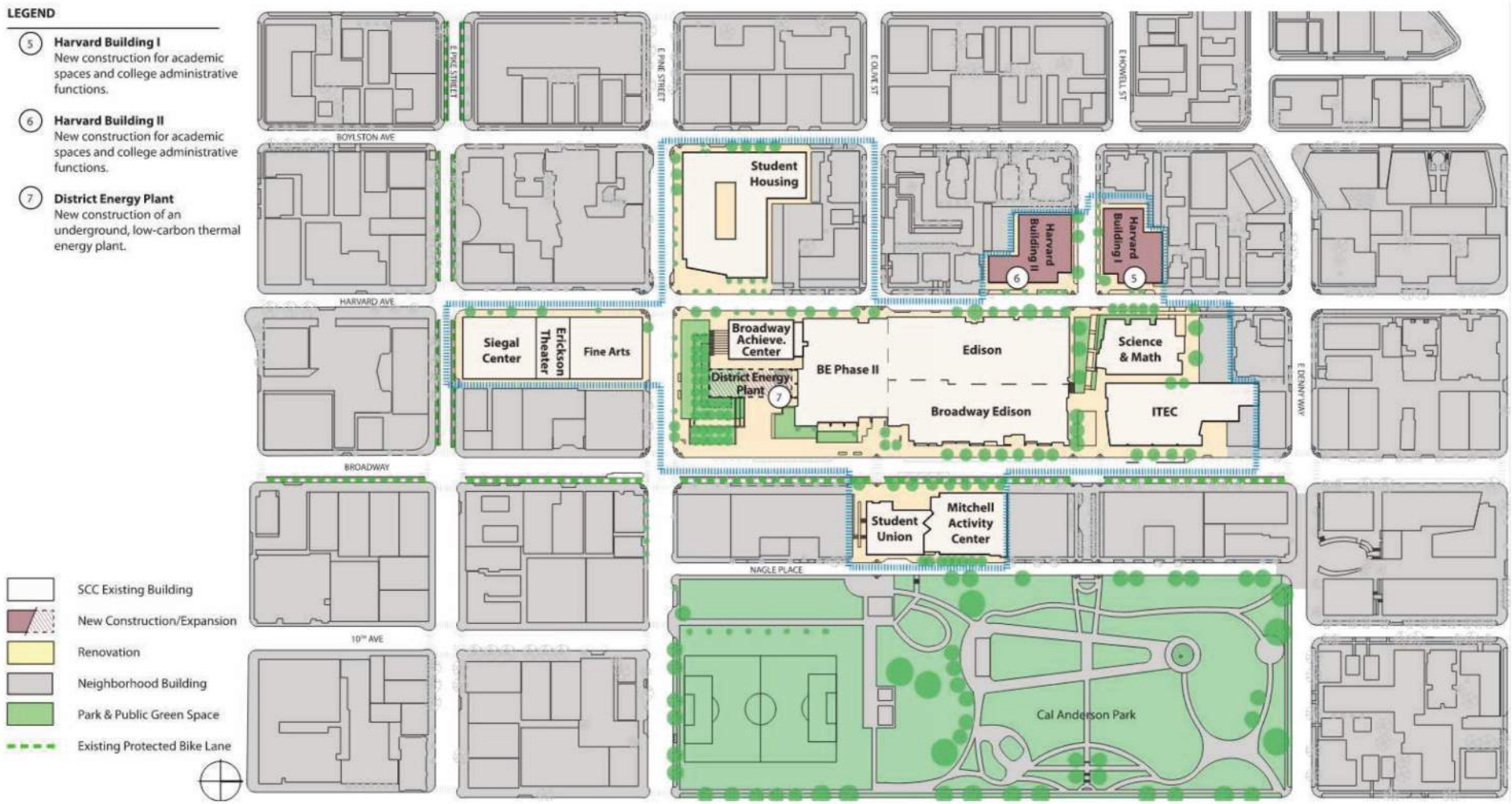
Potential Campus Development would include three projects, which would add approximately 115,000 sq. ft. of gross floor area to the campus and result in a campus-wide total gross floor area of approximately 1.21 million sq. ft. with a proposed maximum campus-wide Floor Area Ratio (FAR) of 2.25. Projects included under the planned development would add new academic spaces and campus utility uses. **Table 3.5-3** provides a breakdown of the Potential Campus Development projects. **Figure 3.5-4** provide an illustration of Potential Campus Development projects.

The following provides a description of each of the Potential Campus Development projects.

The Harvard Building I would be located in the northwest portion of campus, north of E Howell Street and between Harvard Avenue and Boylston Avenue (within a boundary expansion area). The potential building would be 4-stories (approximately 80 feet tall) and provide approximately 50,000 sq. ft. of new academic use space. The site is not currently owned by SCC and is comprised of a surface parking lot. SCC would need to acquire the site and the existing surface parking would be removed to accommodate the Harvard Building I.

The Harvard Building II would also be located in the northwest portion of campus, south of E Howell Street and between Harvard Avenue and Boylston Avenue (within a boundary expansion area). The potential building would be 4-stories (approximately 80 feet tall) and provide approximately 50,000 sq. ft. of new academic use space. The site is not currently owned by SCC and is comprised of the Capitol Hill Presbyterian Church building. SCC would need to acquire the site and the existing building would be demolished in order to accommodate the Harvard Building I.

The District Energy Plant would be located below-grade of the South Plaza, east of the Broadway Achievement Center project site. This project would provide a two-story, below-grade energy plant that would help meet the campus energy needs and provide a more sustainable and efficient central utility system. Removal and replacement of portions of the existing South Plaza would be required to accommodate the project.



Note: This figure is not to scale.

Source: SSWA, 2022

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Figure 3.5-4

Potential MIMP Development

Relationship to Surrounding Uses

Potential Campus Development identified in the ***Draft MIMP*** would provide additional campus space and resources to serve an expanded student enrollment population. The ***Draft MIMP*** anticipates an increased enrollment up to approximately 7,500 FTE students over the life of the plan. The identified Potential Campus Development projects are intended to provide 100 percent of the space needed to serve the targeted enrollment of 7,500 FTE students.

Similar to the Planned Campus Development, activity levels on campus would increase as a result of the increased on-campus population associated with the Potential Campus Development. The general nature of increased site activity on-campus would be reflective of the existing College campus, including student, faculty and staff activity, as well as pedestrian and vehicular traffic. The overall site activity and increases associated with the Potential Campus Development would be compatible with the surrounding dense, urban environment. Increases in activity levels could also potentially benefit surrounding businesses through increased support and patronage from the additional population and activity associated with the Potential Campus Development.

As with the Planned Campus Development, the Potential Campus Development projects would be generally compatible with the surrounding mixed-use, multi-family, institutional, and commercial/retail uses located in the vicinity of the Seattle Central College campus. Development of the Harvard Building I and II along the northwest portion of campus, would increase building density and building heights in this area of campus. Development of these buildings would be generally compatible in size (four-stories) and use with the existing surrounding mixed-use and multifamily use buildings and no significant land use impacts are anticipated.

The potential District Energy Plant would be located below-grade from the existing South Plaza. Limited above-grade building elements may be required for the plant such as stair access, air intake and exhaust, etc. but the building would generally not be visible from the surrounding areas. As such, no significant land use impacts would be anticipated.

Proposed Zoning/Major Institution Overlay

Proposed MIO Boundary Modifications

Under the ***Draft MIMP***, the MIO boundary for the Seattle Central College campus would be modified to remove two areas and add three areas. In total, the boundary adjustments would expand the MIO boundary by approximately 1.48 acres. Sites to be removed from the MIO boundary include: the Broadway Café/Eldridge Tire Co. (1519 Broadway) property and the South Annex/Booth Building (1532 Broadway) and International Programs Building (915 E Pine) properties. The removal of these properties would remove approximately 0.51 acres from the MIO boundary.

Sites that would be added to the MIO boundary include: Sound Transit Parcel D (1827 Broadway), the Presbyterian Church Properties (1807 Harvard Avenue, 1727 Harvard Avenue and 1721 Harvard Avenue), and the Boylston Properties (1629 Harvard Avenue, 713 E Olive Street, and 1630 Boylston Avenue). The addition of these properties would add approximately 1.99 acres to the MIO boundary. The ***Draft MIMP*** identifies two of the MIO boundary addition areas as sites for Planned and Potential Campus Development projects. A portion of the planned ITEC building project would utilize the Sound Transit Parcel D site. The potential Harvard Building I and II projects would utilize the Presbyterian Church Properties site. The ***Draft MIMP*** does not identify

any Planned or Potential Campus Development for the Boylston Properties site (see **Figure 3.5-5** for a map of the proposed MIO boundary and MIO zoning).

Proposed MIO Zoning

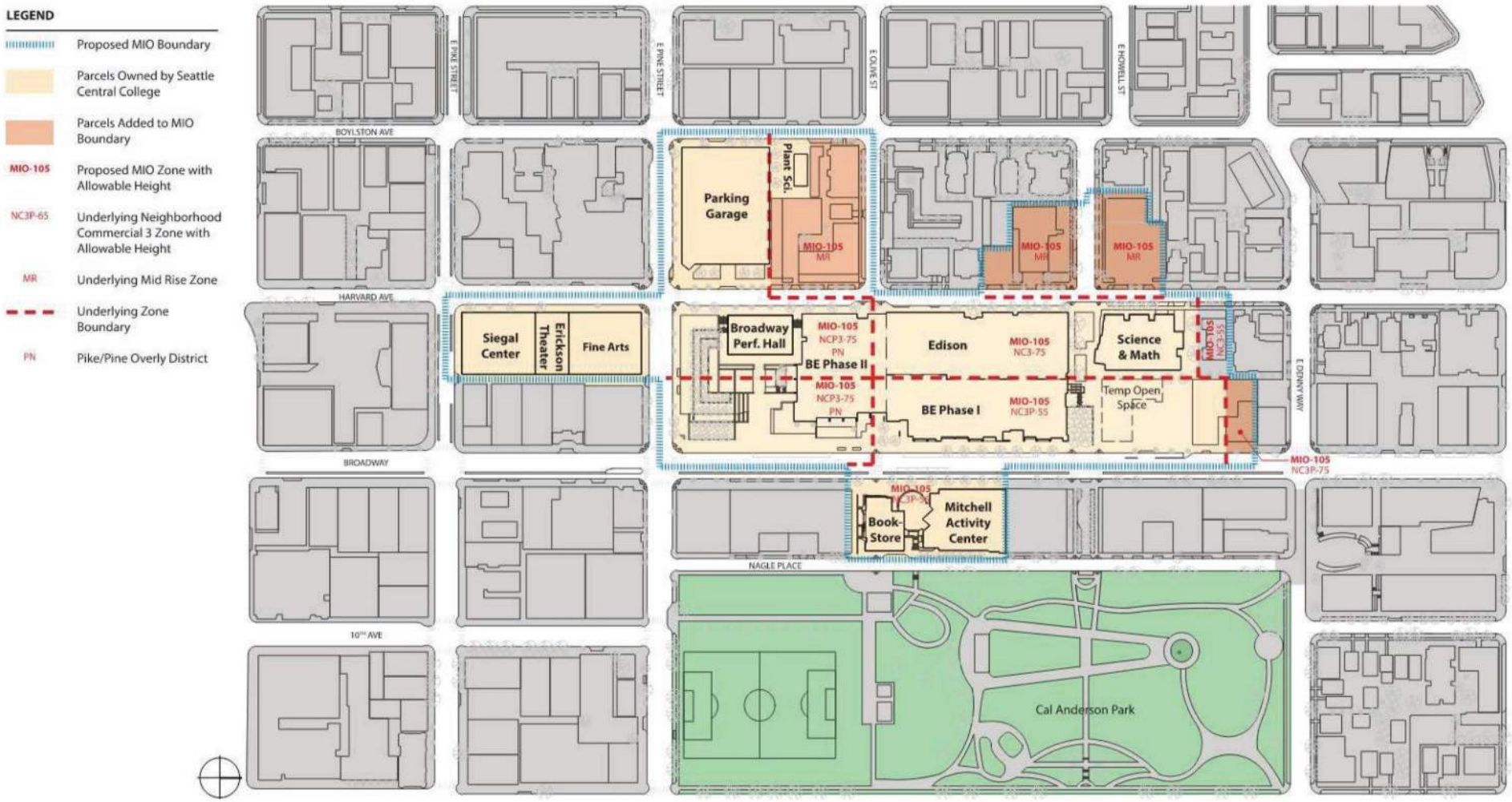
In addition to the proposed MIO boundary modifications, the ***Draft MIMP*** also proposes new MIO zoning and height limits. The new height limits would allow for increased building heights on the campus. All campus areas to the north of Pine Street would be zoned MIO-105 with a 105-foot height limit. All areas south of Pine Street would be zoned MIO-75 with a 75-foot height limit. See **Figure 3.5-5** for an illustration of the proposed MIO zoning.

The proposed MIO-105 zoning would exceed the height of the underlying zoning and is intended to allow long-term concentration of development for SCC and minimize the need for campus development to encroach into surrounding neighborhood areas. The proposed MIO-75 zoning for areas south of Pine Street is intended to remain in alignment with the underlying zoning, provided a transition from the MIO-105 zoned areas and support the goals of the Pike/Pine Neighborhood.

Indirect/Cumulative Impacts

Proposed development under the ***Draft MIMP*** would result in increased population (students, faculty and staff) on the Seattle Central College campus. Surrounding businesses may see an increase in demand for services as result of the increased population, particularly from those students residing on campus. Businesses that could experience increased demand include: retail, restaurants, coffee shops, personal services (barber, dry cleaning, etc), banking/financial services, gas stations, and entertainment services. The increase in the number of students residing on-campus could also result in a lessening in demand for multifamily housing in the general vicinity of campus as Seattle Central College students would have new student housing opportunities and the possibility of residing on-campus. Proposed new development on-campus could also indirectly influence the timing associated with redevelopment of properties surrounding the campus.

Proposed development under the ***Draft MIMP***, along with future development in the area (particularly institutional development at the Swedish First Hill campus, which is the closet institutional use to the SCC campus), would contribute to cumulative employment/population growth and intensity of land uses in the area. The *Swedish First Hill Campus Final MIMP* identifies six planned projects and three potential projects that would occur on their campus in the next 15 years. Planned development would account for approximately 950,000 square feet of net new chargeable space; projects would include the replacement of four hospital buildings, a medical office building and a central support facility. Potential projects would add approximately 270,000 square feet of net new chargeable space in the form of a medical office building, a hospital replacement building and a central support facility. Projects on the First Hill campus would be generally taller and have greater density than those that are currently located or proposed on the Seattle Central College campus.



Note: This figure is not to scale.

Source: SSWA, 2022

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Figure 3.5-5

Proposed MIO Boundary and Zoning

3.4-3 Impacts of the Alternatives

No Boundary Expansion Alternative

Under this alternative, the existing MIO boundary would remain the same and no boundary expansion would occur. The ***No Boundary Expansion Alternative*** would include the four Planned Campus Development projects that are identified as part of the ***Draft MIMP***, with modifications as needed. The Student Housing building, Broadway Achievement Center and the Student Union building would all be the same as under the ***Draft MIMP***. The ITEC building would be located in the same area of campus as under the ***Draft MIMP***; however, since no boundary expansion would occur, the size of the ITEC building under this alternative would be reduced to approximately 75 to 80 percent of the size when compared to under the ***Draft MIMP***. The reduction in building size since the north portion of the proposed building site would be located in the boundary expansion area designated as Sound Transit Parcel D (1827 Broadway) and would not be available under the ***No Boundary Expansion Alternative***. No Potential Campus Development project would occur under this alternative since they would rely on boundary expansion areas designated as the Presbyterian Church Properties (1807 Harvard Avenue, 1727 Harvard Avenue, and 1721 Harvard Avenue).

In general, land use impacts related to campus development under the ***No Boundary Expansion Alternative*** would be less than those described under the ***Draft MIMP*** due to the reduced amount of development that would occur on campus as a result of no boundary expansions. Activity levels on the Seattle Central College campus would be similar to those described under the ***Draft MIMP*** due to the comparable student campus population levels that are assumed for this alternative. However, with a reduction in the amount of campus development available under the ***No Boundary Expansion Alternative***, it is anticipated that existing and new facilities would be more intensely utilized as the on-campus campus population increases.

No Action Alternative

Under the ***No Action Alternative***, it is possible that two of the four Planned Campus Development projects could occur, the Broadway Achievement Center and the Student Union building, because they involve renovations. Development of the ITEC and Student Housing, as well as all Potential Campus Development projects, would not occur. The distribution and character of land uses and buildings would remain similar to the existing character. However, building remodeling would continue to occur in the future as some buildings on-campus could require improvements in order to accommodate the expected enrollment; such projects would not be anticipated to change the overall land use character of the buildings or the campus in general. Existing facilities and open space areas would be more intensely utilized as the on-campus population continues to gradually grow.

With no student housing provided under this alternative it is anticipated that there would be an increased number of students living off campus which would result in increased demand for off-campus housing in the vicinity of campus. Due to the large supply of multi-family housing in the vicinity of the campus, as well as in the First Hill/Capitol Hill area in general, it is anticipated that the local housing market would be able to accommodate this increased demand and that no significant adverse environmental impacts would occur. More students living off-campus would also result in an increased number of student trips to and from campus for classes and other

activities. Students would be anticipated to travel to campus via automobile, bus, bicycle or walking, depending on the distance from campus (see **Section 3.11**, Transportation, for further details on potential transportation impacts).

3.5-4 Mitigation Measures

Ultimately, the guidelines and development standards of the ***Draft MIMP*** would guide redevelopment of the Seattle Central College campus over the long-term. These plans, regulations and standards, along with individual project review by the College and the City, would serve as mitigation to preclude potential significant land use impacts from future redevelopment and ensure compatibility among site uses and uses in the site vicinity. Mitigation measures for indirect land use impacts (i.e. noise, transportation, aesthetics, etc) are addressed in their respective sections of this Draft EIS and through applicable City codes.

3.5-5 Significant Unavoidable Adverse Impacts

Proposed redevelopment on the Seattle Central College campus under the ***Draft MIMP*** would result in an intensification of development on campus and increased on-campus population. Activity levels on campus and in the vicinity of campus would also increase in conjunction with on-campus population and the development of student housing. Development under the ***Draft MIMP*** could result in the potential demolition of up to three existing structures. However, these impacts are not considered to be significant.

3.5-6 Land Use – Relationship to Adopted Land Use Plans, Policies and Regulations

Information in this section addresses the relationship of the ***Draft MIMP*** and development alternatives to adopted land use plans, applicable policies and regulations. Specific documents that are referenced include:

- City of Seattle Comprehensive Plan;
- Capitol Hill Neighborhood Plan;
- Pike/Pine Neighborhood Plan; and,
- City of Seattle Land Use Code.

City of Seattle Comprehensive Plan

Summary: The City of Seattle's *Comprehensive Plan* was originally adopted in 1994 to meet the requirements of the State Growth Management Act (GMA) and has been amended nearly every year. GMA requires a 10-year review of the 20-year plan with action taken to revise the plan, if necessary. The most recent review was completed by the City in November 2020 for the *Seattle 2035 Comprehensive Plan*. The latest update is consistent with the plan for the four-county region, Vision 2040, and King County's Countywide Planning Policies**.** For the updated plan, the City worked with King County, other cities in the County, and the Growth Management Planning Council to establish new growth estimates. In addition, during the update process the City's Planning Commission and City Departments analyzed the effectiveness of policies contained in

the current plan, and an extensive community outreach/public participation effort occurred. The following is an overview of applicable policies that are contained in the updated *Seattle 2035 Comprehensive Plan*.

Existing Comprehensive Plan

The City's *2035 Comprehensive Plan* consists of fourteen major elements: Growth Strategy, Land Use, Transportation, Housing, Capital Facilities, Utilities, Economic Development, Environment, Parks and Open Space, Arts and Culture, Community Well-Being, Community Engagement, Container Port, and Shoreline Areas. Each element contains goals and policies that are intended to "guide the development of the City in the context of regional growth management" for the next 20 years. While each element affects development on and adjacent to the Seattle Central College campus, the Growth Strategy and Land Use elements are the most relevant. The following goals and policies from these elements are most applicable to proposed development on the Seattle Central College campus.

Growth Strategy Element

Urban Village Strategy

The urban village strategy is Seattle's primary approach to growth. This strategy concentrates most of the city's expected future growth in urban centers, urban villages, and manufacturing/industrial centers. The Seattle Central College campus is located in the First Hill-Capitol Hill Urban Center. Urban centers are the densest Seattle neighborhoods. They act as both regional centers and local neighborhoods that offer a diverse mix of uses, housing and employment opportunities. Growth strategy goals and policies that are most applicable to the Seattle Central College campus include the following:

Policy GS 1.2 – Encourage investments and activities in urban centers and urban villages that will enable those areas to flourish as compact mixed-use neighborhoods designed to accommodate the majority of the city's new jobs and housing.

Policy GS 1.5 – Encourage infill development in underused sites, particularly in urban centers and villages.

Policy GS 1.7 – Promote levels of density, mixed-uses, and transit improvements in urban centers and villages that will support walking, biking and use of public transportation.

Goal GS 2 – Accommodate a majority of the City's expected household growth in urban centers and urban villages and a majority of employment growth in urban centers.

Policy GS 2.1 – Plan for a variety of uses and the highest densities of both housing and employment in Seattle's urban centers, consistent with their role in the regional growth strategy.

Policy GS 3.18 – Use varied building forms and heights to enhance attractive and walkable neighborhoods.

Policy GS 3.20 – Consider taller building heights in key locations to provide visual focus and define activity centers, such as near light rail stations in urban centers and urban villages.

Policy GS 3.25 – Promote well-designed outdoor spaces that can easily accommodate potential users and that are well integrated with adjoining buildings and spaces.

Discussion: Based on the mix of activity and intensity of development, key areas of the City have been identified as Urban Centers/Urban Villages, Hub Urban Villages, Residential Urban Villages, and Manufacturing/Industrial Centers. There are six designated Urban Centers within the City (each consists of several Urban Center Villages) and two designated Manufacturing/Industrial Centers. The City also has six designated Hub Urban Villages and 18 Residential Urban Villages. In general, there are concentrations of employment, commercial development and/or mixed-use. The Seattle Central College campus is located within First Hill-Capitol Hill Urban Center.

As one of the City's 13 designated major institutions, development on the Seattle Central College campus is addressed through the College's Major Institution Master Plan (MIMP). The *Proposed Action* includes adoption of an updated MIMP to guide development on the campus for the next approximately 20 years. The ***Draft MIMP*** identifies planned and potential campus development that would increase the density and uses on the Seattle Central College campus within the First Hill-Capitol Hill Urban Center, while increasing accessibility and pedestrian connectivity and enhancing open space areas.

Land Use Element

Major Institutions

Hospitals, colleges, and universities are major institutions in the City, and the City has established goals and policies for these institutions to help them to grow, while mitigating the impacts of that growth on the livability of surrounding neighborhoods.

Policy LU G13 – Encourage the benefits that Major Institutions offer the city and the region.

Policy LU13.2 – Support the coordinated growth of major institutions through conceptual master plans and the creation of major institution overlay districts. Use a master plan process to identify development standards for the overlay district that are specifically tailored to the major institution and the surrounding area.

Discussion: Seattle Central Collage provides benefit to the city and region through its educational services and being a major employer in the Capitol Hill Neighborhood. The *Proposed Action* involves the adoption of an updated MIMP that will guide development on the campus for the next 20+ years. The ***Draft MIMP*** includes planned development projects that would total of approximately 345,170 sq. ft. of new gross floor area over the next 10 to 15 years and potential development projects that would total an additional approximately 115,000 sq. ft of new gross floor area over the next 15 to 20 years. The ***Draft MIMP*** would include modifications to the campus boundary that would add approximately 1.48 acres to the Seattle Central College MIO boundary. Development under the ***No Boundary Expansion Alternative*** would result in a reduce level of development within the existing MIO boundary when compared to the ***Draft MIMP***. The ***Draft MIMP*** includes development standards specifically tailored to Seattle Central College and the surrounding area.

Policy LU13.3 – Balance the need for major institutions to grow and change with the need to maintain the livability and vitality of neighboring areas.

Discussion: The ***Draft MIMP*** includes proposed development regulations and design guidelines for future development on campus, as well as the guidelines and strategies for public open space and pedestrian streetscape enhancements on campus and along campus boundaries. The proposed MIO boundary expansion and potential long-term growth would respect neighborhood character by concentrating increases in building heights toward the center and northern portions of campus and providing lower building heights in the southern portion of the campus (south of E Pine Street). These elements of the ***Draft MIMP*** would help to integrate the Seattle Central College campus with the surrounding community, as well as contribute to maintaining the livability and vitality of the adjacent neighborhood. Effects of potential development on adjacent neighborhoods are addressed throughout this Draft EIS.

Policy LU13.4 – Establish major institution overlays (MIO) as a designation on the Official Land Use Map and the Future Land Use Map to show areas where development is regulated by the contents of a master plan, rather than by the underlying zoning. Where appropriate, establish MIO boundaries for better integration between major institution areas and less intensive zones.

Discussion: The SCC campus is currently located within an MIO on the city of Seattle's Official Land Use Map, as well as the Future Land Use Map. The ***Draft MIMP*** would involve adoption of an updated *MIMP*, which would include the modifications of the existing Seattle Central College MIO boundary and guide future development of the campus. The ***No Boundary Expansion Alternative*** and ***No Action Alternative*** would not include boundary modifications.

Policy LU13.5 – Encourage community involvement in the development, monitoring, implementation, and amendment of major institution master plans, including the establishment of citizens' advisory committees that include community and major institution representatives.

Discussion: The planning process associated with the ***Draft MIMP*** has involved a considerable amount of public involvement to encourage broad participation. Consistent with the provisions of Section 23.69.032B of the City's Land Use Code, Seattle Central College has established a Citizen's Advisory Committee (CAC). A previous CAC participated in the formulation of the existing MIMP and the newly formed CAC has assisted in the formulation of the ***Draft MIMP*** to help assure that concerns of the community and the institution are considered. The primarily role of the CAC is to work with Seattle Central College to produce a master plan that meets the needs of the institution, addresses the concerns of the surrounding community, is consistent with the intent of the Seattle *Comprehensive Plan,* and satisfies the provisions of the City's *Land Use Code*. CAC meetings are open to the public and have been held regularly since 2020 when the process began for the preparation of this ***Draft MIMP***. Seven community meetings and campus tours were also held over the course of 2020 and 2021. A public meeting was also conducted on August 3, 2021, as part of the EIS Scoping process associated with the Draft EIS. Additional meetings are planned throughout the remainder of the MIMP and EIS processes.

Policy LU13.6 – Allow the MIO to modify underlying zoning provisions and development standards, including use restrictions and parking requirements, in order to accommodate the changing needs of major institutions, provide development flexibility, and encourage a high-quality environment.

Discussion: This policy provides the basis for the MIO District. The purpose of the MIO District is to permit appropriate growth within the campus boundaries while minimizing the adverse impacts associated with development and geographic expansion. Several modifications to underlying development code provisions are proposed as part of the ***Draft MIMP***, including

modifications to maximum building heights. The ***Draft MIMP*** identifies development standards and design guidelines that would be utilized for all development projects on the campus.

Policy LU13.7 – Discourage the expansion of established major institution boundaries.

Discussion: The ***Draft MIMP*** includes modifications to the campus boundary. The modifications would remove two sites from the southern portion of the MIO boundary, which would remove approximately 0.51 acres from the MIO. Three sites would also be added to the north-central boundary, the northwest boundary, and the southwest boundary which would add approximately 1.99 acres to the MIO. In total, the modifications would add approximately 1.48 acres to Seattle Central College's existing MIO. No boundary expansions under would occur under the ***No Boundary Expansion Alternative*** or the ***No Action Alternative***. Seattle Central College considers the proposed MIO boundary modifications to be conservative and limited to the area needed for campus growth that will help the College meet their academic standards and concentrate growth with minimal need for encroachment into adjacent areas.

Policy LU13.11 – Apply the development standards of the underlying zoning classification to all major institution development, except for specific standards altered by a master plan.

Discussion: See the response to **LU13.6** above. Several modifications to underlying development code provisions are proposed as part of the ***Draft MIMP***.

Policy LU13.12 – Determine appropriate measures to address the need for adequate transition between the major institution and surrounding uses.

Discussion: The ***Draft MIMP*** would aim to concentrate the densest development within the central core of the campus. Enhancement and maintenance of open space areas along campus boundaries and provision of streetscape enhancements would also help to ease the transition between the campus and surrounding uses. Development standards and design guidelines are provided in the ***Draft MIMP*** to guide development of the campus and enhance compatibility with surrounding uses.

Policy LU13.14 – Use a transportation-management program to reduce the number of vehicle trips to the major institution and to limit the adverse impacts of traffic and of institution-related parking on surrounding streets, especially residential streets. Strive to reduce the number of single-occupant vehicles used for trips to and from major institutions at peak times. Allow short-term or long-term parking space requirements to be modified as part of a transportation-management program.

Discussion: The ***Draft MIMP*** includes an updated Transportation Management Program (TMP) to provide for safe, integrated transportation and parking that supports the utilization of alternative modes of transportation to single-occupant vehicles (SOVs) for full time students and staff.

Policy LU13.15 – Encourage housing preservation within major institution overlay districts and limit impacts on housing in surrounding areas. Discourage conversion or demolition of housing within a major institution's campus, allowing it only when the institution needs to expand or when the institution replaces the lost housing with new housing. Prohibit the demolition of noninstitutional housing for replacement by principal-use parking that is not necessary to meet the parking requirement. Prohibit development by a major institution outside of the MIO district

boundaries when it would result in the demolition or conversion of residential buildings into nonresidential uses, unless authorized by an adopted master plan.

Discussion: The ***Draft MIMP*** includes the development of new student housing in the southwest portion of the campus as part the Planned Campus Development projects. The planned student housing project would be located on the existing parage garage site which would be demolished to accommodate the new student housing. The planned project would provide approximately 365,500 sq. ft. (182,760 net new sq. ft.) of building space with approximately 506 student housing beds, ground level retail, and a below-grade parking garage with approximately 261 parking spaces. Similar amounts of new housing would be provided under the ***No Boundary Expansion Alternative***; no new housing would be built under the ***No Action Alternative***. No residential buildings owned or leased by Seattle Central College would be demolished or their uses changed in the proposed MIO expansion areas. Therefore, there would be a net gain in housing with the ***Draft MIMP***.

Neighborhood Planning

The Seattle Central College campus is located within the First Hill-Capitol Hill Urban Center. The north portion of the campus (areas north of Olive Street) is located within the borders of the Capitol Hill Neighborhood Plan Area, while the south portion of the campus (areas south of Olive Street) are located within the borders of the Pike/Pine Neighborhood Plan Area. Consistency of the proposed Seattle Central College MIMP with applicable goals and policies from all of these plans is presented below.

Goal NG3 – Develop neighborhood plans for all areas of the City expected to take significant amounts of growth. Such a plan should reflect the neighborhood's history, character, current conditions, needs, values, vision, and goals. Permit other areas interested in developing neighborhood plans to undertake neighborhood planning. In areas not expected to take significant amounts of growth encourage limited scopes of work that focus on specific issues or concerns, rather than broad multi-focused planning processes.

Discussion: Plans for the City's major neighborhoods were approved by the City in 2000. As noted previously, the north portion of the Seattle Central College campus is located within the Capitol Hill Neighborhood Plan Area and the south portion of the campus is located within the Pike/Pine Neighborhood Plan Area.

Capitol Hill Neighborhood Plan

The north portion of the Seattle Central College campus (areas north of Olive Street) is located within the Capitol Hill Neighborhood Plan Area. The Capitol Hill Neighborhood is located immediately north of the Pike/Pine Neighborhood and is generally bounded by Olive St. to the south, Eastlake Ave. to the west, Aloha St and Roy St to the north, and 15th Ave through 18th Ave to the east. The Capitol Hill Neighborhood Plan was adopted in 1999 and portions of the plan have been incorporated into the City's Comprehensive Plan. The following goals and policies from the Capitol Hill Neighborhood Plan are the most applicable to proposed development on the Seattle Central College campus.

Goal CH-G1 – A neighborhood, with distinct residential areas, active business districts, accessible transportation services, and strong institutions, which is diverse and densely populated.

Goal CH-G2 - An enhanced neighborhood with diverse land uses, a mixture of housing types including single family and dense multifamily and vibrant commercial districts.

Policy CH-P7 – Strive to enhance the neighborhood's lively, unique pedestrian-oriented commercial corridors.

Goal CH-G3 – A community with a full range of housing types from single family homes to multifamily contributing to a diverse, densely populated neighborhood.

Goal CH-G5 – A neighborhood that provides amenities (quality parks/open space/arts) to serve its dense population.

Policy CH-P20 – Encourage the development of open spaces complementary to commercial corridors and Sound Transit Stations.

Goal CH-G6 – A pedestrian-oriented neighborhood with a balanced transportation environment which emphasizes public transit, yet also facilitates vehicular mobility and addresses the parking needs of businesses, residents and students.

Goal CH-P29 – Strive to improve parking management to better serve the needs of businesses and residents.

Discussion: Proposed development under the ***Draft MIMP*** would include a range of uses including academic uses, student housing, student support, retail, library, auditorium and other uses. These proposed uses would not only serve the College and the immediate area but also adjacent neighborhood communities. Existing open spaces and pedestrian connections on the campus would be enhanced to provided improved areas and access for students, faculty, staff and the surrounding community. Streetscape improvements would also be provided along Broadway, Harvard Avenue, Nagle Place, Howell Street, and Pine Street as part of development projects to enhance the pedestrian environment.

Proposed development and the general growth in the on-campus population and housing, would result in an increase in activity in the area and would help transition the area to a more pedestrian-oriented area. Proposed streetscape and pedestrian enhancements in the ***Draft MIMP*** would also create a more attractive and safer pedestrian environment. The ***Draft MIMP*** also includes a transportation management plan that would help to control traffic and parking operations on the campus and adjacent areas and would encourage transit ridership, bicycling and walking as a means of access to campus.

Pike/Pine Neighborhood Plan

The south portion of the Seattle Central College campus (areas south of Olive Street) is located in the Pike/Pine Neighborhood Plan area. The Pike/Pine Neighborhood Plan was adopted in 1998 and portions of the plan have been incorporated into the City's Comprehensive Plan. The Pike/Pine Neighborhood area is generally bounded by Olive Street to the north, 15th Avenue to the east, Madison Street and Union Street to the south, and I-5 to the west. The following goals and policies from the Pike/Pine Neighborhood Plan are the most applicable to proposed development on the Seattle Central College campus.

Goal P/P-G1 – A community with its own distinct identity comprised of a mix of uses, including multifamily residential, small scale retail businesses, light manufacturing, auto row, and local institutions.

Policy P/P-P1 – Strengthen the neighborhood's existing mixed-use character and identity by encouraging additional affordable and market-rate housing, exploring ways of supporting and promoting the independent, locally owned businesses, seeking increased opportunities for art-related facilities and activities, and encouraging a pedestrian-oriented environment.

Policy P/P-P8 – Encourage diversity of housing while seeking to maintain existing low-income housing.

Goal P/P-G5 – A neighborhood with a distinct identity that provides a distinct and active pedestrian environment and a balance of basic amenities that serves a dense urban center village.

Policy P/P-P18 – Encourage the attraction and passage of pedestrians to and from downtown and adjacent neighborhoods by seeking to provide improved environments along key pedestrian streets.

Policy P/P-P22 – Seek to enhance available open space and seek additional opportunities for pocket parks, community gardens, children's play spaces, and other recreational activities.

Goal P/P-G6 – A neighborhood transportation network which facilitates movement of residents, workers, students, visitors, and goods with a particular emphasis on increasing safety, supporting economic centers, and encouraging a full range of transportation choices.

Policy P/P-P34 – Encourage parking management and transportation demand management practices as a means to reduce parking in the neighborhood.

Discussion: The ***Draft MIMP*** would include development that would be consistent with many of the goals and policies of the Pike/Pine Neighborhood, such as college uses (institutional), student housing, residential, mixed-uses, retail, etc. New development, as well as growth in student and staff population, would help to create a vibrant area and increase pedestrian activity between Seattle Central College and other adjacent areas and uses. The ***Draft MIMP*** also identifies several streetscape and pedestrian enhancements (e.g., sidewalks, crosswalk improvements, lighting improvements, landscaping) that would create a more attractive and safer pedestrian environment.

Existing campus open space areas would be enhanced under the ***Draft MIMP*** and would provide recreational opportunities for students and staff, as well as members of the adjacent community. New underground parking would be provided, as well as a transportation management plan that would help control traffic and parking operations within the site and surrounding area. The transportation management program would encourage the use of transit, bicycling and walking as a means of transportation and would strive to minimize parking in adjacent neighborhood areas. The provision of new student housing under the ***Draft MIMP*** would also mean that more students would live on campus and would be less reliant on driving to campus.

Seattle Land Use Code

Because Seattle Central College is one of the 13 recognized major institutions within the City of Seattle, the campus has basic zoning designations, as well as overlay designations. In general, the underlying zoning designation for the majority of the Seattle Central College campus is Neighborhood Commercial 3 Pedestrian-Designated Zone– 75-foot height limit (NC3P-75). Two parcels in the MIO boundary are exceptions to this: parcels that front along Broadway and north of Pine Street that are zoned NC3P-55 and a parcel in the west area of campus along Boylston Avenue and north of Pine Street that is zoned Mid-Rise Residential (MR).

Under the existing MIMP, the Seattle Central College campus area contains two overlay zoning designations (see **Figure 3.5-2** for a map of the existing MIO zones). MIO-105 allows a maximum height limit of 105 feet for areas that are located north of Pine Street. Areas to the south of Pine Street have an overlay zoning designation of MIO-65 that allows a maximum height limit of 65 feet. As mentioned previously in this section, the ***Draft MIMP*** proposes modifications of the MIO boundary, as well as a rezone of certain existing MIO overlay zones. The proposed overlay zoning under the ***Draft MIMP*** includes MIO-105 overlay zoning for all areas to the north of Pine Street and MIO-75 overlay zoning for all areas south of Pine Street. The proposed MIO-105 zoning would exceed the height of the underlying zoning and is intended to allow long-term concentration of development for the College and minimize the need for campus development to encroach into surrounding neighborhood areas. The proposed MIO-75 zoning for areas south of Pine Street is intended to remain in alignment with the underlying zoning, provide a transition from the MIO-105 zoned areas and support the goals of the Pike/Pine Neighborhood. There are no proposed changes to the underlying zoning designations. Land within a Major Institution Overlay District is subject to the regulations and requirements of the underlying zone, unless specifically modified by an adopted MIMP.

The Land Use Code establishes the Major Institution Overlay District for the purpose of balancing the "Major Institution's ability to change and the public benefit derived from change with the need to protect the livability and vitality of adjacent neighborhoods". Another key consideration of the MIO is to "accommodate the changing needs of major institutions and provide flexibility for development…"

Seattle's Land Use Code states that "development standards for Major Institution uses within the Major Institution Overlay District may be modified through adoption of a Major Institution Master Plan." The following is a brief comparison between the key provisions of the development standards associated with the underlying zones (NC3P-75, NC3P-55, and MR) and changes in development standards that are proposed as part of the Draft MIMP.

- **Zoning** – As noted previously, the underlying zones on the Seattle Central College campus include NC3P-75, NC3P-55, and MR. The existing Major Institution Overlay zones include MIO-105 and MIO-65.

  Discussion – The ***Draft MIMP*** proposes a revision to the existing MIO zones including modifying the existing MIO-65 to MIO-75. As previously mentioned, these changes are intended to remain in alignment with the underlying zoning, provide a transition from the MIO-105 zoned areas and support the goals of the Pike/Pine Neighborhood.

- **Density** – Per the Seattle Land Use Code, the density in the ***Draft MIMP*** is limited to a maximum developable gross floor area and an overall maximum floor area ratio (FAR) for the MIO district. The density for Seattle Central College is measured on a campus-wide basis based on the overall Floor Area Ratio (FAR) of the buildings onsite. FAR is a measure of the amount of gross floor area to lot area. For major institutions, the typical measure of development density is FAR. Seattle Central College's current FAR is approximately 1.50. Within the MIO district, FAR is calculated at the district scale as opposed to the project level and as a result FAR requirements of underlying zones would not apply.

  Discussion – Based on Planned and Potential Development projects, the ***Draft MIMP*** identifies a proposed MIMP FAR of 2.50. This increase in FAR over existing conditions is still low given the context of the underlying zoning surrounding development, which has a FAR of 5.5 or greater. At this point in time, the College does not anticipate purchasing any additional property beyond what is identified in the ***Draft MIMP***, which could result in an increase or decrease in lot area and thus affect the campus FAR level.

- **Structure Height** – The maximum height limit varies depending on the underlying zoning designation. Maximum heights for commercial zones (NC3P-75, NC3P-55) range from 55 feet to 75 feet. Maximum height for multifamily mid-rise zones (MR) is 60 feet. The existing MIO overlay for the Seattle Central College campus allows maximum heights ranging from 65 feet (MIO-65) to 105 feet (MIO-105).

  Discussion – The ***Draft MIMP*** proposes changes to the MIO overlay designation that would affect the potential height of buildings on-campus. Areas to the north of Pine Street would remain at MIO-105 while areas south of Pine Street would increase from MIO-65 to MIO-75. As mentioned previously, modifications to maximum building heights in the areas south of Pine Street are intended to remain in alignment with the underlying zoning, provide a transition from the MIO-105 zoned areas and support the goals of the Pike/Pine Neighborhood.

- **Building Setbacks** – For major institutional uses, the following setbacks are required:

  - *Front Setback*: The minimum depth of the required front setback is determined by the average of the setbacks of structures on adjoining lots but is not required to exceed 20 feet. In L-1, L-2 and L-3 zones, the front setback for major institutions shall not be reduced to less than an average of 10 feet and no portion of the structure shall be closer than 5 feet to the front lot line.

  - *Rear Setback*: The minimum depth of the required rear setback for major institutions shall be 10 feet in L-1, L-2, L-3 and Midrise zones.

  - *Side Setbacks*: The minimum depth of the required side setback for major institutions that abut residential-zoned property is 10 feet. A 5-foot setback shall be required in all other cases, except that the minimum side street side setback shall be 10 feet.

  Discussion – The ***Draft MIMP*** identifies setback standards are part of the development standards for the campus. Where Seattle Central College parcels abut residential, commercial or MR zoned parcels, proposed development would require a 10-foot front

setback for buildings over 65 feet in height and 10-foot side and rear setbacks for buildings between 13 and 65 feet in height; for buildings greater than 65 feet in height, an additional 1 foot for every 10 feet of building height would be required for side and rear setbacks. Where Seattle Central College owned parcels are situated across from one another or abutting streets, a zero-foot setback is generally proposed. These proposed setbacks would be consistent with other existing setbacks for similar properties in the site vicinity.

- **Lot Coverage** – The maximum lot coverage for above-grade structures allowed for development on campus shall not exceed 80 percent. Presently, the lot coverage of the existing campus area is approximately 67 percent. The underlying zoning for the campus does not have a lot coverage standard for non-residential uses.

  Discussion – At full buildout, it is anticipated that Planned and Potential Development projects under the ***Draft MIMP*** would result in a lot coverage on the campus of approximately 75 percent.

- **Structure Width and Depth** – The maximum building width that is allowed for major institutions in the multifamily zones (L-1, L-2, L-3 and MR) without modulations ranges from 45 feet to 60 feet; with modulations or landscaping the maximum width ranges from 75 feet to 150 feet. For high-rise structures, the maximum width is 90 feet for facades less than 37 feet and 100 feet for facades greater than 37 feet. With modulations or landscaping there is no maximum width for facades less than 37 feet; facades greater than 37 feet must maintain a maximum width of 100 feet. The maximum building depth that is allowed is 65 percent of the total lot depth.

  Discussion – The ***Draft MIMP*** does not specify any structure width or depth limits as building bulk is sufficiently addressed through height limits, building setbacks, lot coverage and floor area ratios. Moreover, flexibility in the width and depth of buildings is important for the design of high-performance, energy efficient buildings that rely on natural ventilation and access to daylight.

- **Landscaping, Screening and Open Space** – Underlying multifamily zones (MR) require a minimum amount of landscaping equal to 3 feet times the total length of all property lines. These zones also generally require a minimum of 300 feet of open space per unit. In commercial zones (NC3P-75, NC3P-55), a Green Area Factor score[5] of at least 0.3 is required. Currently, approximately 31 percent of the campus area is in usable open/green space.

  Discussion – The ***Draft MIMP*** does not apply the Green Area Factor to individual projects on the campus because it uses a campus-wide strategy to provide open space. Under the ***Draft MIMP***, a minimum of 30 percent of all Seattle Central College owned parcels within the MIO boundary shall be preserved as open/green space. Applicable space shall be defined as any of the following: lawns, planting beds, plazas and walkways. It will also include elevated (i.e., rooftop) plaza and green roof areas if they are made available for public use. As noted previously, this standard would not apply to individual parcels but would be distributed over the entirety of all Seattle Central College owned parcels. Seattle

[5] Per SMC 23.47A.016, the Green Area Factor score is calculated by multiplying the square feet of existing and proposed landscape elements by their corresponding green factor multiplier. This total is then divided by the total lot area to determine the green factor score.

Central College would also maintain and enhance existing open/green spaces, including the South Plaza/South Green, the Howell Street Passage, and the Broadway Edison Complex/MAC Student Center entrance areas.

3.6 Housing

This section describes impacts relative to housing that could occur in conjunction with the ***Draft MIMP*** and the EIS alternatives. A description of mitigation measures to reduce impacts and a description of significant unavoidable adverse impacts is also provided.

Background

The housing characteristics and population information in this section were obtained from the US Census Bureau, 2019 American Community Survey (ACS). The ACS provides data estimates for a period of time, rather than a single point in time as does the Decennial Census, and carries somewhat larger margins of error than the decennial census. In order to characterize existing housing conditions for purposes of this EIS analysis, ACS data is presented for the four census tracts that very generally correspond to the Capitol Hill and Pike/Pine neighborhoods (Tracts 74.03, 74.04, 74.05, 74.06, 75.01, 75.02, 75.03, 84.01 and 84.02) as shown in **Figure 3.6-1**). The census tract boundaries are slightly differently than the Urban Village neighborhood boundaries, as defined by the City of Seattle in the Comprehensive Plan.

3.6-1 Affected Environment

Existing Campus

There is no permanent housing within the existing SCC MIO boundary that is owned by SCC. There is one residential building within the current campus boundaries, which is not owned by SCC, as detailed below:

- Sola Apartments (1818 Harvard Avenue) – This is a 3-story, 12-unit apartment building constructed in 1959.

Seattle Colleges does maintain approximately 80 housing units for international students at a building across the street from the SCC campus (The Studios on Broadway). However, this housing is not within the current campus boundary, and is open to students attending any of the three Seattle Colleges campuses.

Proposed MIO Boundary Expansion Areas

There are three residential buildings within the Boylston Properties MIO Expansion Area (see **Figure 2-5** in **Chapter 2** for reference). In total, the three buildings contain 115 housing units as described in detail below:

- Lenawee Apartments (1629 Harvard Avenue E) – This is a five-story, 78-unit apartment building constructed in 1918 that includes a detached parking/storage building to the south. The Lenawee building contains 63 studio units (average size, 600 sq. ft.), and 15 one-bedroom units (average size, 750 sq. ft.).[1]

- Duplex (713 E Olive Street) – This is a two-story, approximately 2,000 sq. ft. duplex constructed in 1902.[2]

[1] King County Assessor. Property Report. Parcel Number 600300-0590.
[2] King County Assessor. Property Report. Parcel Number 880490-0164.

- Porter Apartments (1630 Boylston Avenue E) – This is a 4-story, 35-unit apartment building constructed in 1917 that includes a detached parking/garage building to the south. The Porter Apartments contains 27 studio units, 7 one-bedroom units (average size, 829 sq. ft.) and one 2-bedroom unit.[3]

There is no additional existing housing present within the other two MIO Boundary Expansion Areas (Sound Transit Parcel D or Presbyterian Church Properties).

Existing Campus Vicinity

Seattle Central College is located within Seattle's Capitol Hill and Pike-Pine neighborhoods of the Capitol Hill/First Hill Urban Center. **Table 3.6-1** compares housing data for the Capitol Hill, Pike/Pine vicinity to that of the City as a whole -- in terms of housing units, housing tenure and unit types. As shown, the Capitol Hill and Pike/Pine area had a population of approximately 25,840 according to 2019 census data, which is approximately 3.43 percent of Seattle's population of 753,655. **Table 3.6-1** indicates that with 18,934 total housing units, the Capitol Hill and Pike/Pine areas contain approximately 5.09 percent of Seattle's 372,011-unit housing supply. Most housing units within the vicinity of the SCC campus area are in multi-family buildings, with less than 17 percent of the units owner-occupied. Only about 3 percent of the housing in the campus vicinity is in single family homes, as compared to the city-wide average of nearly 40 percent.

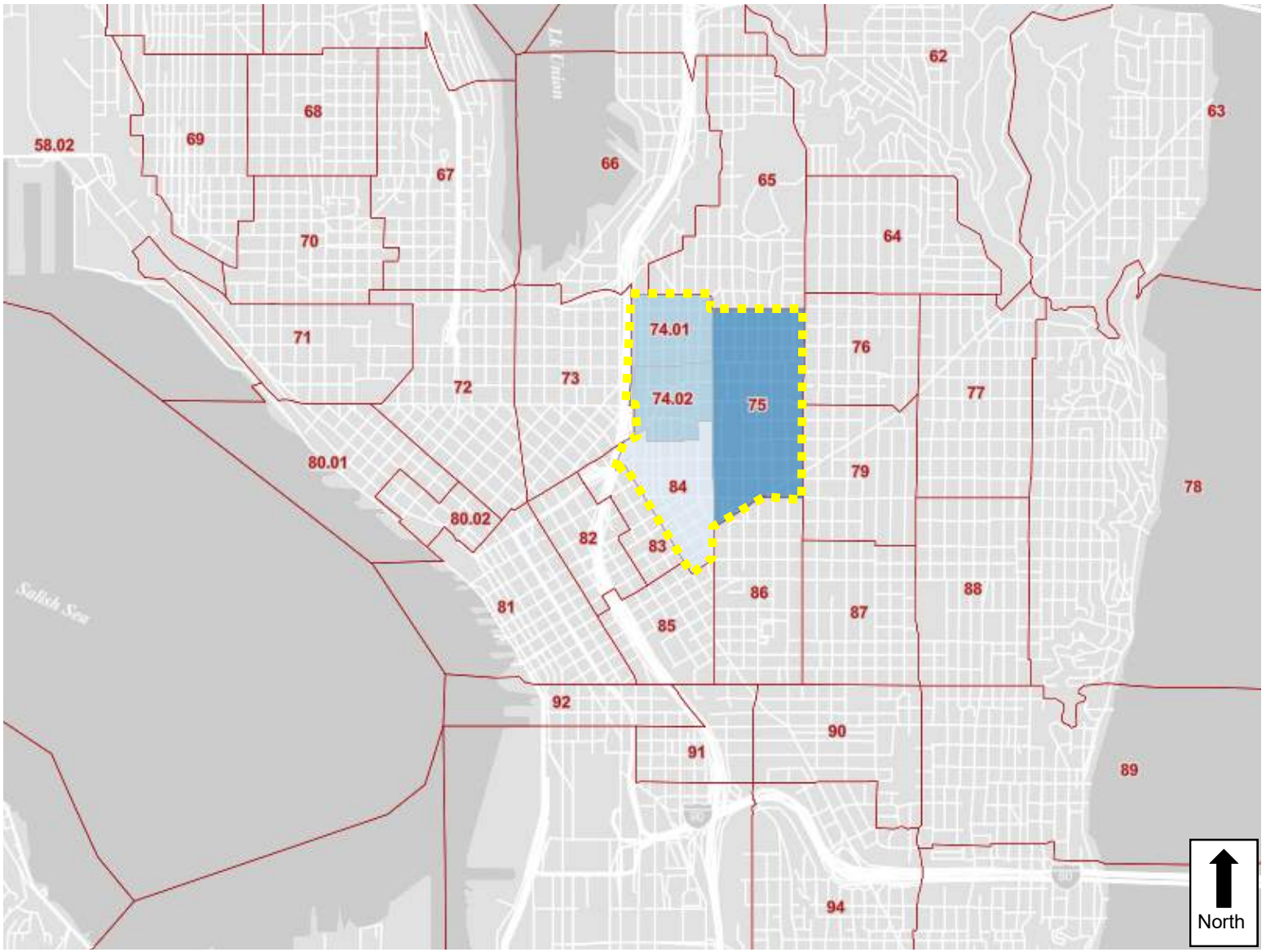
The data indicate that Capitol Hill and Pike Pine area has a much lower percentage of owner-occupied units than city-wide. Within the area, approximately 16.8 percent of the housing units are owned, and 83.2 percent are rented. In comparison, approximately 43.9 percent of housing units are owned within Seattle, while 56.1 percent are rented.

Table 3.6-1
HOUSING CHARACTERISTICS

	Capitol Hill, Pike/Pine Area[1]	Percent	City of Seattle	Percent
Population	25,840	--	753,655	--
Total Housing Units	18,934	--	372,011	--
Occupied Units	17,568	92.8%	344,110	92.5%
Vacant Units	1,366	7.2%	27,900	7.5%
Owner Occupied	2,953	16.8%	163,312	43.9%
Renter Occupied	14,615	83.2%	208,698	56.1%
Housing Units Per Structure				
• **1, detached**	549	2.9%	148,060	39.8%
• **1, attached**	447	2.4%	18,972	5.1%
• **2**	56	0.2%	7,440	2.0%
• **3 - 4**	454	2.4%	13,392	3.6%
• **5 - 9**	1056	5.6%	20,089	5.4%
• **10 - 19**	2901	15.3%	26,412	7.1%
• **20 or more**	13442	71%	136,156	36.6%
• **Mobile Home**	29	0.1%	744	0.2%
• **Boat, RV, van, etc.**	0	0	372	0.1%

Source: US Census, 2019: ACS 5-Year Estimates Data Profiles: Selected Housing Characteristics.
[1] Includes Census Tracts 74.01, 74.02, 75 and 84

[3] King County Assessor. Property Report. Parcel Number 880490-0100.



Census Tracts in SCC Vicinity

Source: American Community Survey, 2019 Subject Tables

EA Engineering, Science, and Technology, Inc., PBC

Figure 3.6-1

Census Tracts Boundaries

3.6-2 Impacts of the Proposed Action

This section of the Draft EIS identifies the potential impacts of the ***Draft MIMP*** on existing housing conditions on the SCC campus and in the surrounding area.

Under the ***Draft MIMP***, the total number of residential units on the SCC campus would increase from 0 to 506.[4] New student housing would be located in a new building on the southwest portion of campus on the site of the existing parking garage, north of E Pine Street and east of Boylston Avenue (Student Housing – Planned Project, see **Chapter 2** for details). The addition of student housing to the SCC campus could be expected to somewhat reduce the demand for students seeking housing in the site vicinity and beyond. Overall, these 506 housing units would represent an approximately 2.7 percent increase to the housing stock in the Capitol Hill, Pike/Pine vicinity. As well, the addition of 506 units to the SCC campus could house approximately 6.8 percent of the projected student population of 7,500 students.[5] This would represent a significant increase in housing over the current conditions (i.e., no on-campus housing, and 80 units in vicinity for international students from all three Seattle Colleges campuses).

While new student housing on-campus would give the College the ability to house a larger percentage of students in on-campus facilities, the private housing market in the vicinity of the SCC campus and beyond would continue to be a source of housing for many students, as well as faculty and staff.

No housing would be lost or demolished as a result of the expanded MIO boundaries proposed as part of the ***Draft MIMP***, or as a result of the planned or potential projects that have been identified. Therefore, the ***Draft MIMP*** could be considered to be in compliance with SMC 23.34.124, which prohibits new or expanded boundaries where they would result in the demolition of structures with residential uses or change of uses or change of use of those structures to non-residential major institution uses unless comparable replacement is proposed.

The Boylston Expansion Area does include three residential buildings that could potentially be acquired by and redeveloped for SCC uses at some point in the future. It is possible that these future uses could include student housing or other university functions such as administrative space, classroom space, etc. Any future project that is proposed beyond those described for the planned and potential development projects identified in the ***Draft MIMP*** would be subject to a master plan amendment, pursuant to SMC 23.69.035. As well, any demolition of housing would be addressed by requirements of the SMC 23.69 and would be subject to the Tennant Relocation Assistance Ordinance. This ordinance requires property owners and developers to provide assistance to renters being displaced by development in the form of relocation assistance and adequate time to search for new housing and move.

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4 This unit count does not include the off-campus housing associated with SCC; the College offers on-campus housing for international students of Seattle Colleges in The Studios on Broadway. The studios are located across the street from Seattle Central's main classroom building, and are open to students attending any of the three campuses. They provide shared housing for nearly 80 students.

5 The Planned Development identified in the MIMP is intended to support an expected enrollment of 7,500 Full Time Equivalent students.

3.6-3 Impacts of the Alternatives

No Boundary Expansion Alternative

Under the ***No Boundary Expansion Alternative***, no boundary expansions would occur. This alternative would include the four planned projects that are part of the ***Draft MIMP***, with certain modifications. The Student Housing, Broadway Achievement Center, and Student Union would be the same as the ***Draft MIMP***. The ITEC building would be located in the same area of campus as with the ***Draft MIMP***. However, since no boundary expansions would occur, the size of the proposed ITEC project would be reduced. Impacts to housing associated with the four planned projects under this alternative would be the same as described for the ***Draft MIMP***. That is, no existing housing would be demolished, and approximately 506 housing units would be added to the campus as part of the Student Housing Planned Project. The addition of housing to the SCC campus would be anticipated to contribute towards reducing student housing demand in the Capitol Hill/Pike-Pine neighborhood and beyond, and would contribute to housing a portion of the SCC student population.

Because no boundary expansions would occur under this alternative, none of the three potential projects outlined under the ***Draft MIMP*** would occur. The three residential buildings in the Boylston Expansion Area would remain outside the SCC MIO boundaries and would not be expected to be affected by future SCC development projects.

No Action Alternative

Under the ***No Action Alternative***, no new planned or potential building development would occur other than renovation consistent with the current MIMP. The campus boundaries would not change and no development code changes would occur relative to the existing MIO.

Similar to the ***Draft MIMP***, no existing housing would be expected to be demolished. However, the Student Housing Planned Project would not be built, and no new housing would be provided on the campus for SCC students. Similar to the ***No Boundary Expansion Alternative***, because no boundary expansions occur under this alternative, none of the three potential projects outlined under the ***Draft MIMP*** would occur. The three residential buildings in the Boylston Expansion Area would remain outside the SCC MIO boundaries and would not be affected by future SCC development projects.

3.6-4 Mitigation Measures

The ***Draft MIMP*** identifies approximately 506 new student beds on-campus, which would help to reduce potential housing impacts associated with new students and allow the College to house some students in on-campus facilities. No direct housing impacts (demolition) are anticipated as a result of the planned or potential projects. The following measures could be implemented to mitigate housing impacts in the event that any housing is proposed for demolition in the future.

- SCC would comply with the City of Seattle's Tenant Relocation Assistance Ordinance in the event that any rental housing were proposed for demolition.

3.6-5 Significant Unavoidable Adverse Impacts

No significant unavoidable adverse housing impacts are anticipated.

3.7 Historic Resources

This section of the DEIS describes historic resources on the existing SCC campus, the proposed campus expansion areas, and within the immediate SCC campus vicinity. Potential impacts from the EIS alternatives are evaluated and mitigation measures identified. This section is based on *Historic Resources Survey* prepared by Studio TJP in September 2022 (see **Appendix E**).

3.7-1 Affected Environment

Historic Resources Regulatory Context

Designated historic landmarks are those properties that have been recognized locally, regionally or nationally as significant resources to the community, city, state or nation. Recognition may be provided by: listing in the National Register of Historic Places (NRHP) or the Washington Heritage Register (WHR); through a nomination process managed by DAHP; or by listing as a local landmark. Typically, a property is not eligible for consideration for listing in the NRHP or WHR until it is at least 50 years old. For King County Landmarks, the age threshold is 40 years and for city of Seattle Landmarks it is 25 years.

City of Seattle Landmarks Process

Local recognition of historical significance in Seattle is provided through the process of designation of the property as a Seattle Landmark. The process consists of three sequential steps involving the Landmarks Preservation Board: submission of a nomination and its review and approval by the Board; designation by the Board; and negotiation of controls and incentives by the property owner and the Board staff. A final step in Seattle's landmarks process is approval of the designation by an ordinance passed by City Council.

The city of Seattle's Landmarks Preservation Ordinance (SMC 25.12) requires that to be designated, a building, object or site must be at least 25 years old and must meet at least one of the six criteria for designation outlined in the Seattle Landmarks Preservation Ordinance (SMC 25.12.350).

To make changes to the exteriors and in some case the interiors of designated Landmark buildings in the city of Seattle, a Certificate of Approval from the Landmarks Preservation Board must be obtained. This entails completing an application detailing proposed changes and a presentation before the Board for a members' vote. Based on the vote results, an application is approved, approved with conditions, or denied. A Certificate of Approval or a Letter of Denial is then issued.

MUP Appendix A Process - In 1995 Seattle's Department of Construction & Land Use (now the Department of Construction and Inspections [SDCI]) and the Department of Neighborhoods[1] entered into an interlocal agreement with regard to the review of historic buildings during the environmental review process of a project. The process that was established pertains to sites and/or structures that are designated by the City as a Landmark -- as well as those that are potentially eligible for designation as City Landmarks. If a building is not a designated Landmark

[1] The City's Historic Preservation Program is part of the City's Department of Neighborhoods.

and is not in any stage of the City's Landmark designation process -- yet the building is over 50 years old, and/or public comment suggests that it is historic, or a historic building inventory identifies the building -- a historical analysis of the building (referred to as an MUP Appendix A submittal) is required at the time the Master Use Permit application -- to modify or replace the structure -- is filed with SDCI. SDCI transmits the Appendix A analysis to the City's Historic Preservation Officer for review. The preservation officer can request supplemental information, may reply by indicating that the structure does not appear to meet the necessary designation criteria, or the preservation officer could indicate that the structure does appear to meet one or more of the designation criteria. The latter scenario triggers review of the project by the Landmarks Preservation Board with regard to potential nomination of the structure for consideration as a City Landmark.

National Register of Historic Places

The National Park Service administers the NRHP. The NRHP is the official federal list of districts, sites, buildings, structures and objects significant in American history, architecture, archaeology, engineering and culture. NRHP properties have significance to the history of their community, state or the nation. Nominations for listing historic properties come from State Historic Preservation Officers, from Federal Preservation Officers for properties owned or controlled by the United States Government and from Tribal Historic Preservation Officers for properties on tribal lands. Private individuals and organizations, local governments and American Indian tribes often initiate this process and prepare the necessary documentation. In Washington State, the Washington State Advisory Council on Historic Preservation, organized and staffed by DAHP, considers each property proposed for listing and makes a recommendation on its eligibility.

To be eligible for listing, a property must normally be at least 50 years of age and possess significance in American history and culture, architecture or archaeology to meet one or more of four established criteria. A property must also have integrity, which is defined as "the ability of a property to convey its significance." [2]

Washington Heritage Register

The Washington Heritage Register is an official listing of historically-significant sites and properties found throughout the state. The list is maintained by DAHP and includes districts, sites, buildings, structures and objects that have been identified and documented as being significant in local or state history, architecture, archaeology, engineering or culture. Sites which are listed in the NRHP are automatically added to the Washington Heritage Register.

[2] National Park Service. *How to Apply the National Register Criteria for Evaluation*. National Register bulletin, 15. U.S. Department of the Interior, National Park Service, Interagency Resources Division, 1997.

King County Landmarks Process

The King County Historic Preservation Program administers the King County Landmarks process. Anyone may nominate a building, site, object, structure or district in King County for consideration as a King County Landmark. The King County Historic Preservation Officer reviews the nomination for completeness and schedules a public hearing before the King County Landmarks Commission for consideration. King County Code 20.62 requires that to be designated, a property must be more than 40 years old; possess integrity of location, design, setting, materials, workmanship, feeling and association; and meet at least one of five criteria.[3]

Existing Campus

The Seattle Central College campus is located within Seattle's Capitol Hill neighborhood, an area initially developed between 1880 and 1910. The area of the current MIO boundary is within an irregular boundary located between Nagle Place on the east, Boylston Avenue on the west, E Pike Street on the south and E Pine Street on the north. Refer to **Appendix E** for additional information about the neighborhood's historic context and early SCC campus development.

The existing SCC campus MIO presently includes 17 parcels and 15 buildings, with construction dates ranging from 1906 to 2004 (refer to **Table 3.7-1** for details). Of the 15 buildings on the existing campus, eight are over 50 years old, including one building that is already a designated City of Seattle Landmark - the Eldridge Tire/Broadway Café building. This building is no longer owned by SCC, and part of the Proposed Action would entail adjusting the MIO boundaries to remove this property from the campus. Two other buildings, the SCC South Annex/Booth building and the International Programs Center buildings are also in the disposition process and would be removed from the MIO campus boundary under the Proposed Action. The remaining five buildings on the existing SCC campus that are over 50-years old would all be eligible by age to be evaluated for potential City Landmark nomination under the MUP Appendix A Report process.

[3] An interlocal agreement between King County and the City of Seattle treats any Seattle Landmark as a King County Landmark. This means that any process to have a property located inside Seattle City Limits considered as a King County Landmark will go through the Seattle Landmark Process and is not eligible to be heard by the King County Commission.

Table 3.7-1
Historic Status of Existing Buildings within Current SCC Campus MIO Boundaries

Current Building Name	Address	Construction Date	Owned by SCC	Eligible for City Landmark Nomination (or designated)
Buildings Over 50 Years Old				
Broadway Performance Hall	1501 Harvard Ave.	1910	Yes	Yes
Broadway Edison Complex	1701 Broadway	1925, 1973, 1976	Yes	Yes
SIFF Egyptian Theater	805 E Pine St.	1915	Yes	Yes
Siegal Center/Erickson Theater/Little Theater Off Broadway	1500 Harvard Ave/802 E Pike	1912 or 1925	Yes	Yes
Sola Apartments	1818 Harvard Ave.	1959	No	Yes
/Booth Building/International Student Center	1534 Broadway	1906	No[1]	No
Broadway Café / Eldridge Tire	1519 Broadway	1925	No[1]	Yes
Office Building	907 E Pine St.	1912	No[1]	Yes
Buildings Between 25-49 Years Old				
Harvard Garage	1600-1609 Harvard Ave.	1986	Yes	Yes[2]
Mitchell Activity Center	1700-1718 Broadway	1993	Yes	Yes[2]
SCC Bookstore & Student Leadership Center	1710 Broadway	1994	Yes	Yes[2]
Buildings Less Than 25 Years Old				
Plant Science Lab	1625 Boylston Ave.	2010	Yes	No
Math & Science Lab	1810-1816 Harvard Ave.	2005-2006	Yes	No

Source: SCC Historic Resources Survey, 2022
[1] Building is presently within the existing MIO boundary, but would be removed from campus MIO under Draft MIMP.
[2] Building is over 25-years old and therefore technically meets the age threshold for consideration as a Seattle Landmark, but no regulatory condition would trigger historical analysis (MUP Appendix A review) for remodeling or demolition.

NRHP Eligibility

The following two buildings within the Current MIO Boundaries have been determined eligible for listing in the NRHP:

- SIFF Egyptian Theater/Masonic Lodge
- Broadway Edison Complex

The following two buildings have also reviewed and determined ineligible for listing within the NRHP, or granted an undetermined status:

- Siegal Center
- Sola Apartments

Proposed MIO Boundary Expansion Areas

The proposed MIO boundary expansion areas consist of eight parcels and five buildings, as detailed below in **Table 3.7-2**. None of the buildings in the expansion areas are currently designated historic landmarks; four of the buildings are over 50 years old, including two of which have already been evaluated in the City of Seattle Historic Resources Survey and assigned a

status of "Yes-Hold" (Lenawee Apartments and Residential Duplex). This status indicates that in the opinion of the survey, the property appears to meet the criteria for listing in the NRHP and the Seattle Landmarks Preservation Ordinance. The Porter Apartments was assigned a "No-Altered" status in the City's Historic Resources Survey. This status indicates that a properties physical features have been so altered that there is a loss of integrity and physical fabric that no further study is warranted, and/or that represent no distinctive architectural style. Never-the-less, due to the buildings age (over 50-years old), any proposed alteration or demolition would require the preparation of a MUP Appendix A Report.

The Capitol Hill Westminister Presbyterian Church has been determined eligible for listing in the NRHP[4], and also technically meets the City's age threshold and could be landmark eligible according to the Seattle Landmarks Ordinance. However, in 1996, the Washington State Supreme Court decided a precedent-setting case ruling that the Landmarks Preservation Ordinance limited the exercise of religion. Since that time the Seattle Landmarks Preservation Board has only designated churches with the consent of the congregation.

Table 3.7-2
Historic Status of Existing Buildings within MIO Boundary Expansion Areas

Current Building Name	Address	Construction Date	Owned by SCC	Eligible for City Landmark Nomination (or designated)
Buildings Over 50 Years Old				
Capitol Hill/Westminister Presbyterian Church	1807 Harvard Ave. E	1923	No	No[1]
Porter Apartments	1630 Boylston Ave.	1917	No	Yes
Residential Duplex	713 E Olive Street	1902	No	Yes
Lenawee Apartments	1629 Harvard Ave.	1918	No	Yes
Buildings Less Than 25 Years Old				
Capitol Hill Link Light Rail Station West Entry	1827 Broadway	2016	No	No

Source: SCC Historic Resources Survey, 2022

[1] As long as the Church building remains under the ownership of a religious organization, compliance with the Landmarks Preservation Ordinance would not be required.

Existing Campus Vicinity

The area within two blocks of the current MIO boundary contains nine designated City of Seattle Landmarks, not including the aforementioned Eldridge Tire Building, which would be removed from the SCC campus boundaries under the ***Draft MIMP***. The landmark buildings located in proximity to the campus are detailed in **Table 3.7-3**, below.

[4] Michael Houser, "Determination on Property ID: 43646 Westminister Presbyterian Church 1729 Harvard Av., Seattle, WA 98122, USA," June 19, 2020.

Table 3.7-3
City-Designated Landmarks within Two Blocks of SCC Campus

Landmark Name	Address	Construction Date
Lincoln Reservoir	1000 E Pine St.	1889-1890
Avon / Capitol Crest Apartments	1831-1835 Broadway	1905
Pantages House	803 E Denny Way	1907
White Motor Co.	1021 E Pine St.	1918
Kelley-Springfield Tire Co.	1525 11th Ave.	1917
Old Fire Station no. 25	1400 Harvard Ave.	1909
Knights of Columbus	700-722 E Union St.	1913
Ward House	520 E Denny Way	1882
Baker Linen	1101 E Pike St.	1916

Source: SCC Historic Resources Survey, 2022.

3.7-2 Significant Impacts of the Proposed Action

This section of the Draft EIS identifies the potential impacts of the ***Draft MIMP*** on existing and potential historic resources on the SCC campus and in the surrounding areas that could occur with development of the planned and potential projects identified in the ***Draft MIMP***.

Under the ***Draft MIMP***, the MIO boundary would be expanded in several locations and reduced in others. Construction of the four planned projects associated with the ***Draft MIMP*** (see **Chapter 2** for details) would require demolition of the following two buildings:

- **Harvard Garage** - built in 1986
- **SCC Bookstore (Student Union)** - built in 1994

Assuming that demolition of the Harvard Garage and SCC Bookstore occurs before the buildings reach an age of 50 years old, demolition would not result in impacts to historic resources; neither of the buildings are currently designated as historic, and neither meets the age threshold criteria for consideration as a City of Seattle Landmark. The MUP Appendix A process would not be triggered by the proposed demolitions.

The four planned projects would also result in the renovation of two buildings, including the Broadway Performance Hall (built in 1911) and the Mitchell Activity Center (built in 1993). The Broadway Performance Hall is eligible by age to be designated a City of Seattle Landmark, and the City of Seattle Historic Site Survey identifies the structure as eligible. Renovation could potentially, therefore, impact a resource eligible for City of Seattle Landmark status. If the Broadway Performance Hall is determined to be Landmark eligible and is designated, a Certificate of Approval from the Landmarks Preservation Board would likely be required before renovation could occur.

Renovation of the Mitchell Activity Center would not affect a historic resource as the building is less than 50 years old and therefore is ineligible by age for consideration as a City of Seattle landmark.[5]

Construction of the three potential projects outlined in the ***Draft MIMP*** would require demolition of one building, the Westminister Presbyterian Church. The church, built 1923, was determined eligible for listing in the NRHP. Also, as noted previously, the Westminister Presbyterian Church technically meets the City's age threshold and could be landmark eligible according to the Seattle Landmarks Ordinance.

In the event that SCC acquires the Church property and proposes demolition of the Westminister Church, the MUP Appendix A process would be triggered and it is likely the building would subsequently be nominated for consideration as a City Landmark, and eventually designated a City Landmark. In this case, a Certificate of Approval would then be required to be issued before demolition or any changes could be made to the building.

It is equally important to note that the Westminister Church building is presently owned by a religious organization and is therefore not required to undergo the City Landmarks process if demolition is proposed under the current ownership.

Under the ***Draft MIMP***, the boundary of the existing MIO would also be adjusted in two locations to remove several properties that are no longer under SCC ownership, including the following three buildings.

- SCC South Annex/Booth Building/International Student Center
- Broadway Café/Eldridge Tire
- Office Building

As noted previously, the Broadway Café/Eldridge Tire building is a designated City Landmark. The ***Draft MIMP*** would therefore, remove a City-designated Landmark from the SCC campus boundaries, and would also remove one other building that could potentially be nominated for Landmark consideration (office building). The SCC South Annex/Booth/International Student Center building was nominated for Landmark status in 2020 and denied designation.

3.7-3 Impacts of the Alternatives

No Boundary Expansion Alternative

Under the ***No Boundary Expansion Alternative***, no boundary expansions would occur. This alternative would include the four planned projects that are proposed as part of the ***Draft MIMP***, with certain modifications. The Student Housing, Broadway Achievement Center, and Student Union would be the same as the ***Draft MIMP***. The ITEC building would be located in the same area of campus as with the ***Draft MIMP***. However, since no boundary expansions would occur, the size of the proposed ITEC project would be reduced. Impacts to historic resources associated with the four planned projects under this alternative would be similar to those described for the ***Draft MIMP***. That is, the only anticipated potential impact to historic resources would occur via

[5] 25 years is the minimum age for City Landmark, however, to be compelled to go to landmark by SEPA the building must be 50 years or older.

the renovation of the Broadway Performance Hall – a building that could be eligible for nomination as a Seattle Landmark.

Because no boundary expansions would occur under this alternative, none of the three potential projects outlined under the ***Draft MIMP*** would occur. As such, the Westminister Church would not be proposed for demolition and no impacts to a resource that could be designated a City Landmark, or which is NRHP-eligible, would occur.

No Action Alternative

Under the ***No Action Alternative***, no new planned or potential building development would occur other than renovation consistent with the current MIMP. The campus boundary would not be expanded and no development code changes would occur relative to the existing MIO. No demolition or renovation of existing buildings would be anticipated, and therefore no impacts to historic resources, or potential historic resources, would occur. No impacts to the Westminister Presbyterian Church would occur because the MIO boundary would not be expanded and the building/site would not be acquired by SCC.

3.7-4 Mitigation Measures

The following measures could be implemented to mitigate impacts to historic resources:

- A historical analysis (MUP Appendix A report) would be prepared for any structure 50 years of age or older that is proposed for demolition. The analysis would be required at the time of submittal of a Master Use Permit for the replacement project and referred to the Department of Neighborhoods for review.

- New buildings constructed adjacent to or across the street from a designated historic Landmark would need to be referred to the Department of Neighborhoods for review.

- A Certificate of Approval would be required before changes could be made to a designated City Landmark.

- The Westminister Presbyterian Church, although not required to undergo the City Landmarks process, meets the criteria to be listed in the NRHP. Therefore, demolition of the church could require mitigation. Under SEPA, DAHP can request mitigation but it is up to the local jurisdiction to require (Department of Neighborhoods) it.

3.7-5 Significant Unavoidable Adverse Impacts

Development under the ***Draft MIMP*** could result in a direct significant impact to a potential historic resource – the Westminister Presbyterian Church.

No significant adverse impacts to historic resources would be anticipated under the ***No Boundary Expansion Alternative*** or the ***No Action Alternative***.

3.8 Aesthetics - Viewshed

This section of the Draft EIS describes the existing aesthetic and view conditions on the SCC campus and in the site vicinity and evaluates the potential impacts to aesthetics and views that could occur as a result of the ***Draft MIMP***.

3.8-1 Affected Environment

There are four considerations to a public viewshed analysis[1] in Seattle:

- views from designated public places;
- views of the Space Needle from designated viewpoints;
- views of historic structures; and
- views from designated Scenic Routes.

Aesthetics policies contained in Seattle's SEPA code (25.05) are intended to *"protect public views of significant natural and human-made features: Mount Rainier, the Olympic and Cascade Mountains, the downtown skyline, and major bodies of water including Lake Washington, Lake Union and the Ship Canal, from public places consisting of specified viewpoints, parks, scenic routes, and view corridors identified in Attachment 1"* to the SEPA code.[2] Of the City's 88 officially-designated public viewpoints that are listed in *Attachment 1*, none are expected to be affected by development (either planned or potential projects) on the SCC campus.

The City has identified ten viewpoints from which views of the Space Needle are to be protected.[3] None of the ten viewpoints are proximate to or within the line-of-sight of the SCC campus.

In addition to view protection policies associated with officially-designated viewpoints, it is also City policy to "*protect public views of historic landmarks designated by the City's Landmarks Preservation Board which, because of their prominence of location or contrasts of siting, age, or scale are easily identifiable visual features of their neighborhood or the City and contribute to the distinctive quality or identity of their neighborhood or the City*."[4] As noted in **Section 3.6**, **Historic Resources**, of this Draft EIS, there is one designated landmark building within the existing MIO boundaries; the Eldridge Tire/Broadway Café building. This building would be removed from the MIO under the ***Draft MIMP***. There are also several designated landmark buildings adjacent to the campus, of which only one is located adjacent to a planned or potential project – the Avon Apartments/Capitol Crest Apartments, located at 1831 Broadway.

Lastly, City ordinances[5] also identify specific scenic routes throughout the City in which view protection is to be encouraged. Several street segments within the general vicinity of the campus have been officially designated as scenic routes; they include: a portion of Broadway and Olive Way.

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1 These are views that can be enjoyed by the public -- as compared to private views that are available to only a few people. Private views are regulated indirectly through zoning.
2 Seattle Municipal Code Chap. 25.05.675 P.2.a.i.
3 Seattle Municipal Code Chap. 25.05.675 P. and Seattle DCLU, 2001,
4 Seattle Municipal Code Chap. 25.05.675 P.2.b.i.
5 Ord. #97025 (Scenic Routes Identified by the Seattle Engineering Department's Traffic Division) and Ord. #114057 (Seattle Mayor's Recommended Open Space Policies).

Existing Campus

The visual character of the existing SCC campus is characterized by a variety of building types and paved and landscaped open spaces. Views generally consist of the immediate surrounding streetscape, with some distant City-scape views available from public rights-of-way. Buildings on the campus are primarily low- and mid-rise structures ranging in height from two to five stories. The main building on campus is the 5-story brick Broadway-Edison building (comprised of the Edison, and Broadway Edison Phase I and Phase II buildings), located in the central part of campus along Broadway. Existing parking on campus is primarily provided in the parking garage located on E. Pine St. between Boylston Ave. and Harvard Ave. and in several smaller garages and surface parking lots. South Plaza, the largest plaza on campus, is located in central campus, to the east of the Broadway Performance Hall and to the south of the Broadway-Edison Building. Landscaping at SCC primarily consists of lawn and trees, including street trees along Broadway and E. Pine St., and lawn/trees within the North and South Plaza areas. Several prominent pieces of sculpture are situated throughout campus.

Buildings in the central campus core range from four stories. (Science and Math building) to five stories (Broadway-Edison building). To the south of the Broadway-Edison building is the 3-story Broadway Performance Hall and across E. Pine St., the 5-story Fine Arts Building. Other structures in the south part of campus include the 3-story South Annex, Erickson Theater, and Siegal Center. To the west of the Broadway-Edison building, across Broadway, is the 4-story Mitchell Activity Center and 2-story bookstore.

Existing views on the campus are primarily provided by the north-south streets of Broadway and Harvard Avenue, as well as east-west streets of E Pike and E Pine, that allow for territorial views of the surrounding area. The views, for the most part, are of First Hill when looking south and the north portion of Capitol Hill, when looking north. Views from east-west streets (E Pike Street and E Pine Street) include partial views of Downtown Seattle to the west.

Proposed MIO Boundary Expansion Areas

Three MIO boundary expansions are proposed (approximately 2.0 acres). Further descriptions of the visual character of the boundary revision areas follows.

- ***Sound Transit Site D (adjacent to the existing north-central campus boundary) -*** This property serves as the West Entry to Sound Transit's Capitol Hill Link Light Rail station and contains a 1-story structure.

- ***Westminster Presbyterian Church Properties (adjacent to the existing northwest campus boundary) -*** Three properties are associated with this proposed boundary expansion area and include: two surface parking lots and the 3-story Westminster Presbyterian Church.

- ***Boylston Properties (adjacent to the southwest campus boundary) -*** Three properties are associated with this proposed boundary expansion area. These properties include the 5-story Lenawee Apartments, the 4-story, medium-scale. Porter Apartments, and a 2-story multifamily building.

Existing Campus Vicinity

SCC is also visually affected by the pattern of land uses that border the campus. SCC is located within the center of the Capitol Hill Urban Center Village, which is a 397-acre, densely populated urban neighborhood consisting of multi-family residential areas and commercial streets. Broadway is a main commercial street that runs through the middle of campus and is the key organizing element for all campus and neighborhood circulation. Neighborhood buildings on the east side of Broadway, across the street from the campus include, the 6-story Broadway on Broadway apartment building, 2-story retail buildings, the 7- and 8-story Modera Broadway South and North apartment buildings, and the 8-story Capitol Hill Station apartments. Recent development that has occurred in the immediate vicinity of campus includes the Sound Transit station on Broadway, to the north/northeast of campus, and associated new commercial/housing development.

3.8-2 Impacts of the Proposed Action

As noted earlier, the City's aesthetics policies are intended to protect public views of significant natural and human-made features based on view corridors that are identified in *Attachment 1* to the City's Environmental Policies and Procedures Code (SMC 25.05). Of the City's 88 officially-designated public viewpoints that are listed in Attachment 1, however, none are proximate to the SCC campus. Development that is proposed for the SCC campus – in the Near-Term and Long-Term – would have no effect on public view corridors associated with the designated parks and viewpoints in *Attachment 1*.

Similarly, while the City has identified ten viewpoints from which views of the Space Needle are to be protected, none of the ten viewpoints are proximate to or within the line-of-sight of the SCC campus. Development that is proposed for the SCC campus – including Planned and Potential projects – would have no effect on protected public views of the Space Needle.

View protection with regard to designated Scenic Routes is also a key consideration. As noted, several street segments within the general vicinity of the campus have been officially designated as scenic routes; they include: a portion of Broadway north of Olive Way (over one block north of campus) and a segment of E. Olive Way -- east of I-5 extending to Broadway, which is over a block northwest of campus. None of the development that is planned for the SCC campus – including both planned and potential projects – would affect public views associated with these designated segments of Scenic Routes.

With regard to protection of public views of designated City Landmarks, there is one designated structure in proximity to a ***Draft MIMP*** project, that is the Avon/Capitol Crest Apartment building located at southwest corner of Broadway and E Denny Way (1831 Broadway). This building is located adjacent to a portion of the ITEC Planned Project. None of the remaining planned or potential projects identified in the ***Draft MIMP*** would be anticipated to affect public views of currently designated historic structures located adjacent to the campus. Viewpoint 1, below shows existing and proposed views of the Avon/Capitol Crest Apartment building from Broadway at E Denny Way. See **Figure 3.8-1** for a viewpoint location map.

- **Viewpoint 1** – **Figure 3.8-2** depicts the existing and proposed view looking south down Broadway at E Denny Way.

LEGEND

1. **Information Technology Educaton Center - ITEC**
New construction for Student Services and Academic programs. Expected to included space for industry partners.

2. **Student Housing**
New construction of student housing (500 beds +/-) above a renovated Parking Garage.

3. **Broadway Achievement Center**
Renovation of the existing Broadway Performance Hall for expansion of Library, Student Support, and Gathering Spaces.

4. **Student Union**
Renovation and expansion of the existing MAC/Bookstore for creation of a new combined Student Union.

Viewpoint Location

SCC Existing Building

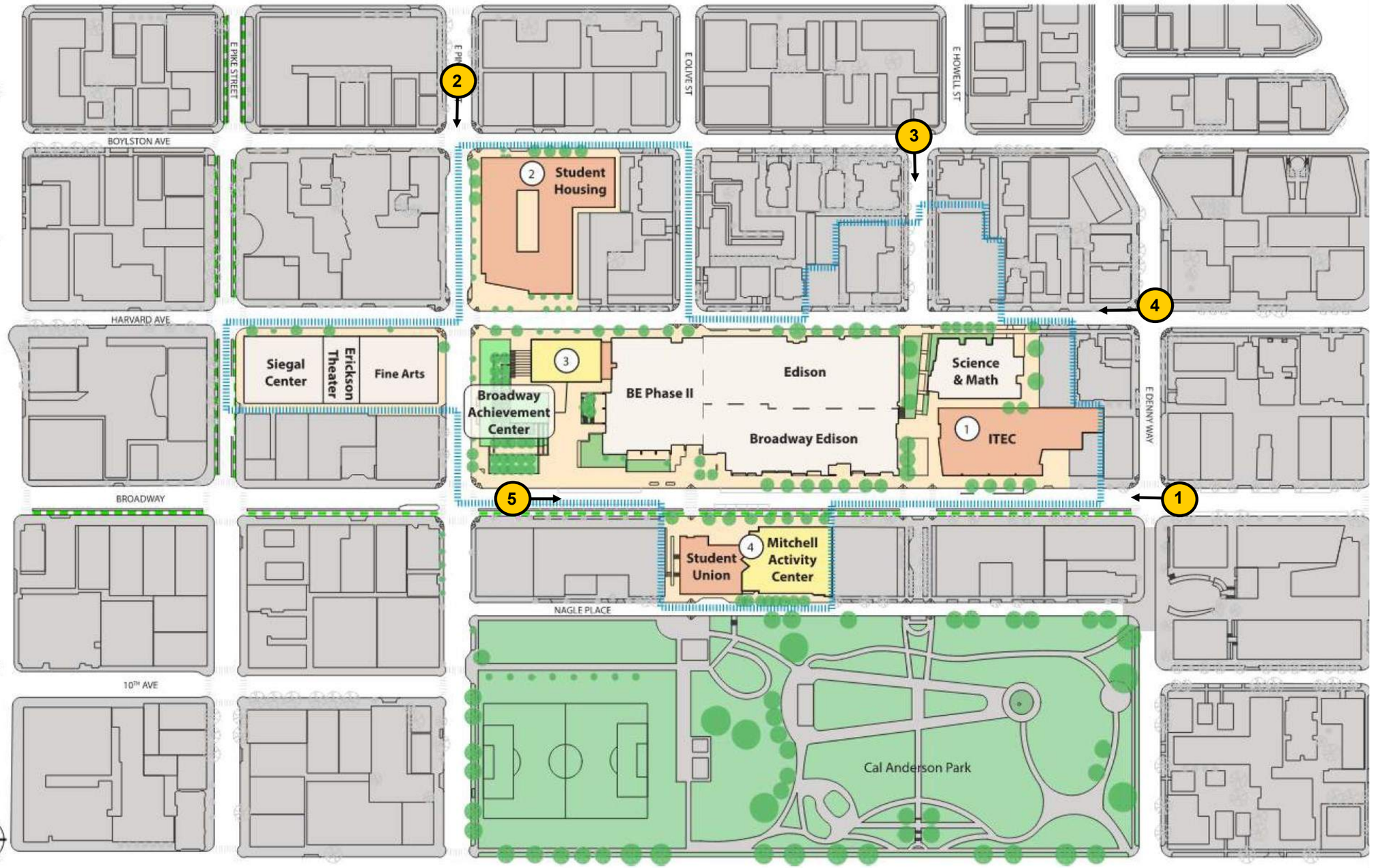
New Construction/Expansion

Renovation

Neighborhood Building

Park & Public Green Space

Existing Protected Bike Lane



Source: SCC Preliminary Draft MIMP, 2022

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Figure 3.8-1
Viewpoint Location Map

Existing View

Proposed View

Source: Schreiber Starling Whitehead Architects, 2022

Figure 3.8-2

Viewpoint 1—E Denny Way and Broadway, Looking South

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Whereas the proposed ***Draft MIMP*** would not result in any significant environmental impacts with regard to the City's key viewshed considerations, with the amount of development that is planned as part of the ***Draft MIMP***, changes in the aesthetic character of portions of the SCC campus would occur. In light of this, public views from four locations surrounding the campus have been identified and architectural depictions of possible subsequent campus development have been prepared for each. The five locations include:

- Viewpoint 2 – E Pine Street, Looking East
- Viewpoint 3 – E Howell Street, Looking East
- Viewpoint 4 – Harvard Ave., Looking South
- Viewpoint 5 – Broadway, Looking North

See **Figure 3.8-1** for a viewpoint location map. The graphics show the view as it presently exists, together with a rendering of how future development may appear. The rendering shows planned and potential development as an opaque, white building massing. As well, for purposes of the EIS analysis (including the evaluation of potential visual impacts from redevelopment to the maximum potential buildings heights), a dashed line is drawn to convey the massing that *could* theoretically be developed on the project site, were the planned or potential project built to the new maximum MIO zoning overlay height. In general, the planned and potential projects are lower than the maximum zoning envelope would allow.

- **Viewpoint 2 – Figure 3.8-3** depicts the existing and proposed view looking east from E Pine Street (refer to **Figure 3.8-1** for the viewpoint location). Under existing conditions, the three-level SCC parking garage (Harvard Garage) is partially visible in the mid-field view on the north (left) side of E Pine Street. On the opposite (right) side of the street, a one-story grocery store building is visible, and in the background a portion of the 7-story Pike Motorworks apartment building is visible. Under the proposed view, the new 7-story, 90' tall Student Housing project (Planned Project) would be partially visible in the mid-field view on the north (left) side of the street and would further vertically define the street corridor as compared to the existing parking garage that would be replaced on the site. However, the building height would largely be consistent with some existing development located to the south of the Student Housing site, such as the 7-story Motorworks apartment building and the 7-story Cue building. Overall, the character of the view from this location would not be significantly affected, and no significant adverse view impacts would be anticipated.

  The proposed view also shows the potential new maximum MIO building height (105') that could theoretically be developed on the project site under the proposed MIO. This maximum MIO height is depicted by the dashed building outline and shows the Student Housing project with an additional 15' of height as compared to the 90' height that is currently proposed. At 105', the maximum building height would be one level higher than the proposed building, and somewhat taller than surrounding development. Overall, the character of the view would not be expected to be significantly affected.

Existing View

Proposed View

Source: Schreiber Starling Whitehead Architects, 2022

EA Engineering, Science, and Technology, Inc., PBC

Figure 3.8-3
Viewpoint 2—E Pine Street, Looking East

- **Viewpoint 3 – Figure 3.8-4** depicts the existing and proposed view looking east from E Howell Street towards the Presbyterian Church Properties MIO expansion area and the location of two potential project (Harvard Building 1 and Harvard Building 2 (refer to **Figure 2-9** and **Chapter 2** for project locations and details). Under existing conditions, the tree lined street framed is framed by multi-story apartment buildings in the foreground; the 4-story 1800 Boylston Condos on the north (left) and the 6-story Boylston Howell Apartments on the south (right) side of the street. The expansion area sites are largely obscured by existing tree canopy in the midfield view. Although not visible in the photo, the Westminister Church is located on the south side of E Howell (right), and the church surface parking lot is located on the north side of E Howell (left). Under the proposed view, the new 4-story, 80-foot-tall Harvard Buildings (1 and 2) would be partially visible on both sides of the roadway. Although the building on the south (right) side of E Howell would be largely obscured by existing trees and intervening development, the new buildings would appear taller than the existing adjacent apartment buildings to the west, partially due to the topography which slopes up to the east. Overall, however, the buildings would be generally consistent with the existing surrounding context and the mid-rise buildings to the west.

  The proposed view also shows the potential new maximum MIO building height (105') that could theoretically be developed on the Harvard Building sites under the proposed MIO. This maximum MIO height is depicted by the dashed building outline and shows the projects with an additional 25' of height as compared to the 80' height that is currently proposed. At 105', the maximum building heights would be two levels higher than the proposed buildings, and somewhat taller than surrounding development. Overall, the character of the view would not be expected to be significantly affected.

- **Viewpoint 4 – Figure 3.8-5** depicts the existing and proposed view looking south down Harvard Avenue and E Denny Way toward the north end of the campus. In the distance, the Presbyterian Church Properties MIO expansion area is located on the west (right) side of Harvard Avenue. Under existing conditions, the two-story Pantages House, a mixed-use apartment building is visible in the foreground on the east side of the street (left). Pantages House is a designated City Landmark and contains a set of steps leading up to the front door. The 3-story Abonita Apartment building is visible on the west (right) side of the street. In the mid-field view, a 5-story apartment building is visible behind the Landmark Pantages House, and 2- and 3-story apartment buildings are minimally visible in the mid-field view on the opposite side of the street. Under the proposed view, the new 4-story, 80-foot-tall Harvard Buildings (1 and 2) would be partially visible in the mid-field view on the west (right) side of Harvard Avenue. The new buildings would generally appear consistent with, visible buildings in the vicinity and the character of the view from this location would not be considered to be significantly adversely affected.

Existing View

Proposed View

Source: Schreiber Starling Whitehead Architects, 2022

EA Engineering, Science, and Technology, Inc., PBC

Figure 3.8-4

Viewpoint 3—E Howell Street, Looking East

Existing View

Proposed View

Source: Schreiber Starling Whitehead Architects, 2022

EA Engineering, Science, and Technology, Inc., PBC

Figure 3.8-5
Viewpoint 4—Harvard Ave., Looking South

The proposed view also shows the potential new maximum MIO building height (105') that could theoretically be developed on the Harvard Building sites under the proposed MIO. This maximum MIO height is depicted by the dashed building outline and shows the projects with an additional 25' of height as compared to the 80' height that is currently proposed. At 105', the maximum building heights would be two levels higher than the proposed buildings, and taller than surrounding development. Overall, the character of the view would not be expected to be significantly affected.

- **Viewpoint 5 – Figure 3.8-6** depicts the existing and proposed view looking north down Broadway, just north of E Pine Street. Under existing conditions, the South Plaza is visible is visible in the foreground extending into the distance on the west (left) side of Broadway, and the 5-level SCC Broadway Edison building is partially visible in the mid-field view. A sculpture is also visible within the foreground of the South Plaza – titled 'The Wind Cradle'. On the east (right) side of Broadway, the 6-story Broadway on Broadway building is partially visible in the mid-field view; this is a mixed-use apartment building with street-level retail. Under the proposed view, just a small segment of the newly renovated 3-story, 60' tall Student Union Building would be minimally visible on the east side of Broadway in the mid-field view, behind the Broadway on Broadway building. The new building would generally be shorter than existing surrounding development, and the character of the view from this location would not be significantly affected.

  The proposed view also shows the potential new maximum MIO building height (105') that could theoretically be developed on the Student Union site under the proposed MIO. This maximum MIO height is depicted by the dashed building outline and shows the project with an additional 45' of height as compared to the 60' height that is currently proposed. At 105', the maximum building height would be several levels higher than the proposed buildings, and much more visible in comparison to the proposed project. Overall, the character of the view would not be expected to be significantly affected.

3.8-3 Impacts of the Alternatives

No Boundary Expansion Alternative

Under the ***No Boundary Expansion Alternative***, no campus boundary expansions would occur. This alternative would include the four planned projects that are part of the ***Draft MIMP***, with certain modifications. The Student Housing, Broadway Achievement Center, and Student Union would be the same as the ***Draft MIMP***. The ITEC building would be located in the same area of campus as with the ***Draft MIMP***. However, since no boundary expansions would occur, the size of the proposed ITEC would be reduced to approximately 75-80 percent of the size of the ITEC associated with the ***Draft MIMP***.

In general, viewshed impacts to the existing campus would be similar to the ***Draft MIMP*** because the four planned projects would occur with only minor modifications. The exception would be the ITEC project; it would not be possible for the building footprint to extend as far to the north as compared to under the ***Draft MIMP***. Therefore, the ITEC building would not be built adjacent to the designated adjacent Landmark Avon/Capitol Crest Apartments building. There would be a slightly larger visual buffer between the ITEC project and the Landmark building to the north.

Existing View

Proposed View

Source: Schreiber Starling Whitehead Architects, 2022

EA Engineering, Science, and Technology, Inc., PBC

Figure 3.8-6
Viewpoint 5—Broadway, Looking North

Without the proposed boundary expansions, no visual changes would occur in the boundary expansion areas. Views in these areas would remain the same as under existing conditions because none of the three potential projects outlined in the ***Draft MIMP*** would be built.

No Action Alternative

Under the ***No Action Alternative***, no new planned or potential building development would occur other than renovation consistent with the current MIMP. The campus boundary would not be expanded, and no development code changes would occur relative to the existing MIO. The character of views on the SCC campus would remain generally the same as under existing conditions and no significant changes would be anticipated.

3.8-4 Mitigation Measures

No significant adverse viewshed-related impacts are anticipated to result from the SCC ***Draft MIMP,*** and no mitigation is necessary.

3.8-5 Significant Unavoidable Adverse Impacts

No significant unavoidable adverse aesthetic (viewshed-related) impacts are anticipated.

3.9 AESTHETICS – HEIGHT, BULK and SCALE

This section of the Draft EIS describes the existing visual character, and height, bulk, and scale conditions on the SCC campus and in the site vicinity and evaluates the potential impacts to visual character/height, bulk, and scale that could occur as a result of the ***Draft MIMP***.

Visual Character Definition

For the aesthetics analysis in this Draft EIS, the visual character of an area is defined as the unique and important aesthetic features that comprise the visual landscape. Both natural and built features combine to define a location's visual character, including natural resources (topography/landforms, vegetation, geologic formations, wetlands, rivers, and other water resources), view corridors, vistas, parks, and landmark structures/districts. The impact discussion in this section focuses on the nature and extent of change in visual character, particularly related to the height, bulk, and scale of proposed development. An analysis of the view impacts of the project is provided in **Section 3.8, Aesthetics (Viewshed)**.

3.9-1 Affected Environment

Existing Campus

Visual Character

SCC is an urban college campus located in the Capitol Hill neighborhood in Seattle and encompasses portions of seven blocks and an area of approximately 10 acres.[1] The existing campus boundaries extend E. Denny St. to E. Pike St. on the south, and from Boylston Ave. on the west to Nagle Place on the east. Broadway Avenue is a main commercial street that runs through the middle of campus. The campus is situated atop Capitol Hill and the campus' topography is relatively flat.

The SCC campus contains a variety of buildings/structures and paved and landscaped open spaces. The architecture on the campus largely reflects its relatively recent inception in 1965; however, buildings like the Broadway Performance Hall, built in 1911, remains a connection to the campus' historic roots. The main building on campus is the brick Broadway-Edison building (comprised of the Edison, and Broadway Edison Phase I and Phase II buildings), located in the central part of campus along Broadway. Existing parking on campus is primarily provided in the parking garage located on E. Pine St. between Boylston Ave. and Harvard Ave. and in several smaller garages and surface parking lots. South Plaza, the largest plaza on campus, is located in central campus, to the east of the Broadway Performance Hall and to the south of the Broadway-Edison Building. Landscaping at SCC primarily consists of lawn and trees, including street trees along Broadway and E. Pine St., and lawn/trees within the North and South Plaza areas. Several prominent pieces of sculpture are situated throughout campus.

Height, Bulk, & Scale

Height, bulk, and scale relate to the size of buildings and their relationship to the surrounding context (e.g., to surrounding buildings and the pedestrian realm). SEPA identifies the need to

[1] Excluding public rights of way.

address building height, bulk, and scale to achieve appropriate transitions between areas of less intensive and more intensive zoning.

In general, the height, bulk, and scale of buildings at SCC is greatest in the central, portion of campus, between E. Pine St. and E. Howell St. Following are details on the existing height, bulk, and scale at SCC.

Building Heights

The north part of campus (north of E. Pine St.) is currently zoned MIO-105, with a height limit of 105 ft.; the south part of campus (south of E. Pine St.) is zoned MIO-65, with a height limit of 65 ft. The predominate underlying zoning of the MIO is NC3-75, with a height limit of 75 ft. There are two other existing underlying zoning classifications on campus: parcels that front Broadway Avenue north of Pine Street that are zoned NC3P-55, with a height limit of 55, and the parcel housing the college greenhouse is MR, with a base height limit of 60 ft. (see **Figure 2-5**).

Existing campus buildings are primarily mid-rise, typically ranging in height from three to five stories. The academic and administrative core, located in the middle of the MIO boundary, is clustered around South Plaza. Buildings in the central campus core range from four stories. (Science and Math building) to five stories (Broadway-Edison building). To the south of the Broadway-Edison building is the 3-story Broadway Performance Hall and across E. Pine St., the 5-story Fine Arts Building. Other structures in the south part of campus include the 3-story South Annex, Erickson Theater, and Siegal Center. There is also a 3-story Parking Garage immediately west of the Broadway Performance Hall. To the west of the Broadway-Edison building, across Broadway, is the 4-story Mitchell Activity Center, 2-story bookstore, and 5-story campus housing.

Building Sizes, Lot Coverage, & Density

Twelve college-owned buildings, totaling 754,243 sq. ft. are located within the existing SCC MIO. An additional building that is owned by SCC – the Atlas Building – is located to the north of and outside the existing MIO boundary. The individual buildings vary in size from about 1,000 sq. ft. to over 160,000 sq. ft. The largest buildings on campus include: Broadway Edison Ph. I (160,547 sq. ft.), Broadway Edison Ph. II (124,557 sq. ft.), and Edison (119,981 sq. ft.) in the center of campus.

Current lot coverage at SCC ranges from 15 to 100% by individual building sites, with the total average for the entire MIO estimated at 67%. The underlying zoning has no lot coverage or open space standard for non-residential uses. Therefore, campus buildings could cover 100% of their sites.

Floor Area Ratio (FAR) is a means of representing density and is the ratio of the amount of gross floor area permitted and the area of the lot on which the structure is located.[2] The existing FAR of the campus is 1.5 and the FAR allowed by the *2001 MIMP* is 2.10.

Building Setbacks

Table 3.9-1 lists the building setbacks for the underlying MR/NC3P zoned areas at the front, side and rear lot lines.

[2] Per SMC Exhibit 23.84.012 A.

Table 3.9-1
Existing & Proposed Building Setbacks

Location	Building Height	Proposed Minimum Setback	Existing Setback at underlying MR/NC3P
Front lot lines	< 13' 13-65' >65'	0' 0' 10'	0' 0' *
Side and Rear lot lines	< 13' 13 – 65' >65'	0' 10' 1'/10' additional height	0' 10' 1/10' additional height

Source: Schreiber Starling Whitehead, 2022.
***** Upper-level setback requirement for street-facing façade.

Open Space

Built vs. open space on existing SCC-owned/developed parcels is broken down as follows:

- Building Footprints: 67%
- Open/Green Space: 31% (includes softscape and hardscape (sidewalks, lawns, planted areas, plazas, etc.)
- Surface Parking: 6%

MIO Boundary Expansion Areas

Five boundary revisions are proposed to the *2001 MIMP* boundary. These revisions would result in the addition of approximately 1.5 acres to the boundary. Further descriptions of the boundary revisions and existing structures within these areas follows.

Two MIO boundary reductions are proposed (approximately 0.5 acre):

- ***Broadway Café/Eldridge Tire Co. (within the existing south-central campus boundary) –*** A 1,040 sq. ft., 1-story building is located on this 7,200-sq. ft. site.

- ***South Annex and International Program Buildings (within the existing southeast campus boundary) –*** Three properties are associated with this proposed boundary change and include a surface parking lot (7,680 sq. ft.), a 4-story, 17,333-sq. ft. building (South Annex/Booth Building), and a 2-story, 4,632-sq. ft. (International Programs Building).

Three MIO boundary expansions are proposed (approximately 2.0 acres):

- ***Sound Transit Site D (adjacent to the existing north-central campus boundary) -*** This property serves as the West Entry to Sound Transit's Capitol Hill Link Light Rail station. The West Entry is a 1-story, 3,620-sq. ft. structure.

- ***Westminster Presbyterian Church Properties (adjacent to the existing northwest campus boundary) -*** Three properties are associated with this proposed boundary expansion area and include: two surface parking lots (one 16,578 sq. ft. and the other 3,402 sq. ft.), and the 3-story, 19,772-sq. ft. Westminster Presbyterian Church.

- ***Boylston Properties (adjacent to the southwest campus boundary) -*** Three properties are associated with this proposed boundary expansion area. These properties include the 5-story, 50,356 sq. ft. Lenawee Apartments, the 4-story, medium-scale. Porter Apartments, and a 2-story, 1,930 sq. ft. multifamily building.

Visual Character

The SCC campus is located in the Capitol Hill neighborhood, at the north end of the Pike/Pine neighborhood and the south end of the Broadway Ave. commercial district. SCC is an urban college with campus buildings are situated amongst other commercial and residential properties generally between E. Pike St. and E. Denny Way in the north-south direction, and Boylston Ave. and Cal Anderson Park in the east-west direction. Broadway is a main commercial street that runs through the middle of campus and is the key organizing element for all campus and neighborhood circulation. Recent development that has occurred in the immediate vicinity of campus includes the Sound Transit station on Broadway, to the north/northeast of campus, and associated new commercial/housing development.

Height, Bulk, & Scale

Section 3.5, Land Use, presents a comprehensive overview of the pattern of land uses in the vicinity of the SCC campus. In summary, the site is bordered by Cal Anderson Park to the east; and generally mid-rise (4 to 6-story), medium scale multifamily/commercial uses to the north, south, and west.

3.9-2 Significant Impacts of the Proposed Action

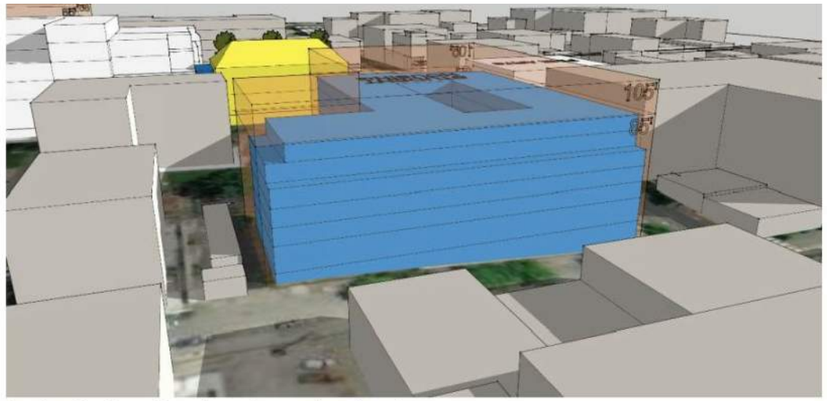
Visual Character

With the ***Draft MIMP***, the visual character of SCC would continue to reflect the existing urban institutional nature of the campus, including academic, housing, recreation, and other uses. However, the campus and its density of development would increase, and the number and locations of buildings and open space areas would change. This increase in density on the campus would represent a continuation of the increase in density in this portion of the Capital Hill and Pike-Pine Street neighborhoods, largely associated with the new light rail station. Cal Anderson Park would continue to create a buffer between SCC and surrounding less dense, lower-rise development in the Capital Hill neighborhood to the east. Roadways surrounding campus (e.g., Broadway Ave., E. Pine St., Boylston Ave., Harvard Ave., and E. Denny St.) would also continue to provide separation between SCC and surrounding uses. Parking would be consolidated into two areas on campus, one at the north end (in the Parking Garage) and the other at the south end (in a below grade structure).

Height, Bulk, & Scale

The overall size, and height, bulk, and scale of the SCC campus would increase with development under the ***Draft MIMP***, with the greatest increases in height/bulk/scale in the north and west portions of campus (see **Figure 3.9-1**).

The campus area would increase by 1.5 acres with the proposed MIO boundary expansions.

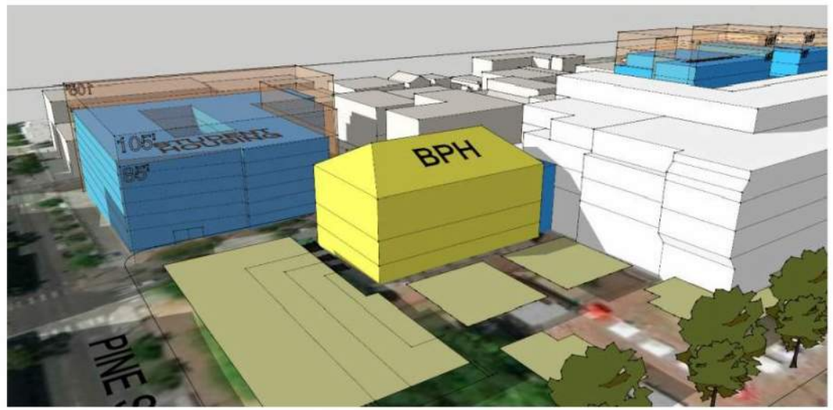


Student Housing – Six stories and approximately 90 feet

Student Center – Three stories and approximately 60 feet

ITEC – Six stories and approximately 95 feet

Harvard I – Five stories and approximately 80 feet



Broadway Achievement Center – Interior renovation, no substantive change to height or bulk

Harvard II – Five stories and approximately 80 feet

30

Source: SCC Preliminary Draft MIMP, 2022

EA Engineering, Science, and Technology, Inc.

Figure 3.9-1

Building Massing and Proposed Zoning—Planned and Potential Projects

SCC-planned development would add approximately 353,443 sq. ft. of gross floor area and remove approximately 23,005 gross square feet of space from the existing campus. The result would be a campus-wide total gross floor area of roughly 1.10 million sq. ft.

SCC potential development would add approximately 115,000 sq. ft. of gross floor area to the existing campus. The result would be a campus-wide total gross floor area of roughly 1.21 million sq. ft.

Building Sizes, Lot Coverage, & Density

Planned Development. Planned development would include two new structures and two renovations:

- ***Information Technology Education Center (ITEC) –*** an approximately 140,000 sq. ft. (above ground) building in the north part of campus (partially in a proposed expansion area). The ITEC building would require demolishing the existing North Plaza. The scale of this building would be similar to the Edison Tech., Broadway Edison I and Broadway Edison II buildings on campus to the south and mixed-use development off campus to the east. It would be larger scale than buildings on and off campus to the north and west.

- ***Harvard Buildings I and II -*** each 50,000 sq. ft., these buildings would be located in the proposed northwest expansion area. One of these buildings would require demolishing a parking lot, the other would require demolishing the 19,772-sq. ft. Presbyterian Church. The scale of this building would be similar or smaller than the Edison Tech. and Science and Math buildings on campus to the east. They would be larger scale than off campus buildings to the north, south, and west.

- ***District Energy Building*** - is a proposed 15,000 sq. ft. below-grade building at the South Plaza.

The lot coverage by above grade structures would not exceed 80% for the entire campus (compared to 67% under existing conditions). The FAR of planned and potential development would be 2.25 (compared to 2.10 in the *2001 MIMP)*.

Building Heights

The ***Draft MIMP*** proposes a maximum building height of 105 ft. across the entire MIO District, including the following zoning modifications:

- the zoning designation of properties within the existing campus boundary located south of E. Pine St. would be modified to MIO-105;

- a MIO-105 zoning overlay designation would be applied to the property associated with the Sound Transit Parcel D boundary expansion area;

- a MIO-105 zoning overlay designation would be applied to the properties associated with the Presbyterian Church boundary expansion area; and

- a MIO-105 zoning overlay designation would be applied to the properties associated with the Boylston Properties boundary expansion area.

The increase in allowed maximum height is intended to prevent the need for the college to minimize the need to expand horizontally into the surrounding neighborhood. Any future project that has a proposed height beyond the height of the planned and potential projects listed below would be subject to a master plan amendment.

Planned Development. Following is a discussion of the proposed building heights of planned development.

- ***ITEC Building*** - would be 6 stories (95 ft.) and would replace the existing North Plaza area and extend atop a portion of the 1-story Sound Transit entry. Existing development surrounding the ITEC building includes: a 3-story mixed-use building off campus to the north; 6 to 7-story mixed-use buildings off campus to the east, across Broadway; a plaza and the up to 5-story Broadway Edison building on campus to the south; and the 5-story Science and Math building and 3 to 4-story apartment buildings on campus to the west. Therefore, the height of the ITEC building would generally be in keeping with the heights of buildings to the east, south, and west, but would be taller than the mixed-use building to the north and the apartments to the west.

- ***Student Housing*** - would be 6-story (90 ft. high) building. Existing development surrounding the new housing includes: 4 to 5-story apartments off campus to the north; a plaza, the 3-story Broadway Performance Hall, and up to 5-story Broadway-Edison building on campus to the east, across Harvard Ave.; a 1-story commercial building, and 5 to 6-story apartments off campus to the south, across E. Pine St.; and 1 to 3-story commercial buildings off campus to the west across Bolyston Ave. Therefore, the height of the Student Housing building would generally be in keeping with buildings to the north, east, and south, but would be taller than commercial buildings to the south and west.

- ***Broadway Performance Hall*** (to become the Broadway Achievement Center) - Proposed renovation would not change the height of the existing building (3 stories).

- ***Student Union Building*** – Proposed renovation and additions would increase the building height to 3 stories (60 ft. high). Existing development surrounding the Student Union building includes: the 3-story Mitchell Activity Center on campus to the north; Cal Anderson Park off campus to the east; a 5-story mixed-use building off campus to the south; and the up to 5-story Broadway Edison, across Broadway on campus to the west. Therefore, the height of the Student Union building would be lower than surrounding buildings.

Potential Development. The Harvard Buildings I and II would each be 4-stories high (75 ft. above the grade of E. Howell St.); one would replace the existing 3-story Presbyterian Church. Existing development surrounding these new academic buildings includes: 2 to 3-story apartments to the north: the 4-story Science and Math and up to 5-story Edison building; 2 to 4-story apartments to the south; and 4 to 6-story apartments to the west. Therefore, the height of the Harvard Buildings would generally be in keeping with surrounding buildings but would be taller than some of the apartments to the north and south.

Figure 3.9-1 portrays the height and scale of the proposed planned and potential development on the SCC campus. The maximum heights of the proposed MIO overlay are also shown for each of the buildings.

Table 3.7-2 shows the heights of the proposed and potential buildings, the allowable maximum height by the underlying zones and the maximum proposed MIO height. As shown, the proposed heights of the Student Housing and ITEC buildings would be higher, and the Student Center and Harvard I and II buildings would be lower than the maximum height allowed by the underlying buildings. Buildings built to the maximum height allowed by the MIO-105 zoning would be 20' to 50' higher than the maximum heights allowed by the underlying buildings

Table 3.9-2
Comparison of Building Heights –
Planned and Potential Buildings, Underlying Zoning, and Proposed MIO

Project - Stories	Proposed Height	Allowable Height by Underlying Zone	Maximum MIO Height
Student Housing – 6 stories	90'	75'/85'	105'
ITEC – 6 stories	95'	55'/75'	105'
Broadway/Achieve. Ctr. – N/A	N/A	75'	105'
Student Center – 3 stories	60'	75'	105'
Harvard I – 5 stories	80'	85'	105'
Harvard II – 5 stories	80'	85'	105'

Source: Schreiber Starling Whitehead, 2022.

Transition in height and scale between proposed SCC development and the surrounding neighborhood would be achieved by existing features, including streets and open spaces (e.g., Cal Anderson Park), as well as other standards for height, setback, and landscaping/open space identified in the ***Draft MIMP***. Other proposed standards that establish lot coverage, density (e.g., FAR), and open space would create a transition between zones with different allowable maximum heights. For example, there are no lot coverage limits in the underlying commercial and residential zones. SCC is proposing an institutional lot coverage limit of 80%. The site coverage limit would reduce the institutional building "footprints" and create building separations. There are no density limits in the underlying commercial and residential zones. Under the ***Draft MIMP***, FAR of planned and potential buildings

Building Setbacks

Under the ***Draft MIMP***, there would be no minimum setbacks required between SCC-owned parcels and no minimum setbacks along the edges of SCC properties abutting streets, except as noted in **Table 3.9-3**. Where SCC parcels abut Residential, Commercial, and MR-zoned lots, the setbacks are as shown in **Table 3.9.1**. These minimum setbacks would be identical to the underlying MR/NC3P, except that a minimum setback of 10 ft. is proposed at front lot lines for building greater than 65 ft. in height. This increased setback would help offset proposed increases in building height. A minimum of 50% of all total site setback area that would be provided, regardless of minimum requirements, would be landscaped.

Table 3.9-3
Proposed Setbacks Exceptions Adjacent to Streets

Locations	Minimum Setbacks
Broadway Street - west	Match min. existing setback of BE Complex
Broadway Street - east	Match existing setback of Mitchell Activity Ctr.
Pine Street - north	Match existing setback of Parking Garage
All side lot lines abutting Resid./MR/NCP	15 ft. triangle at all lot abutments.

Source: Schreiber Starling Whitehead, 2022.

Open Space & Campus Design Features

The open space, landscape, and screening requirements of the underlying zones would be superseded by provisions of the ***Draft MIMP*** and would be replaced by design guidelines and development standards to be implemented on an institution-wide basis.

Under the ***Draft MIMP***, a minimum of 30% of SCC-owned parcels within the MIO District boundary would be preserved as open/green space (compared to 31% under existing conditions). These spaces would include ground-level lawns, planting beds, plazas and walkways, as well as elevated plazas and green roof areas, if available for public use.

Several campus design features are proposed with the ***Draft MIMP***, including:

Open space improvements are planned for the extension of E. Howell St. between Broadway and Harvard Ave. This would be an area of approximately 21,000 sq. ft.

District gateway enhancements are proposed for three areas of campus, including: the courtyard associated with the planned ITEC building, the pedestrian connection between the entry to the Broadway Edison II Building and the Student Union; and the corner and pedestrian crossing of E Pine St. and Harvard Ave in front of the planned Student Housing building.

Street Improvements are planned along nine partial street frontages -- Improvements would be associated with the construction limits of planned and potential projects.

Pedestrian enhancements are proposed for the pedestrian connections associated with street intersections at E. Howell St./Harvard Ave. (Harvard Buildings I and II), at Pine/Harvard (Student Housing) and at a mid-block crossing of Nagle Place from Cal Anderson Park (Student Center). In addition, as part of the Student Center project, pedestrian enhancement would be provided from the Cal Anderson Park/Nagel Place crosswalk (noted above) to provide a pedestrian pathway linking Cal Anderson Park to Broadway.

See **Chapter 2** for details on these site design features.

3.9-3 Impacts of the Alternatives

No Boundary Expansion Alternative

Under the ***No Boundary Expansion Alternative***, no boundary expansions would occur. This alternative would include the four planned projects that are part of the ***Draft MIMP***, with certain modifications. The Student Housing, Broadway Achievement Center, and Student Union would be the same as the ***Draft MIMP***. The ITEC building would be located in the same area of campus as with the ***Draft MIMP***. However, since no boundary expansions would occur, the size of the proposed ITEC would be reduced to approximately 75-80 percent of the size of the ITEC associated with the ***Draft MIMP***. No potential development would occur because there would be no boundary expansions where this development is proposed under the ***Draft MIMP***.

One zoning modification is proposed in conjunction with the ***No Boundary Expansion Alternative***: the zoning designation of properties within the existing campus boundary located south of E. Pine St. would be modified to MIO-105.

The setbacks changes under the ***Draft MIMP*** would not occur (e.g., the minimum front lot line setback for buildings greater than 65 ft. would not be increased to 10 ft.).

Most of the campus design features described for the ***Draft MIMP*** could be accomplished with the ***No Boundary Extension Alternative***. Street and open space improvements could occur; one district gateway enhancement (at the entry to Broadway Edison II and the Student Union) would likely occur; however, pedestrian improvements likely would not occur.

No Action Alternative

Under the ***No Action Alternative***, no new planned or potential building development would occur other than renovation consistent with the current MIMP. The campus boundary would not be expanded and no development code changes would occur relative to the existing MIO. The campus area north of E. Pine St. would continue to be zoned MIO-105 (with a 105-ft. height limit) and the area south of E. Pine St. would continue to be zoned MIO-65 (with a 65-ft. height limit). Height, bulk, and scale conditions on the SCC campus would remain as described under existing conditions.

Most of the campus design features described for the ***Draft MIMP*** could be accomplished with the ***No Action Alternative***. Street and open space improvements could occur; one district gateway enhancement (at the entry to Broadway Edison II and the Student Union) would likely occur; however, pedestrian improvements likely would not occur.

3.9-4 Mitigation Measures

The following measures could be implemented to better integrate new development into the neighborhood and lessen impacts related to height, bulk, and scale:

- New development could be implemented in accordance with general policies, development programs, and development standards in the ***Draft MIMP***.
- Planned development could occur in accordance with Design Guidelines for Seattle, Capitol Hill Neighborhood, Capitol Hill Light Rail Station, and Pike/Pine Neighborhood.

- Building setbacks could exceed the setback requirements of the underlying campus zoning and provided separation between uses.
- Proposed campus design features (e.g., open space improvements, district gateway enhancements, street improvements, and pedestrian enhancements) could enhance the appearance of the campus and community.
- Proposed landscaping could provide screening in areas where there could be height/bulk/scale impacts on adjacent uses.

3.9-5 Significant Unavoidable Adverse Impacts

Development under the ***Draft MIMP*** would result in changes to the visual character of the campus, including increased building height, bulk, and scale. With implementation of general policies, development programs, and development standards in the ***Draft MIMP***, most of the changes to visual character and height, bulk, and scale could be interpreted as positive changes because the proposed changes would be designed to enhance the appearance of the campus and reduce impacts on adjacent neighborhoods; therefore, significant aesthetic impacts are not anticipated.

3.10 SHADOWS on OPEN SPACE

This section of the Draft EIS describes existing shadow conditions on public open spaces in the campus vicinity, as well as key on-campus open spaces and evaluates the potential shading impacts that could occur to these spaces as a result of the implementation of the ***Draft MIMP*** or EIS Alternatives.

3.10-1 Existing Conditions

Existing Campus

Existing buildings, as well as mature vegetation, on the Seattle Central College campus are the primary sources of shadows. Existing campus buildings are primarily mid-rise, typically ranging in height from three to five stories. The academic and administrative core, located in the middle of the MIO boundary, is clustered around South Plaza. Buildings in the central campus core range from four stories. (Science and Math building) to five stories (Broadway-Edison building). To the south of the Broadway-Edison building is the 3-story Broadway Performance Hall and across E. Pine St., the 5-story Fine Arts Building. Other structures in the south part of campus include the 3-story South Annex, Erickson Theater, and Siegal Center. There is also a 3-story Parking Garage immediately west of the Broadway Performance Hall. To the west of the Broadway-Edison building, across Broadway, is the 4-story Mitchell Activity Center, 2-story bookstore, and 5-story campus housing. Mature trees, as noted in ***Section 3.3, Plants and Animals*** of this Draft EIS, are located throughout the campus and also contribute to shading.

Open Spaces on the SCC Campus

Existing Open/green Spaces on campus include the South Plaza/South Green on the corner of E Pine St and Broadway, the Howell St Passage, which is a previously vacated street that connects Broadway to Harvard, and the Broadway Edison Complex/MAC Student Center entrance areas, which are located mid-block on Broadway. A temporary open space also exists on the site of the former North Plaza building on Broadway, east of Science and Math. This temporary open space aligns with the footprint of the planned ITEC project; therefore, it will be removed when construction of the ITEC project commences. Refer to **Figure 2-4** for the locations of these key SCC campus open space areas[1].

Existing Campus Vicinity

Open Spaces in Site Vicinity

Protected open spaces located in proximity to the SCC campus include Cal Anderson Park. Cal Anderson Park is a roughly 7.5-acre park located directly east of the Mitchell Activity Center/Student Bookstore on campus. The park includes a fountain, texture pool and reflecting pool, promenade paths, landscaping, a shelter-house, a plaza, a children's play area, a wading pool, a lighted sports field, and a number of oversize chess boards. Refer to **Figure 2-4** for the locations of this public open space relative to the existing and proposed MIO campus boundaries.

[1] SCC maintains an open campus and public use of on-campus open spaces is allowed for passive, unscheduled recreation uses. Use of on-campus open spaces for scheduled events or more formal purposes is not allowed without the express permission of the College.

3.10-2 Impacts of the Proposed Action and Alternatives

Impacts of the Proposed Action (Draft MIMP)

Planned and potential future development and associated landscaping on the SCC Campus and in the MIO expansion areas would generate shadows over adjacent portions of the campus and surrounding streets. In general, the time of greatest shading would occur during periods when the sun is at a low-angle, including mid- to late afternoon in the winter and late afternoon to early evening in the summer.

Factors that influence the extent of shading include: weather (e.g., cloud cover); building height, width and facade orientation; and the proximity of other intervening structures, topographic variations and significant landscaping. Generally, greater building heights extend the length of the shadow cast, and increased mass (or cross-sectional width) widens the shadow cast by a building. Shadows from tall buildings extend farther from a building, but their effects on more distant locations are of shorter duration, because the sun's motion translates into faster movement of the shadow over the ground. Buildings with greater mass create wider shadows and an increased amount of shaded area within the immediate area (e.g., adjacent streets, public spaces, etc.), but the reach of the shadow would be limited by the building's height.

This section of the Draft EIS contains shadow diagrams that depict shading under existing conditions/***No Action Alternative***[2], from the ***Draft MIMP,*** and the ***No Boundary Expansion Alternative*** for vernal equinox (approx. March 21st), summer solstice (approx. June 21st), autumnal equinox (approx. Sept. 21st), and winter solstice (approx. December 21st). The figures and accompanying text below describe possible shadow impacts to protected off-campus open spaces (Cal Anderson Park), that could result from full-buildout of planned and potential development associated with the ***Draft MIMP***, with consideration of shading that already occurs from existing buildings that would remain, as well as existing trees.

The following analysis summarizes shadow impacts for three times of the day on each of the key days of the solar year. These key days of the solar year and times of the day depict worst-case impacts. Shadow-related impacts, however, can also occur at other times of the day throughout the year. Because of the earth's rotation, the duration of shadow-related impacts varies for a stationary observer[3] based on season and depending upon the width of the shadow. The shadow graphics that are included have been adjusted to compensate for topography and, in the case of vernal equinox, summer solstice, and autumnal equinox, daylight savings time.[4]

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2 Shadow conditions under the ***No Action Alternative*** would be similar to existing conditions because the projects that could be developed under this alternative consist mostly of renovations to existing buildings.

3 The rate of change of the sun's angle relative to the earth varies widely by season – from about 5 degrees horizontally and 2 degrees vertically every 15 minutes in June to 3 degrees horizontally and 1 degree vertically every 15 minutes in December.

4 Pacific Daylight Savings Time (PDST) applies to shadow impacts associated with spring equinox, summer solstice and autumnal equinox.

Vernal (Spring) Equinox

Sunrise on vernal equinox (approx. March 21st) occurs at about 6:11 AM and sunset at 6:21 PM.

The extent of possible shading from the proposed full-buildout of the ***Draft MIMP*** development must also be considered within the context of climatic data for the month (e.g., on average the number of clear, partly cloudy and cloudy days). Data[5] indicate that on average March has 4 clear days, 8 partly cloudy days and 19 cloudy days.[6]

As indicated in **Figure 3.10-1**, for the Vernal Equinox, potential impacts depicting shadows from new development under the ***Draft MIMP***, together with shadows from other nearby existing buildings that would remain and shadows from existing trees that could remain, were evaluated at 8 AM, 12 PM and 5 PM. Pacific Daylight Savings Time is in-effect on this day. The existing conditions/***No Action Alternative*** and the ***No Boundary Expansion Alternative*** shadows are also provided for comparison purposes.

On-Campus Open Spaces

- At **8 AM**, shadows from development associated with the ***Draft MIMP*** and the ***No Boundary Expansion Alternative*** would extend in a westerly direction and could affect the Broadway Edison Complex (BEC) and MAC Student Center (MAC/SC) entrance open space areas; the North Plaza temporary open space area would be removed under these alternatives to accommodate development of the ITEC building, and a portion of the MAC/SC open space area would be removed to accommodate development of the Student Union building. The new shading would not be considered significant, however, as most of these open space areas are already shaded under existing conditions.

- At **12 PM**, shadows from development associated with the ***Draft MIMP*** and the ***No Boundary Expansion Alternative*** would extend in a northerly direction and could affect the MAC Student Center (MAC/SC) entrance open space area; the North Plaza temporary open space area would be removed under these alternatives to accommodate development of the ITEC building, and a portion of the MAC/SC open space area would be removed to accommodate development of the Student Union building. The new shading would not be considered significant, however, as most of this open space area is already shaded under existing conditions.

- At **5 PM**, shadows from development associated with the ***Draft MIMP*** and the ***No Boundary Expansion Alternative*** would extend in an easterly direction and could affect the South Plaza and the Howell Street passage open space areas; the North Plaza temporary open space area would be removed under these alternatives to accommodate development of the ITEC building, and a portion of the MAC/SC open space area would be removed to accommodate development of the Student Union building. The new shading would not be considered significant, however, as it would represent a small increase in the existing overall shading in these areas.

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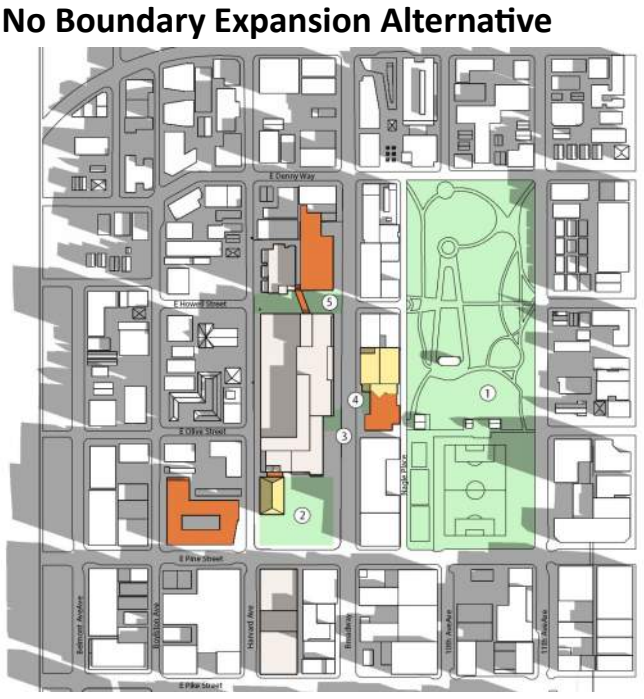
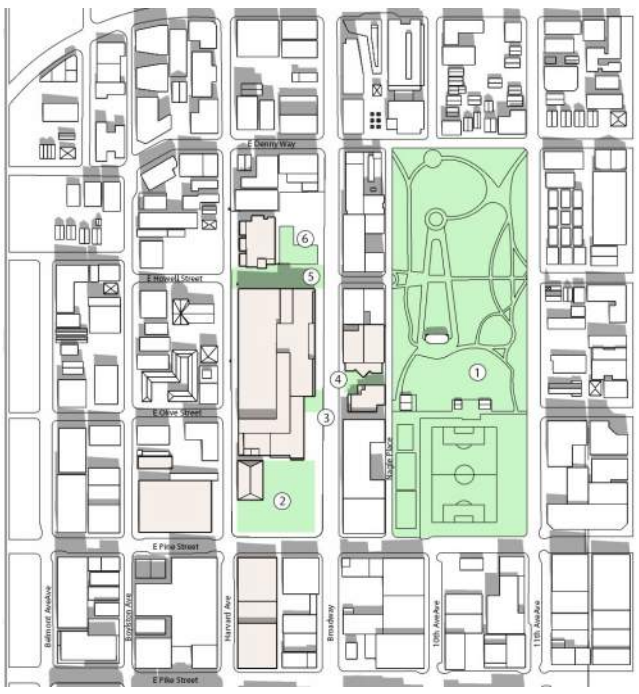
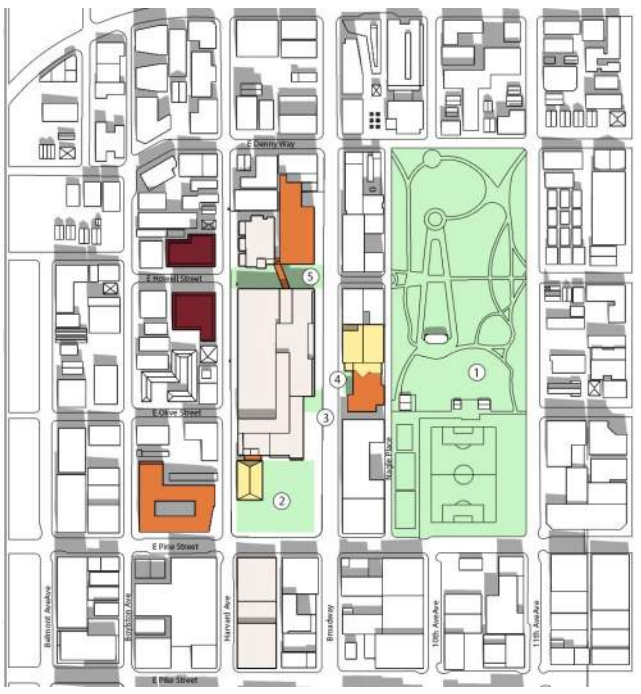
5 NOAA, 2005.

6 NOAA defines a clear day as one with zero to 3/10 average sky cover, a partly cloudy is one with 4/10 to 7/10 tenths average sky cover and a cloudy day is one with 8/10 to 10/10 tenths average sky cover.

Seattle Central College Major Institution Master Plan
Draft EIS

	Existing Conditions/No Action Alternative	Draft MIMP	No Boundary Expansion Alternative
8 AM			
12 PM			
5 PM			

KEY

North

Source: SSWA, 2022

EA Engineering, Science, and Technology, Inc.

Figure 3.10-1

Shadow Graphics — Open Spaces—March 21—Vernal Equinox

Off-Campus Open Spaces

- At **8 AM**, shadows from development associated with the ***Draft MIMP*** and the ***No Boundary Expansion Alternative*** would extend in a westerly direction and would not affect Cal Anderson Park

- At **12 PM**, shadows from development associated with the ***Draft MIMP*** and the ***No Boundary Expansion Alternative*** would extend in a northerly direction and would not affect Cal Anderson Park

- At **5 PM**, shadows from development associated with the ***Draft MIMP*** and the ***No Boundary Expansion Alternative*** would extend in an easterly direction and could affect a small portion of Cal Anderson Park near the proposed Student Union building. The new shading would not be considered significant, however, as it would represent a small increase in the existing overall shading in the park.

Summer Solstice

Sunrise on summer solstice (approx. June 21st) occurs at about 5:11 AM and sunset at 9:10 PM. Pacific Daylight Savings Time remains in-effect on this day.

Climatic data[7] for the month of June indicates that on average June has 7 clear days, 8 partly cloudy days and 15 cloudy days.[8]

As indicated by **Figure 3.10-2** for summer solstice, potential impacts depicting shadows from new development under the ***Draft MIMP***, together with shadows from other nearby existing buildings that would remain and shadows from existing trees that could remain, were evaluated at 8 AM, 12 PM and 5 PM. The existing conditions/***No Action Alternative*** and the ***No Boundary Expansion Alternative*** shadows are also provided for comparison purposes.

On-Campus Open Spaces

- At **8 AM**, shadows from development associated with the ***Draft MIMP*** and the ***No Boundary Expansion Alternative*** would extend in a westerly direction and could affect the Howell Street Passage and MAC Student Center (MAC/SC) entrance open space areas; the North Plaza temporary open space area would be removed under these alternatives to accommodate development of the ITEC building, and a portion of the MAC/SC open space area would be removed to accommodate development of the Student Union building. The new shading would not be considered significant, however, as either it would represent a small increase in the existing overall shading in these areas (Howell Street) or most of the open space area is already shaded under existing conditions (MAC/SC).

7 NOAA, 2005.

8 NOAA defines a clear day as one with zero to 3/10 average sky cover, a partly cloudy is one with 4/10 to 7/10 tenths average sky cover and a cloudy day is one with 8/10 to 10/10 tenths average sky cover.

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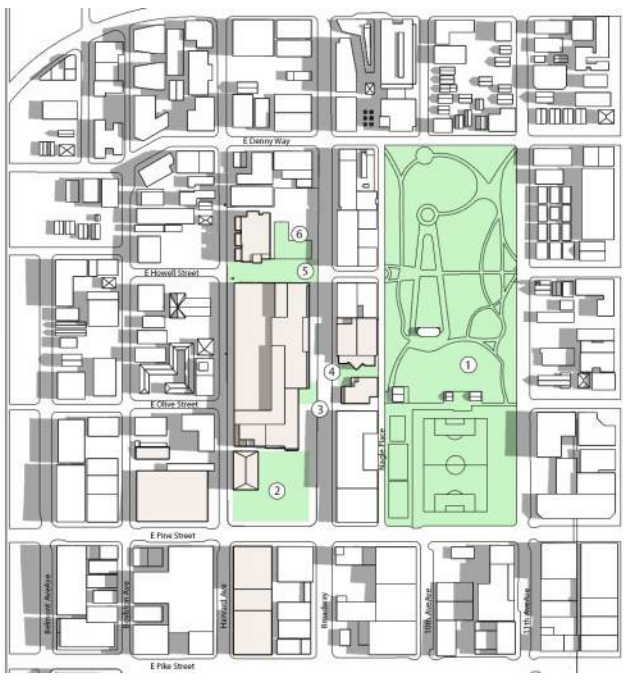
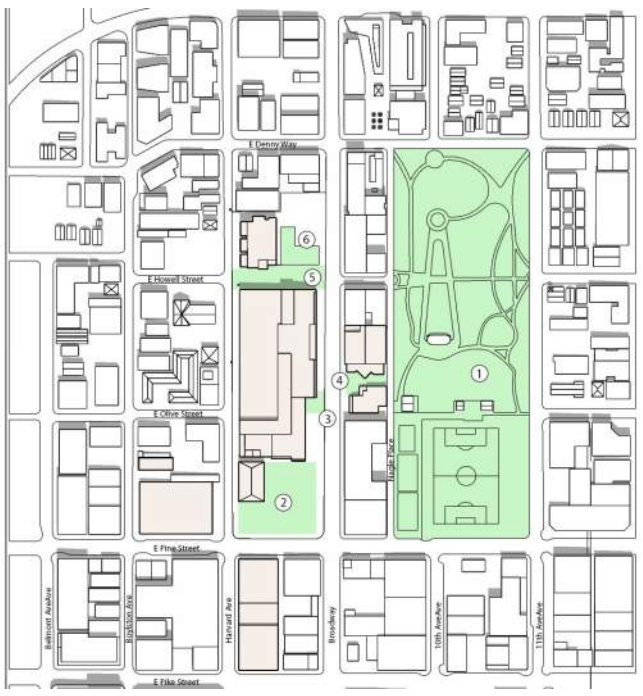
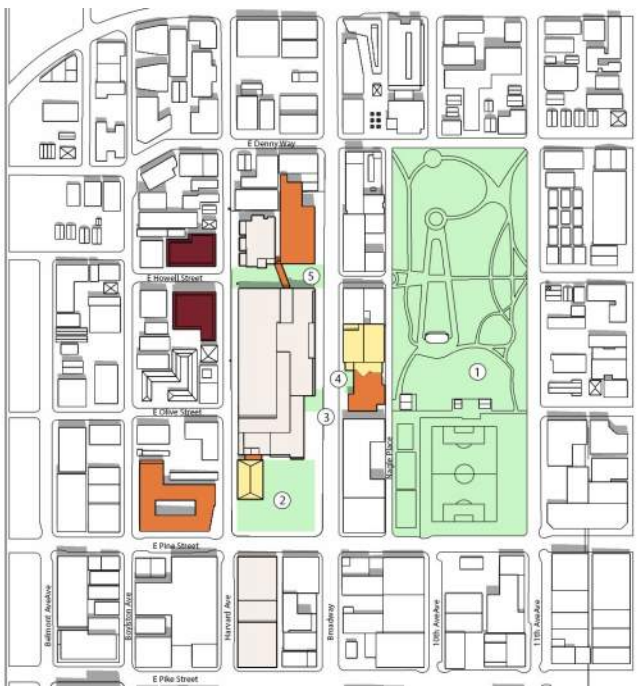
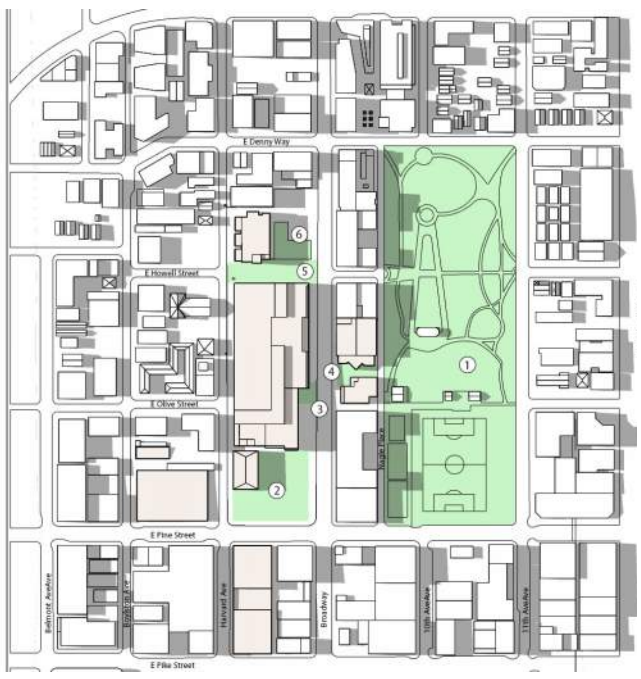
Draft EIS

	Existing Conditions/No Action Alternative	Draft MIMP	No Boundary Expansion Alternative
8 AM			
12 PM			
5 PM			

KEY

North

Source: SSWA, 2022

EA Engineering, Science, and Technology, Inc.

Figure 3.10-2

Shadow Graphics — Open Spaces—June 21—Summer Solstice

- At **12 PM**, shadows from development associated with the ***Draft MIMP*** and the ***No Boundary Expansion Alternative*** would extend in a northerly direction and could affect the Howell Street Passage and MAC Student Center (MAC/SC) entrance open space areas; the North Plaza temporary open space area would be removed under these alternatives to accommodate development of the ITEC building, and a portion of the MAC/SC open space area would be removed to accommodate development of the Student Union building. The new shading would not be considered significant, however, as it would represent a small increase in the existing overall shading in these areas.

- At **5 PM**, shadows from development associated with the ***Draft MIMP*** and the ***No Boundary Expansion Alternative*** would extend in an easterly direction and could affect the South Plaza and the Howell Street passage open space areas; the North Plaza temporary open space area would be removed under these alternatives to accommodate development of the ITEC building, and a portion of the MAC/SC open space area would be removed to accommodate development of the Student Union building. The new shading would not be considered significant, however, as it would represent a small increase in the existing overall shading in these areas.

Off-Campus Open Spaces

- At **8 AM**, shadows from development associated with the ***Draft MIMP*** and the ***No Boundary Expansion Alternative*** would extend in a westerly direction and would not affect Cal Anderson Park

- At **12 PM**, shadows from development associated with the ***Draft MIMP*** and the ***No Boundary Expansion Alternative*** would extend in a northerly direction and would not affect Cal Anderson Park

- At **5 PM**, shadows from development associated with the ***Draft MIMP*** and the ***No Boundary Expansion Alternative*** would extend in an easterly direction and could affect a small portion of Cal Anderson Park near the proposed Student Union building. The new shading would not be considered significant, however, as it would represent a small increase in the existing overall shading in the park.

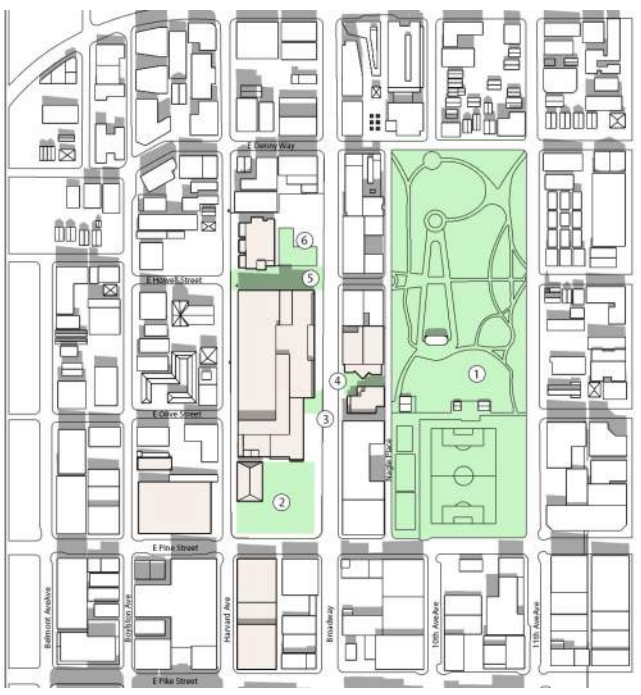
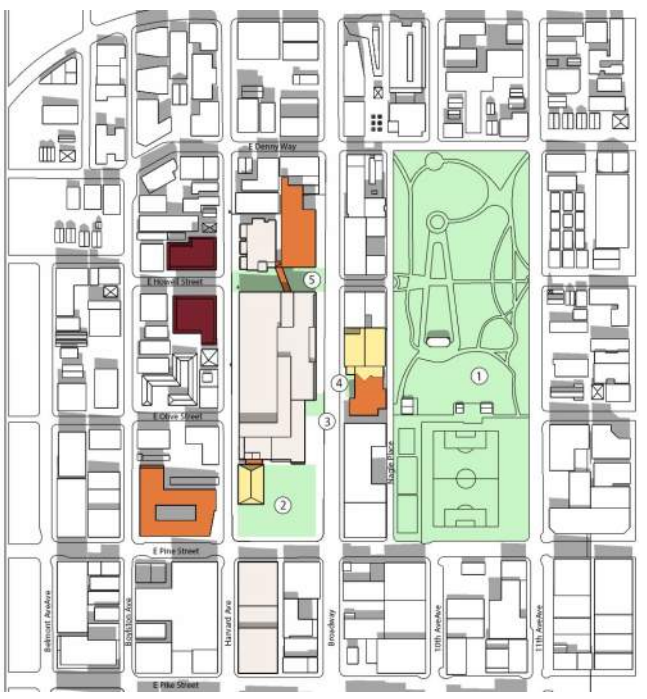
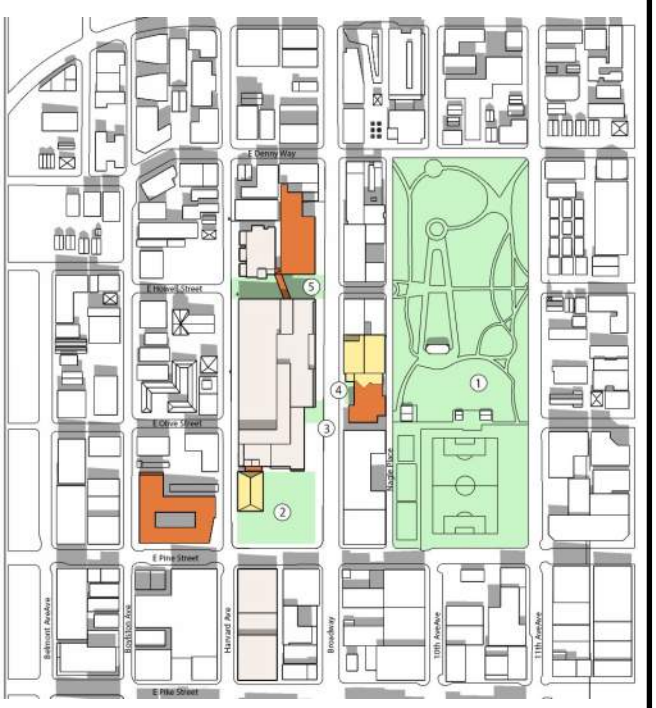
Autumnal Equinox

Sunrise on autumnal equinox (approx. September 21st) occurs at about 6:13 AM and sunset at 8:11 PM. Pacific Daylight Savings Time remains in-effect on this day.

Climatic data[8] for the month of September indicate that on average September has 3 clear days, 6 partly cloudy days and 22 cloudy days. [9]

As indicated by **Figure 3.10-3** for autumnal equinox, potential impacts depicting shadows from new development under the ***Draft MIMP***, together with shadows from other nearby existing buildings that would remain and shadows from existing trees that could remain, were evaluated at 8 AM, 12 PM and 5 PM. The existing conditions/***No Action Alternative*** and the ***No Boundary Expansion Alternative*** shadows are also provided for comparison purposes.

Seattle Central College Major Institution Master Plan
Draft EIS

	Existing Conditions/No Action Alternative	Draft MIMP	No Boundary Expansion Alternative
8 AM			
12 PM			
5 PM			

KEY

North

Source: SSWA, 2022

EA Engineering, Science, and Technology, Inc.

Figure 3.10-3

Shadow Graphics — Open Spaces—September 21—Autumnal Equinox

On-Campus Open Spaces

- At **8 AM**, shadows from development associated with the ***Draft MIMP*** and the ***No Boundary Expansion Alternative*** would extend in a westerly direction and could affect the Broadway Edison Complex (BEC) and MAC Student Center (MAC/SC) entrance open space areas; the North Plaza temporary open space area would be removed under these alternatives to accommodate development of the ITEC building, and a portion of the MAC/SC open space area would be removed to accommodate development of the Student Union building. The new shading would not be considered significant, however, as most of these open space areas are already shaded under existing conditions.

- At **12 PM**, shadows from development associated with the ***Draft MIMP*** and the ***No Boundary Expansion Alternative*** would extend in a northerly direction and could affect the MAC Student Center (MAC/SC) entrance open space area; the North Plaza temporary open space area would be removed under these alternatives to accommodate development of the ITEC building, and a portion of the MAC/SC open space area would be removed to accommodate development of the Student Union building. The new shading would not be considered significant, however, as most of this open space area is already shaded under existing conditions.

- At **5 PM**, shadows from development associated with the ***Draft MIMP*** and the ***No Boundary Expansion Alternative*** would extend in an easterly direction and could affect the South Plaza and the Howell Street passage open space areas; the North Plaza temporary open space area would be removed under these alternatives to accommodate development of the ITEC building, and a portion of the MAC/SC open space area would be removed to accommodate development of the Student Union building. The new shading would not be considered significant, however, as it would represent a small increase in the existing overall shading in these areas.

Off-Campus Open Spaces

- At **8 AM**, shadows from development associated with the ***Draft MIMP*** and the ***No Boundary Expansion Alternative*** would extend in a westerly direction and would not affect Cal Anderson Park

- At **12 PM**, shadows from development associated with the ***Draft MIMP*** and the ***No Boundary Expansion Alternative*** would extend in a northerly direction and would not affect Cal Anderson Park

- At **5 PM**, shadows from development associated with the ***Draft MIMP*** and the ***No Boundary Expansion Alternative*** would extend in an easterly direction and could affect a small portion of Cal Anderson Park near the proposed Student Union building. The new shading would not be considered significant, however, as it would represent a small increase in the existing overall shading in the park.

Winter Solstice

Sunrise on winter solstice (approx. December 21st) occurs at about 7:54 AM and sunset at 4:19 PM.

Climatic data[9] for the month of December indicate that on average December has 3 clear days, 4 partly cloudy days and 23 cloudy days.[10]

As indicated in **Figure 3.10-4**, for winter solstice, potential impacts depicting shadows from new development under the ***Draft MIMP***, together with shadows from other nearby existing buildings that would remain and shadows from existing trees that could remain, were evaluated at 9 AM, 12 PM and 4 PM. The existing conditions/***No Action Alternative*** and the ***No Boundary Expansion Alternative*** shadows are also provided for comparison purposes.

On-Campus Open Spaces

- At **8 AM**, shadows from development associated with the ***Draft MIMP*** and the ***No Boundary Expansion Alternative*** would extend in a westerly direction and could affect the South Plaza open space area; the North Plaza temporary open space area would be removed under these alternatives to accommodate development of the ITEC building, and a portion of the MAC/SC open space area would be removed to accommodate development of the Student Union building. The new shading would not be considered significant, however, as most of this open space area is already shaded under existing conditions.

- At **12 PM**, shadows from development associated with the ***Draft MIMP*** and the ***No Boundary Expansion Alternative*** would extend in a northerly direction and could affect the MAC Student Center (MAC/SC) entrance open space area; the North Plaza temporary open space area would be removed under these alternatives to accommodate development of the ITEC building, and a portion of the MAC/SC open space area would be removed to accommodate development of the Student Union building. The new shading would not be considered significant, however, as most of this open space area is already shaded under existing conditions.

- At **5 PM**, shadows from development associated with the ***Draft MIMP*** and the ***No Boundary Expansion Alternative*** would extend in an easterly direction and could affect open space areas on campus; the North Plaza temporary open space area would be removed under these alternatives to accommodate development of the ITEC building, and a portion of the MAC/SC open space area would be removed to accommodate development of the Student Union building. The new shading would not be considered significant, however, as all of the open space areas on campus are entirely shaded under existing conditions at this time of day.

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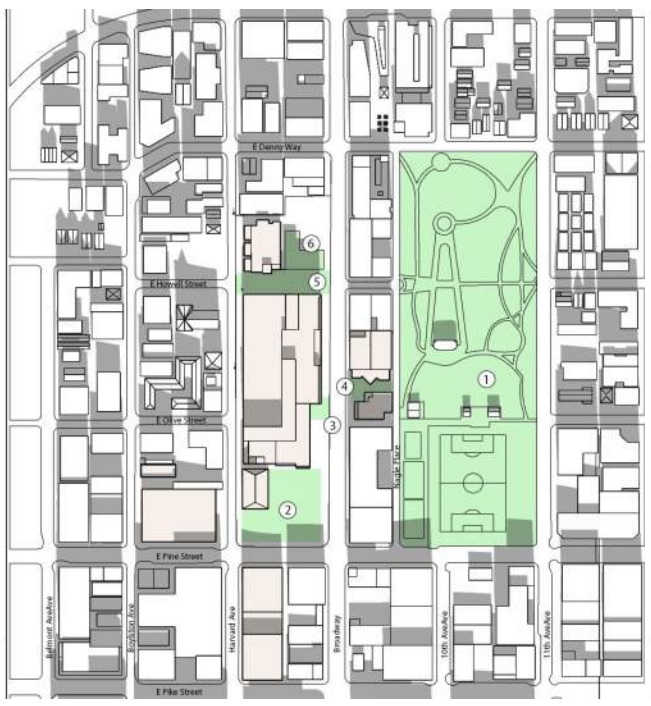
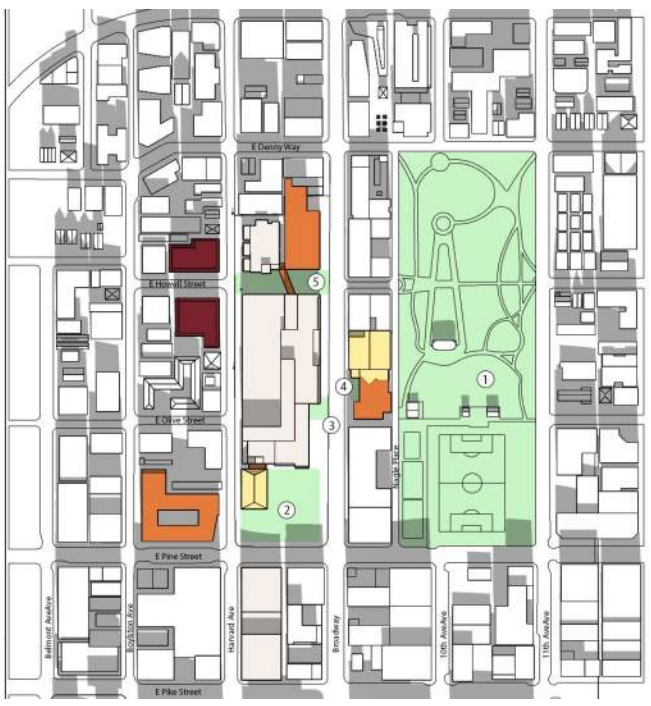
9 NOAA, 2005.

10 NOAA defines a clear day as one with zero to 3/10 average sky cover, a partly cloudy is one with 4/10 to 7/10 tenths average sky cover and a cloudy day is one with 8/10 to 10/10 tenths average sky cover.

Seattle Central College Major Institution Master Plan
Draft EIS

	Existing Conditions/No Action Alternative	Draft MIMP	No Boundary Expansion Alternative
9 AM			
12 PM			
4 PM			

KEY

North

Source: SSWA, 2022

EA Engineering, Science, and Technology, Inc.

Figure 3.10-4

Shadow Graphics — Open Spaces—December 21—Winter Solstice

Off-Campus Open Spaces

- At **9 AM**, shadows from development associated with the ***Draft MIMP*** and the ***No Boundary Expansion Alternative*** would extend in a westerly direction and would not affect Cal Anderson Park

- At **12 PM**, shadows from development associated with the ***Draft MIMP*** and the ***No Boundary Expansion Alternative*** would extend in a northerly direction and would not affect Cal Anderson Park

- At **4 PM**, shadows from development associated with the ***Draft MIMP*** and the ***No Boundary Expansion Alternative*** would extend in an easterly direction and could affect a small portion of Cal Anderson Park near the proposed Student Union building. The new shading would not be considered significant, however, as the entire park is completely shaded under existing conditions at this time of day.

Summary

As demonstrated by the shadow graphics, new buildings constructed under the ***Draft MIMP*** and the ***No Boundary Expansion Alternative*** would not be expected to contribute to significant additional shading of off-campus open space areas where shadow impacts may be mitigated per SMC 25.05.675 (Cal Anderson Park). Some additional new shading could occur to on-campus open space areas; however, the new shading would not be considered significant given the small amount of additional shading that would occur, and as compared to the shading conditions that already occur under existing conditions.

3.10-3 Mitigation Measures

No significant adverse shadow impacts are anticipated under the ***Draft MIMP***; therefore, no mitigation measures are required.

3.10-4 Significant Unavoidable Adverse Impacts

Shadow impacts associated with development of the ***Draft MIMP,*** the ***No Boundary Expansion Alternative,*** and the ***No Action Alternative*** would not be expected to result in significant impacts to on- or off-campus open spaces.

3.11 Traffic and Transportation

This section summarizes existing traffic and transportation conditions on the SCC campus and in the site vicinity and evaluates the potential impacts to traffic and transportation conditions that could occur as a result of the ***Draft MIMP***. This section summarizes information contained in **Appendix F** *Transportation Discipline Report*. Please see **Appendix F** for additional details on the methodology used for collection of data and analysis, and for additional details contained in figures and tables provided to illustrate the information.

Alternatives Evaluated

Descriptions of the EIS Alternatives from a transportation perspective are provided below.

No Action Alternative is consistent with existing campus conditions. The campus population would include 7,500 FTE students on campus and 1,000 employees. The on-campus student housing would continue to have 70 beds. The location of parking and the number of spaces (608 spaces) would not change. The renovation projects for the Broadway Achievement Center and Student Union planned with the ***Draft MIMP*** could occur under the No Action Alternative, albeit with a reduced scope. Since the ***Draft MIMP*** does not enable campus population, the two planned projects do not change the population forecasts.

Proposed Action - Draft MIMP campus population would include 7,500 FTE students on campus and 1,000 employees. The on-campus student housing would include up to 580 beds. All existing surface lots would be removed and up to 494 parking spaces would be provided within 3 garages. Therefore, the ***Draft MIMP*** includes analysis of the revised local trip distribution of traffic to and from campus. There would also be a boundary expansion to the ***Draft MIMP***.

No Boundary Expansion Alternative **(West of Harvard Ave)** campus population, on-campus student housing and parking supply would be the same as the ***Proposed Action - Draft MIMP***. For this alternative, Harvard I & II would not be constructed, so the MIMP boundary would not be expanded west of Harvard Ave. The only site to be added to the campus would be the Sound Transit Parcel D (1827 Broadway) to accommodate the ITEC building.

The campus populations for the existing conditions and Alternatives are summarized in **Table 3.11-1**. As shown in the table, the ***No Action Alternative*** assumes 750 more students than the existing (2019) conditions, to represent the maximum number of students that could be enrolled. Campus population growth is anticipated to occur with or without the ***Draft MIMP***. Since the ***Draft MIMP*** does not enable campus population growth, the campus population is anticipated to be the same for all Alternatives including the ***No Action Alternative***. The ***Draft MIMP's*** main intent is to expand the boundary, improve existing facilities and provide on-campus student housing. As shown in **Table 3.11-1**, the difference between ***No Action*** and ***Action Alternatives*** is related to the number of commuter versus residential students. In addition, the location of parking on-campus and total number of spaces would also change between ***No Action*** and the ***Action Alternatives***.

Table 3.11-1
SCC Campus Population Assumptions

Alternative	FTE Students			Employees/Staff
	Commuting	Resident	Total	
Existing[1]	6,680	70	6,750	950
No Action	7,430	70	7,500	1,000
Action (Draft MIMP and No Boundary Expansion)	6,920	580	7,500	1,000

Notes: FTE = full-time equivalent
1. Campus population based on 2019 conditions prior to COVID. During the COVID pandemic, when the analysis for this study was conducted, the SCC programming was conducted online.

Study Approach and Methodology

This section provides a summary of the methodology, key assumptions and how the Alternative impacts are identified for the transportation elements evaluated in this study.

Study Scenarios

The transportation analysis evaluated a horizon year of 2035, consistent with the Seattle Comprehensive Plan. Impacts of the ***Action Alternatives*** are based on a comparison to the ***No Action Alternative***. The ***Draft MIMP*** and ***No Boundary Expansion Alternative*** would have similar impacts since the campus population is the same.

Study Area

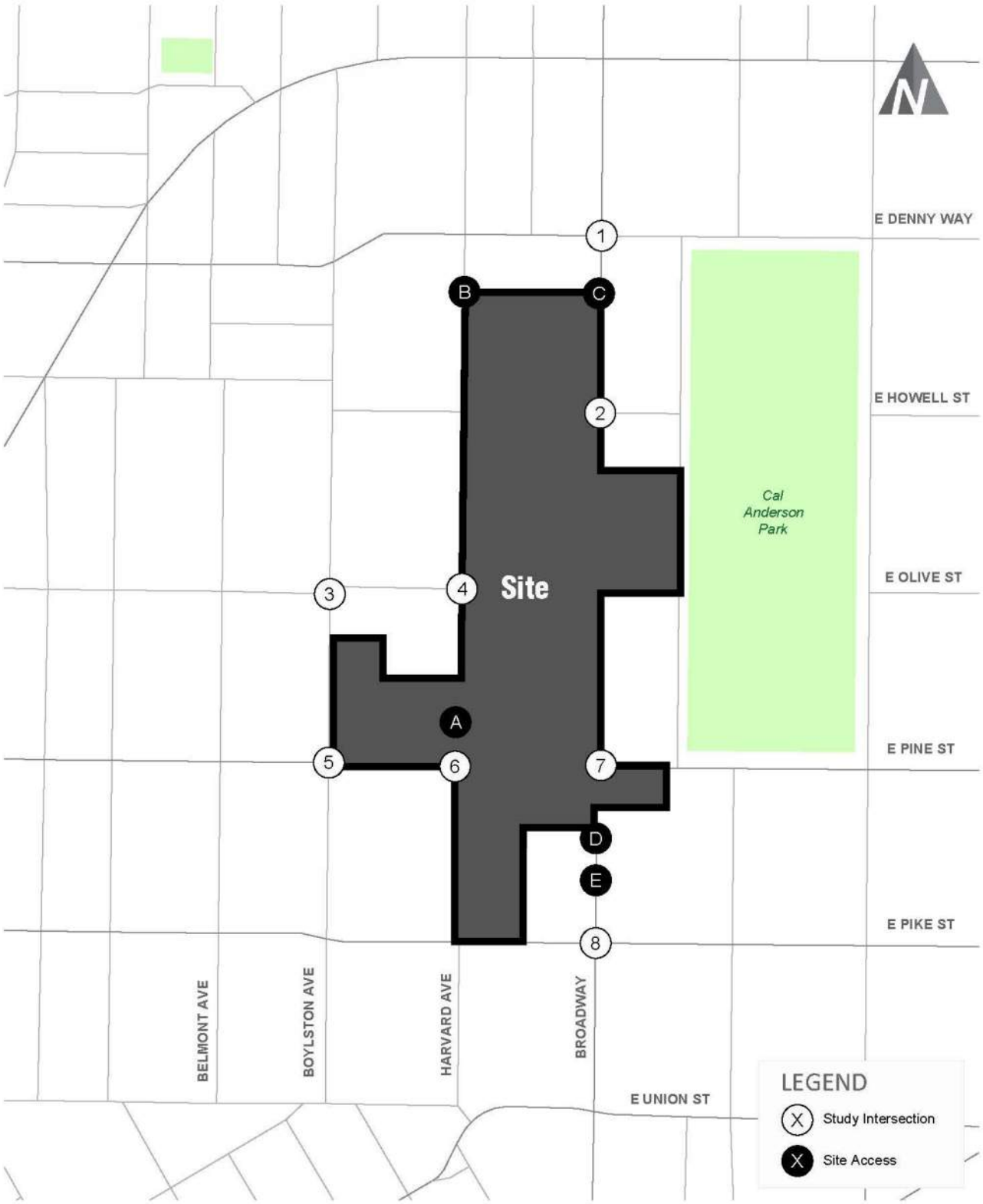
Based on the location of parking and trip distribution assumptions, 8 study intersections were identified for weekday AM and PM peak hour analysis, as shown on **Figure 3.11-1 - Site Vicinity and Study Area**.

COVID-19 Considerations

The COVID-19 pandemic has significantly changed how College education is administered and travel patterns. Classes for SCC were primarily online and travel to campus was limited during the pandemic when the primary analysis for this EIS was conducted. Based on coordination with SCC, more programming could remain online compared to pre-COVID conditions; however, conditions are continuing to evolve. Given the uncertainty of post-COVID conditions, this analysis assumes that transportation conditions will return to pre-COVID levels with most classes on-campus. This approach of assuming traffic levels are consistent with pre-COVID conditions as a foundation of the analysis is likely a conservative estimate of transportation impacts since there may be more classes administered online.

In addition, at this time this study was conducted, it was not possible to collect existing trip generation data for the campus because programming was being conducted online and does not reflect typical on-campus behavior. Existing campus trip generation data was collected in 2015 prior to the opening of the Capital Hill Link Light Rail station. To reflect the non-COVID (pre-COVID) conditions for the EIS Affected Environment, the existing 2015 trip generation is adjusted based on 2019 student and employee mode splits. The campus population was the same in both 2015 and 2019.

Traffic counts were also adjusted to reflect typical non-COVID conditions. Additional details on the traffic count adjustments are described in **Appendix F**.



Source: Transpo, 2024

EA Engineering, Science, and Technology, Inc., PBC

Figure 3.11-1
Site Vicinity and Study Area

Trip Generation

The foundation of the transportation analysis is trip generation. Trip generation for the campus is related to students, staff/faculty, and visitors. Additionally, the ***Draft MIMP*** would include trips generated by proposed mixed-use developments.

SCC Trip Generation

SCC-related trip generation was estimated based on three components: (1) commuter-related trips (inclusive of staff/faculty and students), (2) campus housing (residential) trips and (3) other trips related to deliveries, pick-up/drop-off activity, or visitors.

Commuter Trip Generation. The commuter weekday daily person trip generation was estimated based on the commuting student and staff populations as well as on the mode splits. Commuter population includes all commuting trips that use campus parking, such as student and staff/faculty.

Residential Trip Generation. The residential trip generation is estimated using rates identified in the Institute of *Transportation Engineers (ITE) Trip Generation Manual, 10th Edition (2017) for Off-Campus Student Apartment – Adjacent to Campus (LU #225)*. To capture the specific mode split characteristics anticipated for the students at SCC, the trip generation is estimated by first calculating the total person trips then applying the mode splits. Once person trips by mode are determined then an average vehicle occupancies (AVO) specific to the students at SCC is applied to determine vehicle trips. The ITE person trip rate includes all trips associated with the campus housing inclusive of residents, visitors, and deliveries.

Others Trip Generation. In addition to the residential and commuter trips, trip generation for visitors and other deliveries to the campus is included to ensure all travel is captured. Note that this considers only other trips associated with the campus not associated with the student housing as all student housing related trips inclusive of visitors and deliveries are in the residential trip rate described above. The other trip generation was estimated to be 5 percent of the commuter trip generation.

Street System

The study provides a review of the existing and future planned street system and its connectivity to SCC and the surrounding area. Alternative impacts to the street system are evaluated based on potential changes to the nearby street network connectivity.

Non-Motorized Transportation

A review of the existing and future planned bicycle system and its connectivity to SCC and the surrounding area was conducted. Alternative impacts were evaluated based on potential changes to the nearby bicycle network connectivity.

An analysis of the sidewalk capacity is conducted along Broadway between E Denny Way and E Pike Street and along E Pine Street between Boylston Avenue and Broadway. The sidewalks along Broadway and E Pine Street are adjacent to the campus and serve as the primary pedestrian access to SCC. Pedestrian weekday AM and PM peak hour level of service (LOS) is calculated based on anticipated flow rates and effective walkway width of the sidewalks using the method described in *Chapter 23 of the Highway Capacity Manual (HCM) 2000* for sidewalk operations.

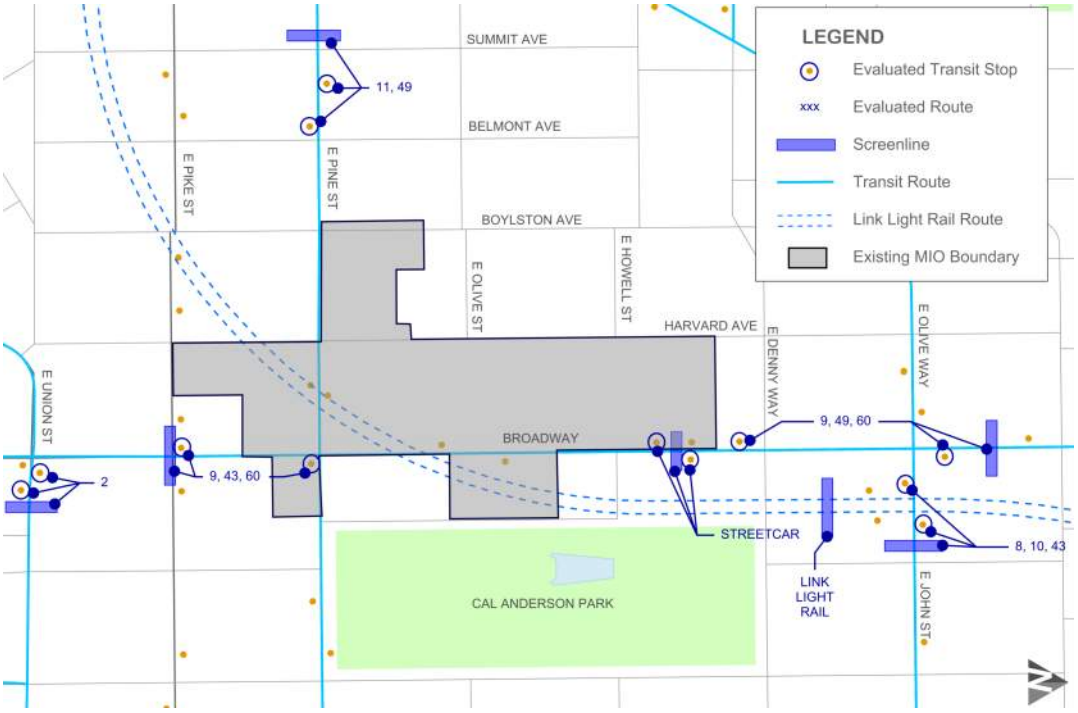
In addition, an evaluation of pedestrian connectivity between the campus and adjacent Cal Anderson Park located east of Nagle Place was conducted in 2023, as requested by SDOT staff. Pedestrian crossing warrants and any appropriate enhancements were reviewed per National Cooperative Highway Research Program (NCHRP) Report 562 Appendix A: Guidelines for Pedestrian Crossing Treatments.

Transit Service

The transit service to and from campus is evaluated: (1) for vehicle capacity analysis across screenlines and (2) at waiting areas for bus stops serving SCC. Existing transit demand is based on pre-COVID Fall 2019 average weekday AM and PM peak periods ridership provided by the transit agencies. An annual background growth rate of 1 percent is applied to existing ridership consistent with *Seattle 2035 City Comprehensive Plan* transit growth to determine future transit demand. Transit impacts of the alternatives are based on a comparison of anticipated demand to capacity.

To understand how weekday transit capacity compares to transit demand, 7 screenlines were analyzed around SCC (see **Figure 3.11-2 - Transit Capacity Screenlines and Waiting Areas Reviewed**). Screenlines are imaginary lines drawn across corridors to capture transit operations (capacity and demand) to and from the SCC. Each screenline is evaluated by direction for the weekday AM and PM peak hour.

Figure 3.11-2 - Transit Capacity Screenlines and Waiting Areas Reviewed



Traffic Volumes

Current traffic volumes were collected in December 2020 at all study intersections. Due to COVID conditions at that time, traffic counts were utilized at the study intersections when data was available. Adjustments were made to account for growth to represent 2021 traffic conditions. At

the intersections where historical traffic counts are unavailable, an adjustment factor is applied to the 2020 counts to calibrate the counts to non-COVID conditions. The calibration is done by comparing the change in volumes between intersections with both past count and 2020 count data. Balancing between intersections is performed to ensure the volumes are reasonable.

Future traffic forecasts include background traffic growth and growth related to the campus. The background traffic growth is comprised of an annual background growth rate and traffic generated from the planned "pipeline" developments that would add traffic to the study area. An annual growth rate of 1 percent was applied to estimate future (2035) horizon year background traffic. The growth rate is consistent with other traffic analyses conducted for other projects in the site vicinity. Traffic from specific pipeline development projects in the vicinity were reviewed on the SDCI website and through coordination with City staff.

For the Alternatives, traffic volume impacts were determined based on a review of the alternative's percent increase in vehicle traffic at the study intersections.

Traffic Operations

The operational characteristics of an intersection are determined by calculating the intersection level of service (LOS). At signalized intersections, LOS is measured in average control delay per vehicle and is typically reported using the intersection delay. At side-street stop-controlled intersections, LOS is measured in average delay per vehicle and is reported for the worst operating movement of the intersection. Traffic operations and average vehicle delay for an intersection can be described qualitatively with a range of levels of service (LOS A through LOS F), with LOS A indicating free-flowing traffic and LOS F indicating extreme congestion and long vehicle delays. *Appendix G* in the **Transportation Discipline Report** (**Appendix F**) contains a detailed explanation of LOS criteria and definitions.

Signal timing and phasing information was obtained from the SDOT. Weekday peak hour traffic operations were evaluated based on the procedures identified in the Highway Capacity Manual (HCM 6) and were evaluated using Synchro 10. Synchro 10 is a software program that uses HCM methodology to evaluate intersection LOS and average vehicle delay.

The City of Seattle's Comprehensive Plan does not define a LOS standard for individual intersections. The city generally recognizes LOS E and F as poor operations for signalized locations and LOS F for unsignalized locations.

Traffic Safety

Collision records were reviewed within the study area to identify traffic safety issues at the study intersections and roadways. The period reviewed reflects the pre-pandemic three-year (2017-2019) summary of collision data from the Washington Department of Transportation (WSDOT). This data is reflective of the most recent conditions at the time the existing conditions review was conducted. SDOT defines High Collision Locations (HCL) as signalized intersections with 10 or more collisions in the previous year, unsignalized intersections with 5 or more collisions in the previous year, mid-block locations with 10 or more collisions in the previous year, and locations with 5 or more pedestrian or bicycle collisions in the last three years. Intersections designated as high accident locations are targeted for future safety improvements in an effort to reduce the occurrence of accidents.

3.11.1 Affected Environment

This section provides a summary of the existing conditions within the defined study area.

Trip Generation

Existing trip generation was estimated for commuters and residents based on the Fall 2019 campus population and current mode splits. The existing trip generation is summarized in **Table 3.11-2**. As shown, the campus currently generates approximately 2,652 vehicles per day with approximately 210 trips occurring during the weekday AM peak hour and 230 trips occurring during the weekday PM peak hour. In addition, the campus generates over 4,000 transit trips and approximately 990 non-motorized trips per day with over 300 transit trips during the peak hours and approximately 75 to 85 non-motorized/other trips during the peak hours.

Table 3.11-2
Existing Trip Generation Summary

Time Period	Person Trips		Vehicle Trips		
	Transit	Non-Motorized/ Other	In	Out	Total
Daily	4,014	986	1,326	1,326	**2,652**
AM Peak Hour	319	76	166	44	**210**
PM Peak Hour	349	86	102	128	**230**

Street System

SCC is in Capitol Hill neighborhood of Seattle. The main part of the campus is bounded by E Denny Way, E Pike Street, Harvard Avenue, and Broadway. Some parts of campus fall directly outside of this, with the Student Union/Bookstore sitting directly across Broadway and the main parking garage across Harvard Avenue. **Table 3.11-3** provides an inventory of the streets and their features which serve SCC. Broadway and E Pine Street (both minor arterials) serve as the primary routes to/from campus. The street system in the site vicinity is a well-connected gridded network providing access both locally and regionally.

Table 3.11-3
Roadway Network Existing Conditions Summary

Roadway	Rdwy Classification	Speed Limit[1]	# Lanes	Ped Facilities	Bicycle Facilities	Parking
Broadway	Minor Arterial/Major Transit Route	25	2	Yes	Protected Bike Lane/Sharrow	Yes[2]
E Denny Way	Minor Arterial	25	2	Yes	None	Yes[3]
E Howell Street	Local Street	25	2	Yes	None	No
E Olive Street	Local Street	25	2	Yes	None	Yes[2]
E Pine Street	Minor Arterial/Major Transit Route	25	2	Yes	Bike Lane	Yes[2]
E Pike Street	Minor Arterial/Minor Transit Route	25	2	Yes	Bike Lane	Yes
Harvard Avenue	Local Street	25	2	Yes	None	Yes[3]
Boylston Avenue	Local Street	25	2	Yes	None	Yes[3]

1. City of Seattle Speed Limit Map https://www.seattle.gov/transportation/projects-and-programs/safety-first/vision-zero/speedlimits (December 2020)
2. Parking is allowed on both sides in intermittent locations.

3. Parking is allowed on one side of the roadway.

Non-Motorized Transportation

The pedestrian and bicycle facilities surrounding SCC and connectivity to the neighborhood are described in this section. Note that, in recent years, the use of e-bikes and e-scooters has increased. These may replace some pedestrian or regular bike trips.

Pedestrian

Extensive pedestrian facilities are provided in the project vicinity of SCC including a large and connected sidewalk network and marked and/or signalized crossings at all intersections along E Pine Street, E Pike Street, and Broadway.

Pedestrian LOS was calculated to provide a basis for assessing current sidewalk adequacy during the weekday AM and PM peak hours. The analysis shows the pedestrian flow rate is classified as free flow along each sidewalk study segment during the weekday peak hours. This means that pedestrians have ample space to walk at preferred speeds and along segments without experiencing inconveniences due to lack of capacity in the vicinity of the campus.

Additionally, an evaluation of mid-block pedestrian connectivity between the campus and adjacent Cal Anderson Park located east of Nagle Place south of E Howell Street was conducted as requested by SDOT staff. This was done to determine whether pedestrian signal warrants would be met. A review of the existing pedestrian volumes per the pedestrian crossing enhancement warrant in NCHRP Report 562 showed that the minimum pedestrian volumes are currently not met.

Bicycle

The bicycle system surrounding the campus is well connected, Protected bicycle lanes and sharrows connect the campus with the surrounding neighborhood land uses as well as Downtown. There are north-south and east-west bicycle facilities within the study area including:

- Broadway – Protected bicycles lanes are provided along the east side of Broadway south of E Denny Street. North of E Denny Street, sharrows are provided.
- Pine Street – Bicycles lanes exist along both the north and south sides of the street.
- Pike Street – Protected bicycles lanes are provided along Pike Street west of Broadway connecting to downtown Seattle.

Transit Service

Transit Access

SCC is well served by transit. King County Metro, SDOT, and Sound Transit all have service in the campus area. There are 8 bus routes (2, 8, 9, 10, 11, 43, 49, and 60), Link Light Rail, and the First Hill Streetcar serving campus. The nearest stops to campus are provided along E Pine Street, Broadway, and E John Street. Transit routes and stops are illustrated on **Figure 3.11-3**.

Figure 3.11-3
Existing Transit Routes and Stops

Transit Capacity

The transit capacity for service to and from the campus was completed at key screenlines surrounding the campus. The total available capacity, ridership and utilization is determined for screenlines for the weekday peak periods. The analysis shows the buses and streetcar operating around campus are used at 8 to 67 percent and the Link light rail is used at about 40 percent of capacity. All the routes serving the campus have some level of remaining capacity to accommodate additional riders during the weekday peak periods.

The waiting area LOS at the nearby transit stops was also reviewed and is summarized in **Table 3.11-4**. As shown in the table, the transit stops surrounding the campus currently have pedestrian waiting areas with LOS A in the AM peak period and LOS B or better in the PM peak period such that riders have ample space while waiting at stops.

Table 3.11-4
Weekday Transit Stop Waiting Area LOS Analysis

Transit Stop	Stop Location	Routes Served	Trip Direction/ Side of Street	Stop Waiting Area (ft^2)	AM Peak Period			PM Peak Period		
					Peak Riders at Stop	Average Rider Area[1] (ft^2/p)	LOS[2]	Peak Rider at Stop	Average Rider Area (ft^2/p)	LOS
Bus Route Stops										
E John St	10th Ave E/ Broadway E	8, 10, 43	WB / N Side	335	14	23.9	A	20	16.8	A
			EB / S Side	630	24	26.3	A	50	12.6	B
Broadway	E Denny Way	9, 49, 60	NB / E Side	200	8	25.0	A	15	13.3	A
			SB / W Side	420	11	38.2	A	11	38.2	A
E Pine St	Broadway/ Harvard Ave	11, 49	WB / N Side	415	8	51.9	A	18	23.1	A
			EB / S Side	475	8	59.4	A	23	20.7	A
E Union St	Broadway	2	WB / N Side	155	2	77.5	A	8	19.4	A
			EB / S Side	125	4	31.3	A	8	15.6	A

1. Area (in square feet) per pedestrian.
2. LOS as defined in *Transit Cooperative Research Program (TCRP) Report 165: Transit Capacity and Quality of Service Manual* (3rd Edition, 2013). Exhibit 10-32.

Traffic Volumes

The estimated existing (2021) weekday AM and PM peak hour traffic volumes are shown in **Appendix F**. The traffic volumes are rounded to the nearest five vehicles to account for daily fluctuations. The highest traffic volumes for the streets surrounding the campus are along Broadway, E Pine Street and E Pike Street.

Traffic Operations

Weekday peak hour traffic operations for existing conditions are evaluated at the study intersections as well as the existing parking lot access points. Results for the existing operations analyses are summarized in **Table 3.11-5**.

As shown, study intersections currently operate acceptably, with the following exceptions during the weekday PM peak hour:

- Boylston Avenue/E Pine Street
- Broadway/Parking Lot at Howell Street

Table 3.11-5
Existing Peak Hour LOS Summary

Intersection	Traffic Control	Weekday AM Peak Hour			Weekday PM Peak Hour		
		LOS[1]	Delay[2]	WM[3]	LOS	Delay	WM
1. Broadway/E Denny Way[4]	Signalized	B	15	-	B	19	-
2. Broadway/E Howell Street[4]	Signalized	A	7	-	B	15	-
3. Boylston Avenue/E Olive Street	TWSC	B	13	EB	C	20	WB
4. Harvard Avenue/E Olive Street	TWSC	B	12	EB	B	14	EB
5. Boylston Avenue/E Pine Street	TWSC	D	32	SB	**F**	**>120**	**SB**
6. Harvard Avenue/E Pine Street	Signalized	A	6	-	B	12	-
7. Broadway/E Pine Street[4]	Signalized	C	22	-	C	25	-
8. Broadway/E Pike Street[4]	Signalized	C	27	-	D	44	-
A. Harvard Avenue/Garage at Pine St	TWSC	B	11	EB	C	18	EB
B. Harvard Avenue/Garage at Howell St	TWSC	A	9	WB	A	9	WB
C. Broadway/Parking Lot at Howell St	TWSC	B	14	EB	**F**	**61**	**EB**
D. Broadway/Parking Lot SE of Pine St	TWSC	B	14	WB	D	25	WB
E. Broadway/Parking Lot SW of Pine St	TWSC	C	24	EB	D	27	EB

Note: TWSC = Two-Way Stop Controlled. **Bold** text indicates operating at LOS E or F if signalized or LOS F for TWSC.
1. Level of Service (A – F) as defined by the *Highway Capacity Manual* (HCM) 6th Edition (TRB, 2016)
2. Average delay per vehicle in seconds
3. Worst movement reported for TWSC intersections.
4. Evaluated using HCM 2000 because the configuration is not supported with the HCM 6th Edition method due to the streetcar phase.

Traffic Safety

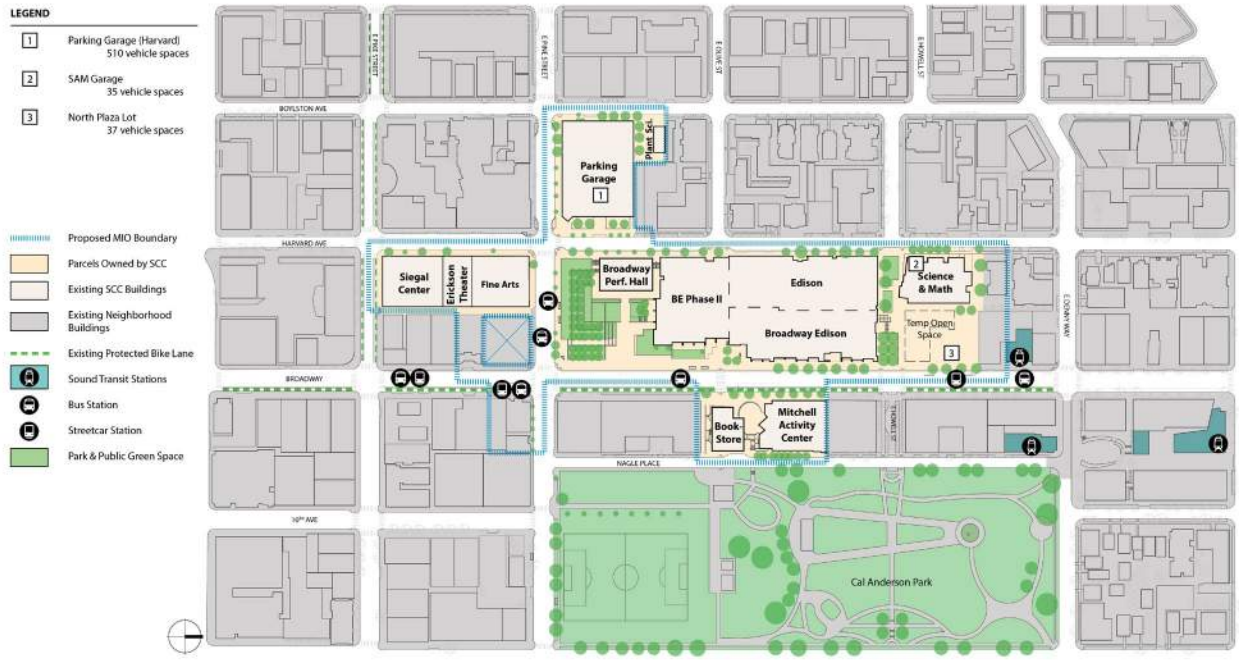
Collision records within the study area are reviewed to identify existing traffic safety issues at the study intersections. The most recent pre-pandemic three-year summary of collision data from the Washington Department of Transportation (WSDOT) is for 2017-2019. Collisions data were evaluated for the study intersections and roadway segments along the Broadway, Harvard Avenue, Boylston Avenue, E Olive Street and E Pine Street corridors.

The City of Seattle/SDOT defines location with 6 or more collisions involving pedestrians or bicyclists as a High Collision Location (HCL). There were no roadway segments that meet the pedestrian/bicycle HCL. However, two intersections do: Broadway/E Pine Street and Broadway/E Pike Street. The City is aware of the issue. The Pike Street Mobility Improvements Project (2019) addressed pedestrian and bicycle safety on Pike. This improvement project reconfigured Pike Street with a general travel lane in each direction, in-street protected bike lanes, removal of parking, and reconfigured load zones. Most other collisions in the study area resulted in property damage (approximately 73 percent) with the most common collision types being related to vehicles turning.

Parking

The SCC campus has 608 spaces located within 2 parking garages (accessed via Harvard Avenue) and one surface lot (accessed via Broadway) The locations are shown on **Figure 3.11-4**. The on-campus supply accommodates both short- and long-term parking.

Figure 3.11-4
Existing Campus Parking Facilities Location



Source: Starling Whitehead & Lux Architects, March 2024

Loading

Loading activities associated with service, and deliveries and garbage are centralized for the existing operations at the Edison Building near the intersection of Harvard Avenue and E Olive Street. There are four off-street loading berths at the Edison Building. In addition, there are commercial load zones along Harvard Avenue. Short-term visitor/deliveries parking is also accommodated within the on-campus parking supply.

Transportation Management Program

SCC implements a TMP to reduce overall reliance on single occupancy vehicles (SOV) for students and employees. The current MIMP specifies no greater than 50 percent SOV for all students, staff, and faculty. SCC is also subject to the city commute trip reduction (CTR) requirements and the city sets drive alone rate (DAR) targets. The established DAR targets are 41.6 percent by 2023/2024 and 38.9 percent by 2035/2036 for SCC.

Based on the most recent 2019 surveys (pre-COVID), the DAR for SCC is 34 percent for employees and 17 percent for students. The total campus DAR considering both employees and students is 19 percent. The current SCC campus DAR is less than the MIMP goal as well as the CTR target. **Table 3.11-*6*** provides a summary of the current TMP program for SCC including programs applicable to the student and employee populations.

Table 3.11-6
Existing SCC Transportation Management Program

TMP Element[1]	Applicable Campus Population Group	
	Students	Employees
Transportation Coordinator	Transportation coordinator (TC) will be appointed to implement the TMP. The TC will be available to employees and students during regular business hours to promote the TMP and stock the Commuter Information Centers.	
Periodic Promotional Events	TC coordinates promotional events in conjunction with other transportation agencies.	
Commuter Information Centers	A commuter information center (CIC), including ridesharing and transit information, will be in a convenient location for students and employees. Bicycle and pedestrian information also will be included in the CICs.	
On-Line Program Information	TMP program information for students, staff/employees and visitors including transit service and subsidy information, parking rates and rideshare discounts, ride match assistance program information, guaranteed ride home information and information on other TMP program elements will be available on the SCC internet website.	
Transit & Ferry Pass Subsidy	An ORCA card is available to eligible students and employees at a subsidized rate. The ORCA card can be used for transit and ferry.	
Other Ferry Incentive	Not applicable	Employees who ride the Washington State ferries as a walk-on passenger, bike rider, or a passenger in either a carpool or vanpool and do not receive a subsidized OCRA card are eligible to receive up to $58 per month of subsidy on their ferry pass. The public transit subsidy benefit is available to permanent employees only who participate in the TMP program
Walkers & Bike Riders Benefit	Not applicable.	All permanent employee walkers and bike riders are eligible to participate in the TMP program ($10 quarterly fee). The College may provide bike lockers to permanent employee bike riders participating in the TMP ($10 fee). The college offers shower facilities in the Student Activity Center for employee bike riders, during operating hours.
Carpool Benefits	A minimum of two currently enrolled Seattle Central students are required to qualify for discount carpool parking permits.	Discounted parking permit. Each carpool requires a minimum of two people, commuting together for at least 50 percent of the carpool's longest individual commute distance. Members of the carpool must be carpooling to Seattle Central campus or the surrounding vicinity at least four (4) days per week.
Vanpools	Not applicable.	If a Central permanent employee is the driver of the vanpool, that employee may receive the discounted parking rate for "Carpool" driver. All campus carpool rules and regulations will apply for vanpool parking. Permanent employees who participate in the TMP program, who are not the Vanpool driver, are eligible to receive up to $58 of subsidy per month for vanpool fare.
Parking Permits	Parking permits are available for all-day or nighttime use for a fee.	Parking permits are available for a quarterly fee.
Reserved Paid Parking	Not applicable.	Reserved parking is limited and charged at a higher fee for non-carpool.

TMP Element[1]	Applicable Campus Population Group	
	Students	Employees
Bicycle Parking and Amenities	Bicycle Parking is located throughout campus including: • Harvard Parking Garage: (3rd level main entrance southeast corner) • Science & Math Building Garage: (Harvard side) • Broadway Edison Building: (south and east entrances) • Mitchell Activities Center: (near entrance on Broadway side) Bicycle Fixit Station: Located at Mitchell Activity Center. Bicycle Lockers: Secure bike lockers are provided on a space available basis to employees who join the TMP Program.	
Motorcycle Parking	There is no charge for motorcycle parking in the Harvard garage; no public or overnight parking of motorcycles is permitted.	
Home Free Guarantee	Not applicable.	Seattle Central will pay for taxicab home (or to a daycare address), for up to 60 miles one-way trip. Home Free Guarantee is provided up to two (2) times per quarter. The Home Free Guarantee benefit is only available to permanent employees participating in the TMP program.
Car-Share Programs	Not applicable.	Permanent employees, participating in the TMP program as non-driving employees, are eligible for the Zipcar benefit. Seattle Central College pays for the cost of membership and the use of the Zipcar. Zipcar is available between 7:30 AM and 5:30 PM, Monday through Friday, for up to six (6) hours per day.
Flextime / Compressed Work Week	Not applicable.	During the summer months, employees work a compressed schedule of 4 nine-hour shifts and 1 four-hour shift on Fridays. Individual departments may decide to put specific staff on compressed schedules throughout the academic year. Individual departments may also offer Flex-time schedules.
Telecommute and Distance Learning	Not applicable.	A telecommuting arrangement can be initiated upon the employee's request. Telecommuting is limited to a maximum of three days per week.
Monitoring	Conduct surveys every year to understand student travel.	Conduct CTR surveys every two years

1. Current elements included in the Seattle Central College TMP by population group.

3.11-2 Impacts of the No Action Alternative

This section describes the future transportation conditions for the 2035 horizon year considering the ***No Action Alternative***. The ***No Action Alternative*** is the metric by which the ***Action Alternatives*** impacts are measured against.

The ***No Action Alternative*** reflects the same infrastructure relative to existing including the location and quantity of parking. However, the population is anticipated to increase. The campus population would increase to a total of 7,500 FTE students on campus and 1,000 employees. In the No Action Alternative, the on-campus student housing would be limited to the current 70 beds.

Trip Generation

The methodology used to estimate the SCC trip generation for the ***No Action*** trip generation forecasts were done consistent with the existing conditions methodology. The two changes are with campus population and mode split. The mode splits were adjusted to account for key transit expansion projects planned in the vicinity and expected to be operational by 2035. Several planned Link Light Rail extensions are anticipated to be operational by 2035 and are likely to impact travel to SCC. These improvements then affect mode split (more students and staff likely to use the new extensions).

Given the substantial expansion of Link Light Rail, an increase in light rail use is anticipated. To determine the change in mode split, it is assumed that 20 to 25[1] percent of students or employees living within a zip code that includes a future Link station would switch from either drive alone or bus to light rail. The resulting future (2035) mode split is shown in **Table 3.11-7** for commuter students and staff and are compared to existing mode splits.

Table 3.11-7
SCC Mode Splits for Commuting Employees and Students

	Commuters				Residents	
	Staff/Other[1]		Students[2]			
Mode of Travel	Existing	No Action Alternative[3]	Existing	No Action Alternative[3]	Existing	No Action Alternative[3]
Drive Alone/Motorcycle	34%	28%	17%	13%	-	-
Carpool/Vanpool	9%	9%	2%	2%	-	-
Total Auto	**43%**	**37%**	**19%**	**15%**	**19%**	**15%**
Transit (Bus and Rail)	44%	50%	66%	70%	28%	30%
Non-Motorized/Other	13%	13%	15%	15%	53%	55%
Total Non-Auto	**57%**	**63%**	**81%**	**85%**	**81%**	**85%**

Notes: Values presented in the table were rounded to the nearest whole number.
1. *2019 Seattle Central College Commute Trip Reduction Survey*
2. The 2019 data is from the *2019 Student Transportation Survey* conducted by Seattle Central College. Student mode splits do not include online only students.
3. Reflects shift in mode split with expansion of Link Light Rail based on zip code data for where employees and students live relative to new stations. The shifts in modes relative to existing are shaded.

As shown in the table, under the No Action Alternative, with the expansion of the Link Light Rail system, a 6 percent decrease in drive alone behavior is expected for staff. A 4 percent decrease is projected for students. These campus users would instead use light rail. Another 6 percent of both staff and students are expected to shift from bus to rail use with the Link Light Rail improvements.

Based on the changes campus populations and mode splits, the resulting ***No Action*** trip generation is summarized in **Table 3.11-*8***.

As shown in the table, ***No Action*** would generate approximately 220 net new daily vehicular trips with 18 occurring during the weekday AM peak hour and 20 occurring during the weekday PM

[1] 20-25 percent was assumed in all zip codes and the variation in percentage was due to the location of the station within the overall zip code. The only exception was the Tacoma zip codes in which only 5 percent was assumed. The reduced percentage was assumed due to the further distance (and associated longer travel time) to the SCC campus.

peak hour. Transit trips would increase the most with the No Action Alternative including approximately 2,000 additional daily transit trips with 160 occurring during the weekday AM peak hour and 175 occurring during the weekday PM peak hour. These increases are all related to the increase in campus population by 2035 and increase in light rail use for the population.

Table 3.11-8
No Action Trip Generation Summary

Time Period	Person Trips		Vehicle Trips		
	Transit	Non-Motorized/ Other	In	Out	Total
Total No Action					
Daily	6,015	1,361	1,436	1,436	2,872
AM Peak Hour	479	105	166	44	210
PM Peak Hour	524	118	111	139	250
Net New No Action Trips (relative to Existing Conditions)					
Daily	2,001	375	110	110	220
AM Peak Hour	160	29	14	4	18
PM Peak Hour	174	32	9	11	20

Street System

The ***No Action Alternative*** assumes no change in campus vehicle access and circulation. A review of local and regional capital improvement programs and long-range transportation plans was conducted to determine planned funded and unfunded transportation projects that would impact the off-site study intersections and roadways. The review included, but was not limited to, the *City of Seattle 2021 – 2026 Proposed Capital Improvement Program (CIP)* and *Comprehensive Plan*. No changes in the study area were identified.

Non-Motorized Transportation

No changes to the existing non-motorized system are assumed with the ***No Action*** condition as no improvements were identified in the review of the CIP.

Pedestrian volumes would increase based on growth campus population and background growth related to changes in the surrounding land use. All the campus population would be a pedestrian on the network at some point. The full population was assumed to influence the number of pedestrians. An annual background growth rate of 1 percent is applied to existing pedestrian volumes consistent with the forecast annual background growth for the vehicle traffic volumes. The sidewalk analysis shows conditions would continue to be classified as free flow in the study area during the weekday peak hours under the No Action condition. Pedestrians would have ample space to walk at preferred speeds and along segments without experiencing inconveniences due to lack of capacity.

The evaluation of midblock pedestrian connectivity between the campus and adjacent Cal Anderson Park was also conducted under No Action Alternative. The forecast of midblock pedestrians was consistent with the sidewalk analysis. The pedestrian volumes are not forecast to meet warrants under No Action Alternative.

Transit Service

Transit facilities on-campus are not anticipated to change with the ***No Action Alternative***. The transit agencies have plans to increase service and frequency to campus. The 2021-2026 SDOT CIP, Sound Transit, and King County Metro Transit plans were reviewed to determine potential transit improvements that may impact the Campus by 2035. Key in the study area projects include the Madison Bus Rapid Transit, Seattle Culture Connector and the Link Light Rail extensions.

The transit vehicle capacity and stop waiting area analysis for the ***No Action Alternative*** assumes background transit growth associated with SCC specific growth as well as inherent transit growth unrelated to the ***Draft MIMP***, consistent with *Seattle's 2035 Comprehensive Plan*. Based on the transit forecasts, the resulting 2035 ***No Action*** vehicle utilization at the measured screenlines is 80 percent or less, with estimated increases in utilization of 15 percent or less relative to existing conditions such that there is estimated to be available capacity to accommodate additional riders during the weekday peak periods. The transit stops surrounding the campus are forecast to continue to have ample pedestrian waiting areas with operations of LOS A during the AM peak period and LOS B or better during the PM peak period.

Traffic Volumes

The 2035 ***No Action*** traffic volumes were projected based on growth in background traffic and the campus population. As noted previously, background growth was accounted for assuming an annual growth of 1.0 percent in addition to trips associated with planned "pipeline" projects. The net new ***No Action*** campus trips were distributed and assigned to the roadway network based on the following:

- **Commuter/Other Trips** – The distribution for the commuters (student, staff/faculty, and visitors) is based on existing travel patterns and zip code data for the campus population.
- **Residential Trips** – The residential trip distribution is based on *OnTheMap*, a web-based mapping and reporting application, showing where people work that live within a quarter-mile radius of the proposed site. The zip codes were evaluated to determine if a person would be more likely to travel to the zip code via vehicle or by other means. Trips to zip codes closer to the proposed project site or in more transit-oriented locations are more likely to use transit, walk, bike, or other non-SOV modes. Trips related to zip codes outside the Seattle City limits and/or further from the site are more likely to be by private vehicle.

The trips to and from campus were assigned proportionately to the locations of on-site parking based on the amount of parking supply. The ***No Action*** study intersection traffic volumes are determined by adding the net new ***No Action*** project trips to the background forecasts.

Traffic Operations

The future ***No Action*** LOS analysis was conducted using the same method and intersection parameters such as channelization and intersection control as existing conditions. The ***No Action*** weekday peak hour intersection operations are shown in **Table 3.11-*9***.

As shown in **Table 3.11-*9*,** the off-site study intersections and parking lot access points would continue to operate acceptably at LOS D or better during the weekday AM and PM peak hour with the exception of the following:

- Boylston Avenue/E Pine Street (AM and PM)
- Broadway/E Pike Street (PM)
- Broadway/Parking Lot at Howell Street (PM)
- Broadway/Parking Lot at E Pike Street (PM)

Table 3.11-9
Existing (2021) and No Action Weekday Peak Hour LOS Summary

		AM Peak Hour						PM Peak Hour					
		Existing			No Action			Existing			No Action		
Intersection	Traffic Control	LOS[1]	Delay[2]	WM[3]	LOS	Delay	WM	LOS	Delay	WM	LOS	Delay	WM
1. Broadway/E Denny Way[4]	Signalized	B	15	-	B	17	-	B	19	-	C	25	-
2. Broadway/E Howell Street[4]	Signalized	A	7	-	A	8	-	B	15	-	B	16	-
3. Boylston Avenue/E Olive Street	TWSC	B	13	EB	C	16	EB	C	20	WB	D	28	WB
4. Harvard Avenue/E Olive Street	TWSC	B	12	EB	B	14	EB	B	14	EB	C	18	EB
5. Boylston Avenue/E Pine Street	TWSC	D	32	SB	**F**	**86**	**SB**	**F**	**>120**	**SB**	**F**	**>120**	**SB**
6. Harvard Avenue/E Pine Street	Signalized	A	6	-	A	7	-	B	12	-	B	13	-
7. Broadway/E Pine Street[4]	Signalized	C	22	-	C	25	-	C	25	-	C	30	-
8. Broadway/E Pike Street[4]	Signalized	C	27	-	C	30	-	D	44	-	**E**	**78**	**-**
A. Harvard Avenue/Primary Garage	TWSC	B	11	EB	B	13	EB	C	18	EB	D	30	EB
B. Harvard Avenue/Northern Garage	TWSC	A	9	WB	A	9	WB	A	9	WB	A	10	WB
C. Broadway/Northern Parking Lot	TWSC	B	14	EB	C	16	EB	**F**	**61**	**EB**	**F**	**>120**	**EB**
D. Broadway/ Southwestern Parking Lot	TWSC	B	14	WB	C	18	WB	D	25	WB	E	48	WB
E. Broadway/ Southeastern Parking Lot	TWSC	C	24	EB	D	34	EB	D	27	EB	**F**	**50**	**EB**

Note: TWSC = Two-Way Stop Controlled. **Bold** text indicates operating at LOS E or F if signalized or LOS F for TWSC.
1. Level of Service (A – F) as defined by the *Highway Capacity Manual* (TRB, 2016)
2. Average delay per vehicle in seconds
3. Worst movement reported for TWSC intersections.
4. Evaluated using HCM 2000 because the configuration is not supported with the HCM 6th Edition method due to the streetcar phase.

Traffic Safety

As traffic volumes increase, traffic safety issues could increase proportionally. As described previously, existing collision data was primarily collected prior to the completion of the Pike Street Mobility Improvements project in September 2019. The intention of this project was to reduce collisions. Therefore, collisions with pedestrians and bicyclists along this corridor are expected to level off or decrease.

Parking

No change to the existing parking supply of 608 stalls is proposed with the 2035 ***No Action Alternative.***

3.11-3 Significant Impacts of the Proposed Action

This chapter describes the impacts of the ***Draft MIMP***. The impacts of the ***Draft MIMP*** are identified through a comparison to the ***No Action Alternative***.

2035 Draft MIMP Action Alternative**.** The 2035 ***Draft MIMP*** would include planned and potential projects. The campus population would include 7,500 FTE students on campus and 1,000 employees. The on-campus student housing would include up to 580 beds. The existing surface lots would be removed, and all parking would be provided within 3 garages with up to 494 spaces planned. The proposal site access and parking space locations. Therefore, the ***Draft MIMP*** changes the local trip distribution of traffic to and from campus. There would also be a boundary expansion to the ***Draft MIMP***.

Trip Generation

The method used to estimate the SCC trip generation for the ***Draft MIMP*** is consistent with ***No Action*** condition including the total population and mode splits. The campus population would increase to a total of 7,500 FTE students on campus and 1,000 employees with the ***No Action*** and ***Action Alternatives***. Under the ***Draft MIMP***, the campus student housing would increase, providing up to 580 beds. The resulting commuting student FTE population with the additional beds would be 6,920 commuter student FTEs. **Table 3.11-10** summarizes the trip generation for the ***Action Alternatives***.

Table 3.11-10
Draft MIMP **Trip Generation Summary**

Time Period	Person Trips		Vehicle Trips		
	Transit	Non-Motorized/ Other	In	Out	Total
Total *Draft MIMP*					
Daily	5,911	1,692	1,473	1,473	2,946
AM Peak Hour	479	111	174	49	223
PM Peak Hour	513	146	111	139	250
Net New *Draft MIMP* (relative to No Action)					
Daily	-104	331	37	37	74
AM Peak Hour	-19	6	-6	1	-5
PM Peak Hour	-11	28	2	2	4

There is a potential that the ***Draft MIMP*** could provide college housing near the campus, which could reduce vehicle and transit trips for employees. The reduction in vehicle trips with the ***Draft MIMP*** could result in vehicle and transit impacts that are less than described herein.

As shown in the table, the ***Draft MIMP*** would result in more non-motorized activity surrounding campus and a slight increase in vehicular trips due to additional student housing. With more students living on-campus, the overall transit trips would be less with the ***Draft MIMP*** compared

to the ***No Action*** condition. The ***Draft MIMP*** would generate approximately 74 net new daily vehicle trips with 4 new trips occurring during the weekday PM peak hour and 5 fewer trips during the weekday AM peak hour.

Street System

The street system within the study area would be consistent with the ***No Action Alternative*** and with no changes in connectivity, impacts would not be significant.

Non-Motorized Transportation

No changes to the existing off-campus non-motorized system are assumed with the ***Draft MIMP***. Impacts to the pedestrian and bicycle environment are described below.

Pedestrian

The ***Draft MIMP*** would improve on-campus connections and provide required frontage improvements where new buildings are constructed. The ***No Action Alternative*** pedestrian analysis evaluated the impacts of 7,500 FTE on-campus. Changes to campus with the ***Action Alternatives*** include moving the concentration of campus parking from the Pine/Harvard area to spreading parking between this area and further north on campus. However, additional student housing is being proposed in place of Harvard garage so there is limited change in overall pedestrian volumes anticipated with this shift. The campus population is planned to be the same under ***No Action*** and ***Draft MIMP***; therefore, the pedestrian impacts would be consistent. The sidewalk analysis showed no significant impacts as result of the campus population growth.

Bicycle

There are existing bicycle amenities such as showers, lockers, bicycle storage/racks on-campus. The ***Draft MIMP*** would continue to provide bicycle amenities on-campus and make improvements and/or additions as the ***Draft MIMP*** develops. A bicycle plan is being prepared as part of the MIMP to help prioritize bicycle parking and amenities on-campus. The location of bicycle parking will be determined as the MIMP is implemented and will consider the entry and egress points of users with parking located both outside and inside. The design of bicycle storage will consider micromobility and larger forms of bike technology like cargo bikes or e-trikes in designing and designating parking. Cumulatively, across campus, SCC plans to provide 182 short-term spaces (15 less than required by LEED v4.1), 456 long-term spaces (361 more than required), and 12 shower/changing rooms (9 more than required). Signage will be included to direct users to bike parking, avoiding routes with stairs and or multiple level changes and doors. The off-campus bicycle network would not change with the ***Draft MIMP*** and would support any increases in bicycling to campus.

Transit Service

Transit activity with the ***Draft MIMP*** would decrease slightly (i.e., a decrease of 9 to 19 person trips during the weekday peak hours) compared to the ***No Action Alternative***. The decrease in transit activity is due to students living closer to campus with more on-campus student housing. The results of the transit analysis with the ***Draft MIMP*** would be similar to the ***No Action Alternative***. The analysis shows there is vehicle and stop waiting area capacity to accommodate the Alternatives.

Traffic Volumes

The future (2035) traffic volumes were projected based on growth in background traffic and campus population. The background growth is the same as the ***No Action Alternative*** for the ***Draft MIMP***. The distribution and assignment of campus vehicle trips is based on the ***Draft MIMP*** location of parking facilities, which is different than the ***No Action Alternative***.

Table 3.11-1*1* summarizes the percent change in traffic volumes with the ***Action Alternative*** relative to the ***No Action Alternative*** during the peak hours.

Table 3.11-11
Draft MIMP **Peak Hour Traffic Volume Impacts at Study Intersections**

Intersection	AM Peak Hour				PM Peak Hour			
	No Action TEV	Net New Trips	Action TEV	Percent Change	No Action TEV	Net New Trips	Action TEV	Percent Change
1. Broadway/E Denny Way[4]	922	-10	912	-1.1%	1,144	-13	1,131	-1.1%
2. Broadway/E Howell Street[4]	742	-5	737	-0.7%	904	-7	897	-0.8%
3. Boylston Avenue/E Olive Street	111	41	152	36.9%	218	45	263	20.6%
4. Harvard Avenue/E Olive Street	159	-53	106	-33.3%	322	-48	274	-14.9%
5. Boylston Avenue/E Pine Street[5]	784	-17	767	-2.2%	1,044	15	1,059	1.4%
6. Harvard Avenue/E Pine Street[5]	828	-87	741	-10.5%	1,136	-74	1,062	-6.5%
7. Broadway/E Pine Street[4]	1,338	-22	1,316	-1.6%	1,692	-24	1,668	-1.4%
8. Broadway/E Pike Street[4]	1,156	-6	1,150	-0.5%	1,857	-4	1,853	-0.2%
A. Harvard Avenue/Primary Garage	383	-168	215	-43.9%	511	-180	331	-35.2%
B. Harvard Avenue/Northern Garage	155	25	180	16.1%	308	22	330	7.1%
C. Broadway/Northern Parking Lot	714	-16	698	-2.2%	860	-20	840	-2.3%
D. Broadway/Southwestern Parking Garage	746	-22	724	-2.9%	897	-17	880	-1.9%
E. Broadway/Southeastern Parking Lot	745	-7	738	-0.9%	897	-5	892	-0.6%
F. Boylston Avenue/ Future Garage 1 Access	69	99	168	143.5%	160	120	280	75.0%

Note: TEV = Total Entering Vehicles.

As shown in the table, at many of the intersections, a reduction in trips is forecast. This reduction is due to the shift in garage access locations. The greatest increase in forecast traffic volumes is at the Boylston Avenue/E Olive Street study intersection and at the proposed parking garage access via Boylston Avenue. The Boylston Avenue parking garage currently exists; however, there is limited use of the Boylston Avenue access as Harvard Avenue is currently the main parking access. The proposal has the main access via Boylston Avenue and no access via Harvard Avenue.

Traffic Operations

The ***Draft MIMP*** LOS analysis utilized the same methodology as the Existing and ***No Action*** conditions. The intersection parameters and channelization are consistent with the ***No Action Alternative***. A comparison of the ***No Action Alternative*** and ***Draft MIMP*** weekday peak hour operations are shown in **Table 3.11-12**.

Table 3.11-12
No Action (2035) and *Draft MIMP* (2035) Weekday Peak Hour LOS Summary

Intersection	Traffic Control	AM Peak Hour						PM Peak Hour					
		No Action			Action			No Action			Action		
		LOS[1]	Delay[2]	WM[3]	LOS	Delay	WM	LOS	Delay	WM	LOS	Delay	WM
1. Broadway/E Denny Way[4]	Signalized	B	17	-	B	17	-	C	25	-	C	24	-
2. Broadway/E Howell Street[4]	Signalized	A	8	-	A	8	-	B	16	-	B	16	-
3. Boylston Avenue/E Olive Street	TWSC	C	16	EB	C	17	EB	D	28	WB	D	30	WB
4. Harvard Avenue/E Olive Street	TWSC	B	14	EB	B	13	EB	C	18	EB	C	17	EB
5. Boylston Avenue/E Pine Street[5]	TWSC	**F**	**86**	**SB**	**F**	**114**	**SB**	**F**	**>120**	**SB**	**F**	**>120**	**SB**
6. Harvard Avenue/E Pine Street[5]	Signalized	A	7	-	A	6	-	B	13	-	A	10	-
7. Broadway/E Pine Street[4]	Signalized	C	25	-	C	25	-	C	30	-	C	29	-
8. Broadway/E Pike Street[4]	Signalized	C	30	-	C	30	-	**E**	**78**	**-**	**E**	**78**	**-**
A. Harvard Avenue/Primary Garage	TWSC	B	13	EB		NA		D	30	EB		NA	
B. Harvard Avenue/Northern Garage	TWSC	A	9	WB	A	9	WB	A	10	WB	A	10	WB
C. Broadway/Northern Parking Lot	TWSC	C	16	EB		NA		**F**	**>120**	**EB**		NA	
D. Broadway/ Southeastern Parking Lot	TWSC	C	18	WB		NA		E	48	WB		NA	
E. Broadway/ Southwestern Parking Lot	TWSC	D	33	EB	E	41	EB	**F**	**50**	**EB**	**F**	**52**	**EB**
F. Boylston Avenue/ Future Garage 1 Access	TWSC		-		A	9	WB		-		B	10	WB

Note: TWSC = Two-Way Stop Controlled. **Bold** text indicates operating at LOS E or F if signalized or LOS F for TWSC.
NA = Not applicable, this access would not exist with buildout of the MIMP Alternative.
1. Level of Service (A – F) as defined by the *Highway Capacity Manual* (TRB, 2016)
2. Average delay per vehicle in seconds
3. Worst movement reported for TWSC intersections.
4. Evaluated using HCM 2000.
5. Due to the poor operations of the southbound movement at the Boylston Avenue/E Pine Street intersection, it is anticipated that some drivers headed southeast from the new garage under the Action Alternative would utilize the Harvard Avenue signal for a signalized southbound left-turn movement rather than experience the greater delay at the Boylston Avenue/E Pine Street stop-controlled movement. This is reflected in the operations for the Action Alternative.

All study intersections would operate at an acceptable LOS except:

Broadway/E Pike Street Intersection – The Broadway/E Pike Street signalized intersection is forecast to operate at LOS E during the weekday PM peak hour under the ***No Action Alternative*** and ***Draft MIMP***. The forecast delay with the ***Action Alternative*** would be approximately 1 second less than the ***No Action Alternative.*** This is due to the shift in travel patterns associated with changes in parking locations and access. The ***Draft MIMP*** impact at the Broadway/E Pike Street intersection is not considered significant since overall delay does not increase by more than 5 seconds.

Broadway/Southwestern Parking Lot – The eastbound approach of this driveway is forecast to operate at LOS F with the ***Action Alternatives*** during the weekday AM and PM peak hours, consistent with the ***No Action Alternative.*** There is an additional 2 seconds of delay. Additionally, the eastbound approach of the driveway is forecast to degrade to operate at LOS E during the weekday AM peak hour with the ***Draft MIMP*** relative to LOS D under ***No Action Alternative***. The forecast delay is associated with minimal eastbound vehicles (7 or fewer during both the AM and PM peak hours) conflicting with a high number of forecast pedestrians. Given the low vehicular volumes of the stop-controlled approach, this is not considered a significant operational impact.

Boylston Avenue/E Pine Street Intersection – The southbound approach of this two-way stop-controlled intersection is forecast to operate at LOS F with the ***Action Alternatives*** during both the weekday AM and PM peak hours, consistent with the ***No Action Alternative***. The southbound approach is one shared lane with parking provided along the west side of Boylston Avenue; these restrict the total southbound capacity. The poor operations are for the southbound left and through movements. However, there are fewer than 30 AM peak hour vehicles and 60 PM peak hour vehicles. But these vehicles conflict with the high volume of pedestrians crossing this leg (i.e., approximately 300 pedestrians in the AM peak hour and 600 pedestrians in PM peak hours). Given the significant delay for the southbound approach, the ***Draft MIMP*** traffic operations assume some driver's outbound from the proposed Boylston garage access turn right out, go around the block and then choose to use the Harvard Avenue/E Pine Street signal rather than wait at the stop-controlled approach at Boylston. This travel pattern for outbound from the Boylston garage access is reflected in the operational analysis described above.

The Manual on Uniform Traffic Control (MUTCD) signal warrants were reviewed at the Boylston Avenue/E Pine Street intersection. A signal is not warranted at the Boylston Avenue/E Pine Street intersection. Alternative improvements at the intersection are recommended to reduce the impacts of the ***Draft MIMP*** and described in the mitigation measures section.

An additional evaluation was completed to understand the impacts if Harvard Avenue was used to access the redeveloped parking garage located north of E Pine Street between Boylston Avenue and Harvard Avenue. The current proposal would relocate the access from Harvard Avenue to Boylston Avenue. It is anticipated that if access were provided via Harvard Avenue rather than Boylston Street with the ***Draft MIMP*** then the off-site intersection operations would be similar to ***No Action*** since travel patterns and traffic levels would be similar.

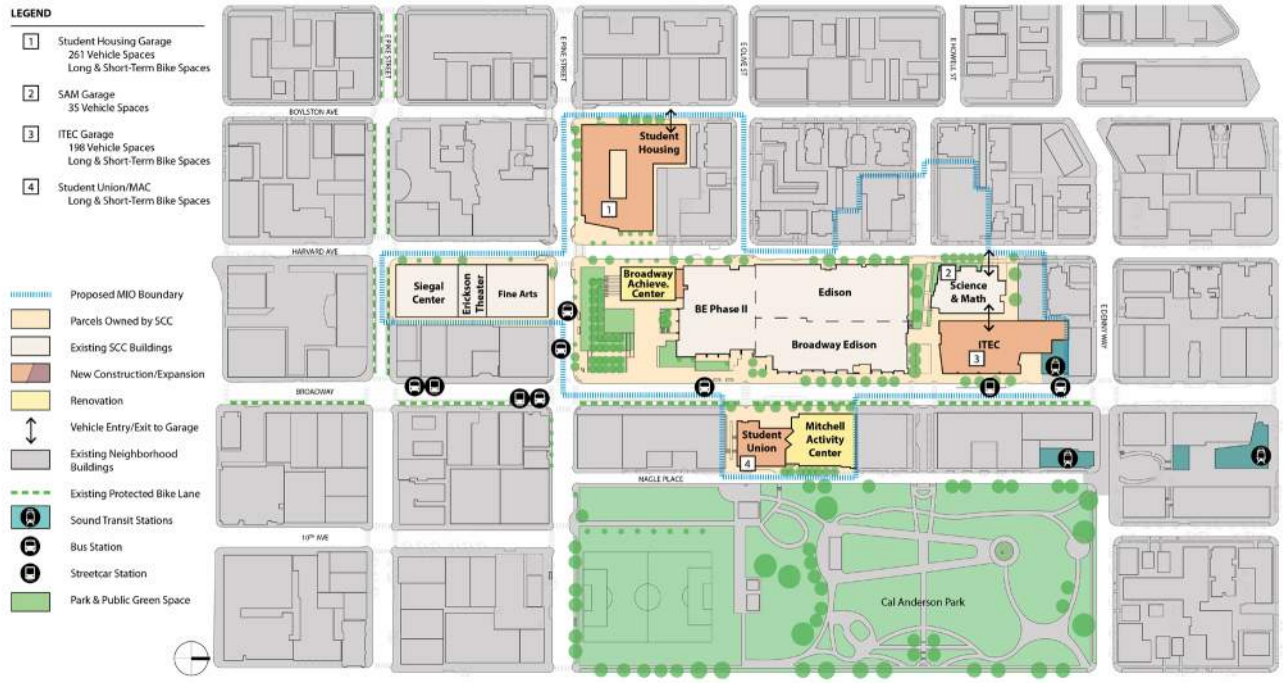
Traffic Safety

As traffic volumes increase, traffic safety issues could increase proportionally. The total number of person trips are forecast to increase with the ***Draft MIMP*** relative to the ***No Action Alternative*** due to more student housing on campus. There would be an increase in non-motorized activity surrounding campus with student housing. The existing collision data is primarily prior to the completion of the Pike Street Mobility Improvements project in September 2019, which reduced the vehicle travel lanes to one in each direction, provides a protected bike lane in each direction, removed parking, and reconfigured load zones between Capitol Hill to Downtown. Providing the protected bike lane and removing parking reduces conflicts between motor vehicles and bikes.

Parking

The ***Draft MIMP*** removes the parking accessed via Broadway and up to 494 parking stalls are planned. **Figure 3.11-5 -** ***Draft MIMP*** **Parking Plan** illustrates the proposed parking plan, which includes redeveloping the existing Harvard garage with 261 stalls, new ITEC parking garage with 198 stalls, and the SAM garage with 35 stalls. New parking constructed will prioritize electric vehicles, carpooling, and other sustainable modes such as bike and scooter parking.

Figure 3.11-5 - *Draft MIMP* Parking Plan



Source: Starling Whitehead & Lux Architects, March 2024

Loading

Loading activities associated with service and deliveries is anticipated to continue to be centralized with the ***Draft MIMP*** at the Edison Building near the intersection of Harvard Avenue and E Olive Street. Campus garbage would also continue to be centralized. There are four off-street loading berths at the Edison Building. In addition, there are commercial load zones along Harvard Avenue that would remain. Short-term visitor/deliveries parking would be accommodated within the on-campus parking supply. The ***No Action Alternative*** and ***Draft MIMP*** would have the same campus population; therefore, loading activity is anticipated to be similar. Existing and proposed short-term parking and loading zones are anticipated to be sufficient to accommodate the Action Alternative needs.

The proposed student housing is anticipated to accommodate move-in/move-out activity for students within the proposed parking associated that is planned as part of the student housing project. There will likely be a concentration of loading for the student housing at the beginning and end of the school year and without management there could be impacts to the surrounding street network. SCC would develop a plan for managing the student housing activity with consideration of closing a portion of the garage for move-in/move-out, temporary traffic control at the Boylston Avenue/E Pine Street and Harvard Avenue/E Pine Street intersections and assigning arrival and departure times.

3.11-4 Impacts of the No Boundary Expansion Alternative

The campus population, on-campus student housing and parking supply would be the same for the ***No Boundary Expansion Alternative*** as the ***Draft MIMP***. The MIMP boundary would not be expanded west of Harvard Ave, which would mean that the potential MIMP projects (two buildings approximately 50,000 square-feet for either academic or employee housing needs) either would not occur or could occur on-campus. The only site to be added to the boundary would be the Sound Transit Parcel D (1827 Broadway).

The two potential projects that may not occur with the ***No Boundary Expansion Alternative*** include consideration for college housing near campus, which could reduce parking demands and trips to campus. The analysis of the ***Draft MIMP*** conservatively does not assume a reduction in trips with the potential projects.

The trip generation would be the same for the ***Draft MIMP*** and ***No Boundary Expansion Alternative*** because the campus population is the same and the student housing is the same. The transportation and parking impacts described for the ***Draft MIMP*** also apply to the ***No Boundary Alternative***.

3.11-5 Mitigation Measures

This section presents mitigation measures that would offset or reduce potential impacts of the ***Action Alternatives***. The impacts of the ***Action Alternatives*** are similar and would be improved by a consistent set of mitigation measures.

Intersection Improvements

The ***Action Alternatives*** would impact the Boylston Avenue/E Pine Street intersection. However, traffic volume signal warrants are not met, so a signal is not proposed. Impacts of the ***Action Alternatives*** could be mitigated at this intersection by:

- **Installing Pedestrian Improvements** – Curb bulbs exist along the east side of the intersection. Similar curb bulbs could be installed on the west corners of the intersection to reduce the pedestrian crossing distance. Pedestrian improvements would not change the LOS at this intersection; however, they would improve pedestrian safety.
- **Restrict Movements During the Peak Periods** – Restricting the southbound left and through movements during the peak periods would significantly reduce delay and pedestrian conflicts. Restricting these movements would result in additional local circulation to access the adjacent signalized intersections along E Pine Street. As noted in the evaluation of traffic operations, some drivers may choose to divert to signalized intersections regardless of restriction rather than experience the long delays at unsignalized intersections.
- **Removing parking** – By removing the existing parking along the west side of Boylston Avenue, a separate southbound right and southbound left/through lane could be provided to reduce delays to right-turning vehicles at the intersection.

Pedestrian Crossing

The Action Alternatives would increase the number of pedestrians to and from the campus. Specifically, activity in this area of campus would increase with the expansion of the Student Union. The analysis of pedestrian volumes between the campus and Cal Anderson Park showed a crosswalk would be warranted under the Action Alternatives. It is recommended that the midblock crosswalk be installed on Nagle Place between the campus and Cal Anderson Park with the Student Union project.

Loading Management

The Action Alternative would provide student housing. This would result in a concentration of move-in/move-out activity at the beginning and end of the school year. SCC would develop a plan for managing the student housing activity considering elements such as:

- Closing a portion of the garage for move-in/move-out
- Temporary traffic control at the Boylston Avenue/E Pine Street and Harvard Avenue/E Pine Street intersections
- Assigning arrival and departure times

SCC would monitor loading needs for both student housing and other campus activities and allocate additional on-campus parking for loading or short-term parking, if needed.

Transportation Management Plan

In addition to the proposed intersection improvements, the proposed TMP would include programs and strategies applicable to faculty, resident and commuter students, and staff that are designed to reduce parking and traffic demands associated with projected growth at SCC. A 15 percent SOV goal for the daytime campus population (students and employees) is proposed for the MIMP. The TMP defines programs included in the Transportation and Parking Element of the Master Plan per SMC 23.69.030.F. The SCC TMP is provided in Chapter 6 of the MIMP and includes programs and strategies that address bicycle and pedestrian amenities, parking management, transit programs and incentives, carpool/vanpool programs and incentives, shared mobility amenities, and telecommuting benefits.

3.11-6 Significant Unavoidable Adverse Impacts

Development of the ***Draft MIMP*** and an increase in on-campus population of up to 7,500 student FTE by the year 2035 would result in increases in all travel modes – vehicles, transit, pedestrians, and bicycles. It is anticipated that with the proposed mitigation there would be no significant and unavoidable impacts related solely to campus growth.

The Boylston Avenue/E Pine Street intersection would operate at LOS F under the ***No Action Alternative*** and ***Action Alternatives*** and potential improvements at this location are limited. This is considered a cumulative significant and unavoidable adverse impact that would likely occur with or without the ***Draft MIMP***. On-going TMP measures implemented by the SCC would reduce overall campus vehicle trip generation and reduce related impacts at this intersection.

3.12 CONSTRUCTION IMPACTS

3.12.1 AIR QUALITY

3.12.1.1 Affected Environment

Typical air pollution sources in the Seattle Central College area include vehicular traffic, retail/commercial facilities, and residential wood-burning devices. While many types of pollutant sources are present, the single largest contributor to most criteria pollutant emissions is on-road mobile sources (i.e., carbon monoxide - CO) and residential wood burning. See **Section 3.2, Air Quality** for additional information.

3.12.1.2 Significant Impacts of the Proposed Action

The ***Draft MIMP*** would involve construction activities that include renovation of existing buildings, demolition and construction of new buildings, excavation and site work, and construction of new parking areas.

For the ***Draft MIMP***, construction activity would occur over multiple years (20+ years). Development activity could result in temporary, localized increases in particulate concentrations due to emissions from construction-related sources. For example, dust from construction activities such as excavation and site work could contribute to ambient concentrations of suspended particulate matter. Construction contractors would be required, however, to comply with PSCAA regulations requiring that reasonable precautions be taken to minimize dust emissions.

Demolition and renovation of existing structures would require the removal and disposal of building materials, some of which could contain asbestos. If asbestos were found, demolition contractors would be required to comply with EPA and PSCAA regulations related to the safe removal and disposal of any asbestos-containing materials to ensure such materials do not become air-borne pollutants.

Construction would require the use of heavy trucks and other large diesel construction equipment and a range of smaller equipment such as generators, pumps, and compressors. Emissions from existing transportation sources around the project area (cars, trucks, buses) is likely to outweigh emissions from on-site construction equipment. Pollution control agencies are nonetheless now urging that emissions from diesel equipment be minimized to the extent practicable to reduce potential health risks.

In general, construction contractor(s) would be required to comply with PSCAA regulations that prohibit the emission of any air contaminant in sufficient quantities and of such characteristics and duration that may be injurious to human health, plant or animal life, or property, or that unreasonably interfere with enjoyment of life and property.

Construction Effects on Traffic

Construction equipment and material hauling could affect traffic flow within the vicinity of the project site, especially if construction vehicles travel during peak periods or other heavy-traffic hours of the day and pass-through congested areas. Although there could be short-term periods

with increased congestion and increased vehicle emissions, such events would likely be the exception rather than the rule and significant adverse impacts to air quality would be unlikely.

Overall Construction-Related Air Quality

With implementation of the controls required by PSCAA for the various aspects of construction activities and consistent use of best management practices to minimize on-site emissions, construction associated with planned and potential projects under the ***Draft MIMP*** would not be expected to significantly impact air quality.

3.12.1.3 Impacts of the Alternatives

No Boundary Expansion Alternative

This alternative would result in similar air quality impacts to those identified under the ***Draft MIMP***.

No Action Alternative

The ***No Action Alternative*** would entail no new plans for construction, just renovation of facilities. Assumptions regarding air quality-related construction impacts associated with the ***No Action Alternative*** would be much less than those identified for the ***Draft MIMP***.

3.12.1.4 Mitigation Measures

Although significant adverse air quality impacts are not anticipated due to construction of the planned and potential projects, construction contractors would be required to comply with all relevant federal, state, and local air quality regulations.

Construction contractors could minimize emissions from diesel-powered construction equipment to the extent practicable, by taking steps such as implementation of best management practices that would reduce emissions related to project construction. Management practices for reducing the potential for air quality impacts during construction include measures for reducing both exhaust emissions and fugitive dust.

- Use only equipment and trucks that are maintained in optimal operational condition.
- Require all off-road equipment to have emission reduction equipment (e.g., require participation in Puget Sound Region Diesel Solutions, a program designed to reduce air pollution from diesel, by project sponsors and contractors).
- Use car-pooling or other trip-reduction strategies for construction workers.
- Implement restrictions on construction truck and other vehicle idling (e.g., limit idling to a maximum of five minutes).
- Spray exposed soil with water or other suppressant to reduce emissions and deposition of particulate matter.
- Pave or use gravel on staging areas and roads that would be exposed for long periods.

- Cover all trucks transporting materials, wetting materials in trucks, or providing adequate freeboard (space from the top of the material to the top of the truck bed), to reduce emissions and deposition of particulate matter during transport.
- Provide wheel washers to remove particulate matter that would otherwise be carried off-site by vehicles in order to decrease deposition of particulate matter on area roadways.
- Cover dirt, gravel, and debris piles as needed to reduce dust and wind-blown debris.
- Stage construction to minimize overall transportation system congestion and delays to reduce regional emissions of pollutants during construction.

Other than direct construction equipment and activity emissions that would be addressed as described above, the largest potential emissions source related to facility construction would be traffic-related emissions associated with disrupted and/or rerouted traffic in the site vicinity.

With appropriate controls, construction-related diesel emissions would not be expected to significantly affect air quality in the project vicinity.

3.12.1.5 Significant Unavoidable Adverse Impacts

While some construction-related air quality impacts would be unavoidable, with the mitigation proposed and given the anticipated duration, none are considered to be significant.

3.12.2 NOISE

3.12.2.1 Affected Environment

The existing acoustic environment in and around Seattle Central College is typical of an urban setting, consisting of traffic from local roads, voices, aircraft, and other miscellaneous sources.

Seattle noise limits are based on the underlying zoning of the source and receiving properties. Properties within the proposed Major Institution Overlay (MIO) District boundary have NC3 (Neighborhood-Commercial-3) and Midrise Residential (MR) zoning (see **Figure 2-5**). Facilities within these zones are considered Commercial and Residential sources, respectively, when applying the Seattle noise limits. The surrounding receiving properties include Midrise Residential (MR) and NC land use zones.

Because of the variations in zoning throughout the project area, construction noise limits will vary for each different facility included in the MIMP depending on nearby properties. The most stringent noise limits will apply to those facilities or buildings located in an MR zone that are near Residential receiving properties. See **Section 3.4, Land Use** for additional information.

3.12.2.2 Significant Impacts of the Proposed Action

Noise from demolition and construction activities for new or expanded facilities have the potential to impact nearby receivers, particularly sensitive uses such as residences, schools, or hospitals. For daytime construction activities, the Seattle Noise Code allows temporary construction to exceed the noise limits applied to long-term operations by a set amount. This allows for noisier construction activities to occur while still controlling the potential for noise

impacts to nearby receivers. During nighttime hours (10 p.m. to 7 a.m. weekdays, 10 p.m. to 9 a.m. weekends), however, allowed increases are not applied to construction activities, and the stricter nighttime noise limits (e.g., 45 dBA for sources in residential zones affecting receivers in residential zones) would apply. Because it is difficult for construction activities to meet these stricter nighttime noise limits, construction activities are generally limited to daytime hours. The temporary nature of construction coupled with its restriction to daytime hours minimizes the potential for significant impacts from construction activities and equipment.

The greatest potential for noise impacts will be to the residential uses surrounding and interspersed within the MIO boundary. Attention to the demolition and construction plans for the nearby sensitive receivers would be necessary to ensure that construction activities comply with applicable noise limits and minimize potential disturbances.

In addition to showing overall hourly noise levels from various construction activities, **Table 3.12-1** (lower portion) shows the range of sound levels (i.e., minimum to maximum levels) emitted by individual pieces of equipment. Because this equipment would not necessarily operate for an entire hour, it is not appropriate to compare these levels with Seattle's noise limits. However, these levels give an idea of the relative sound levels that can be expected from different kinds of equipment. In the absence of intervening terrain or structures, sounds from construction equipment and activities (usually point sources) decrease about 6 dBA for each doubling in distance from the source.

Table 3.12-1

Typical Noise Levels from Construction Activities Equipment (dBA)

Activity	Range of Hourly Leqs		
	At 50'	At 100'	At 200'
Clearing	83	77	71
Grading	75-88	69-82	63-76
Paving	71-88	66-82	60-76
Erection	72-84	66-78	60-72
Types of Equipment	**Range of Noise Levels**		
	At 50'	**At 100'**	**At 200'**
Bulldozer	77-96	71-90	65-84
Dump Truck	82-94	76-88	70-82
Scraper	80-93	74-87	68-81
Paver	86-88	80-82	74-76
Generators	71-82	65-76	59-70
Compressors	74-81	68-75	62-69
Pneumatic Wrenches	83-88	77-82	71-76
Jackhammers	81-98	75-92	69-86

Source: EPA, 1971

3.12.2.3 Impacts of the Alternatives

No Boundary Expansion Alternative

This alternative would result in similar impacts to those identified under the ***Draft MIMP***.

No Action Alternative

The ***No Action Alternative*** would entail no new plans for construction, just renovation of facilities. Assumptions regarding noise-related construction impacts associated with the ***No Action Alternative*** would be much less than those identified for the ***Draft MIMP***.

3.12.2.4 Mitigation Measures

Some relatively simple and inexpensive practices can reduce the extent to which people are affected by construction noise and ensure that construction noise levels stay within the applicable daytime sound level limits. Examples include using properly sized and maintained mufflers, engine intake silencers, engine enclosures, and turning off idle equipment. Construction contracts can specify that mufflers be in good working order and that engine enclosures be used on equipment when the engine is the dominant source of noise.

Stationary equipment could be placed as far away from sensitive receiving locations as possible. Where this is infeasible, or where noise impacts are still significant, portable noise barriers could be placed around the equipment with the opening directed away from the sensitive receiving property. These measures are especially effective for engines used in pumps, compressors, welding machines, and similar equipment that operate continuously and contribute to high, steady background noise levels. In addition to providing about a 10-dBA reduction in equivalent sound levels, the portable barriers demonstrate to the public the contractor's commitment to minimizing noise impacts during construction.

Substituting hydraulic or electric models for impact tools such as jack hammers, rock drills and pavement breakers could reduce construction and demolition noise. Electric pumps could be specified if pumps are required.

Although, as safety warning devices back-up alarms are exempt from noise ordinances, these devices emit some of the most annoying sounds from a construction site. One potential mitigation measure would be to ensure that all equipment required to use backup alarms utilize ambient-sensing alarms that broadcast a warning sound loud enough to be heard over background noise but without having to use a preset, maximum volume. Another alternative would be to use broadband backup alarms instead of typical pure tone alarms. Such devices have been found to be very effective in reducing annoying noise from construction sites. Requiring operators to lift rather than drag materials wherever feasible can also minimize noise from material handling.

Construction staging areas expected to be in use for more than a few weeks should be placed as far as possible from sensitive receivers, particularly residences. Likewise, in areas where construction would occur within about 200 feet of existing uses (such as residences, schools/classrooms, and noise-sensitive businesses), effective noise control measures

(possibly outlined in a construction noise management plan) should be employed to minimize the potential for noise impacts. In addition to placing noise-producing equipment as far as possible from homes and businesses, such control could include using quiet equipment and temporary noise barriers to shield sensitive uses and orienting the work areas to minimize noise transmission to sensitive off-site locations. Although the overall construction sound levels will vary with the type of equipment used, common sense distance attenuation should be applied. Additionally, effort could be made by the College to plan the construction schedule to the extent feasible with nearby sensitive receivers to avoid the loudest activities (e.g., demolition or jackhammering) during the most sensitive time periods (e.g., final exams at the Seattle Academy). The construction noise management plan would again be an appropriate location to identify these types of conflicts and establish less-intrusive construction schedules.

3.12.2.5 Significant Unavoidable Adverse Impacts

Construction noise has the potential to affect multiple residential and other sensitive properties in the vicinity of the Seattle Central College campus. The City of Seattle has established specific noise limits for construction activities that occur during daytime hours. These limits vary depending on the zoning of the source and receiving properties and will be different for each of the proposed new or expanded buildings. Those projects located in an MR (Residential Multifamily) zone and potentially affecting nearby residences in an MR or Single-Family zone have the greatest potential for noise impacts. Careful attention should be given to the demolition and construction plans for these facilities in order to ensure that the construction activities can comply with the applicable noise limits.

3.12.3 TRANSPORTATION

3.12.3.1 Affected Environment

Seattle Central College is located in the Capitol Hill neighborhood of Seattle and is bounded by E Denny Way, E Pike Street, Boylston Avenue, and Cal Anderson Park (Nagle Place). Broadway and E Pine Street (both minor arterials) serve as the primary routes to/from campus. Regional access to the campus is provided via I-5 to the west of campus, SR-520 to the north of campus, and I-90 to the south of campus. The street system in the site vicinity is a well-connected gridded network providing access both locally and regionally.

Extensive pedestrian facilities are provided in the project vicinity of SCC including a large and connected sidewalk network and marked and/or signalized crossings at all intersections along E Pine Street, E Pike Street, and Broadway.

Existing on-campus parking is located within 3 parking garages accessed via Harvard Avenue and Broadway and 2 surface lots accessed via Broadway. Loading activities associated with service and deliveries are centralized. Campus garbage is also centralized. The campus loading and receiving is along Harvard Avenue with off-street loading berths as well as on-street commercial load zones.

See Section **3.11 Transportation** for more information about existing transportation conditions on and around the Seattle Central College campus.

3.12.3.2 Significant Impacts of the Proposed Action

Construction-related traffic impacts would occur in varying degrees throughout the construction process. Implementation of the *MIMP* would result in the intensification of uses on campus as a result of new building development, remodeling and intensifying development associated with existing buildings, and the modification and addition of parking areas. It is anticipated that full development of the *MIMP* would occur over a 10-15 year time period.

It is anticipated that construction workers would arrive at construction sites prior to the AM peak period and depart either prior to the PM peak period or after the PM peak period, depending upon work schedules. The number of workers at each construction site would vary, depending upon the nature and construction phase of each project. In general, construction workers would be present in greater numbers during the finish stages of a project.

A primary construction impact would be the excavation and removal of soil from the construction sites. This activity would require the use of heavy earth moving machinery on the construction site and truck traffic on adjacent roads. Depending upon individual project designs, fill material may also need to be delivered to construction sites.

During construction projects, large trucks would make trips to the site to deliver cranes, machinery, and other construction equipment; construction materials (e.g. steel, wood for forms/framing, and concrete); and other materials including prefabricated building components, sheet rock, and building machinery (e.g., HVAC, plumbing, electrical equipment, etc.). Concrete deliveries usually occur early in the overall construction schedule and decline in frequency as the construction process continues.

As individual projects are planned and Master Use Permits applied for, the need for a construction traffic management plan and/or street use permits will need to be evaluated if a project is likely to impact traffic flow on nearby streets.

The presence of temporary work forces on-campus would increase the demand for construction-worker parking. It is anticipated that campus parking may accommodate a part of this increased demand. To address parking impacts associated with construction activity, a parking provision could be included in construction contracts between the College and the general contractor and between the general contractor and subcontractors.

3.12.3.3 Impacts of the Alternatives

No Boundary Expansion Alternative

Assumptions regarding traffic-related construction impacts associated with the ***No Boundary Expansion Alternative*** would be similar to the ***Draft MIMP***.

No Action Alternative

The ***No Action Alternative*** would entail no new plans for construction, just renovation of facilities. Assumptions regarding traffic-related construction impacts associated with the ***No Action Alternative*** would be much less than those identified for the ***Draft MIMP***.

3.12.3.4 Mitigation Measures

Potential Mitigation Measures

- A construction management plan describing procedures for construction activity including such items as truck routes, hours of operation, and construction parking would be developed for approval by the City.
- The proponent would coordinate with Metro transit relative to construction activity that could affect transit service proximate to the project site.
- Where existing sidewalks or walkways are temporarily closed during construction, alternative routes would be provided to maintain pedestrian circulation patterns.
- For pedestrian safety, a covered walkway with staging would be provided along portions of roadways adjacent to the project site.

3.12.3.5 Significant Unavoidable Adverse Impacts

No significant unavoidable adverse impacts are anticipated.

REFERENCES

SECTION IV

REFERENCES

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