North Seattle Community College

9600 College Way North ✦ Seattle, Washington 98103-3599
(206) 527-3600

August 20, 1993

To: All Agencies and Interested Citizens

RE: Final Environmental Impact Statement on the proposed North Seattle Community College Master Plan

Enclosed is the Final Environmental Impact Statement on the proposed North Seattle Community College Master Plan. The Master Plan has been prepared to provide guidelines under which future campus development may take place. North Seattle Community College recognizes the need to prepare for future expansion of campus facilities and has designed a Master Plan to address recommendations for proposed projects at the College.

This Final Environmental Impact Statement presents responses to all comments received on the Draft Environment Impact Statement and along with that document, constitutes the environmental review for the proposed Master Plan. This information is intended to allow decision makers to consider potential impacts associated with the adoption of the Master Plan.

Following publication of the Final Environmental Impact Statement, all information prepared for the Master Plan will be reviewed by the City of Seattle Hearing Examiner and a recommendation will be made to the Seattle City Council, where final approval of the proposed Master Plan will be determined.

Thank you for your interest in North Seattle Community College; we look forward to continuing our service to the community in the future.

Sincerely,

Bruce Abe
Vice President of Administrative Services

FINAL ENVIRONMENTAL IMPACT STATEMENT

FOR

NORTH SEATTLE COMMUNITY COLLEGE
MAJOR INSTITUTION MASTER PLAN

Prepared for the Review and Comment of Citizens
and Governmental Agencies

In Compliance With

The Washington State Environmental Policy Act of 1971
Chapter 43.21C Revised Code of Washington
Revised SEPA Guidelines, Effective April 4, 1984
Chapter 197-11, Washington Administrative Code

Date of Issue:

August 20, 1993

FACT SHEET

The Final Environmental Impact Statement for the North Seattle Community College Major Institution Master Plan has been prepared pursuant to provisions set forth in WAC 197-11.

NATURE AND LOCATION OF PROPOSAL

The proposed Major Institution Master Plan would guide development of the North Seattle Community College for the next 10 to 15 years. In the short term, approximately 5 years, the plan calls for the development of an approximately 36,000-square-foot Physical Education Building which would include a gymnasium with basketball courts and running track, fitness center, weight room, dance studio, locker room facilities, restrooms, and accessory office space; and an approximately 50,000-square-foot Multi-Purpose Building which would include instructional uses such as basic skills classes and vocational labs, as well as student activity uses, including child care facilities and a student center. The short-term development plans of the MIMP would also include additional landscape elements, expanded parking opportunities, and an outdoor athletic field.

Future possible development (not proposed at this time) could include an International Education Building and an Instructional Computer Center. The future possible development, along with the short-term development plans, constitute the Major Institution Master Plan and are referred to herein as the "proposed action".

This Environmental Impact Statement also reviews two alternatives to the proposed action: a master plan with the same development elements as under the proposed action but with the buildings located on the west side of the campus, and the athletic field located in the southeast corner of campus (adjacent to I-5) and a no-action alternative.

PROPONENT

North Seattle Community College

Contact:

H. E. Choate Budd, Jr.
Director of Facilities Planning and Operations
North Seattle Community College
9600 College Way North
Seattle, WA 98103
(206) 527-3633

PROPOSED DATE OF IMPLEMENTATION

The proposed Major Institution Master Plan for North Seattle Community College is designed to guide development for the next 10 to 15 years.

Construction of the P.E. Building and restriping of the east parking lot to offset loss of parking spaces due to construction would be completed by December 1994. Construction of the Multi-Purpose Building is slated to be completed by Fall 1998.

LEAD AGENCY

North Seattle Community College

RESPONSIBLE OFFICIAL

Bruce Abe
Vice President of Administrative Services
North Seattle Community College
9600 College Way North
Seattle, WA 98103

PERMITS AND LICENSES REQUIRED

Seattle Department of Construction and Land Use: City Council; Major Institutional Plan approval; Master Use Permits; Building Permits; Grading Permits; Structural Permits; Electrical Permits; Mechanical Permits; Energy Code Approval; Street Use Permit; and Certificate of Occupancy for each individual project (P.E. Building and Multi-Purpose Building).

Seattle Engineering Department: Sewer Permit; Street Use Permits; Curb Cut Permit.

AUTHORS AND PRINCIPAL CONTRIBUTORS

Duarte Bryant Architecture 209-1/2 First Avenue South Seattle, WA 98104	Team Leader Building/Site Design
The Ferris Company 10655 NE 4th Street, Suite 506 Bellevue, WA 98004	Environmental Analysis and EIS Coordination

The Berger Partnership 2021 Minor East Seattle, WA 98102	Site Design
Rosewater Engineering Inc. 1932 First Ave, Suite 711 Seattle, WA 98101	Storm Drainage
Raedeke Associates 5711 NE 63rd Street Seattle, WA 98115	Wetlands
The Transpo Group 14715 Bel-Red Road, Suite 100 Bellevue, WA 98007	Transportation

DATE OF ISSUE OF FEIS:

August 20, 1993

LOCATION OF BACKGROUND DATA

Background data for this EIS is available for review at the following locations:

Library
North Seattle Community College
9600 College Way N.
Seattle, WA 98103

The Ferris Company
10655 NE 4th Street, Suite 506
Bellevue, WA 98004
(206) 462-7650

COST TO THE PUBLIC FOR COPY OF FINAL EIS

Copies of the FEIS will be available to the public at a cost of $10.00 per document.

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PROPOSED ACTION AND ALTERNATIVES

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CHAPTER 1

ALTERNATIVES INCLUDING THE PROPOSED ACTION

INTRODUCTION

Subsequent to the issuance of the DEIS, the site plan for the North Seattle Community College Major Institution Master Plan was revised. The revisions were primarily based on comments received from the City of Seattle regarding the number of proposed parking spaces and comments from the Citizens Advisory Committee and the general public regarding the location of the proposed athletic field.

The most significant revisions to the site plan included the reduction of the number of proposed parking spaces from the original 529 spaces to 291 spaces and the relocation of the athletic field from the southeast corner of the campus (adjacent to I-5) to the southcentral portion of the campus.

This chapter presents a description of the proposed Major Institution Master Plan for North Seattle Community College (hereafter referred to as the proposed action) and two alternatives to the proposed action. A detailed description of impacts, mitigating measures, and significant unavoidable adverse impacts can be found in Chapter 3 of the DEIS. Additional details on the proposed action are presented in the Final Major Institution Master Plan document.

PURPOSE OF MAJOR INSTITUTION MASTER PLAN

The intent of the City of Seattle Major Institution Master Plan process is to balance the needs of the major institution (North Seattle Community College) to develop facilities for the provision of health care or educational services with the need to minimize the impact of major institution development on surrounding neighborhoods.

To this end, the purpose of the North Seattle Community College Major Institution Master Plan is to provide a well-reasoned, long-range facility plan to guide both programmatic and capital planning decisions for the institution in conformance with the Master Plan requirements of the City of Seattle Land Use Code. The Major Institution Master Plan, as approved by the City of Seattle City Council, will establish the development standards, general location, and size of development with the associated improvements to mitigate impacts of the development proposed over the next 10 to 15 years.

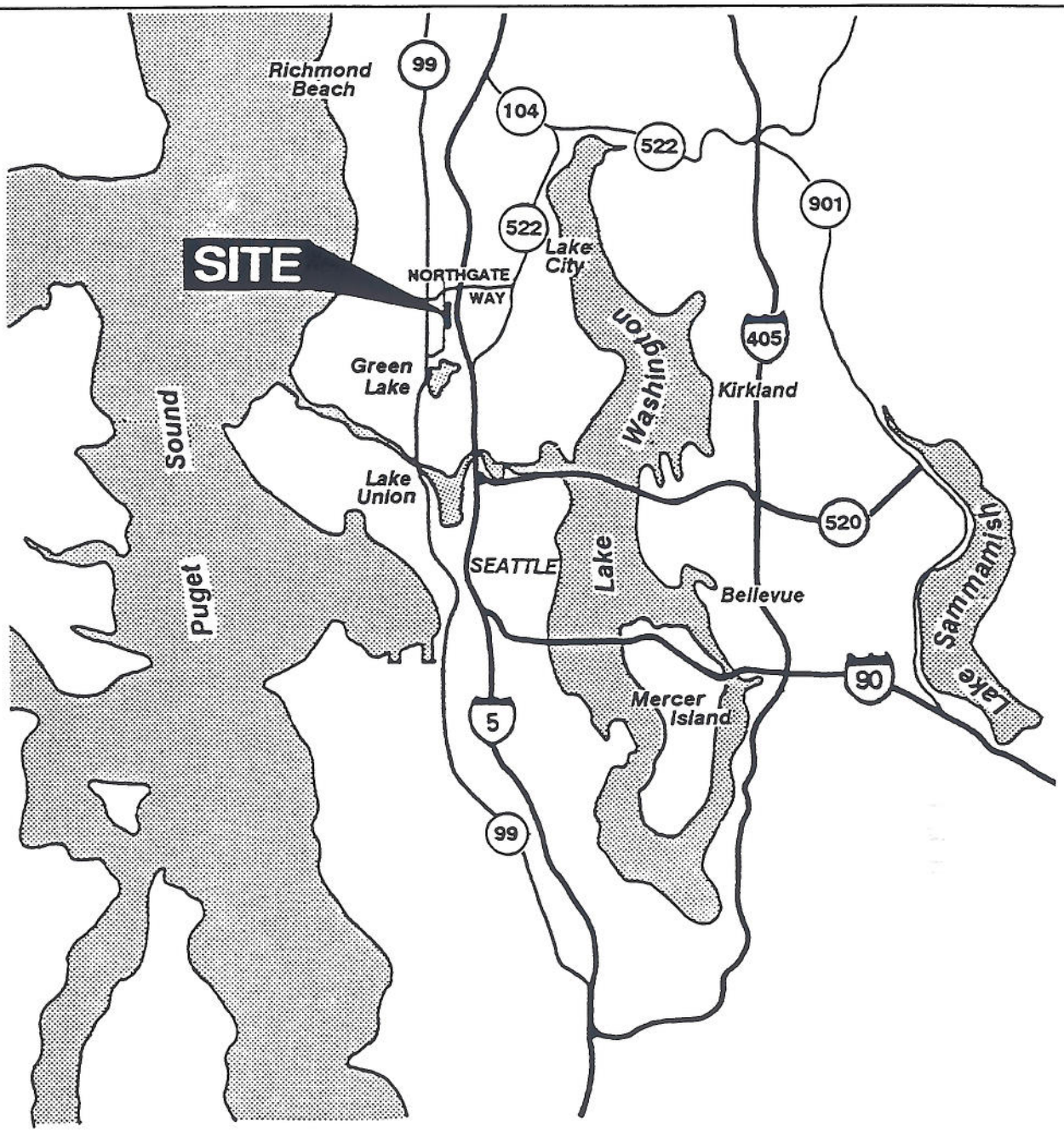
LOCATION AND LEGAL DESCRIPTION

The North Seattle Community College is addressed as 9600 College Way North and is bounded by Interstate 5 to the east, College Way North to the west, North 92nd Street to the south, and North 103rd Street to the north (see Figures 1 and 2). The legal description of the North Seattle Community College campus is as follows: THOSE PORTIONS OF THE EAST 1/2 OF SECTION 31, TOWNSHIP 26 NORTH, RANGE 4 EAST AND OF THE WEST 1/2 OF SECTION 32, TOWNSHIP 26 NORTH, RANGE 4 EAST, CONSISTING OF LOTS 8 THROUGH 14 MERIDIAN AVENUE ACRES OF BLOCK 2 HAWKES ADDITION; OF BLOCK 2 OF ERICKSONS IMPROVED ADDITION; OF BLOCKS 1 THROUGH 7 BURKE AND FARRARS LICTON SPRINGS GARDENS; OF HOMELAND ADDITION; AND OF FILLIPS ADDITION LYING WEST OF PRIMARY STATE HIGHWAY (PSH) #1, SOUTH OF NORTH 103RD STREET; EAST OF COLLEGE WAY NORTH (BURKE AVENUE) AND NORTH OF NORTH 92ND STREET; TOGETHER WITH ALL VACATED STREETS LYING WITHIN AND WESTERLY OF PSH #1.

PROPOSED ACTION

The proposed action is the implementation of a Major Institution Master Plan (MIMP) for North Seattle Community College. The Major Institution Master Plan, which would guide development on the campus for the next 10 to 15 years, consists of two distinct phases. In the short term (5 years), the plan would include the development of an approximately 36,000-square-foot Physical Education Building which would contain a gymnasium with basketball courts and running track, weight room, fitness center, dance studio, locker room facilities, restrooms, and accessory office space; and an approximately 50,000-square-foot Multi-Purpose Building which would include instructional uses such as basic skills classes and vocational labs, as well as student activity uses including child care facilities and a student center. The proposed MIMP would also include additional landscape elements, expanded parking opportunities, and an outdoor athletic field (see Figure 3).

Proposed for the east side of the Arts and Sciences and Technology Buildings, the Physical Education and Multi-Purpose Buildings would improve the image of the east side of the campus by providing a primary entry and focal point. These buildings would be constructed of concrete with textured bands similar to existing buildings, exposed painted steel elements and horizontal bands of windows with a light gray or bronze tint at each level, similar to the existing buildings on campus. A tree-lined pedestrian boulevard would be provided to enhance this focal point. In conjunction with the Physical Education Building, the all-purpose outdoor athletic field would be located in the southern portion of the campus. Additional parking for approximately 291 vehicles would be provided in the eastern and southern portions of the site. A nature trail, with interpretive signs, would be



NORTH SEATTLE COMMUNITY COLLEGE
Final Environmental Impact Statement

Figure 1
Regional Context Map

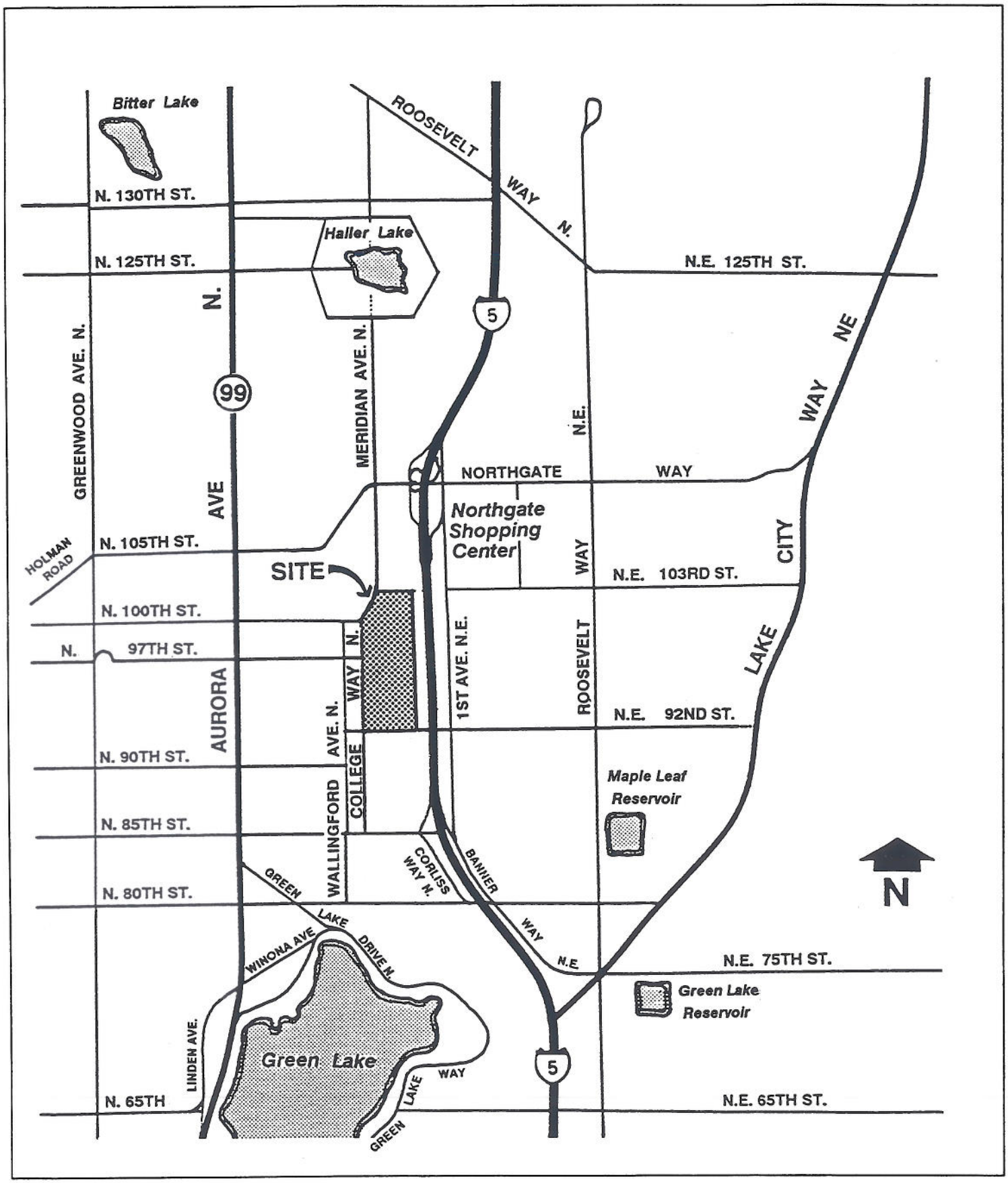


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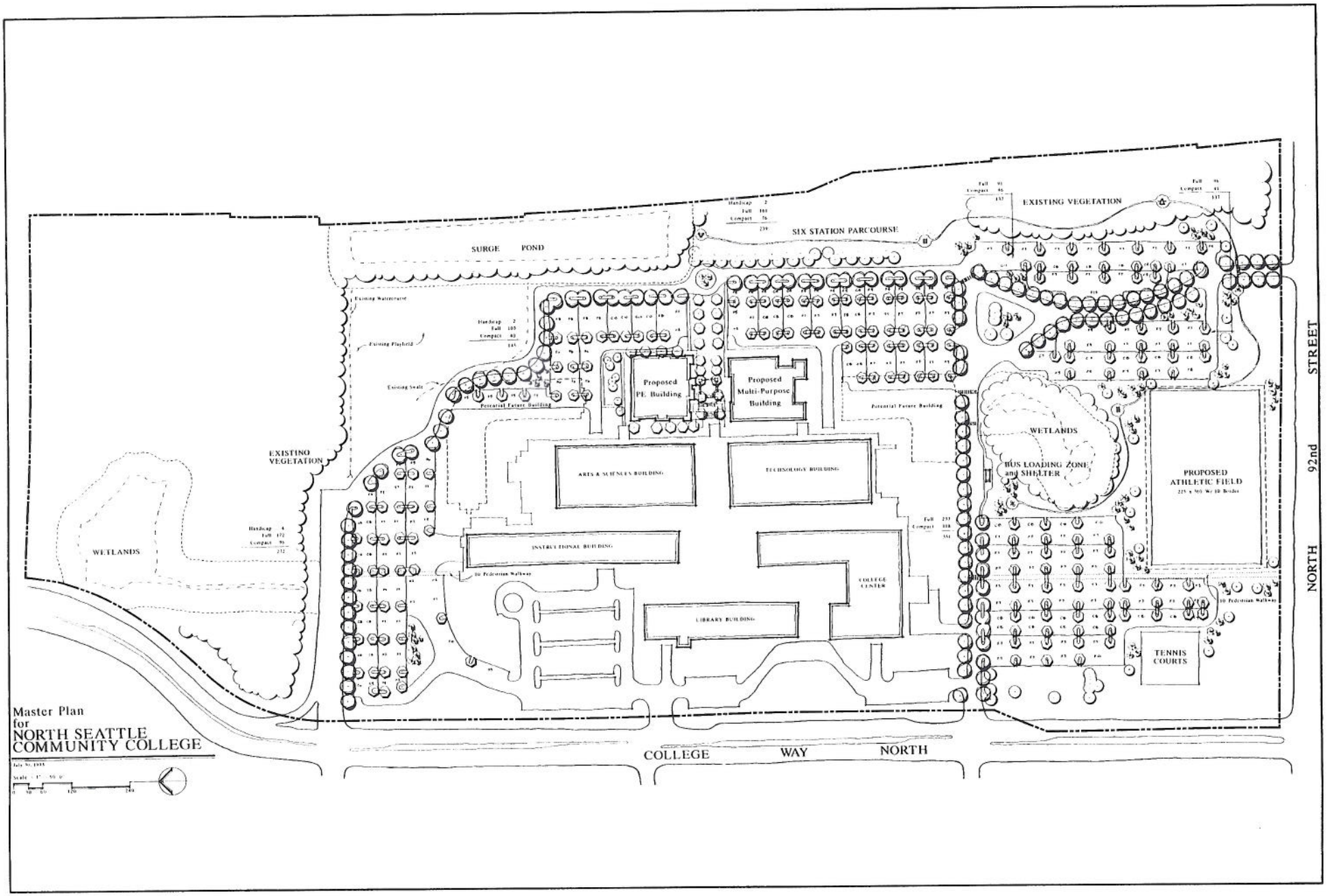
Figure 2
Vicinity Map



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NORTH SEATTLE COMMUNITY COLLEGE
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Figure 3
Proposed Site Plan

provided throughout the natural woods and brush areas at the eastern and southern portions of the site. No wetland fill would be required.

The second, and far less certain elements of the plan, describe potential future phase development (not proposed at this time) could include an International Education Building (potentially located directly north of the proposed P.E. Building) and an Instructional Computer Center (potentially located directly south of the proposed Multi-Purpose Building).

The physical improvements proposed under this master plan would not result in an increase in student enrollment. These proposed projects will serve only to fill existing voids in campus facilities as determined by the State Board Capital Asset Model (CAM). The site improvements would enhance educational and recreational opportunities to students and the community at large, and the additional parking would relieve the existing off-campus parking problems.

Vehicular and Pedestrian Access

There are currently three vehicular access points (driveways) to North Seattle Community College. These access points, all of which access College Way North, are located directly opposite N. 95th Street, N. 97th Street and No. 100th Street. The distance between each of the three existing entrances is approximately 650 feet.

The proposed action includes an additional access point from N. 92nd Street, directly opposite Corliss Avenue. The major purpose of this new access point would be to provide direct access to the east parking lot, thereby providing an alternative campus access point to the College Way driveways.

Site Utilities and Site Preparation

Utilities required to serve the proposal, such as water and electricity, are available through extension of existing utility services. Site preparation activities for the proposed P.E. and Multi-Purpose Buildings would include minimal grading and excavation.

Additional stormwater runoff generated by the proposed buildings and parking would require improvements to the existing on-campus storm drainage system. Improvements would include: detention facilities to control the rate of stormwater runoff; additional stormwater piping; oil/water separators and biofiltration swales to control the discharge of oil and sediment.

Stormwater facilities and grading would be provided in accordance with requirements of the City of Seattle Stormwater, Grading and Drainage Code.

All stormwater control and treatment is planned to occur onsite, and prior to discharge to the pond. No changes to the pond are anticipated. The existing function of the pond, watercourse and other features of this regional drainage facility would be preserved. The discharge rate from the pond to the Thornton Creek Basin system would not be adversely impacted by the proposed Master Plan.

Construction Schedule

The proposed campus development is expected to occur in three phases over the next ten to fifteen years. These phases are illustrated in the Final Major Institution Master Plan document and are described as follows:

Phase	Development
1	Construction of Physical Education Building and restriping of east parking lot to offset loss of parking spaces due to construction. Construction of this phase is anticipated to be completed by December of 1994.
1A	A new campus access to N. 92nd Street (opposite Corliss Avenue) and a bus loading area would be developed. This phase is anticipated to be completed by September of 1994.
1B	Expansion of the existing surface parking area in the northwest portion of the campus. Construction of this phase is anticipated to be completed by September 1994.
1C	Development of an expanded parking area in the southwestern corner of the campus. This phase is anticipated to be constructed by September of 1994.
2	Construction of the Multi-Purpose Building. This phase is anticipated to be completed by Fall 1998.
2A	Construction of a new parking area west of the new access to 92nd Street (Phase 1A). Construction of this phase is anticipated to be completed by the Fall of 1998.
2B	Construction of a new parking area east of the new access to 92nd Street (Phase 1A). Construction of this phase is anticipated to be completed by the Fall of 1998.
2C/2D	Regrading/resurfacing of existing east parking lot. Construction of this phase is anticipated to be completed by the Fall of 1998.

3 Construction of the athletic field. This phase is anticipated to be complete by the Fall of 1999.

The development of the International Education Building and Instructional Computer Center (potential future phases) is dependent upon future funding and State approvals.

ALTERNATIVES

Alternative 1: Design Alternative

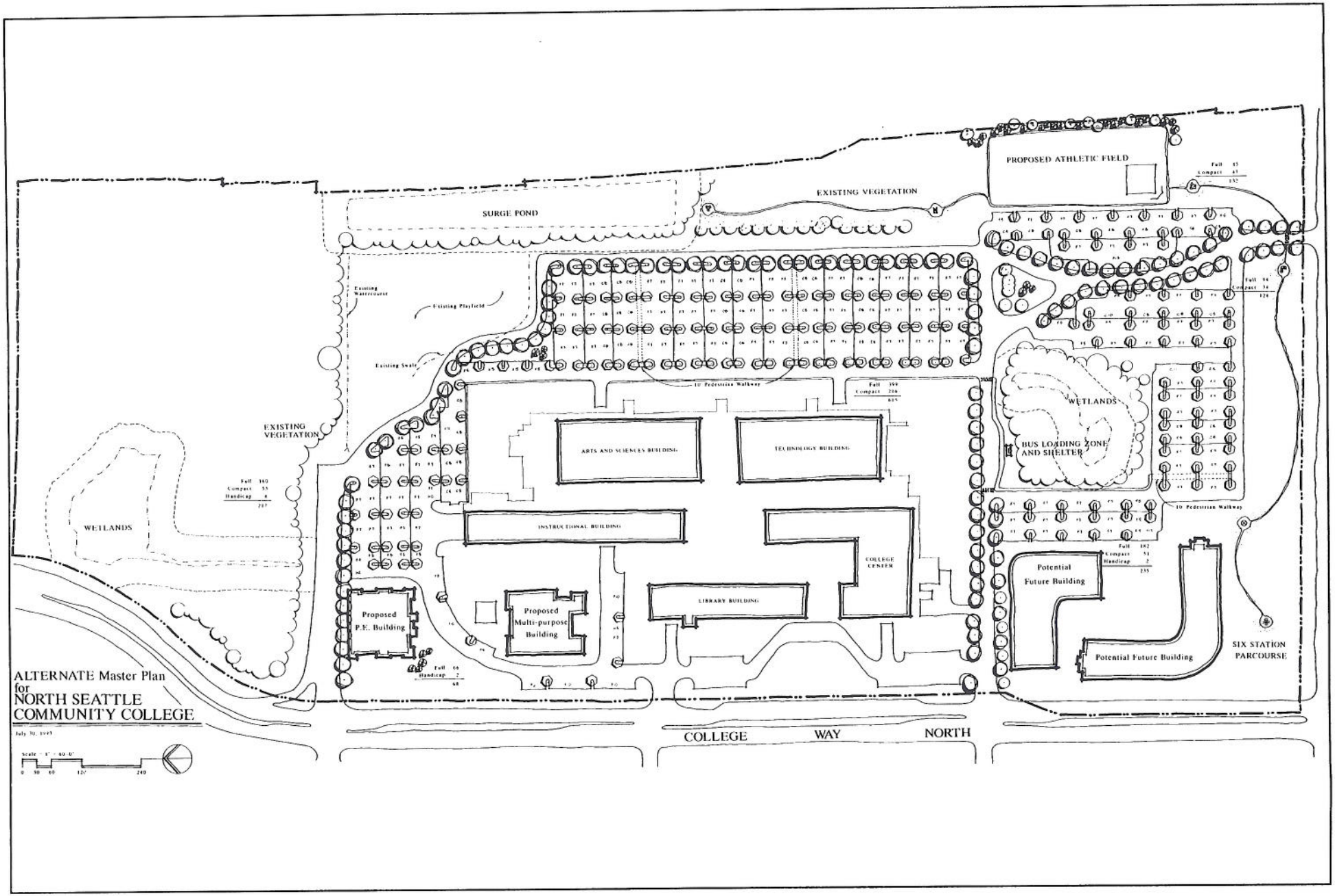
Alternative 1 would be a master plan with the same development elements as under the proposed action but with the proposed and potential future phase buildings located on the west side of campus (adjacent to College Way North) and the athletic field located in the southeastern corner of the campus (adjacent to I-5). As under the proposed action, this master plan would include the development of an approximately 36,000-square-foot Physical Education Building, an approximately 50,000-square-foot Multi-Purpose Building, and additional parking (see Figure 4).

Proposed for the area west of the Library and Instructional Buildings, the Physical Education and Multi-Purpose Buildings would replace the existing West Parking Lot and landscape areas. By locating buildings closer to College Way North (a minimum of approximately 90 feet) than currently exist, this alternative would concentrate building development toward the adjacent residential neighborhood and would result in a campus with a more urban character. The athletic field would be located in the southeastern portion of the site (adjacent to I-5) as opposed to the southern portion of the site under the proposed action. Additional parking for approximately 291 vehicles would be provided in the eastern and southern portions of the site. An additional site access road would be provided from 92nd Street North (directly opposite Corliss Avenue). As under the proposed action, no wetland fill would be required.

The potential future phase development buildings would be located south of the College Center, adjacent to College Way North.

Alternative 2: No Action

Under Alternative 2, the North Seattle Community College Campus would remain in its existing condition. The existing educational facilities would remain the same and the existing parking deficiencies would continue to occur.



NORTH SEATTLE COMMUNITY COLLEGE
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Figure 4
Design Alternative (Alternative 1) Site Plan

CHAPTER 2

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COMMENT LETTERS AND RESPONSES

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CHAPTER 2

COMMENT LETTERS AND RESPONSES

This Chapter contains copies of the comment letters on the Draft EIS. Following each letter are the responses to comments made in that letter. Responses are keyed in the margins of the letters. A total of 25 letters were received. The letters are numbered and responded to in the following order.

1. Municipality of Metropolitan Seattle (METRO)
2. City of Seattle - Office of the Mayor
3. City of Seattle - Department of Construction and Land Use
4. City of Seattle - Department of Parks and Recreation
5. City of Seattle - Engineering Department
6. City of Seattle - Engineering Department (Stormwater)
7. City of Seattle - Engineering Department (Transportation)
8. City of Seattle - Fire Department
9. City of Seattle - Police Department
10. City of Seattle - Water Department
11. City of Seattle - Planning Department
12. Seattle City Light
13. Audubon Society
14. Licton Springs Community Council
15. Maple Leaf Community Council
16. Master Plan Citizens Advisory Committee
17. NSCC Student Government

18. Thornton Creek Alliance

19 Bodenbach, Brian

20. Brokaw, Michael E.

21. Budd, Ivan

22. Gardner, Darleyne

23. Halton, Jane

24. Pankatz, Mark

25. Sessa, Marge

26. Transcript of DEIS and MIMP Hearing

METRO
Municipality of Metropolitan Seattle
Exchange Building • 821 Second Ave. • Seattle,

November 6, 1992

H. E. C. Budd, Jr.
Director of Facilities Planning
and Operations
North Seattle Community College
9600 College Way
Seattle, WA. 98103-3599

Draft Environmental Impact Statement
File Name: North Seattle Community College Major
Instutition Master Plan

Dear Mr. Budd:

Metro staff has reviewed the North Seattle Community College Draft EIS and we have the following comments regarding public transportation services.

The substantial traffic volumes, traffic congestion, and amount of vehicle parking within the Northgate area result in its being one of the more critical areas within the region with respect to potential traffic generated air quality problems. Because of the significant role of localized vehicular access and parking with respect to the volume of locally introduced air pollutants, the proposed expansion of on-site parking should be based on a careful consideration of potential options for reducing vehicular access and parking needs. 1

We are concerned that the NSCC Draft EIS is proposing an increase of 529 parking spaces even though the Northgate Area Comprehensive Plan calls for a major emphasis on reducing single occupancy vehicle (SOV) use and increasing transit and other travel modes for access to the area. The proposed parking lot expansion does not reflect an adequate consideration of two interrelated Northgate area planning concerns which have a major bearing on the need for and desirability of additional parking spaces on the campus. 2

The draft Northgate Area Comprehensive Plan calls for a variety of specific measures intended to facilitate transit access including a grade separated pedestrian crossing of Interstate 5. When implemented, this proposal will substantially enhance the transit accessibility of NSCC by providing a direct pedestrian link to the Northgate Transit Center where there is substantially more frequent and convenient transit service. NSCC should consider supporting this proposed development. Also, depending on the 3

3 availability of funding, Metro intends to implement incremental improvements in transit service between the Northgate transit center and the college, eventually reaching a service headway of 15 minutes between the college and the transit center. Improved transit service and the proposed pedestrian link to the Northgate Transit Center, would make transit use a more attractive option for NSCC students, faculty, and staff, and could benefit NSCC by reducing parking demand. These proposed pending service improvements should be discussed in the EIS.

4 In addition, we recommend that NSCC implement a more aggressive Transportation Management Plan than is currently proposed, in order to reduce SOV use and be more consistent with the goals and policies of the Draft Northgate Area Comprehensive Plan. The DEIS comments on the difficulty of achieving higher transit and high occupancy vehicle use by students because of the higher age and high percentage of students who have job-related travel needs. These same factors are also characteristic of much of the University of Washington student body, yet the University is achieving a much higher HOV utilization rate due in part to their higher parking fees and more comprehensive transit pass subsidy program.

5 We recommend that NSCC increase transit subsidies and provide transit subsidies and carpool parking benefits to students, in addition to the proposed discretionary program requirements (page 49), in order to encourage HOV use. We also recommend that parking rates be increased. Even though NSCC states that they charge more for parking than any other community college outside of Seattle Central, current parking rates are still much cheaper than purchasing a bus pass, even with the 21 dollar subsidy (which is currently offered only to faculty and staff).

6 The problem of parking spilling into abutting residential streets is bound to persist as long as there are no constraints on such parking. Even with 529 additional parking spaces on campus, as long as free unrestricted parking is available in the adjacent residential areas students will probably continue parking off campus. We recommend that NSCC consider financing and instituting a Residential Parking Zone, as a means of eliminating college related parking in adjoining residential areas. This technique has been effectively instituted in a number of areas within the City.

For further information contact Kathy Petrait, Metro Market Development, at 684-1607. Thank you for the opportunity to review and comment on the North Seattle Community College Draft EIS.

Sincerely,

for Gregory M. Bush, Manager
Environmental Complianance
and Right of Way & Property Division

GMB:kmg

cc: Kathy Petrait

RESPONSE TO LETTER NO. 1

MUNICIPALITY OF METROPOLITAN SEATTLE (METRO)

1. Comment acknowledged. As described in the revised Transportation Management Program (TMP) proposed for North Seattle Community College, additional discretionary programs to reduce single-occupancy vehicle (SOV) trips to campus have been proposed. These additional measures include providing a centrally located monitored and enforced preferential carpool lot; implementing a transit subsidy program for students as well as for faculty and staff; parking rates for SOVs will be structured to make parking fees equal to or higher than unsubsidized transit passes; and the potential for a residential parking zone.

2. The addition of 529 parking spaces to the NSCC campus was recommended by the Citizens' Advisory Committee (CAC) for the master plan after thoroughly considering many issues, including the need for additional parking spaces to alleviate existing on-street parking, and Transportation Management Plan elements to reduce SOV use. The purpose of this added parking was to provide more on-campus spaces to reduce the parking spillover into adjacent neighborhoods. Based on recent discussions with City of Seattle staff and CAC members, the proposed parking supply increase was reduced to 291 spaces. While it is recognized that the additional on-site parking supply could work against the success of the Transportation Management Program (TMP), the CAC wanted to ensure that the on-site parking supply would accommodate the peak parking demand generated by North Seattle Community College (NSCC). This parking supply increase, combined with the proposed TMP, represents a compromise between providing enough on-site parking supply to meet the peak parking demand, while not reducing the potential effectiveness of the TMP. The total parking supply with the added 291 spaces matches the estimated parking demand in 1999.

3. The transit service improvements contained in the Northgate Area Comprehensive Plan were mentioned in the Environmental Impact section under Transit Service (DEIS p. 3-81). The grade-separated pedestrian crossing of I-5 between the Northgate transit Center and NSCC was not mentioned in the Draft Environmental Impact Statement (DEIS) because there is no identified funding source for this multi-million dollar improvement. Furthermore, this improvement is only shown on one figure (Figure 11) in the Northgate Plan; no discussion of the improvement is contained in the plan. While the pedestrian crossing and additional transit service would enhance transit accessibility for NSCC, the lack of discussion and specific funding sources for any of these improvements make implementation questionable. NSCC would cooperate with implementing these improvements; however, due to funding limitations for the Community College system at the state level, financial

contributions to these improvements are not likely. Similarly, NSCC is not proposing to implement a transit shuttle to the Northgate Transit Center at this time because NSCC should be given the opportunity to meet the trip reduction goals without this costly element (NSCC is currently exceeding their 1995 SOV reduction goal by less than one percent; 72.7 percent SOV actual compared to a 1995 goal of 72.2 percent).

4. In an effort to further reduce SOV trips to the campus, the TMP for the NSCC Master Plan has been revised and is included in the Final Environmental Impact Statement (Appendix B). A number of trip reduction strategies have been added to the TMP beyond those identified in the DEIS. The trip reduction goals of the TMP will be consistent with the goals of the statewide Commute Trip Reduction (CTR) law, as well as the Northgate Area Comprehensive Plan. While there are some similarities between NSCC and the University of Washington (UW) in terms of travel characteristics, there are also substantial differences that have contributed to the success of the U-Pass program compared to the potential success of a similar program at NSCC. These differences include:

   - The amount of public (METRO) transit service provided is substantially greater and more convenient at the UW.

   - The parking opportunities are more restricted at the UW (Residential Parking Zones [RPZs] in adjacent neighborhoods, on-street parking meters, and restricted on-site parking lots).

   - There is a substantially larger percentage of students that reside in the immediate vicinity of the UW compared to NSCC. There are also several large dormitories and other living facilities on and around the campus to accommodate UW population.

   - There is a larger proportion of full-time students, faculty, and staff at the UW, many of which live at or near the university.

   For these reasons, direct comparison between travel characteristics and the success of a TMP at UW and NSCC cannot be made.

5. The revised TMP includes provisions for increasing transit subsidies to faculty and staff, expanding the transit subsidy program to include students, and providing carpool parking benefits to students. Increased parking rates are also possible; however, they would need to be approved by the NSCC Board of Trustees. Any increase in student activity or facilities fees would require Board of Trustees approval. NSCC will strive to have parking rates equal to or greater than the unsubsidized cost of riding transit.

6. The implementation of an RPZ is not currently supported by the CAC, which includes representatives of the Licten Springs neighborhood. However, if an RPZ is supported by the neighborhood and approved by the City of Seattle, NSCC would fund implementation of an RPZ. This item was also added to the revised TMP in the FEIS.

Letter No. 2

Office of the Mayor
City of Seattle

Norman B. Rice, Mayor

November 5, 1992

Peter Ku, President
North Seattle Community College
9600 College Way North
Seattle, WA 98103

Dear President Ku:

This letter is to apprise you, directly and personally, of the City of Seattle's response to the Draft Environmental Impact Statement on North Seattle Community College's Major Institution Master Plan, and to try to use this occasion to foster better communication to achieve our mutual objectives.

As you know from previous contact and my letter of June 5, 1992 regarding the Northgate Area Comprehensive Plan, I strongly support North Seattle Community College and the mission the College fulfills in preparing the citizens of the region for employment and full participation as regional citizens. I recognize the desire and need for the College to change and grow to remain relevant and to enhance its educational offerings and contributions to the Northgate area community. Our collective economic well-being is significantly attributable to the success of our educational institutions. Your programs and your institution are an asset to the Northgate area, the City of Seattle, and the region. 1

As Mayor of the City, I have the responsibility to ensure that all institutions, businesses, and communities are treated consistently and in accordance with laws and regulations. The State Environmental Policy Act and the Major Institutions Master Use Permit are two of the procedures available to assure coordination and mutual understanding of potential impacts and benefits. Ultimately, it is my responsibility to assure that North Seattle Community College's Master Plan and environmental documents adequately address the impacts and meet the requirements of the Land Use Code. In addition, I would hope that the College would be responsive to my Recommended Northgate Area Comprehensive Plan, in which your staff participated, even though I recognize that the Plan has no legal standing at this point since it has not been adopted. 2

City departments have advised me that the College's submissions are deficient in several key areas. I am taking the unprecedented step of a personal letter directly to you because of my interest in seeing that the needs of the College, the City, the students, and the community are all met. Individual City departments are sending their comments

under separate cover directed to Bruce Abe. I have summarized some of the key issues to give you an advance indication of the technical comments.

3

1. The Master Plan's goal of eliminating the demand for off-campus parking is admirable. However providing additional on-campus parking spaces, without first trying to reduce your parking demand, conflicts with the Land Use Code's requirement for Master Plans to contain a Transportation Management Plan (TMP). The Code requires the College to indicate what activities and policies it expects to implement to reduce its single occupant vehicle (SOV) rate to 50%. This is consistent with the State's Commute Trip Reduction Law, which requires a TMP to help achieve a 53% SOV rate by 1999. The TMP provided in the Master Plan and DEIS must meet the requirements of these two regulations.

4

2. The supply of parking proposed in the Master Plan exceeds the maximum Land Use Code requirements for parking. This maximum can not be exceeded without showing that there are no opportunities for reducing parking demand through the use of alternative means of travel. The Master Plan and DEIS do not even attempt to address the potential activities and policies the College can implement to reduce its parking demand.

5

3. Historically the northern portion of the College has served as a detention pond for Thornton Creek. The proposal to pave approximately six acres of this area for parking may result either in a flooded parking lot or increased flow into Thornton Creek during a 25-year storm. The DEIS indicates this has actually occurred several times in the last few years, yet the analysis does not address the impacts of potential flooding generated by this action.

6

4. The Master Plan proposes a new entrance to the College. However, the traffic impacts associated with rerouting northbound I-5 traffic via the Northeast 107th Street off-ramp instead of the Northeast 80th/85th Street off-ramp have not been addressed.

The City of Seattle and the State of Washington have established procedures for balancing mutual objectives and working together for mutually satisfactory solutions. The long history of accomplishment between the City of Seattle and the University of Washington is testimony to the importance of those processes. The relationship has not always been easy but we have developed the ability to work together constructively.

I suggest that we plan to meet, not to address the specific issues of the adequacy of the Major Institution Master Use Permit and environmental documentation, but to establish a

mechanism whereby we can work cooperatively to enhance our mutual objectives. I have asked Rick Krochalis, Director of the Department of Construction and Land Use, to work directly with you in regard to the specifics of this situation. In addition, do not hesitate to contact J. Gary Lawrence, Director of the Planning Department, with whom you met last summer.

Sincerely,

Norman B. Rice

cc: Rick Krochalis, Director, Department of Construction and Land Use
J. Gary Lawrence, Director, Planning Department
Gary Zarker, Director, Engineering Department

RESPONSE TO LETTER NO. 2

CITY OF SEATTLE - OFFICE OF THE MAYOR

1. Comment acknowledged.

2. The Northgate Area Comprehensive Plan (NACP) was adopted by the Seattle City Council on August 2, 1993, and will become effective 30 days after receiving the Mayor's signature. It is anticipated that the Northgate Area Comprehensive Plan will become effective in September 1993.

   The College and Master Plan Citizen's Advisory Committee (CAC) have reviewed and considered the goals and policies of the NACP. As described in the Draft EIS (DEIS p. 3-39) and ERRATA (p. 3-11) section of this document, the North Seattle Community College (NSCC) Master Plan generally complies with the NACP. For example, the NACP and Master Plan share the following goals and policies:

   - Maintain and protect existing single-family neighborhoods.
   - Provide parking facilities in accordance with the type of trip.
   - Maximize the efficiency of the transportation system to accommodate more person trips rather than vehicle trips.
   - Preserve existing natural areas and upgrade public open spaces.
   - Limit the height and scale of development to ensure compatibility between new buildings and existing development, and to provide transition areas.
   - Provide quality human services for all segments of the population.

3. Comment acknowledged. In an effort to further reduce the number of SOV trips to campus, the TMP for NSCC has been substantially revised. The goals of the TMP will be consistent with those contained in the Northgate Area Comprehensive Plan and the state's Commute Trip Reduction (CTR) Law. Using the base single occupant vehicle (SOV) rate of 85 percent in the Northgate area, the following maximum SOV percentages would need to be achieved:

   - 1995 - 15 percent reduction beyond base rate = 72.2 percent SOV
   - 1997 - 25 percent reduction beyond base rate = 63.8 percent SOV
   - 1999 - 35 percent reduction beyond base rate = 55.2 percent SOV.

4. Additional activities and policies that NSCC will use to reduce its parking demand are contained in the revised TMP that is part of the Final EIS. While these activities will reduce parking demands to some degree, it is believed that opportunities for increasing the use of alternative travel modes are limited at NSCC due to the many reasons listed in the TMP. Therefore, as provided for in City of Seattle Land Use

Code Section 23.54.015.C, NSCC will be requesting to provide on-campus parking which exceeds the requirements listed in the Land Use Code.

5. The proposed action would not impact the capability of the existing regional drainage facility to provide flood storage. Parking is not proposed in the existing grass area and the watercourse will not be relocated.

In the existing condition, physical features such as the pond, the watercourse, the grass area swale, and the northern wetland all function as flood storage areas for the upland drainage basin. The existing upstream storm drains also serve to limit flows to the pond during flood conditions.

In Phase 1B, the swale running adjacent to and south of the existing grass area will be relocated slightly to the north and portions of the swale will be filled in.

Flood storage capacity lost due to any grading in the northeast portion of the site would be replaced in the following manner:

- The required volume of flood storage to be replaced would be determined based on established 100-year flood elevations. The volume of fill in any given proposed area would be replaced by an equal volume of cut in the existing grass area.

- Portions of the required flood storage replacement volume would be allocated to new surface parking area. New parking would be designed to provide flood storage to a maximum depth of 6 inches during the 100-year storm.

Supplemental hydrologic calculations and exhibits can be found in the "Storm Drainage Review Report for North Seattle Community College Master Plan/EIS" dated December 1992 by RoseWater Engineering, Inc.. This report is available for review at the City of Seattle Engineering Department.

6. Based upon analysis performed after the issuance of the DEIS, it was determined that the majority of traffic entering NSCC from the south on I-5 would continue to use the N 85th Street/Wallingford Avenue N/N 92nd Street route to access the campus. Travel-time surveys conducted during the PM peak period indicate that this route is approximately 50 percent faster than the 1st Avenue NE/ NE 92nd Street route. Therefore, even if the sign to NSCC is relocated to the 1st Avenue NE off-ramp, the majority of traffic generated from NSCC would continue to use the N 85th Street off-ramp, and traffic impacts associated with this modification would not be significant. All references to changed travel patterns that could result from this change were revised for the FEIS.

Seattle
Department of Construction and Land Use

R. F. Krochalis, Director
Norman B. Rice, Mayor

November 6, 1992

Bruce Abe
Vice President of Administrative Services
North Seattle Community College
9600 College Way North
Seattle, WA 98103

RE: Draft Environmental Impact Statement and Major Institution Master Plan for North Seattle Community College (DCLU Master Use Permit 9105167)

Dear Mr. Abe:

Thank you for the opportunity to comment on these documents. We have reviewed them and have the following comments:

Figures 3 and 4 contain unreadable lettering. Please provide replacement figures.] 1

Water: Pages 3-4 to 3-6 describe the proposed storm water runoff system. Please provide a figure which illustrates this description. The figure should include proposed underground pipes, detention systems, and location of catch basins to illustrate the general proposed flow of water to the surge pond. The figure should also indicate the location of off-site facilities described on Page 3-2.

Plants and Animals: Pages 3-16 and 3-17 include descriptions of the proposed drainage system. Please provide a figure to illustrate this description, as noted above.] 2

Relationship to Existing Plans and Policies: Page 3-37 includes descriptions of SEPA policies regarding parking, traffic and transportation. It should be noted that in the case of this MIMP, the requirement for a Transportation Management Program prevails, and an institution must meet standards established in the TMP. While increasing the amount of parking is permitted for new development, this is not the only mitigation allowed by the SEPA ordinance. Please discuss these additional mitigating measures for both] 3

parking and transportation as described in the SEPA ordinance and describe the extent to which the MIMP addresses these measures. 3

Construction Impacts: Pages 3-95 and 3-96 include mitigation measures during construction. Additional measures could include: a construction transportation plan, which establishes schedules and routes for excavation offhaul; as well as limits on the days and times of day construction occurs. These measures can mitigate for impacts of construction on nearby residences. 4

The letter from the Citizen's Advisory Committee requested information which is missing from the document. The FEIS should address this information, which includes:

* a discussion of potential impacts to air quality during construction from truck traffic, as well as air quality related to fumes on the site; the potential for creating microclimates from the development, and what impacts those microclimates might have on plants and animals. 5

* a discussion of grading, including how much grading will occur and where it will occur. 6

* a discussion of noise abatement from building operations 7

* a discussion of whether buffers will be used (berms, landscaping) along 92nd and College Way to reduce noise, glare and views of parking lots. 8

* a discussion of how signage will be handled in order to improve ability of newcomers to navigate on campus. Signage should not increase glare or light impacts on the neighborhood. 9

* a detailed landscape plan which shows the new location of trees moved to accommodate parking. The landscaping plan should include plant materials with low-water needs. 10

* a discussion of the adequacy of lighting and visibility along pedestrian concourses, within garages, and around landscaped areas; and the consideration of security in the design of the site. 11

* a discussion of pedestrian safety at streets and crosswalks, including the NE 97th intersection, and measures to improve safety such as flashing signals, painted crosswalks, sidewalks, etc. 12

* a discussion of the impact of traffic on pedestrian safety.] 13

* a discussion of the establishment of a Residential Parking Zone to mitigate impacts from campus-related parking on residential streets.] 14

* a discussion of the impact of traffic on air quality.] 15

Thank you for the opportunity to comment. Please feel free to call me at 684-8874 to discuss this letter.

Sincerely,

R. F. Krochalis
Director

Leigh Francis

By
Leigh Francis
Land Use Specialist

lf:a:nscc

RESPONSE TO LETTER NO. 3

SEATTLE DEPARTMENT OF CONSTRUCTION AND LAND USE

1. Comment acknowledged. Figures 3 and 4 have been revised and are provided in Chapter 1 (pages 1-5 and 1-9) of this document.

2. Based on a meeting with the Seattle Engineering Department and the Department of Construction and Land Use on November 25, 1992 (meeting minutes in Appendix D), it was concluded that it would be premature to provide detailed stormwater piping diagrams and analysis at the EIS stage of the project. The Additions and Errata Section (p. 3-4) of this Final EIS describes the general means by which detention will be provided in each phase.

   Supplemental hydrologic calculations and exhibits can be found in the "Storm Drainage Review Report for North Seattle Community College Master Plan/EIS" dated December 1992 by RoseWater Engineering, Inc.. This report is available for review at the City of Seattle Engineering Department.

   For additional detailed response to this comment see Response to Letter No. 6, City of Seattle Engineering Department (Stormwater), Comment 3 (p. 2-35).

3. Additional mitigating measures for both parking and transportation are described in the revised Transportation Management Program (TMP) for North Seattle Community College. The revised TMP, which includes additional mitigating measures, is included in both the Master Plan and FEIS documents.

4. Comment acknowledged. The following construction mitigating measures will be added to the North Seattle Community College (NSCC) Master Plan:

   - o An excavation plan for the construction period will be provided.

   - o The days and times of day that construction occurs will be consistent with City Standards, to minimize impacts on surrounding residents.

5. The Lead Agency (North Seattle Community College) is required to narrow the scope of the EIS to the elements of the environment which are anticipated to encounter significant adverse impacts (WAC 197-11-408). North Seattle Community College's decisions regarding which elements should be reviewed were reached following the EIS scoping process provided for by WAC 197-11-408; this process included an invitation to public agencies and the general public to comment on the EIS scope, and a public scoping meeting on January 13, 1992. A listing of all

elements of the environment with a description of why certain elements were not reviewed was provided in Appendix A of the DEIS.

Air quality was not reviewed in the DEIS because no significant traffic increases would result from the proposal; thus, no significant air quality deterioration is expected to result from the proposed action. No woodstoves or other particulate generators are proposed and measures to reduce existing vehicle traffic generated by the college also would reduce existing vehicle emissions. Air quality impacts of proposed construction activities, and proposed mitigating measures, were discussed in the Construction Impacts section of the DEIS (DEIS p. 3-92).

6. Because the proposal is not expected to significantly alter existing site topography and no significant excavation is required, earth related impacts were not discussed in the DEIS. However, the impacts of the proposed grading activities on air and noise, and proposed mitigating measures, were discussed in the Construction Impacts section of the DEIS (DEIS p. 3-92). It is anticipated that approximately 57,500 cubic yards of grading would be required for development proposed under the Master Plan. All attempts would be made to balance cut and fill on campus.

7. A Noise section was not included in the DEIS because no significant traffic increases are proposed, and noise resulting from the proposed development would be within existing levels from campus activities and freeway traffic. Noise impacts from the proposed construction was addressed in the Construction Impacts section of the DEIS.

8. As described in the Development Standards section of the Master Plan document (p. 27), campus buildings, parking lots, and walkways would include landscaping with trees or shrubs which provide shade, maintain a natural setting, provide visual relief from buildings and provide pedestrian safety. Landscaping would be provided in the area between the proposed parking and athletic field areas and College Way N. and N. 92nd Street.

9. The entire signage system on campus has been under review since 1986. In 1990 President Ku directed that the studies be implemented, and the first phase of the signage project was installed in the summer of 1992. This first phase included all exterior signs and has eliminated confusion in getting around campus. There are now centralized information centers as well as numerous other descriptive signs along the campus access routes. The second phase of the signage project, which includes the door numbers, is planned to be completed during the summer of 1993.

10. A detailed landscape plan, which generally is prepared after the finalization of the site plan, will be prepared as a construction level plan. However, the site plan generally indicates the location of the proposed landscape materials. As indicated in

the Master Plan (p. 31), campus buildings, parking lots, and walkways should include landscaping with trees or plants which provide shade, maintain a natural setting and provide visual relief from buildings and provide pedestrian safety. Selected landscape materials should be easily maintainable and generally acclimated to normal weather patterns of dry summers and wet winters. Special emphasis shall be directed to providing landscape materials to the east side of the campus. In natural areas, natural plant materials shall be installed to enhance wildlife habitat. Permanent irrigation systems will be designed to avoid runoff and overspray onto pavement and other hard surfaces. Low volume systems, such as drip irrigation and micro sprays, will be used wherever possible.

11. As described in the Development Standards section of the Master Plan (p. 27), proposed site furniture, such as signage, benches, lighting fixtures and trash receptacles shall be designed for consistency with existing site elements and to maximize public safety and convenience. The exact location of new outdoor lighting has not yet been determined; however, providing pedestrian safety will be a major consideration.

12. Pedestrian safety is addressed in the DEIS on Page 3-80 under Nonmotorized Facilities and on Page 3-81 under Transit Service. At the College Way/N 97th Street intersection, sight distance to the north is limited by a crest vertical curve. Therefore, installing a crosswalk could be detrimental to pedestrian safety since crosswalks can give pedestrians a false sense of security. In addition, because many pedestrians currently cross College Way at N 97th Street to reach the transit stop on the west side of College Way, the new transit shelter and loading zone on the NSCC campus will reduce the number of pedestrians crossing at this intersection.

13. Please refer to the response to comment 12 above.

14. The potential for establishing an RPZ to mitigate off-site parking impacts is addressed in the revised TMP for the project. NSCC would fund implementation of an RPZ if it is supported by the surrounding residential neighbors and is approved by the City of Seattle.

15. Please refer to the response to comment 5 above.

Seattle
Department of
Parks and Recreation

Holly Miller, Superintendent
Norman B. Rice, Mayor

November 5, 1992

Bruce Abe
Vice President of Administrative Services
North Seattle Community College
9600 College Way North
Seattle, WA 98103-3599

Dear Mr. Abe:

Thank you for the opportunity to comment on the Draft Environmental Impact Statement for the proposed North Seattle Community College Master Plan.

Our comments are primarily directed at the issue of open space. In the Parks and Recreation portion of PUBLIC SERVICES, (pp.3-89-91), the Draft EIS lists the loss of open space as an environmental impact identified by the Department of Parks and Recreation. [p.3-90, (Miller, 1992)]. The undeveloped land, habitat, open space and new development numbers in the Draft EIS are somewhat confusing. Page 1-4 says 8.1 acres of undeveloped land would be converted to development with 21.9 acres of "undisturbed" land retained. Page 1-15 says there would be a loss of 5.5 acres of natural and landscaped open space with 36.7 acres preserved as natural or landscaped open space. Page 3-90 talks about 30.3 acres of open space being enhanced or preserved as natural area. It is also not clear in the summary how much open space would be taken for certain aspects of the development such as for parking and development of an athletic field. 1

Even though open space was not listed as a significant adverse impact, the proposal, on p.3-91, offers as mitigation, public access to outdoor recreation facilities and campus open space. However, in our view, loss of open space could be a significant adverse impact. The Department's proposed distribution guideline for open space is one acre for every 100 residents. Seattle, as a whole, comes close to this standard. The Northwest Neighborhood District (which includes the proposed site) has a 1.02 ratio, or slightly in excess of the standard. However, within Census Tracts 13 and 18, which border North Seattle Community College, combined parks of 17.5 acres serve a population of 6,700 residents, for a ratio of .26 acres of parks per 100 persons, far below the City average. In addition, these tracts are cut off from easy access to other parks by I-5 (east), Aurora Avenue (west), N85th (south) and N105th (north). Open space, whether parks space or campus space is an important community issue. 2

3 In the Land Use section, the following statement on p.3-32 adds to confusion concerning how much open space will be preserved: "However, the development of the increased parking area would extend into the currently undeveloped southern portion of campus, thus resulting in campus development in closer proximity to the residential uses to the south and southwest of the campus." This appears to further reduce the open space that remains in a dense urban residential area. Please indicate the amount of open space to be lost and what attempts the plan suggests to minimize the acreage that must be lost or used for parking.

4 The EIS offers as mitigation, access to the campus including drop-in use of unprogrammed, intramural sports fields. Development of an athletic field next to I-5 and adjacent to a proposed large storm surge pond with an unidentified size, configuration or public amenities, does not seem to offer much of an alternative for lost open space. Furthermore, based on the information provided, this area would likely serve better in its present use as natural open space.

5 One possible mitigation for the loss of existing open space would be the dedicated long-term preservation of 36.7 acres of open space. This, together with the preservation of 21.9 acres of natural area (included we presume as part of the 36.7 acres) and specified rights of public access to the campus, might be considered sufficient by the community to offset an apparent 1/3 reduction in existing campus open space.

6 In summary, based upon our reading of the Draft EIS, we cannot be sure that your open space goals on page 3-42, have been realized. The Transportation Management Plan does not seem to examine a full range of options to reduce SOV parking demand and thereby reduce additional parking development impacts on open space. Options to encourage MOV use or reduce open space loss for parking might include park and ride shuttle bus to and from Northgate, stacked or structured parking and neighborhood RPZ's. In addition, the information presented makes it difficult to determine the significance and relation of parking development to open space.

If you have any questions concerning comments, please contact Kevin Crouthamel at 625-7049.

Sincerely,

Holly Miller

Holly Miller
Superintendent

cc: Richard F. Krochalis, Director DCLU
Leigh Francis, DCLU

RESPONSE TO LETTER NO. 4

CITY OF SEATTLE - DEPARTMENT OF PARKS AND RECREATION

1. Comment acknowledged. Since the issuance of the Draft EIS, the calculations for the various land uses proposed for the Master Plan have been further refined. The land use calculations, which describe the land use totals proposed upon full development of the Master Plan (including existing uses), are as follows:

Use		Acres
IMPERVIOUS SURFACES		
- Buildings		6.4
- Parking		10.3
- Walkways, Plazas & Tennis/Basketball Courts		3.7
- Roadways		3.0
	Impervious Surface Total	23.4
LANDSCAPED AREAS		
- Planters		.1
- Athletic Field		2.0
- Grass Areas		8.4
- Landscaped Areas		5.2
	Landscaped Area Total	15.7
NATURAL OPEN SPACE		
- Northern Open Space Area		12.6
- Southern Open Space Area		3.6
- Eastern Open Space Area		7.6
	Natural Open Space Total	23.8
	CAMPUS TOTAL	62.9

2. As described in the response to comment 1 above, the proposed Master Plan would contain approximately 39.5 acres of landscaped and natural open space, which is approximately 62 percent of the campus. This open space, which is a significantly greater amount than that required by the Land Use Code or that generally provided by other major institutions in the City of Seattle, will continue to provide a significant community resource. Additionally, some population density around the college was due to City zoning changes and code variances not related to the college.

3. Please refer to response to comment 1 of this letter for a breakdown of the land use categories. The campus currently contains approximately 30 acres of natural open space, thus, the proposed development would result in the loss of approximately 6.2 acres of natural open space. The college, along with the Master Plan Citizen's Advisory Committee, has developed a long-range plan (10-15 years) which attempts to meet the college's facility needs while minimizing adverse impacts to the environment and surrounding neighborhoods. To this end, the plan emphasizes preserving campus open space and habitat functions, which add to the campus environment. The plan is also concerned with improving the quality of the neighborhoods by reducing existing on-street parking impacts and providing vegetated buffers between the proposed development and adjacent residential uses.

4. The proposed athletic field, the location of which has been moved away from I-5 based on the CAC and general public comments and concerns, is designed to be 360 feet in length (east west) and 225 feet in width (north/south). The field would be of sufficient size to meet the minimum standards for soccer and would contain a softball field.

5. The proposed Major Institution Master Plan for North Seattle Community College would guide development on the campus for the next 10 to 15 years. Once the Master Plan is adopted, all development on the campus must conform with the plan. Any proposed campus development which did not substantially comply with the Master Plan would require an amendment which would include additional environmental review. Thus, the Master Plan itself would provide dedicated long-term preservation of proposed on-campus open space.

6. As described in the response to comment 1 of this letter, proposed landscaped area (15.7 acres) and natural open space area (23.8 acres) would total 39.5 acres or approximately 62 percent of campus. This amount of landscaped and natural open space would achieve the Northgate Area Comprehensive Plan goals of "preserving views and the wooded character of the area" and "preserving existing natural areas and upgrading public open space".

Seattle
Engineering Department

Gary Zarker, Director
Norman B. Rice, Mayor

November 6, 1992

Bruce Abe
Vice President of Administrative Services
North Seattle Community College
9600 College Way North
Seattle, Washington 98103

Dear Mr. Abe:

Please find enclosed the Seattle Engineering Department's comments on the stormwater and transportation aspects of the North Seattle Community College Major Institution Master Plan and Draft Environmental Impact Statement.

Most of our comments reflect the need for more information. If you have questions or need clarification, please call me at 684-5040.

Sincerely,

Mary Pfender

Mary Pfender
Plan Review

MP:mtna

cc: Pat Barlow, Rosewater Engineering
H.E.C. Budd, Jr., North Seattle Community College
Cheryl Cronander, Department of Neighborhoods
Dutch Duarte, Duarte Bryant Architecture
Leigh Francis, Department of Construction and Land Use
Rich Schipanski, The Ferris Company

RESPONSE TO LETTER NO. 5

CITY OF SEATTLE - ENGINEERING DEPARTMENT

1. Comment acknowledged.

NORTH SEATTLE COMMUNITY COLLEGE

MAJOR INSTITUTION MASTER PLAN
and
DRAFT ENVIRONMENTAL IMPACT STATEMENT

COMMENTS

6 NOVEMBER, 1992

Prepared by

Rick Lowthian

Seattle Engineering Department
Plan Review

SURFACE WATER CONTROL

The Major Institution Master Plan and Draft Environmental Impact Statement for the North Seattle Community College (NSCC) campus, circulated October 6, 1992, do not adequately address surface water and drainage control as identified in a letter from the Seattle Engineering Department dated February 14, 1992, during the EIS scoping process:

> "As part of the EIS and development of mitigation, the watershed hydrology should be evaluated to determine the volume of storage and the outflow characteristics and design required to control the discharge during the 100-year storm to the capacity of the creek downstream. This may require restoration of storage that may have been lost during previous development of the site."

Although the EIS acknowledges that the baseball field, adjacent to the detention ("surge") pond, currently floods during 25- and 100-year storms, no further discussion of the control and accommodation of the surface water runoff from the upland watershed was offered. 1

Accommodation of the stormwater runoff from the upland watershed requires a significant commitment of land with constraints on location and elevation. Such constraints cannot be easily met if the natural locations for surface water storage have been committed to other purposes. The EIS also anticipates expansion of stormwater detention in surface ponds or swales, but does not provide details as to size or location. Because storage of surface water on the campus requires a significant commitment of land with specific characteristics of location and elevation, the Master Plan must recognize this function of surface water control. The areas intended to provide the necessary surface water storage must be identified, 2

delineated, and preserved in the Master Plan. The adequacy of size and location of the storage areas must be documented to assure viability of the proposed surface water control system.

2

The complexity of the drainage control system and the need for large areas of land with specific characteristics require resolution at this point in the planning rather than deferral to a future date, after which the limited potential detention sites might be dedicated to some other use.

The Draft EIS contains some discussion of controlling stormwater from the proposed new development with reference to details in an appendix that was not supplied. Although we have since received some calculations separate from the Draft EIS, they likely do not reflect the requirements of the newly revised Grading and Drainage Control Ordinance which is currently before the City Council. Therefore, we cannot endorse any of the numbers related to stormwater or surface water control. The analysis and calculations for surface water control must be included in the Master Plan and EIS, and reflect the requirements in effect at the time the permit for drainage control facilities is applied for.

3

Following is a discussion of three aspects of surface water control which must be addressed in the Master Plan and EIS. These three areas of concern are 1) preserving and enhancing the regional surface water storage function on the campus, 2) preserving the natural features and functions of the open stream and pond on the campus, and 3) controlling stormwater runoff from new or redeveloped impervious surfaces in compliance with the Grading and Drainage Control Ordinance.

Following the general discussion of surface water control is a summary of the items that must be included in the Master Plan and EIS in order that these documents be considered adequate and acceptable.

Surface Water Storage Function of the NSCC Campus.

As stated in the Draft EIS, the NSCC campus lies at the foot of a 227 acre watershed. Historically, the upper reach of Maple Leaf Creek crossed the campus with topographic restrictions to the passage of surface water which caused the water to pond in the area. This ponding provided natural storage of surface water and moderated the rate of flow of water in the downstream reaches of Maple Leaf Creek on the east side of Interstate 5.

The environmental balance of Maple Leaf Creek has developed because of, and depends upon continuation of, this surface water detention. Because the college campus has historically provided surface water detention as a result of natural topography, and because the conditions along Maple Leaf Creek rely on that storage for their stability, the College is obligated to continue these natural storage and flow control functions for protection of downstream properties and fish and wildlife habitat in and adjacent to the creek. Protection of improvements to the campus property itself requires that this storage be provided in a controlled manner.

Today, this surface water storage function is partially accommodated in the detention pond at the east edge of the campus. The Draft EIS indicates on Page 3-1 that the existing pond has insufficient capacity to store the runoff from the 25- and 100-year storms. The baseball field or other low areas currently flood and thus provide the rest of the storage necessary to accommodate storage for storms over 25-year return frequencies.

Since the need for this storage function is tied to the natural low area and cannot be easily moved, the Master Plan for this site must dedicate a portion of the campus to adequately accommodate the storage of surface water that naturally has and will continue to accumulate on the campus. A hydrologic evaluation needs to be performed to determine the volume of storage required, and the restraints of elevation to allow operation by gravity. Design considerations, such as elevation of the outfall and location of the low area, severely limit the choice of suitable storage sites, so the design must be worked out in enough detail to assure that a site of sufficient size is reserved in a viable location in conjunction with determining the locations of other improvements on the campus. 4

Natural Watercourses.

The "ditch", referenced in the EIS, is a remnant of the stream that once flowed across the NSCC property. Although separated by culverts from any continuation of the stream, this 300-foot "ditch" provides many of the amenities of a natural stream, such as wildlife habitat and food source. This stream also cleanses stormwater by natural filtration process and moderates its rate of flow with in-channel storage. Because these natural functions could be recreated and perhaps enhanced by being reconfigured contiguous with the open space on the north end of the campus, it appears acceptable to relocate the stream to the north of the proposed parking lot, but only with extreme care to replicate its natural features. 5

Care must be taken in the scheduling and design of the relocation of the stream to simulate an improved natural stream, and to accommodate a transition of the inhabitants. This stream 6

6 currently functions as more than a biofiltration swale. The existing stream has a well-developed canopy of 20- to 30-foot trees and undergrowth which provide a protected habitat including nesting and feeding opportunities for various wildlife. The relocation of the stream must include features that maintain and enhance the functions of the existing stream.

7 The detention pond on the campus also provides wildlife habitat. The pond must be protected from disturbance within a 25-foot buffer, except where necessary to modify the pond to enhance its storage function. The natural habitat must be restored to any disrupted area around the perimeter of the pond.

Runoff from New or Redeveloped Impervious Surfaces.

8 The Grading and Drainage Control Ordinance is being revised to require control of runoff from new or redeveloped impervious surfaces to specified rates of release under various conditions. The requirements in effect at the time the actual control facilities are designed and permitted will govern. Therefore, the storage requirements presented in the Draft EIS must reflect the revised requirements.

9 The stormwater controls can be individually designed and built to correspond with each new or redevelopment of impervious surface, or a master drainage control facility can be proposed that will serve identified future developments with maximum areas of land coverage specified. The proposed method of drainage control must be specified in the Master Plan. Functions, locations and sizes of proposed drainage control facilities must be included in the plan. Engineering analysis must substantiate the proposed design in enough detail to assure viability of the proposed facilities.

10 If the existing detention pond is modified to provide the necessary control for new or redevelopment, the rate of release of water from the pond must be modified to reflect the control that would be attained if the runoff generated on the campus and the water from the upland tributary watershed were independently controlled. This requires a complex analysis which the developer's civil engineer must prepare and defend as part of the review of the Master Plan. Again, because of the limited siting possibilities, the location and size of the pond must be dedicated and indicated on the Master Plan to assure a viable facility.

Activities and Design Criteria.

The following information must be included in the Master Plan/EIS to meet the requirements in the Land Use Code, and to provide full disclosure and mitigation of environmental

impacts. We have included criteria we believe are necessary to adequately mitigate impacts of development on the drainage system.

Storage Function

Evaluate the existing storage function, and determine the modifications needed in enough detail to realistically size and locate the modified detention facilities. If stormwater control from new or redeveloped impervious surfaces are to be accommodated in surface storage facilities, the analysis and design of these facilities must include an accounting of this function. At a minimum, this storage must accommodate a 100-year storm (ideally, the ultimate storm). It should be recognized that the design capacity of any upland surface water controls are probably exceeded in a 100-year storm. At least the 25-year storm must be accommodated in a site exclusively dedicated to that purpose. Overflows to parking lots or playing fields in a 100-year storm may be acceptable if the limited access and inconvenience is acknowledged by the owner. 11

The rate of release of water to Maple Leaf Creek is a function of the pond geometry, the controls on the outlet, and the incoming rainfall. To avoid further flooding and damage to Maple Leaf Creek, the rate of release should be held at or below the current rate as a function of rainfall. That is, the rate of release, after the Master Plan is fulfilled, should be equal to or less than the current rate for each intensity of rainfall. To assure this criteria is met, a hydrologic and hydraulic analysis of the current detention system must be made and compared with a hydrologic and hydraulic analysis of the detention system proposed. 12

Compliance with the requirements for control of stormwater from redeveloped impervious surfaces would result in a decrease in the release rate. This reduction must be specifically accounted for by reducing the release rate from the common detention system. 13

Physical design criteria for detention ponds require side slopes equal to or less than 3 horizontal to 1 vertical, freeboard of one foot above the 100-year water surface elevation, and an emergency spillway. Stormwater storage in a parking lot should not exceed 6 inches in depth, and only occur when the 25-year storm is exceeded. 14

Natural Waterways

The relocated stream must replicate the natural features and functions provided by the existing stream. A canopy of trees at least 12 feet tall must be established with a spacing not to exceed 20 feet along both sides of the new stream within 3 to 10 feet of the stream. Native ground cover or brush must be established between the trees. 15

16 Provide a phasing schedule for moving the stream which provides for establishment of the new stream prior to disruption of the existing stream.

17 The elevation of the relocated stream bottom must match that of the existing stream bottom unless analysis shows that all tributary areas served by the existing stream would continue to be served by the relocated stream. Slopes and banks must not exceed a slope of 3 to 1, horizontal to vertical. The relocated stream must have a meandering channel with maximum low-flow velocity of 3 feet per second. A confined flood plain or bench should be provided for high flows or storage. The maximum high flow velocity must not exceed 5 feet per second.

18 A natural buffer of 25 feet must be established on both sides of the new stream. No active human use is allowed in this buffer except a pedestrian trail to access viewpoints.

19 The natural habitat must be restored to any disrupted area around the perimeter of the pond to the same standards described above for restoration along the relocated stream.

Runoff from New Development or Redevelopment

20 Stormwater from new or redeveloped impervious surfaces must be controlled according to the newly revised Grading and Drainage Ordinance. The campus will be considered as a whole which may require tighter restrictions on the release rate. Piecemeal detention facilities for individual development projects must be designed to provide the same control that would be realized with a common drainage control facility. We recommend use of a single detention facility for the entire campus.

21 Reasonable water quality controls, as determined by the Grading and Drainage Control Ordinance effective at the time the stormwater facilities are permitted, must be used prior to discharge of the stormwater to the stream or pond. This is contrary to the proposal on Page 3-7 of the EIS which proposed direct discharge of stormwater from the parking lot to the relocated stream. The old drainage control standards require the use of catch basins for water from parking lots as a minimum.

Summary

22 The Master Plan must include a preliminary plan for proposed surface water detention on the campus. The plan for the detention pond must show a 25-foot buffer for preservation or restoration of natural vegetation. Design documentation must be included which confirms and

justifies the sizing, operational elevations, and release rates of the detention facilities. The Master Plan must show the relocated stream with the necessary vegetation and buffer. 22

The EIS must include the analyses necessary to define the existing and justify the proposed control of surface water both from the campus and from the upland watershed. 23

General

Throughout the Draft Environmental Impact Statement, it is claimed that adverse environmental impacts are being mitigated by not developing all of the campus. Mitigation implies specific action to moderate or counter an adverse impact. Specify how the set aside properties are not already protected from development, and what mechanism would be used to legally protect them from development in the future. If legal protection is not to be provided, eliminate all such claims of mitigation from the EIS. 24

Statements of mitigation measures need to be clear and firm. This EIS will form the basis of a contract to follow through with the mitigation. Therefore, discussion of mitigation needs to be serious, well-defined, and reflect a firm commitment to do specific things in exchange for consideration of issuing a permit. Eliminate general statements that something is a potential mitigation measure. Evaluate and state the effectiveness of each proposed mitigating action. 25

Alternatives

Alternatives to the proposed project should be realistic, legal, and broad based enough to fairly evaluate the range of potential for development of the campus. The proposed alternative appears to be in violation of current zoning. Following are two alternatives that should be some consideration in the discussion of alternatives. 26

An obvious alternative to surface parking would be a parking garage which could provide nearby, covered access to the main campus. This would encourage use of the campus parking over parking in the neighborhood streets which are closer to the classrooms than the far side of the proposed parking lot. Consolidating the parking also provides flexibility in siting the playing field, perhaps making it more accessible from the campus core. Present and evaluate alternatives that minimize disruption of the environment. 27

If the wetlands on the site are not of high quality, it may be possible to consider 28

28 reconstructing the southern wetland in the north end of the campus. The natural features of wetlands, ponds, and streams could be consolidated and enhanced in a larger scale contiguous parcel. This would provide more flexibility in the lay-out of the college facilities in the south/central part of the campus.

Major Institution Master Plan Revisions

The Master Plan should be revised to include a drainage component.

Existing Conditions. Show the existing drainage overflow areas, the existing drainage "ditch", overland flow through the parking lot, and add explanation to the text.

29 New Major Institution Master Plan. Add a drainage component to the proposed improvements in the summary.

Development Standards. Add a drainage component.

Development Program. Add a stormwater storage zone. Provide a plan showing the location of existing and future stormwater storage and the existing and new "ditch" locations. Add drainage improvements to the phasing section.

RESPONSE TO LETTER NO. 6

CITY OF SEATTLE - ENGINEERING DEPARTMENT (STORMWATER)

1. The DEIS acknowledges the function of the existing pond and the 36-inch pipe, along with other upstream storage areas and discharge structures as a regional drainage facility which historically limits flows to the downstream Thornton Creek drainage basin system.

   As discussed in a meeting with the Seattle Engineering Department and the Department of Construction and Land Use on November 25, 1992 (meeting minutes in Appendix D), "restoration of storage that may have been lost during previous development of the site" is not a function of this project. Stormwater detention facilities would be designed such that the peak discharge rates from the site to the pond would be equal to or less than existing peak discharge rates. Detention volume requirements will be established based on discharge rate criteria found in the City of Seattle Stormwater, Grading and Drainage Control Code.

   In addition to meeting current criteria set by the City of Seattle Stormwater, Grading and Drainage Control Code for the 2 and 25 year design storms, on-site detention facilities would be designed to control the proposed 100 year design storm to the existing 100 year discharge rate. Any additional runoff volumes not provided for in the on-site detention facilities will be allocated to flood storage replacement when the parking lots are designed in Phases 1B and 2D. This approach would serve to minimize impacts to existing flood elevations at the pond during peak storm conditions.

   All stormwater runoff control for the proposed action would occur on-site and prior to discharge to the pond. No changes to the pond would be needed. The existing function of the pond, watercourse and other features of this regional drainage facility would be preserved, and the discharge rate from the pond to the Thornton Creek Basin system will not be impacted by the proposed action.

2. Based on a meeting with SED and DCLU (see response to Comment 1), it was concluded that the Final EIS would describe the general means by which detention would be provided. Additional runoff created by the proposed action would be collected and controlled by improved on-site stormwater drainage facilities. Stormwater detention facilities would be designed such that the peak discharge rates from the site to the pond would be equal to or less than existing peak discharge rates. Detention volume requirements will be established based on discharge rate criteria found in the City of Seattle Stormwater, Grading and Drainage Control Code.

All stormwater runoff control would occur on-site and prior to discharge to the pond. No changes to the pond would be needed. The existing function of the pond, watercourse and other features of this regional drainage facility would be unchanged, and the discharge rate from the pond to the Thornton Creek Basin system would not be impacted by the proposed action.

Because stormwater runoff at lower elevations near the existing pond will be difficult to collect or isolate, substitution of areas is proposed. Substitution of an area means that runoff from a proposed area need not be routed through to the detention system if runoff from an adjacent area of equivalent size is collected and controlled instead. For this site, there are relatively large existing impervious areas at higher elevations which can be substituted for proposed project areas at lower elevations. According to the City of Seattle Engineering Department, substitution of areas for the construction of on-site detention facilities will be allowed, where appropriate.

Planning and design of the phases will be carefully coordinated to provide appropriate detention or substitution of detention as noted in Additions and Errata section (p. 3-5). Refer to the Final EIS for identification of specific phasing and potential locations of detention facilities. Please see Response to Letter No. 2, Mayor Rice, comment 5 (p. 2-13) for additional discussion on flood storage.

3. Comment acknowledged. When the DEIS was published, the requirements of the newly revised Stormwater, Grading, and Drainage Control Code were not available. The College would, however, be required to comply with design storm and discharge rate criteria established in the new ordinance.

In response to comments and as a result of meeting with SED and DCLU on November 25, 1992 (see response to comment 1 of this letter), the "Storm Drainage Review Report for North Seattle Community College Master Plan/ EIS" dated December 1992 by RoseWater Engineering, Inc. was prepared. The report includes supplemental sketches and calculations to support proposed Master Plan actions. It will be available for review at the Seattle Engineering Department.

The report , which is available for review at the City of Seattle Engineering Department, is intended to assist the Seattle Engineering Department in the evaluation of proposed Master Plan actions. It is not intended to represent a comprehensive drainage plan for the 230-acre upland watershed. Assumptions were made and methods of analysis were selected in order to simplify calculations at the Master Plan stage. Results are fairly conservative and should be used for either comparison purposes only or for support of proposed Master Plan actions. Detailed hydrologic and hydraulic calculations will be completed as required when project design of parking areas is initiated.

4. Comment acknowledged. Please see Response to Letter No. 2, Mayor Rice, comment 5 (p. 2-13) and the Additions and Errata section (p. 3-4) for information on flood storage.

5. Comment acknowledged. The revised site plan does not include any disruption of the existing watercourse. The existing functions of the watercourse will be retained.

6. The revised site plan does not include any disruption to the existing watercourse.

7. Under the Master Plan, the surge pond would remain in its existing condition. A 50-foot wide natural buffer would be provided around the surge pond; the only development proposed within this buffer would be a nature trail limited to the southern buffer area. Impacts from the nature trail on the surge pond buffer would be minimal. The surge pond would continue to provide wildlife habitat, including stop-over resting areas for migrating birds.

8. Comment acknowledged. Please see responses to comments 1, 2 and 3 of this letter.

9. Comment acknowledged. Please see responses to comments 1, 2 and 3 of this letter.

10. The modification of the pond is not part of the proposed Master Plan. Please see responses to comments 1, 2 and 3 of this letter.

11. See responses to comments 1, 2 and 3 of this letter.

12. See responses to comments 1, 2 and 3 of this letter.

13. Comment acknowledged. Please see response to comment 2 of this letter.

14. Comment acknowledged. The described physical design criteria have been incorporated into the proposed storm drainage system.

15. Comment acknowledged. Please see responses to comments 5 and 6 of this letter.

16. The revised site plan does not include any disruption of the existing watercourse. The existing functions of the watercourse will be retained.

17. The revised site plan does not include any disruption to the existing watercourse.

18. The revised site plan does not include any disruption of the existing watercourse. A minimum 35-foot buffer around the existing watercourse would be provided.

19. Comment acknowledged. Please refer to the response to comment 7 above.

20. Comment acknowledged. Please refer to response to comment 2 of this letter for a description of the proposed stormwater detention system. It appears that a single common detention facility for the campus is not feasible due to existing drainaage patterns and topography.

21. As determined by the City of Seattle Stormwater, Grading and Drainage Control Code, Best Management Practices (BMPs) would need to be implemented. Implementation of these practices would provide a significant upgrade to the existing storm drainage system by providing treatment of stormwater contaminated with oil and sediment. This would minimize overall water quality impacts of the proposed action.

    In each phase of the proposed action, BMPs such as biofiltration swales and filter strips, wet vaults or ponds, and oil/water separators would be constructed in conjunction with other storm drainage improvements. All stormwater treatment would occur on-site and prior to discharge to the pond. No improvements to the pond would be required. The existing water quality function of the pond, watercourse and other features of this regional drainage facility would continue unchanged.

22. The revised site plan does not include any disruption of the existing watercourse. Planning and design of the phases will be carefully coordinated to provide appropriate detention or substitution of detention as noted in the Additions and Errata section of this Final EIS (p. 3-6). Refer to the Additions and Errata section for phasing of construction and detention, including potential locations of detention facilities. See also responses to comments 1 through 3 of this letter.

23. Comment acknowledged. Please refer to repsonse to comment 3 of this letter.

24. The proposed Master Plan standard of retaining a minimum of 50 percent of the site area in landscaped or natural open space is significantly greater than that required under existing zoning or provided by the majority of other major institutions in the City of Seattle. The retention of a significant amount of the campus as open space (to buffer the surrounding residential neighborhood from the campus, retain wildlife habitat, and preserve the existing campus character) has been one of the primary goals of the college and Master Plan Citizen's Advisory Committee, and can be considered mitigation. The proposed open space would be prohibited from development during the life of the approved Master Plan (10-15 years).

25. Comment acknowledged. Additional and revised storm drainage mitigation measures have been provided in the Additions and Errata section (p. 3-8) of this document.

26. WAC 197-11-440 states that "reasonable alternatives shall include actions that could feasibly attain or approximate a proposal's objectives, but at a lower environmental cost." Alternative 1, a design alternative, would achieve the college's objectives of providing sufficient on-campus parking, providing adequate educational and student support services, and preserving a significant amount of campus open space, while potentially minimizing some construction related environmental impacts by locating the proposed and potential buildings on the west side of the campus. Because the soils on the west side of campus are more structurally sound than those on the east side of campus, foundation pilings would not be required, potentially reducing noise impacts. This alternative would also create a more "urban character" to the campus, primarily as viewed from the west. As indicated in the Land Use section of the DEIS (DEIS p. 3-33), because the buildings under Alternative 1 would be approximately 50 feet high, approval of a rezone application would be required prior to their development. Under this alternative, the athletic field would be located in the southeast corner of the campus (adjacent to I-5) rather than in the southcentral portion under the proposed action.

27. It is acknowledged that a multi-story parking garage could provide sufficient parking within close proximity to the campus core while utilizing less land. However, due to State budgeting requirements and limitations, the allocation of funding for such a project is not feasible; thus, an alternative with a parking garage was not included in the DEIS.

28. Comment acknowledged.

29. Comment acknowledged. See the Final Master Plan for these revisions.

NORTH SEATTLE COMMUNITY COLLEGE
MAJOR INSTITUTION MASTER PLAN AND DRAFT ENVIRONMENTAL IMPACT STATEMENT
TRANSPORTATION COMMENTS
5 NOVEMBER 1992

Prepared by
Seattle Engineering Department
Plan Review Section

TRANSPORTATION ANALYSIS

A basic assumption of the transportation analysis for the North Seattle Community College (NSCC) Master Plan is that the student, faculty, and staff populations at NSCC will not increase due to an enrollment cap. What was the student/employee population when the enrollment cap was instituted? What is it now? During the recent election campaigns, many candidates voiced support for lifting enrollment caps. How would a lifting of the enrollment cap of 3,500 FTE students affect the enrollment at NSCC and the traffic projections contained in the transportation analysis of the Master Plan? 1

P.1-10. With the proposed additional on-site parking, how much does the additional access at 92nd actually reduce volumes at the other driveways? 2

Since traffic is being diverted to other streets, a level-of-service analysis should be performed at the intersection of 1st Avenue NE and NE 92nd Street. Is this intersection on the list of high accident intersections? Is a signal warranted at this location? An LOS analysis is also needed at 1st Avenue NE and NE 103rd. 3

P.3-61. The level-of-service calculations shown in Table 5 and subsequent tables should list the V/C ratio for the signalized intersections. On Table 5, for unsignalized intersections, the column heading should read "Reserve Capacity" instead of "Volume." 4

P.3-63. On Table 7, which intersections meet the "high accident" location criteria? Are signals warranted at these locations? 5

Under "Transit Service", reference is made to three regular routes, but only two are mentioned. What is the third? 6

P.3-68. Table 9. The difference in parking demand between the morning and evening peak hours was stated to be due primarily to additional faculty and staff on campus in the morning, the difference being 362. What is the total number of faculty and staff? Does this seem reasonable? Is the "spillover" into the neighborhoods the same during both peak time periods? 7

P.3-72. Table 10 subtotals and Table 11 subtotals and totals appear to be misaligned. 8

P.3-74. Why are Table 12 numbers for off-site demand different than those in the text? Make them consistent. 9

The adjustment to parking demand for the added students in Fall Quarter is 229 for the morning peak. This implies that Areas 1 and 2 in the neighborhood are 10

10 full during the Fall Quarter. Is that the case?

11 The on-site campus parking during the evening hours is utilized at an average rate of 69%. There are 436 unused spaces. Yet the on-street spillover from the campus is estimated at 183. Why does this occur, since there is an adequate number of spaces on campus? Does this mean that providing more spaces on campus may not solve the problem of spillover into the neighborhood? What additional measures will be taken to control spill over?

Trip Generation

12 P.3-76. Has enrollment increased over time even though the number of FTE students has remained constant due to the lid?

13 If a student arrives earlier for an evening class or stays later after an afternoon class to use the new physical eduction facilities, what would be the effect on street traffic impacts during the PM peak hour?

Future Traffic Volume

14 P.3-77. What growth rate was used to project future traffic volumes? Are the growth rate used and the 1999 volumes obtained consistent with the Northgate Area Comprehensive Plan?

15 Why are the traffic volumes entering and exiting the campus for 1999 equal to the existing volumes even though 529 additional parking spaces on campus are being proposed? Revise traffic volumes entering and exiting the site.

16 P.3-79. Table 14. The LOS for existing conditions is different than that shown on Table 5. Show V/C ratios.

17 P.3-80. Applying the existing mode split information provided in Table 13 to the total students and employees present at the peak hour, we get:

Students	3000 x .70 =	2,100	SOV's
Employees	474 x .90 =	427	SOV's
		2,527	SOV's

3000 x .09 = 270/2 = 135 carpools
474 x .02 = 10/2 = 5 carpools

The morning parking demand is estimated at 1866. Explain the discrepancy.

18 P. 3-82. Mention was made that the proposed parking supply exceeds the maximum code-allowed parking. What is the maximum code required parking? Why do you exceed the maximum allowed? What specific actions is the college taking to reduce the number of peak hour SOV trips?

Confusion over spaces

TRANSPORTATION MANAGEMENT PROGRAM

TMP Goal

The purpose of the Transportation Management Program (TMP) is to mitigate parking impacts created by the institution in the adjacent neighborhood and reduce traffic impacts in the larger Northgate area. These goals are somewhat at odds with one another, requiring a balance between SOV use and the on-site parking supply. 19

The Land Use Code also requires an SOV reduction goal of 59% of peak hour trips collectively for students, staff, and faculty (S.M.C. 23.54.016.C.1).

What is the 50% SOV reduction goal for NSCC? Over what period of time would the goal be accomplished? 20

Why is the TMP goal stated on page 46 of the TMP based on the State CTR Requirements for SOV reduction rather than the 50% SOV reduction required by the Land Use Code? There is at least one other major institution in the area with the 50% SOV reduction goal. Under the CTR requirements, what is the SOV goal for 1997? What is the SOV goal for 1999? If the mode split goals for 1999 were met, what would be the parking demand for the 9am-10am peak period? 21

Parking

NSCC proposes to increase the present campus parking supply by 529 spaces. Increasing the parking supply is not an acceptable strategy to meet increased demand. Managing and reducing the demand through a balanced Transportation Management Program is required. We understand the need to restrict parking in the adjacent neighborhoods, but an over-supply of parking encourages high SOV use. A balance must be struck between the number of parking spaces on the campus and the requirement to reduce SOV commute trips to the campus. In other instances, SOV use has been successfully reduced with a balanced program that constrains the on site parking supply, raises parking fees for SOVs, restricts parking on surrounding streets with a Residential Parking Zone (RPZ), and provides incentives for HOV or alternative commute modes. How will an increase in the parking supply help meet the SOV reduction goal? 22

While the TMP states that parking fees are "substantially higher than those of all other colleges outside of the Seattle Community College District, and are charged to all students, faculty, and staff, are they sufficient to be a disincentive to drive alone to work or school? What is the relationship between what are considered preferred on-site parking locations and heavily used parking spots in the surrounding neighborhood? Are most campus parking spaces further from the work/study site than on-street spaces? Explore stacked parking as an alternative to make on-site parking more attractive to users. 23

Bicycle Parking

The Land Use Code (23.54.016.D) requires that bicycle parking spaces covered in the same proportion as auto parking spaces. How many of the bicycle spaces NSCC is required to provide must be covered? 24

Discretionary Program Elements

We note that there is a higher percentage of nonSOV commuters among students than 25

staff, with fewer incentives for students than for staff. The proposed discretionary program elements are generally directed toward staff and faculty. What measures are proposed to discourage and reduce current SOV use? At the present time, the transportation study shows that students have 11% transit
25 ridership and 9% carpool participation, with very limited incentives. Faculty and staff have only a 3% transit mode split, even with a $21 per month transit pass subsidy. We conclude that student SOV use can probably be further reduced with added incentives, especially if the college actively supports the TMP goals and advocates for nonSOV commute alternatives. The TMP must be expanded to include discretionary program elements directed at students.

We strongly recommend that existing discretionary program requirements now offered to faculty and staff be extended to students, including discounted
26 carpool parking, preferential parking location, transit subsidy, guaranteed ride home, and three free daily passes per month for habitual nonSOV commuters. In addition, the college should further explore a connecting shuttle between the college and the Northgate Transit Center.

The TMP should include provisions for college support of a Residential Parking Zone (RPZ) in the surrounding neighborhoods. The zone would be defined by NSCC with input from the surrounding neighborhood and reviewed by the Seattle
27 Engineering Department. The effectiveness of a TMP is enhanced by the unavailability of off-site parking opportunities. Parking in the neighborhood may be preferred because it is less costly then on-campus parking, because it may be closer to the college buildings than on-site parking, or because it may be perceived as safer.

RPT3/NSCCTMP2

11-06-92:mtn

RESPONSE TO LETTER NO. 7

CITY OF SEATTLE - ENGINEERING DEPARTMENT (TRANSPORTATION)

1. The improvements proposed under the Master Plan would meet existing campus facility shortfalls and would not have any impact on the number of students enrolled at NSCC. However, over the past ten years, enrollment at NSCC has increased by approximately 1 percent per year, from 3,207 FTEs in 82-83 to the current target of 3,523 FTEs. A 1 percent increase in campus FTE population was assumed for the traffic analysis. Please refer to Response to Letter No. 11, Planning Department, comment 2 (p. 2-66) for further information.

2. The proposed additional on-site parking would create higher volumes of traffic at the three existing driveways on campus. This would be alleviated by the addition of access at N. 92nd Street, and the volumes at the other three driveways would ultimately be lower than existing volumes.

3. Please refer to Response to Letter No. 2, Mayor Rice, comment 6 (p. 2-13). Additional level of service analysis is not necessary at the two intersections on 1st Avenue NE because the amount of traffic diverted to other streets would not be significant (fewer than five PM peak hour trips would be diverted).

4. Comment acknowledged. The level of service tables have been expanded to show volume-to-capacity (V/C) ratio, and the incorrect volume heading has been changed to "reserve capacity". Please refer to the ERRATA section (pages 3-16 and 3-19) of this document for the revised tables.

5. Two of the intersections listed in Table 7 of the DEIS (DEIS p. 3-63) exceed the high accident threshold for unsignalized intersections, 1st Avenue N/NE 92nd Street and Wallingford Avenue N/N90th Street. Both of these intersections are controlled by all-way stop signs. Since the all-way stop control at the Wallingford Avenue N/N 90th Street intersection was recently installed, the majority of accidents occurred under two-way stop control. A review of available traffic volume information indicates that both intersections marginally meet Warrant 11 - Peak Hour Volume. Since this is typically the first warrant that is met at an intersection, other warrants are likely not met at either intersection.

6. Comment acknowledged. The sentence should read: "There are <u>two</u> regular routes that provide service to North Seattle Community College."

7. Parking demand during the morning peak hour is higher than the evening peak hour because of a number of reasons, not just because additional faculty and staff are on campus in the morning. Even though student enrollment during the daytime and evening classes is relatively equal, it is reasonable to expect that the parking demand during peak daytime hours is higher for the following reasons:

   - o More visitors are on campus.
   - o More students (not attending classes) are on campus for studying, visiting the admissions office, or conducting other business during the day when administrative or personnel offices are open.
   - o More faculty and staff are on-site.

   The spillover to on-street parking was estimated to be 313 vehicles during the morning peak hour and 183 during the evening peak hour. Therefore, the spillover is also greater during the morning peak hour. This information was summarized on Table 11 of the DEIS (DEIS p. 3-73).

8. Comment acknowledged. Please refer to the ERRATA section of this document for the revisions to Tables 10 and 11 (pages 3-17 and 3-18).

9. It is believed that the numbers presented in Table 12 of the DEIS (DEIS p. 3-74) are consistent with the text. However, the existing campus parking demand was recalculated from more accurate estimates of the total number of students and employees present at the peak hour, thus revised parking demand is illustrated in Appendix C.

10. On-street parking demand surveys were not conducted at the beginning of the fall quarter. During the spring quarter, the on-street parking demand surveys indicated that 193 spaces were not occupied in Areas 1 and 2. Since only 19 percent of the total parking demand during the spring quarter is on-street in the neighborhood, it seems very unlikely that an additional demand of 229 vehicles on-site would result in an additional 193 vehicles in the neighborhood during the fall quarter. A more reasonable estimate of the additional on-street parking demand would be 37 spaces, assuming that the on and off-street parking would occur in the same proportions. This would increase the on-street parking utilization in Areas 1 and 2 from 68 percent in the spring quarter to 75 percent in the fall quarter.

11. On-street parking spillover occurs because there are no restrictions, it is free, and walking distances from the neighborhood are equal to or slightly greater than walking distances from the off-street parking lots. Providing more on-campus parking would not eliminate the parking spillover entirely; however, additional spaces in convenient locations would likely significantly reduce the spillover. Additional measures, such as

providing transit pass subsidies to students, reduced cost parking for carpools, and establishing residential parking zones, have been added to the revised TMP included in the FEIS.

12. The number of students enrolled at NSCC can vary even though the number of FTEs remains constant. This is due to the fact that the ratio of full-time to part-time students can change between various quarters or years. A 1 percent increase in campus population was assumed for the traffic analysis and is consistent with historical trends.

13. Although some students, faculty and staff will change their schedules to use the physical education facilities, the net effect on traffic during the PM peak hour is expected to be negligible. While some who normally arrived for evening classes after the PM peak hour would now arrive during that time to use the physical education facilities, the increase in traffic would be offset by those who normally arrived during the PM peak hour now arriving before that. Similarly, those who chose to stay following afternoon classes would either extend their departure time from before the PM peak hour to during it, or would extend their departure from during the peak hour to after it.

14. As mentioned on Page 3-77 of the DEIS under Traffic Volumes, a 1.0 percent annual compounded growth factor was used to estimate background traffic volumes in the year 1999. There are no traffic volume growth rates or future traffic volumes contained in the Northgate Area Comprehensive Plan for comparison.

15. Traffic volumes entering and exiting the campus have been adjusted to reflect the additional on-site parking spaces (the additional on-site parking spaces have been reduced from the 529 in the DEIS to 291 in the FEIS). Level of service calculations with the project were also revised to reflect these volume adjustments. The adjusted volumes did not worsen the level of service at any of the NSCC access intersections.

16. Comment acknowledged. The referenced Tables 5 and 14 have been revised and are included in the ERRATA section (pages 3-16 and 3-19) of this document.

17. The existing campus parking demand was calculated from more accurate estimates of the total number of students and employees present at the peak hour (10:00 to 11:00 a.m.). The student and employee population estimates were based on a five-day average during the winter quarter 1993. The total peak campus population was found to be 2,561 students and 218 faculty and staff (please refer to Appendix C for further detail on campus population). The following table summarizes the calculated peak parking demand that results from these campus population estimates.

Existing Peak Parking Demand

Population Group	Mode	Total Population	Mode Split	ACO[2]	Parking Demand
Students	SOV[1]	2,561	0.70	1.0	1,793
	Carpool	2,561	0.09	2.4	96
Faculty/Staff	SOV[1]	218	0.90	1.0	196
	Carpool	218	0.03	2.4	3
Total					2,088

1 SOV = Single Occuptant Vehicle.

2 ACO = Average Car Occoupancy

The existing calculated peak parking demand of 2,088 is approximately 12 percent higher than the surveyed peak parking demand summarized in Table 12 of the DEIS. The difference primarily results from the following:

- The surveyed parking demand was established from surveys that were conducted between 9:00 and 11:00 a.m. The total number of students on campus during the 9:00 to 10:00 a.m. hour is estimated to be 21 percent less than the 10:00 to 11:00 a.m. peak hour.

- The calculated parking demand does not account for student, faculty, or staff absenteeism. (This factor is not expected to be significant, however, because the surveyed parking demand occurred during the first week of a new quarter when absenteeism is likely to be low.)

18. Based on the existing peak student and employee population, the maximum code-allowed parking is 779 spaces. The campus currently contains approximately 1,398 spaces. The existing number of parking spaces is not sufficient to meet current demand for student and employee parking during peak periods. As a result, students not able to find parking on campus park on streets in the adjacent residential neighborhood. To eliminate the demand for off-campus parking, the Master Plan proposes to add 291 additional parking spaces and implement a TMP to reduce SOV trips. Please refer to the revised TMP (Appendix B) and response to comments 17, 21 and 22 of this letter.

19. Comment acknowledged. The City of Seattle Land Use Code requires an SOV reduction goal of 50 percent of peak hour trips.

20. The SOV reduction goals of the TMP were developed to be consistent with the State's CTR Law and the Northgate Area Comprehensive Plan. The goals in both the CTR Law and Northgate Plan are similar. Using the base SOV rate of 85

percent in the Northgate area, the following maximum SOV percentages would need to be achieved:

- o 1995 - 15 percent reduction beyond base rate = 72.2 percent SOV
- o 1997 - 25 percent reduction beyond base rate = 63.8 percent SOV
- o 1999 - 35 percent reduction beyond base rate = 55.2 percent SOV.

These goals were used instead of the 50 percent SOV-reduction goal contained in the Land Use Code because the major institution's impact on traffic are minimal and opportunities for alternative means of transportation are limited (the 50 percent goal in the Land Use Code is a general goal that may be increased or decreased by the Seattle City Council based upon the major institution's impacts on traffic and opportunities for alternative means of transportation). In this situation, the opportunities for alternative means of transportation are limited. These limitations are described in the TMP. Refer to the response to comment 21 below for information on the time period for accomplishing the goals.

21. Refer to the response to comment 20 above. The SOV-reduction goal in 1995, 1997, and 1999 would be 28 percent, 36 percent, and 45 percent, respectively. This corresponds to a 15 percent, 25 percent, and 35 percent reduction beyond the base SOV rate of 85 percent in the Northgate area.

Future estimates of parking demand were based on the campus population estimates and the goals of the TMP. The resulting peak parking demand in 1995, 1997, and 1999 is shown in the following table.

Future Peak Parking Demand

Year	Mode	Campus Population[1]	Mode Split	ACO	Parking Demand
1995	SOV	2,779	0.722	1.0	2,006
	Carpools	2,779	0.083	2.4	96
	Total				2,102
1997	SOV	2,779	0.638	1.0	1,773
	Carpools	2,779	0.109	2.4	126
	Total				1,899
1999	SOV	2,779	0.552	1.0	1,534
	Carpools	2,779	0.134	2.4	155
	Total				1,689

1 Campus population includes students, faculty, and employees since the TMP goals would be the same for everyone on campus.

22. The TMP has been reivsed to provide a better balance between reducing the amount of parking spillover into adjacent neighborhoods and encouraging the increased use of transit, carpooling, bicycling, and walking to and from campus. In addition, the proposed parking supply increase has been reduced from 529 spaces in the DEIS to 291 spaces in the FEIS. The proposed increase in parking was never intended to help meet the SOV reduction goal; its purpose was to reduce the parking spillover in adjacent neighborhoods by providing sufficient on-site parking to meet the peak parking demand.

The estimated surplus or deficit of on-site parking for the three target years of the TMP is summarized in the following table.

Future Parking Surplus/Deficit

Year	Parking Supply	Peak Parking Demand	Surplus (+) or Deficit (-)
1995	1,686	2,102	-416
1997	1,686	1,899	-213
1999	1,689	1,689	0

As shown in the table above, a parking deficit would occur in 1995 and 1997, and the parking supply and demand would be balanced in 1999, assuming that the SOV reductions are fully achieved.

Because of the increased parking supply added by 1995, the on-site parking deficit would decrease from the existing 687 to 416 spaces in 1995. This reduced on-site parking deficit would help to reduce the demand for parking on surrounding residential streets.

23. Parking fees at NSCC may be a sufficient disincentive for some students, faculty, and staff to drive alone to work or school; however, the majority of students, faculty, and staff may not find the fees high enough to consider alternative travel modes. Some of the on-street parking spaces closest to NSCC are located closer to the central part of campus than some of the on-site parking spaces; however, the majority of on-site spaces are located closer to the central part of campus than the on-street parking spaces. A stacked parking arrangement is probably not possible to implement because students and faculty members have widely varying schedules of arrival and departure. If students or faculty perceived difficulty in obtaining their vehicle when they wanted to depart, a stacked parking arrangement could work as a disincentive for parking on site.

24. Comment acknowledged. Existing covered auto parking spaces are 17.5 percent of the total on-site parking supply. Therefore, 47 of the 267 required bicycle spaces would need to be covered.

25. Comment acknowledged. The revised TMP (Appendix B) includes a number of incentives directed at students, including transit subsidies, carpool incentives (reserved and reduced rate parking), and a guaranteed ride home program.

26. Comment acknowledged. As described in the revised TMP (Appendix B), the existing discretionary program requirements for staff and faculty will be extended to students. With the increased transit service proposed for the Northgate area and the Master Plan's proposed on-campus transit stop to facilitate and encourage the use of transit, particularly to and from the Northgate Transit Center, a separate shuttle system may not be necessary.

27. Comment acknowledged.

Your
Seattle
Fire Department

Claude Harris, Chief
Norman B. Rice, Mayor

October 23, 1992

H. E. Choate Budd, Jr.
Director of Facilities Planning and Operations
North Seattle Community College
9600 College Way North
Seattle, WA 98103

Dear Mr. Budd:

We have reviewed the DEIS for the North Seattle Community College Major Institution Master Plan. The Construction of 86,000 square feet of floor space will impact all facets of the Seattle Fire Department's ability to provide fire protection service. Our specific concerns are as follows:

1. During the construction of the additional floor space, the life safety systems and emergency exiting must be maintained in existing structures.] 1

2. The vocational labs will require hazardous materials inspections for the life of the building.] 2

The reduced ability of the Seattle Fire Department to rapidly provide the massive labor force necessary to fight fires in large occupancies demands:

1. That the fire and life safety systems be properly installed under the current Fire Code Standards.] 3

2. That the fire and life safety systems be properly maintained and inspected throughout the life of the building.] 4

3. That Hazardous materials are properly regulated.] 5

6 The proposed structure will increase the demand to ensure life safety provisions under the current Fire Code. Therefore, our strong recommendation is that a commitment of resources be made to cover the additional Fire Code Enforcement responsibilities.

If you have any further questions, please contact Chief Evans-Ramos at 386-1450

Very truly yours,

CLAUDE HARRIS, CHIEF
Seattle Fire Department

H. Scott M. [illegible]

Chief H. Scott McEwen
Fire Marshal

HSM:sn

RESPONSE TO LETTER NO. 8

CITY OF SEATTLE - FIRE DEPARTMENT

1. Comment acknowledged.

2. Comment acknowledged.

3. Comment acknowledged. NSCC will work closely with the Fire Department to ensure proper installation, maintenance and inspection.

4. Please refer to the response to comment 3, above.

5. NSCC will take all necessary steps to identify and regulate hazardous materials.

6. Comment acknowledged. The college will comply with all requirements of the current fire code.

Seattle Police Department

Patrick S. Fitzsimons, Chief of Police
Norman B. Rice, Mayor

October 27, 1992

Bruce Abe
Vice-President of Administrative Services
North Seattle Community College
9600 College Way North
Seattle, Washington 98103-3599

Dear Mr. Abe:

Reference: Major Institution Master Plan and Draft EIS;
Our EI 92-2

The Seattle Police Department has reviewed the subject Major Institution Master Plan and Draft Environmental Impact Statement dated October, 1992.

We have no specific comments on the documents but we continue to be concerned with the overall parking shortage in the general campus area. A number of documents concerning Crime Prevention Through Environmental Design (CPTED) were submitted to Dean Robert O. Russell, January 13, 1992 and to Ms. Amanda L. Carver, The Ferris Company, January 17, 1992. These appear to have been referenced in your response to Police concerns in the Draft EIS on pages 3-87 through 3-89. Although our staff time is limited, we would certainly be glad to discuss these matters with you in greater detail. 1

Thank you for this opportunity to respond with our public safety concerns about this project. Please contact Peter McLellan, Inspectional Services Division, telephone 684-5760 if you have any questions or need additional data.

Very truly yours,

PATRICK S. FITZSIMONS
Chief of Police

Major J. R. Pirak

Major J. R. Pirak
Inspectional Services Division

JP:PM:lp

cc: Mr. Donald Dotson
Director of College Security and Safety
Ms. Leigh Francis
Department of Construction and Land Use

(Ref. PM LJ10212)

City of Seattle-Police Department, 610 Third Avenue, Seattle, Washington 98104-1886

RESPONSE TO LETTER NO. 9

CITY OF SEATTLE - POLICE DEPARTMENT

1. Comment acknowledged.

Seattle Water Department

MEMORANDUM

October 30, 1992

Bruce Abe, Vice-President of Administrative Services
North Seattle Community College
9600 College Way North
Seattle, WA 98103-3599

Re: 1992 North Seattle Community College Major Institution Master Plan and Draft Environmental Impact Statement

Dear Mr. Abe:

Following review of the 1992 North Seattle Community College Master Plan and Draft Environmental Impact Statement, the Seattle Water Department has the following comments.

Because Seattle's existing water supply system is already close to capacity, water conservation is extremely important in the design of any new building. Therefore, North Seattle Community College is strongly encouraged to use the latest, most efficient plumbing fixtures available in any new or remodeled structures. Most important is the installation of ultra low flush (ULF) toilets in the public rest rooms. ULF toilets, which use 1.6 gallons or less per flush, are readily available at competitive prices and will be required by code starting in 1993. They are especially cost-effective in high traffic public rest rooms. 1

The Department also urges that water conserving technologies be considered in the design of cooling and associated heat recovery systems. In food service facilities, air cooled or recirculating ice making and refrigeration equipment should be used rather than "once through" water cooling. 2

The use of water efficient equipment and plumbing fixtures in North Seattle Community College's Campus additions will reduce the facilities' impact on the water supply system. It will also benefit North Seattle Community College through reduced water and sewer charges. 3

4 Any project that creates new areas of irrigated landscaping is always a concern to the Seattle Water Department. For any new areas to be landscaped, the Seattle Water Department recommends that (1) native plants, shrubs, and trees that thrive in the Pacific Northwest and can tolerate long periods of low rainfall be chosen, (2) turf areas be kept to a minimum, (3) drought resistant varieties of grass be chosen for those areas that require irrigation. These practices will significantly reduce the facilities' irrigation costs, especially considering the new rate structure which features 50 percent higher rates in the summer.

A final water availability review will be accomplished at the time of the building permit review during the later stages of the project.

If you have any questions or require further information please contact Mr. Abe Santos at 684-5904. Thank you for the opportunity to comment on the 1992 North Seattle Community College Master Plan and Draft Environmental Impact Statement.

Sincerely,

JAY LAUGHLIN
Senior Environmental Analyst

RESPONSE TO LETTER NO. 10

CITY OF SEATTLE - WATER DEPARTMENT

1. Comment acknowledged. NSCC will be installing ULF toilets in the public restrooms and will consider the efficiency of other plumbing fixtures.

2. NSCC will use electrical energy for all cooling and heating. There will be no food service facilities in the new buildings.

3. Comment acknowledged.

4. Comment acknowledged. As stated in the Master Plan, NSCC will use native plant material and will keep the need for irrigation of its new landscape to a minimum. Selected plant material will be easily maintainable and generally acclimated to our normal weather patterns of dry summers and wet winters. Where necessary, permanent irrigation systems will be installed. They will be low volume systems wherever possible, and will be designed to avoid runoff or overspray onto non-landscape surfaces.

Your City, Seattle
PLANNING DEPARTMENT

J. Gary Lawrence, Director
Norman B. Rice, Mayor

November 4, 1992

Bruce Abe, Vice-President of Administrative Services
North Seattle Community College
9600 College Way North
Seattle, WA 981103-3599

Dear Mr. Abe,

Thank you for providing the Planning Department an opportunity to review and comment on your Master Plan and DEIS. Our comments are provided in the context of the Northgate area planning that has been underway for almost three years. We appreciate the participation of the College on the Advisory Committee for the Northgate Area Comprehensive Plan. Our comments focus on both the Master Plan and the Draft EIS because many of the concerns we have with the analysis in the DEIS, are based on the assumptions in the Master Plan.

Master Plan

1. Bottom of page 1: It says that 72% of the students attending the College are part-time. This conflicts with the bottom of page 45 where it says 82% of the students are part-time. Which is accurate?] 1

2. Bottom of page 1: Please clarify how 9,000 total students are derived from an enrollment cap of 3,500 FTE students, if between 72% and 82% of the students are part-time? The numbers or assumptions do not appear to coincide.] 2

3. Page 15. What is the duration of the peak parking demand?] 3

4. The analysis of parking demand includes 583 additional students enrolled during the fall quarter of 1991/1992 compared to when the parking utilization study was conducted. How does this increase in student enrollment relate to the cap? and how does it relate to the expected enrollment in each of the next 10 years? We assume enrollment fluctuates each quarter; what is the average enrollment?] 4

4 Analysis should be based on what is normal. How does the 1991/1992 quarter compare to the norm?

5. Bottom of page 31. The Master Plan states that "parking should be provided so that, in combination with a successfully implemented TMP, students, staff and visitors will find sufficient parking opportunities on the campus, **thus eliminating the demand for off-campus parking.**" A primary goal of the TMP (per the Land Use Code) should be to reduce overall parking demand, not just the demand for off-site spaces. This position is contrary to the requirements of the a Major Institutional Master Plan and undermines the usefulness of the analysis in the DEIS as well as the proposals of the Master Plan itself. 5

6. Table 2 on page 32 reflects the Master Plan's limited focus to only reduce off-site parking demand. The Land Use Code requires institutions to reduce their overall SOV rate to 50%. This is not reflected in this table or accompanying narrative. 6

7. Would the new outdoor playing fields include illumination? The Master Plan needs to describe the size, uses, illumination, frequency and hours of use, and availability to the public (if at all). 7

8. The addition of a new campus entrance on N. 92nd Street (and new signing on I-5) may redirect some northbound trips to the NE 107th Street off-ramp, however, it is still more direct to use the NE 80th/85th Street exit. This is especially true in light of the traffic congestion on 1st Avenue NE between NE 107th and NE 92nd Street. Therefore, your statement "thus reducing the amount of vehicular traffic travelling through the Licton Springs neighborhood to access the campus from College Way North" is unsubstantiated. 8

9. An alternative should be provided that increases the enrollment for the College since both candidates for Governor have indicated the desire to increase enrollment in the state colleges. 9

10. On page 44, the Master Plan incorrectly refers to The Draft Northgate Area Comprehensive Plan. The Mayor's Recommended Northgate Area Comprehensive Plan has been publicly available since May 11, 1992. Please refer to this document in your final Master Plan unless the City Council has adopted the Plan by then. In which case, the adopted Plan should be referenced. 10

11. The top of page 45 indicates that there are only two bus routes serving the College. There are three transit routes that serve the College. One of them travels on NE 92nd Street. If students are parking south of NE 92nd Street, this is not too far for them to catch a bus. 11

12. The conclusions arrived at concerning transit service are subjective. The mode split information in Table 3 indicates that 70% of students, 89% of the faculty and 90% of the staff drive alone. Therefore, most definitely, there are people using carpools and transit. To say that carpools and transit are not viable alternatives is not a valid conclusion from this information. 12

13. If the College really wants to increase student, faculty and staff access to transit, it should provide a shuttle to the Northgate Transit Center or join the shuttle already in operation by Northwest Hospital. 13

14. Page 46 states that "additional on-site parking would reduce the impact of on-street parking in adjacent neighborhoods". There is no justification for this statement. The data provided in the DEIS shows that even in the evenings when only 68% of the on-site parking is utilized, students are still parking in the neighborhoods. Without some kind of signing or RPZ program in the surrounding neighborhood, there is no indication that College generated parking demand will not continue in the neighborhoods. In fact, it appears that the additional parking supply will just augment the existing supply; thus increasing parking demand and traffic generation. 14

15. The population base described on page 46 is similar to the types of people that use transit where it is convenient. If someone is working at another major employment site where there is a restricted or expensive parking supply, they may want to take the bus to work or carpool. If the only way they can get to NSCC is by car, they will be forced to drive and park at their other work site. Thus, it is important for the College to focus their TMP on providing improved access to their students, so those wanting to use non-SOV modes, can do so. 15

16. There is nothing in the TMP that supports the ability of the College to achieve the SOV goals of the Land Use Code, the Northgate Plan, or the State Commute Trip Reduction Law for the years 1997 or 1999. 16

17. The TMP is not specific enough. There is little in the TMP that tries to reduce the SOV rate of the student population. How does the College propose to meet the mode SOV rates required of a major employer and by the Land Use Code? 17

18. Please be more specific about how the TMP will be monitored and evaluated. Monitoring criteria? What actually will the monitoring include? How often will it occur? Are there performance standards? What if the standards aren't met? 18

Draft EIS

Rather than repeat some of the Master Plan comments identified above, they are

referred to, where appropriate, in the DEIS comments.

Drainage/Water

19 1. Considering that the north portion of the College's site is the low point for the upland watershed and the drainage pipes under I-5 have limited capacity, how will the College deal with the water that currently floods the north portion of the site? The DEIS states that neither the 25- or 100-year storm runoff can be completely contained within the detention/surge pond under existing capacity. In addition, the 25-year storm has occurred several times in the last several years. If the north portion of the site has historically served as a detention pond for Thornton Creek drainage basin, how will this function be replaced with the proposed Master Plan? What volume of detention will be removed and what volume with be created by increasing impervious surfaces by 6 acres? What new capacity will be provided to accommodate existing detention needs plus new needs associated with increasing the impervious surface area by 6 acres?

20 2. Would displacement of water retention areas on the College's site result in either a flooded parking area or increased flow into Thornton Creek during a 25-year storm? If yes, how would this effect the downstream properties, stream conditions, flora and fauna along Thornton Creek? What percentage of the parking would be unavailable due to potential flooding?

21 3. The DEIS does not adequately discuss project specific impacts and mitigation measures for critical area permit approval. However, we expect the project-specific SEPA review may require a supplemental EIS, or a detailed Mitigated DNS at the time the individual projects apply for permits.

General

22 4. Pages 3-39 through 3-44 discuss the relationship of the proposed Master Plan to the Northgate Area Comprehensive Plan. The first paragraph states that the Northgate Plan is in draft form, even though the Mayor's Recommended Northgate Area Comprehensive Plan has been available to the public since May 11, 1992. The presentation of goals relevant to the College is incomplete, and in some places, inaccurate. See below:

23 a. Policy 6: The proposed Master Plan does not include any TMP elements to help achieve the TMP performance standards beyond what is currently occurring on-site. The DEIS must contain more specificity on the

monitoring plan and how the results of monitoring will be incorporated into future year TMPs. Neither the DEIS nor Master Plan discuss participation in a Transportation Management Plan to help reduce vehicle trip generation and parking demand. This should be discussed in the DEIS. 23

b. Policy 7: The DEIS concludes that transit service is inadequate because it doesn't provide frequent service to the College during the off-peak hours. There needs to be some discussion of how the Master Plan relates to Policy 7, especially in regards to shuttle service to the Northgate Transit Center. 24

c. Policy 8: How does the Master Plan relate to the urban trail identified in this policy? 25

d. Policy 9: How does the proposed Master Plan comply or differ from the parking location guidelines? There needs to be discussion of the limit on surface parking spaces. 26

e. Policy 12: There needs to be some mention of the conflicts between this policy and eliminating over 6 acres of open space. 27

f. Policy 14: The DEIS must discuss how it differs from or complies with this policy. 28

5. The recent recommendations to increase enrollment at state colleges and universities over the next decade could eliminate the current enrollment cap. As an EIS on a 10- year Master Plan it is important to evaluate the impacts on traffic generation and parking demand by increases in students, faculty and staff. This should have been an alternative addressed by the DEIS. What is the capacity of the NSCC (if there were no enrollment cap) to accommodate students, faculty and staff? What would be the traffic and parking impacts of that capacity level? 29

Traffic Analysis

6. Intersection level-of-service (LOS) analysis must be conducted at the intersections of NE 92nd Street and 1st Ave NE, NE 107th Street and 1st Ave NE, NE 103rd Street and 1st Ave NE, NE 100th Street and 1st Ave NE. If the proposed Master plan will revise the I-5 northbound traffic access form NE 85th Street to the NE 107th Street off-ramp, the EIS needs to evaluate whether there is available capacity at intersections this traffic will supposedly use. 30

7. Page 3-60 states, "Since the NSCC Master Plan is not expected to result in any 31

31 future traffic generation increases from the site, future LOS at most other intersections in the vicinity would be the same with and without the project". This statement is unsubstantiated. The addition of 529 new parking spaces without any restrictions in neighborhood parking, may stimulate more of the existing students, faculty or staff to drive to the NSCC. The DEIS must analyze the impact on traffic of continued parking in the neighborhood and an increased on-site supply of parking. Since an overabundant supply of parking is considered one of the primary factors determining a person's mode choice, how does the EIS address the potential increase in vehicle trip generation for the same population?

Parking

32 8. The analysis of on-street parking demand is very confusing and misleading. Tables 10 and 11 need to be re-calculated. The addition of the columns appears to be inaccurate. Including the north side of the N 92nd Street Bridge in the utilization analysis is misleading since this is adjacent to the College and not really neighborhood parking. Also, the parking on N 100th Street, east of Meridian Avenue N can not be considered on-street parking because this street was vacated by the College. This utilization and supply should be identified as part of on-site parking. Analysis in EIS should identify the College's impact on utilization rather than the overall utilization, and compare the rates at different times.

33 9. The footnote to Table 11 does not clarify or explain how shared parking factors relate to parking demand by single-family residents at various hours of the day. The EIS should conduct a comparative license plate survey of vehicles between the 10-11 P.M. and 9-10 A.M. to identify which vehicles really belong to residents of the area. The shared parking data does not appear to be adequate for the purpose intended in the EIS analysis.

34 10. There does not appear to be any significant parking demand by the students, faculty or staff in area 2.

35 11. If Tables 10 and 11 are corrected, the on-street parking demand during the A.M. peak, would only be 155 spaces, and in the evening would be 118 spaces. Table 12 must be corrected to reflect accuracy in the previous two tables and a more realistic assessment of the survey area.

36 12. On page 3-80, the DEIS states that railings around the College buildings serve as bicycle parking spaces. This is a stretch of the Land Use Code. Please indicate how many code complying bicycle parking spaces will be provided.

37 13. What would be the capacity of the existing and proposed facilities at NSCC to

accommodate additional faculty, students and staff if there was no enrollment cap? What would be the parking demand of those people with and without an aggressive TMP? 37

14. Since a TMP is a Land Use Code requirement for the Master Plan as well as a requirement of the state Commute Trip Reduction Law, and the Northgate Plan, the EIS must include efforts to further reduce parking demand in the parking analysis. This is especially true when the alternative is to remove six acres of open space (functioning as a detention pond for the drainage basin) to provide the parking supply. 38

15. The parking supply proposed in the Master Plan exceeds the maximum code required parking. This maximum can not be exceeded without showing that there are no opportunities for reducing parking demand through the use of alternative means of travel. The DEIS does not even address the potential measures or activities the NSCC could implement to help reduce their parking demand (see comments above). Without this analysis it would be very difficult to justify the proposed parking supply. 39

Transportation Management Plan

16. Pages 44-46 of the Master Plan identifies why the College believes it can not reasonably expect their faculty, students and staff to use transit, carpool and use other modes of travel. Yet Table 13 in the DEIS indicates that only 73% of the NSCC trips are currently made by SOV. This SOV rate is lower than other employers in the north end of Seattle, especially without the formal implementation of a TMP. The implementation of an aggressive TMP would likely be able to further reduce the SOV rates on-campus. 40

Why has the EIS ignored the potential to further reduce SOV rates as a means of reducing parking demand? To be adequate, the EIS must identify further TMP measures that may reduce parking demand and indicate how this reduction in parking demand would reduce the need for additional on-site parking. 41

17. The Land Use Code requires Major Institutions to identify how they will reduce their SOV rate to 50%. The NSCC does not address how it will meet this Land Use Code requirement. Instead, it states that it has almost met the Northgate Area performance standard of 72%. The 72% SOV rate is only for 1995 (85% base year SOV rate, plus a 15% reduction). The TMP does not indicate how it will achieve a 63.5% SOV rate in 1997 and a 53% SOV rate in 1999. Without this analysis, the Master Plan has not met the requirements of the Land Use Code, or the Northgate Area Comprehensive Plan, and the DEIS discussion considered to be inadequate. 42

43 18. On page 3-81, the DEIS states that no increase in evening transit service is planned. The Northgate Area Comprehensive Plan states that evening service to the College will be extended to 10 A.M. Also, there is transit service on N 92nd Street that has not be included in the DEIS description.

44 19. The DEIS attempts to support the inability of the College to reduce its SOV rate. The reasons provided do not support the conclusions, since many employers in the region with similar or even more extreme characteristics have been very successful at reducing their SOV rates. The EIS needs to identify TMP measures that will effectively reduce vehicle trip generation and parking demand or else explain the significant adverse impacts of not complying with the Land Use Code.

If you have any questions or would like to discuss our comments in more detail, please contact Joan Rosenstock at 684-8541.

Sincerely,

J. Gary Lawrence

RESPONSE TO LETTER NO. 11

CITY OF SEATTLE - PLANNING DEPARTMENT

1. Comment acknowledged. Currently, 82 percent of North Seattle Community College students are part-time.

2. FTE is the abbreviation for Full Time Equivalent, and the state uses FTE figures to compare and fund community colleges. An FTE is a student registered for 10 or more state funded credits. (NOTE: A "normal" college course load is 15 credits per quarter; a 5 credit class usually meets 5 days a week or about 5 class hours a week). FTE should not be confused with headcount--headcount is the actual number of students attending classes. Any student not carrying a full load is considered a part-time student. The vast majority of students at NSCC are part-time, so the 3,523 FTEs are only part of a total student body of approximately 8,900. Approximately 78 percent of the total student body attend classes on campus. The remainder attend programs at various locations throughout the north end of Seattle.

   For the last ten years NSCC enrollment has increased about 1 percent per year from 3,207 FTEs in 1982-83 to the current target of 3,523. The enrollment target is set by the state legislature and currently provides for a 4 percent range within which the actual enrollment must fall, or the college is penalized and must return funds to the state general fund. This includes both under- and over-enrollment. The enrollment target is calculated for the whole school year. For example, the college may have more FTEs than allowed for Fall Quarter, and this can be compensated for by reducing the number of FTEs in the following quarters.

   Historically, due to revenue constraints, the state has limited enrollment growth at each community college. Since the last recession in 1980-81, the state legislature has allowed only minimal FTE growth at existing community colleges.

   It is anticipated that the NSCC FTE range during the next 10-15 years will increase on average by 1 percent per year. This modest growth will amount to only about 35 FTEs per year. For the most part, the increase will likely be accommodated by filling existing programs or providing programs during time when space is available. Additionally, NSCC is planning to expand its Community outreach to provide programs in neighborhoods within the NSCC service area, such as Ballard, Lake City, Sand Point, etc.

   The anticipated modest gain in FTEs will have a negligible impact on the college and community during the peak hours. Further, any additional FTEs will likely result in more efficient use of the existing facilities and resources during non-peak hours.

3. The peak parking demand at North Seattle Community College occurs for approximately two hours, from 9:00 to 11:00 a.m.

4. It is difficult to determine what FTE growth the state legislature will allow in the next 10 years. It is, however, reasonable to assume that, based on historical trends, the growth rate will average about 1 percent per year for the next 10-15 years. Please see discussion in the response to comment 2, above, regarding the enrollment cap. Please also refer to Appendix C of this document for details on parking demand.

5. As described in the Draft EIS and NSCC Master Plan, there is a significant amount of parking from the college that overflows onto the neighboring streets. The College and the Master Plan Citizens Advisory Committee (MPCAC) have attempted to develop a plan which reduces the existing on-street parking demand by providing additional parking on campus. At the same time, the revised Transportation Management Program (TMP) includes elements designed to reduce Single Occupancy Vehicle (SOV) use, such as:

   - Discounted/preferential carpool parking
   - Transit subsidy
   - Restructured SOV parking rates
   - Guaranteed Ride Home Program
   - Showers/Locker room facilities for cyclists and pedestrian commuters

   The TMP for the North Seattle Community College Master Plan was developed to be generally consistent with the City of Seattle Land Use Code and the policies of the Northgate Area Comprehensive Plan.

6. Please refer to the response to comment 5 above and the Response to Letter No. 7, Seattle Engineering Department (Transportation), comment 20 (p. 2-46).

7. The proposed athletic field would provide outdoor athletic opportunities not currently available on campus. Uses would include softball and soccer, as well as other outdoor athletic activities. During the time school is in session, the field would be primarily used by the college for instructional and organized athletic activities (it should be noted that the field would not be used for intramural, intercollegiate or league play). When school is not in session, including weekends, the public would be allowed to use the new athletic field. Because the field would not be illuminated, the use of the field would be limited to the daylight hours.

8. Please refer to Response to Letter No. 2, Mayor Rice, comment 6 (p. 2-13).

9. The facilities proposed under this master plan are intended to meet existing campus facility shortfalls and would not directly increase the campus capacity for increased

enrollment. Any future increase in enrollment would be independent of the proposed facility. However, based on historical enrollment trends, a 1 percent enrollment growth factor was considered. Please refer to comment 2 for additional information.

10. Comment acknowledged. The correct term for the document is the Northgate Area Comprehensive Plan (NACP). Please refer to Response to Letter No. 2, Office of the Mayor, comment 2 (p. 2-12), for more information.

11. Routes 16 and 62 are the only two transit routes that directly serve NSCC. Route 5 is a third route that travels on Northgate Way; however, the stops for this route are located more than a quarter-mile walking distance from NSCC. This is the walking distance that Metro uses to determine whether certain areas are accessible to transit service. It is recognized that Route 62 on N 92nd Street is not too far away for students to use; however, this route only provides transit access to a limited portion of NSCC's service area.

12. While there are some existing students, faculty, and staff that use transit and carpools, the limited transit service and other unique factors of the NSCC campus population will make it very difficult to substantially increase the number of transit and carpool participants. However, the proposed TMP includes measures to attempt to decrease the number of SOV trips. Please refer to the TMP for further information.

13. The Northgate Comprehensive Plan stipulates increased transit service for the Northgate area. Some of this increased service will pass by the college. The college intends to put a bus stop on campus to facilitate and encourage the use of transit, particularly to and from the Northgate Transit Center. With the increase in transit service and the bus stop on the grounds, a separate shuttle service is not considered necessary at this time.

14. Comment acknowledged. It is recognized that the additional on-site parking supply may never totally eliminate the off-site parking spillover without the benefit of an RPZ. However, it is believed that the additional on-site parking supply would substantially reduce the amount of off-site parking spillover during peak hours of the day. Much of the added parking supply is located in areas that are more conveniently located to classrooms than the off-site parking.

15. Many students, faculty, and employees are forced to drive to NSCC due to the limited transit service available in the area and other factors listed in the TMP. It is largely out of NSCC's control to provide improved access. NSCC does not have any source of funding transit service on its own. However, the TMP for the NSCC

Master Plan includes measures to attempt to reduce SOV trips, these measures include:

- o Discounted carpool and vanpool parking
- o Preferential carpool parking
- o Transit subsidy for students, faculty and staff
- o SOV parking rates that are equal to or higher than the unsubsidized cost of riding transit.
- o Potential for implementing a Residential Parking zone.

16. Comment acknowledged. The TMP for NSCC has been substantially revised and is included in the FEIS and Final Master Plan documents.

17. Please refer to response to comment 16 above. In addition, NSCC is currently exceeding its 1995 SOV goal of 72.2 percent by only 0.5 percent. Therefore, the voluntary TMP strategies that NSCC has implemented have already been a success towards reducing SOV travel to and from NSCC.

18. Monitoring and evaluation of the TMP will comply with the requirements of Seattle's Director's Rule governing TMPs (DCLU Rule 4-91, SED Rule 91-5) and the CTR Law. Performance Standards and enforcement would also be dictated by Seattle's Director's Rule and the CTR Law.

19. Please refer to Response to Letter No. 6, City of Seattle Engineering Department, comments 1, 2 and 3 (pp. 2-34, 2-35).

20. Please refer to Response to Letter No. 6, Seattle Engineering Department, comments 1, 2 and 3 (pp. 2-34, 2-35).

21. The Master Plan provides mitigation for all environmentally sensitive areas (wetlands and watercourse) which are consistent with the standards for new development outlines in Ordinance 116253. Any additional information required on environmentally sensitive area (critical area) protection would be provided at the time of permit application for the individual projects.

22. Comment acknowledged. Please refer to the response to comment 10 above.

23. Please refer to response to comment 16 above.

24. The proposed Master Plan encourages transit use and access by providing a transit stop for use by Metro on the campus, and by providing a transit subsidy for students as a part of the TMP. Further, North Seattle Community College will work with a Transportation Management Association (TMA) in addressing local transportation issues, including the potential for pooling resources to provide a circulator service.

25. The urban trail mapped in the NACP runs along NE 92nd St and along the east side of campus to a pedestrian bridge over I-5. The nature trail proposed under this Master Plan, which runs along the eastern edge of the campus, generally conforms with the NACP alignment. The proposed on-campus nature trail and existing and proposed pedestrian walkways could be linked to the pedestrian bridge discussed in the NACP.

26. North Seattle Community College is attempting to alleviate the parking problem in the surrounding neighborhoods by adding the 291 spaces to its campus, but is constrained by funding from building a parking structure. Every attempt has been made in the design of the parking lots to enhance their appearance and maximize screening, and the majority of the existing open space on campus including all wetlands, has been preserved.

27. Policy 12 in the NACP reads, "A system of open spaces and pedestrian connections shall be established to guide acquisition, location, and development of future open space and to establish priorities for related public improvements." Although some open space on campus will be eliminated, 23.8 acres of natural area will be preserved, and a nature trail with interpretive signs will run through it. This trail could eventually become part of a larger system as discussed in the response to comment 25.

28. The drainage plan for the proposed action will keep runoff into the tributary to Thornton Creek equal to or below existing levels, which complies with Policy 14's directive to reduce potential runoff into Thornton Creek. Because the creek itself does not run through the site, the second half of the policy does not apply.

29. The improvements proposed under the Master Plan would meet existing campus facility shortfalls and would not have any impact on the number of students enrolled at NSCC. However, over the past ten years, enrollment at NSCC has increased by approximately 1 percent per year, from 3,207 FTEs in 82-83 to the current target of 3,523 FTEs. A 1 percent increase in campus FTE population was assumed for the traffic analysis. Please refer to comment 2 of this letter for further information.

30. Please refer to Response to Letter No. 2, Mayor Rice, comment 6 (p. 2-13) and Response to Letter No.7, Seattle Engineering Department (Transportation), comment 3 (p. 2-43).

31. Please refer to Response to Letter No. 7, Seattle Engineering Department (Transportation), comment 15 (p. 2-45). In addition, the added parking supply has been reduced from 529 spaces in the DEIS to 291 spaces in the FEIS.

32. The column totals on Tables 10 and 11 of the DEIS (DEIS pages 3-72 and 3-73) were not aligned properly and have been corrected for the ERRATA section of this FEIS (pages 3-17 and 3-18 of this document). The on-street parking on the north side of N 92nd Street and on N 100th Street east of College Way N is publicly available parking; therefore, it would be misleading to not include these streets in the on-street parking supply. This on-street parking analysis did estimate NSCC's impact on utilization. This is shown as the difference columns in Tables 10 and 11.

33. In order to estimate the on-street parking utilization from NSCC only, parking demand during an evening hour when school is not in session (10:00 to 11:00 p.m.) was subtracted from the parking demand during the peak school hours (9:00 to 10:00 a.m. and 7:00 to 8:00 p.m.). However, since residential parking demand from 9:00 to 10:00 a.m. is less than parking demand from 10:00 to 11:00 p.m., the parking demand from 10:00 to 11:00 p.m. had to be adjusted to reflect a 9:00 to 10:00 a.m. time period. This adjustment was made using information from Shared Parking. A comparative license plate survey was considered and rejected because it was believed to be more labor intensive without gaining any accuracy. With a license plate survey, there is no way of knowing whether a vehicle belongs to a student at NSCC or a resident in the neighborhood if the vehicle was present during NSCC's peak hour, but not during the late evening peak hour. Therefore, the methodology used in the DEIS to estimate the peak on-street parking demand from NSCC is believed to be as accurate or more accurate than estimating parking demand from a comparative license plate survey.

34. Comment acknowledged. Area 1 is the portion of the surrounding neighborhood which experiences the greater spillover parking impact.

35. It is not clear how the on-street parking demand estimates of 155 and 118 spaces were calculated. After double-checking the information presented in Tables 10 and 11 (pages 3-17 and 3-18 of this document), it is believed that the estimates are accurate and no corrections are necessary.

36. The College currently encourages the use of bicycles by students and staff by allowing bicycle parking in any area which does not pose a safety concern. Railings are currently used by students, faculty and staff for bicycle parking because they are located in covered areas and are conveniently located near classrooms. If NSCC prohibited the use of railings for bicycle parking, the nearest available "official" bicycle racks would be located in less convenient and possibly uncovered areas. Furthermore, prohibiting bicycle parking on railings would be difficult for NSCC to

enforce. Considering the railings as bicycle parking is not a "stretch" of the Land Use Code. The railings conform to all of the bicycle parking criteria contained in Section 23.54.016.D.2 of the Land Use Code. The metal railings are in a convenient location; the percentage of covered bicycle parking spaces proposed exceeds the code requirement; and, the railings accommodate locking of the bicycle frame and both wheels.

The Land Use Code requires that a total of 267 bicycle parking spaces be provided on campus. The Master Plan proposes 267 bicycle parking spaces which would be provided along the metal railings that exist throughout campus. Placing the bicycle parking spaces in less convenient locations would discourage bicycle use.

37. The existing campus facility capacity, which would not be increased by the proposed Master Plan improvements, is approximately 2,955. The campus is currently at capacity from 10:00 to 11:00 am. Any increase in student enrollment would be accommodated during non-peak hours; thus, the existing peak-hour parking and traffic conditions are worse-case. Please refer to the TMP (Appendix B) for a description of the proposed measures to reduce SOV trips.

38. Comment acknowledged. The TMP for NSCC has been substantially revised and is included in the Final EIS and Final Master Plan documents.

39. Please refer to Response to Letter No. 7, Seattle Engineering Department (Transportation), comments 21 and 22 (pp. 2-46, 2-48).

40. Comment acknowledged. Please refer to the revised TMP (Appendix B) for a listing of the measures proposed to reduce the SOV rate.

41. Please refer to response to comment 38 above.

42. Please refer to response to comment 38 above.

43. Comment acknowledged. While the Northgate Area Comprehensive Plan states that evening transit service will be extended to 10:00 p.m., there is no identified funding source to extend this service to the NSCC campus. Furthermore, the Northgate Area Comprehensive Plan mentions that this improvement would occur between 1997 and 2000.

44. Please refer to Response to Letter No. 1, METRO, comment 4 (p. 2-7) and the revised TMP (Appendix B).

Seattle City Light

Roberta Palm Bradley, Acting Superintendent
Norman B. Rice, Mayor

November 9, 1992

H.E. Choate Budd, Jr.
Director of Facilities Planning and Operations
North Seattle Community College
9600 College Way North
Seattle, WA 98103

Dear Mr. Budd:

North Seattle Community College Major Institution Master Plan and Draft Environmental Impact Statement

Upon review of the above-referenced document, Seattle City Light has the following comments:

- North Seattle Community College is strongly encouraged to utilize energy efficiency as a mitigating measure, and may receive free design assistance and incentives by participating in Seattle City Light's Energy Smart Design Program. Seattle City Light is eager to take advantage of the opportunity, through the Major Institution Master Plan process, to work with North Seattle Community College to ensure that future NSCC facilities are as energy-efficient as possible. For further information about the Energy Smart Design Program, please contact Mr. Joshua Rosario at 684-3287. 1

- Cumulative environmental impact of increased electrical demand is an issue of concern to Seattle City Light. Please expand the cursory discussion of cumulative impacts provided on page 3-23 of the DEIS, including analysis of financial impacts. The pamphlet entitled "Lifetime Costs and Revenue Calculations for EIS Analysis of Electrical Energy Use" has been enclosed to assist you in calculating the proposals' financial impacts. 2

Thank you for the opportunity to comment on the North Seattle Community College Major Institution Master Plan and Draft

Environmental Impact Statement. If you have any questions or require further information, please contact Mr. Ben Milgrom of my staff at 386-4562.

Sincerely,

Lynn Best
Manager, Special Projects Unit
Environmental Affairs Division

BBM:bh

Enclosure

RESPONSE TO LETTER NO. 12

SEATTLE CITY LIGHT

1. Comment acknowledged. The College is minimizing its energy demand for the new buildings by incorporating Seattle Energy Code requirements into their design. Also, project designers will meet with Seattle City Light staff once the design of the mechanical system is established, to review cost-effective measures for energy conservation. North Seattle Community College will consider participation in the Energy Smart Design Program.

2. To help assess the cumulative environmental impacts of increased electrical demand, a lifetime cost and revenue analysis has been done. Using a 40-year project life standard and classifying the buildings as Large Standard General Service, the total lifetime cost for both buildings is $1,709,377. This assumes that the Physical Education Building will be on-line in 1995, and that the Multi-Purpose Building will be on-line in 1999. The average kWh figures for the calculation were taken from the Draft EIS.

October 15, 1992

Mr. Bruce Abe
Vice President of Administrative Services
North Seattle Community College
Seattle, WA 98103

Dear Mr. Abe:

Thank you for the opportunity to comment on the College's Draft Master Plan and DEIS. My name is Ann Zavitkovsky and I speak tonight on behalf of the Seattle Audubon Society, an association of nearly 6,000 members organized for the enjoyment and understanding of birds and the enhancement of natural resource values. Our comments are in four main areas.

First, we support the Proposed Plan and commend your staff and the Advisory Committee for a job well done. We have watched the plan evolve and change over many months and many meetings as you have grappled with college, community, and environmental needs. In our view, you have achieved overall balance and strength in these areas through a thoughtful and equitable process, and we thank you. 1

Second, as an organization concerned with people, birds, and wildlife, we are necessarily concerned with habitat and water quality issues. The mitigating, and potential mitigating, measures proposed for plants and wildlife (Chapter 1, pp. 5 - 7) greatly strengthen the plan and beautify the college, and we applaud them. However, we are concerned about the new "drainage ditch" proposed for the north side of the campus. For the most part throughout the plan, this ditch is called a ditch but described as having biofiltration and detention characteristics that ditches do not have. (For example, a ditch will not detain increased runoff from the larger paved parking lot without contributing to sediment loading from erosion of the ditch itself; nor will a ditch filter or trap pollutants from existing or increased numbers of cars parked in the new parking lots). It is clear that you understand and care about the runoff and pollutant problems involved here. We urge you to handle them by proposing a biofiltration swale for this area and calling it that - not a ditch - throughout the document. 2

Third, we are very concerned about increased storm runoff and its effects on water quality and quantity in the surge pond. As the plan points out, neither 25- nor 100- year runoff can be completely contained under <u>existing</u> pond capacity (Chapter 3, p. 1), and we 3

see many negative implications for the pond and the campus with increased impervious surfaces and the resultant increased runoff. Moreover, sediment and standing water build-up in the City's off-site drainage system could well increase these negative effects. Since City and College share the runoff problem, we strongly support a team effort between the College and the City's Drainage and Wastewater Utility to increase the detention capacity of the surge pond and would be happy to write or testify in support of such an effort.

3

Finally, regarding the proposed athletic field, in our view the benefits of locating it near the present tennis courts clearly outweigh the benefits of locating it near I-5. The College's educational mission would be served by creating a first-class instructional environment rather than a second-class one with potential public safety hazards (balls on the freeway); the community's interest would be served by a usable field, within sight of housing, that also buffered car lights and noise from the parking lot; and environmental interests would be served by additional greenspace and buffer to the adjacent wetlands.

4

Thank you again for the opportunity to comment on the plan. We feel that our comments support and strengthen your goals, and again commend you on a plan and planning process well done.

Ann Zavitkovsky, Chair

Conservation Committee
Seattle Audubon Society

RESPONSE TO LETTER NO. 13

AUDUBON SOCIETY

1. Comment acknowledged.

2. Comment acknowledged. In a meeting with the Seattle Engineering Department and the Department of Construction and Land Use on November 25, 1992 (meeting minutes in Appendix D) it was decided to rename the "drainage ditch" to "watercourse".

   All stormwater treatment would occur on-site and prior to discharge to the pond or watercourse. No water quality improvements to the pond or watercourse would be required, and the existing water quality function of the pond, watercourse and other features of this regional drainage facility would be preserved.

3. Please see Response to Letter No. 6, City of Seattle - Engineering Department (Stormwater), comments 1 through 3 (pp. 2-34, 2-35), and comment 21 (p. 2-37).

4. Based on comments from the Citizens Advisory Committee and the general public, the site plan has been revised to locate the athletic field in the southcentral portion of the campus (east of the existing tennis courts) rather than in the southeastern corner of the campus (adjacent to I-5) as originally planned.

   The intent of the field is to provide an area where both the students and the community may use it for informal games and/or instruction. The Seattle Parks Department does not have any standards concerning the location of athletic/play fields. The college feels that the new location is consistent with the needs of the college and the desires of the community.

LICTON SPRINGS COMMUNITY COUNCIL

November 9, 1992

Bruce Abe, Vice-President of Administrative Services
North Seattle Community College
9600 College Way North
Seattle, WA 98103-3599

Subject: Draft Environmental Impact Statement
North Seattle Community College Major Institution Master Plan

Dear Mr. Abe:

This letter will transmit the comments of the Licton Springs Community Council concerning the Draft Environmental Impact Statement (DEIS), North Seattle Community College (NSCC) Major Institution Master Plan.

Appreciation -- Citizens' Advisory Committee and NSCC Administrative Staff

The Major Institution Master Plan was developed over a period of several months by the NSCC administrative staff assisted by a citizens' advisory committee. The Licton Springs Community Council wishes to acknowledge and thank the individual members of the citizens' advisory committee for their hundreds of hours of effort, for their representation of diverse community values, for their careful study of alternatives, and for their cooperative spirit in working to resolve many difficult issues.

The Community Council also wishes to express its sincere appreciation to NSCC President Peter Ku and to the administrative staff who have guided this planning effort. Special recognition is due to Mr. Robert Russell, former Dean of Administrative Affairs, and Mr. Choate Budd, Director of Facilities Planning and Operations. The President and administrative staff have listened carefully to neighborhood concerns and have made a genuine effort to address the neighborhood issues of traffic routing, parking, and preservation of sensitive wetlands and open space in the Master Plan. 1

Traffic Management Plan (TMP) -- Parking Capacity

The residents of Licton Springs Neighborhood are particularly concerned about student and faculty parking on nearby residential streets. In response to this concern, the early drafts of the NSCC Master Plan included an increase of over 1,000 new parking spaces. Over time, however, the planned parking area was reduced to preserve sensitive wetlands and to provide 2

2 open space buffer areas. 529 new parking spaces are recommended in the DEIS; this capacity will not accommodate seasonal peak parking, but it does provide a reasonable compromise to competing community objectives.

3 As part of the Master Plan, NSCC must also adopt a Traffic Management Plan (TMP). The most volatile TMP issue is a requirement to reduce transportation by single occupancy vehicles, presumably by increasing carpools or bus ridership. The Community Council is opposed to any additional reduction in planned parking capacity as an "inducement to increase bus ridership." Less parking capacity would not increase bus ridership, but would result in unacceptable levels of student and faculty parking on neighborhood streets.

Traffic Management Plan (TMP) -- Parking Fees

4 Increased parking fees have also been proposed as an "inducement for bus ridership." The Community Council is opposed to higher parking fees; such fees would only result in greater use of "free parking" on surrounding neighborhood streets.

5 The purchase of student parking permits is now optional, and although these permits are relatively inexpensive, many students who drive elect not to purchase a permit, but to use the "free parking" on neighborhood streets. The NSCC Master Plan does not address this issue because the optional purchase of parking permits is not within the jurisdiction of the College. Our Community Council urges the College to address the issue of optional parking fees at the appropriate level of jurisdiction, to eliminate the incentive to park on neighboring streets.

Again, I wish to express the appreciation of our Community Council for the exceptional effort of North Seattle Community College in working with the Licton Springs Neighborhood on the Master Plan.

Sincerely,

David L. Barber

David L. Barber, President
Licton Springs Community Council

RESPONSE TO LETTER NO. 14
LICTON SPRINGS COMMUNITY COUNCIL

1. Comment acknowledged.

2. Comment acknowledged. As mentioned, the College and Master Plan Citizen's Advisory Committee (MPCAC) have considered many competing community objectives, including: need for additional parking spaces to alleviate existing on-street parking; transportation management program elements to reduce SOV rate; and preserving environmentally sensitive on-campus areas, such as wetlands and natural open space. The College and MPCAC thoroughly considered these issues and developed a Master Plan which attempts to provide a reasonable compromise to these varied community objectives.

3. Comment acknowledged.

4. Comment acknowledged.

5. There are several initiatives underway to deal with this problem. First, the administration is working with the student government representatives to have this question put before the student body. The question being asked is whether each student should be assessed a nominal facilities use fee in lieu of separate parking fees.

   Concurrently, there are two other movements being conducted at the state legislature level. One is attempting to get the legislature to pass a law saying that the Board of Trustees for the college district has the authority to impose fees on the students, such as a facilities fee. The other is an attempt to have the legislature fund a "University Bus Pass" system for the community colleges along the I-5 corridor.

Letter No. 15

MAPLE LEAF COMMUNITY COUNCIL

P. O. Box 75595 Seattle, WA 98125

November 6, 1992

Mr. Bruce Abe
Vice President of Administrative Services
North Seattle Community College
9600 College Way North
Seattle, WA 98103-3599

Re: Comments on Draft North Seattle Community College (NSCC) Major Institution Master Plan and Draft Environmental Impact Statement

Dear Mr. Abe:

The Maple Leaf Community Council commends all participants and contributors, particularly members of the NSCC Advisory Committee, for the considerable time and effort that has gone into the formulation of the NSCC Major Institution Master Plan and Draft Environmental Impact Statement. We have reviewed the drafts and hereby submit our comments and concerns.

Overall, the Draft Master Plan which is to guide development on the campus for the next 10-15 years, or the life of the plan, appears to be positive on the surface; however, we have concerns about a lack of detail and specifics in some cases, as well as limitation in analysis of several issues. In some instances, reasoning is not sufficient to support the decision being made. We are also concerned that this plan reflects more short-term rather than sound, long-term economic planning by the college. The college is increasing the building density on campus to increase the variety and quantity of service offered at the college. We hope that along with an eagerness to begin construction, the college is also fully committed to preserving the environment and maintaining the quality of neighborhoods. 1

OPEN SPACE

As you know, the north end of the City is deficient in open space. Basically, there is virtually no undeveloped space available. Thus, we support the open space proposal and are encouraged that the draft plan includes more habitat on-site for animals. However, the 2

2 remaining open space of approximately 30.3 acres needs to not only be enhanced and improved with additional landscaping and pedestrian trail systems on-site but must be perpetually preserved as natural areas on campus and not just preserved during the 10-15 year life of this draft plan. The college does not need to detract from and/or reduce valuable green space if plans are incorporated and implemented correctly. Finally, this precious open space asset could become an outdoor classroom for the study of plant, animal and bird life in an urban environment, thus making North Seattle Community College unique.

WATER

3 We remain concerned that the Thornton Creek drainage will be negatively impacted by alterations in the character and quality of stormwater runoff. The draft plan reflects the construction of a new drainage ditch/swale to the north and biofiltration filter strips or swales placed at the perimeter of existing wetland areas. In addition, the college has assured the public that existing on-site pipes, as more fully discussed and described on pages 3-1 to 3-8 of the draft EIS, will accommodate this increased water runoff. A more serious question is whether that water will, in fact, be clean before it enters the wetlands regardless of the biofiltration strips or swales, or the upgrading of the existing stormwater quality facilities. Providing increased water capacity does not necessarily indicate the drainage system is functioning to remove pollutants before they enter the stream.

4 The draft plan does not sufficiently describe the biofiltration system so a reasonable assessment can be made of its effectiveness. We are concerned with the placement of the biofiltration swales and whether the number proposed is adequate.

5 Additionally, information is unclear regarding the new drainage ditch and its "relocation" and the northern drainage swale, which intrudes on the north green space. Diagrams were provided showing existing on-site drainage sub-basins and wetlands but no diagram was presented reflecting the proposed new drainage system design. Some areas on this topic are difficult to interpret due to lack of sufficient information and detail.

6 Finally, since existing surge pond is to remain as is, we question whether it can handle increased water capacity when there are legitimate concerns that it cannot handle current capacity. We would like to see the section on the storm drainage system contained in this draft plan revisited.

TRANSPORTATION

Parking. In an effort to be sensitive to justified residential concerns regarding parking issues, the college is encouraging the use of single occupant vehicles and adding to traffic congestion problems by increasing the parking supply. Although there are incentives proposed to help eliminate or minimize the demand for off-campus parking, there is no great encouragement for current users of the college to change transportation patterns or modes. While the student population growth is expected to remain at zero due to the state cap on enrollment of 3500 FTEs, there is absolutely no guarantee that that cap will not be lifted in the near future. That decision to remove this cap could be impacted by the educational reform goal to encourage higher educational opportunities for graduating high school seniors whether for attendance at two or four year post-secondary colleges, vocational-technical schools, or other specialized training programs. If that does occur, does the college have a "Plan B" to accommodate this growth in student population, parking demand, and increased traffic volumes? This involves more sound, long-term planning we have already encouraged the college to pursue. 7

New Access on N. 92nd. The analysis of the proposal to add a fourth access that would connect with N. 92nd St. is inadequate in detail and narrow in scope. We would like to see the scope of analysis expanded and broadened to include an analysis of traffic access from all directions. The proposal to add access to the college at Corliss without identifying how traffic will easily and conveniently flow to N. 92nd is not sufficiently detailed or clearly explained. 8

The college is not proposing any off-site roadway or intersection improvements. There are few sidewalks in the area. Pedestrian and vehicle safety could be negatively impacted by this decision. This new access point may potentially reduce traffic volumes on the existing campus driveways on College Way North but, in turn, cause additional negative traffic volume impacts elsewhere in the surrounding neighborhoods. This makes vehicle and pedestrian safety a high concern. 9

Transit Improvements. The transit portion of this plan is based on Metro's integral participation and leadership to provide additional transit service to accommodate all users to the area, including both day and evening peak time users. At present, no additional transit service is offered evening users after 6 p.m. for bus route 62. We encourage the college to persuade Metro to work cooperatively with the college and reconsider expanding this bus service to at least 10 p.m. Also, no convenience-type incentives are being offered users of the college to effectively encourage them to change their current mode of transportation (single occupant vehicles) to any reasonable alternative. The on-site transit 10

shelter and loading zone for the southwestern portion of the campus is not scheduled to
10 begin until 1995 thus perhaps defeating any immediate incentive to select a different transportation mode.

We also recommend that the college continue its efforts to provide shuttle bus service from
11 the Northgate Transit Center to the college to further encourage users to ride the bus or park their vehicle at a park-and-ride lot and "pool" to the campus eliminating or at least minimizing some traffic volumes through neighborhoods.

PARKS & RECREATION

Outdoor Athletic Field. The plan for the proposed outdoor athletic field has some definite deficiencies. It appears to offer additional recreational opportunities for the community but safety and health concerns are not adequately addressed to make this a truly viable project for anyone. First of all, the location is not ideal. By virtue of its location parallel to I-5, data indicates there are exposures to harmful noise levels and air pollution
12 from vehicles traveling the I-5 corridor. There is nothing in the draft plan stating that trees or other types of buffers will be placed on the east side of the proposed field to reduce noise levels and vehicle and other types pollution. The draft plan does states that "naturally vegetated or landscaped perimeter buffers, with a minimum width of 10 feet, shall be provided around the entire campus," but does not clarify that this includes the athletic field. The health and personal safety of any users of the field should be a prime consideration of this field's practicality or feasibility. Secondly, the actual size of the field remains
13 questionable, as well as what types of sports it will or will not accommodate. Public usage of this field is available but exactly when and at what times is unknown. Finally, the
14 current field is not maintained or utilized. If this is true, then is there really any logical reason for the field's existence at all? If not, in fact, useful, why not just leave this area as open space?

CONCLUSION

We appreciate the opportunity to comment and will look forward to additional information.

Sincerely,

Helen L. Rosmith, President
Maple Leaf Community Council

RESPONSE TO LETTER NO. 15

MAPLE LEAF COMMUNITY COUNCIL

1. Comment acknowledged. The college, along with the Master Plan Citizen's Advisory Committee, has developed a long-range plan (10-15 years) which attempts to meet the college's facility needs while minimizing adverse impacts to the environment and surrounding neighborhoods. To this end, the plan emphasizes preserving campus open space and habitat functions, which add to the campus environment. The plan is also concerned with improving the quality of the neighborhoods by reducing existing on-street parking impacts and providing vegetated buffers between the proposed development and adjacent residential uses.

2. Comment acknowledged. The proposed plan calls for preserving designated open space, meaning no development can occur on it, for at least the next 10-15 years. This is as far into the future as one can reasonably plan for population growth and student demand at an educational institution; a prediction any further into the future would be uncertain at best.

3. See Response to Letter No. 6, City of Seattle - Engineering Department (Stormwater) comment 21 (p. 2-37).

4. The number, location and length of biofiltration swales is a function of available space. If biofiltration swales or strips are determined to be infeasible or inappropriate, there are other Best Management Practices (BMPs) available which would adequately provide water quality requirements per the City of Seattle Stormwater, Grading and Drainage Control Code. For other BMPs available, see Response to Letter No. 6, City of Seattle - Engineering Department (Stormwater) comment 21 (p. 2-37).

5. See Response to Letter No. 6, City of Seattle - Engineering Department (Stormwater) comments 2 and 3 (pp. 2-34, 2-35).

6. The stormwater system described in the EIS has been revised. See Response to Letter No. 6, City of Seattle - Engineering Department (Stormwater) comments 1 through 3 (pp. 2-34, 2-35) and the Additions and Errata section of this Final EIS.

7. The improvements proposed under the Master Plan would meet existing campus facility shortfalls and would not have any impact on the number of students enrolled at NSCC. The existing campus facility capacity is approximately 2,955 students. The campus is currently at capacity from 10:00 to 11:00 am. Any increases in student enrollment would be accommodated during non-peak hours; thus, the existing peak-

hour parking and traffic conditions are worse-case. The proposed additional parking and TMP are intended to eliminate off-campus peak-hour parking impacts.

8. Please refer to Response to Letter No. 2, Mayor Rice, comment 6 (p. 2-13).

9. Please refer again to Response to Letter No. 2, Mayor Rice, comment 6 (p. 2-13). In addition, the overall increase in traffic impacts from the Master Plan projects are not expected to be significant because no increase in student enrollment is expected as a result of the proposed Master Plan. The proposed new site access to N 92nd Street is not expected to result in any traffic increases on residential streets, except possibly on N 92nd Street between College Way N and the new access.

10. The revised TMP for the project contains additional incentives to encourage students, faculty, and staff to use alternative travel modes.

11. Comment acknowledged. Please refer to Letter No. 7, Seattle Engineering Department, comment 26 (p. 2-49).

12. Based on comments from the Citizens Advisory Committee and the general public, the site plan has been redesigned to locate the athletic field in the southcentral portion of the campus (east of the existing tennis courts) rather than in the southeastern corner of the campus as originally planned.

13. The athletic field is designed to be 360 feet in length (east-west) and 225 feet in width. The field is of sufficient size to meet the minimum standards for a soccer field, and softball diamond and will be of sufficient size to play regulation sports. The field is intended to permit athletic activities to take place in an organized, instructional, scenario, as well as on an informal basis, i.e. pickup games. The field has been sized to be consistent with the needs of the students and the community.

14. The existing field is normally wet due to the poor drainage in that location. The wetness of the field renders it virtually unusable during most of the academic year.

City of Seattle
Department of Neighborhoods
Jim Diers, Director Norman B. Rice, Mayor

December 16, 1992

Bruce Abe, Vice President of Administrative Services
North Seattle Community College
9600 College Way North
Seattle, WA 98103-3599

Re: Advisory Committee Comments on the Draft Master Plan and DEIS

Dear Mr. Abe:

The NSCC Master Plan Advisory Committee is pleased to submit comments on the draft master plan and DEIS for North Seattle Community College. The Committee has reviewed the documents thoroughly and considered the public testimony received at Committee meetings and the public hearing in drafting its comments. In general, the Committee finds both documents to be well written and responsive to Committee comments made during the preliminary draft reviews. There are, however, some issues which the Committee has concerns about and/or requests additional information on. These concerns are described below.

Athletic Field

The Committee does not support the athletic field in its proposed location, and instead encourages the College to relocate the field to the southwestern portion of campus near the existing tennis courts. In the Committee's opinion, in its proposed location the field is too small and users would be subjected to noise, safety, and pollution problems. Building a field in that location would not be cost effective in that it would be both inadequate for teaching purposes and less desirable for community use than if sized appropriately and located nearer to the community on the edge of the campus along College Way. The Committee believes moving the athletic field would engender community goodwill over the long run. The Committee also wishes to note that by not providing the Sports Department with adequate facilities, it forces them to continue to find alternative sites for their activities. If a field is to be built, it should be built in the right location and at the right size or not built at all. 1

Site Drainage/Wetland Habitat Issues

2 The Committee is concerned about the amount of runoff the site will have as a result of proposed development, and must have more information on that subject. Specifically, there is concern about the biofiltration swale and whether it is adequate to handle the runoff it will receive. Also, moving the swale puts it in line with the street but raises questions about the swale's location relative to the buffer. The Committee requests additional information on buffer dimensions and location.

Transportation/TMP

3 The Committee has spent a considerable amount of time discussing the impacts and consequences of meeting or not meeting parking demand generated by NSCC users. Although supportive of City goals to reduce single occupancy vehicle (SOV) trips to the College, the Committee is equally concerned about the consequences of not providing enough parking to meet at least the majority of peak hour parking demand. The Committee is supportive of the master plan proposal, feeling that the addition of 529 parking spaces will meet that demand and relieve pressure on neighborhood streets without unduly encouraging SOV use. Since many NSCC students drive to campus for only one or two classes and then need to use their cars to travel to their jobs, the Committee believes that SOV use cannot be reduced easily or realistically by the student population on campus. The Committee believes that until better transit service is provided to the area, SOV use cannot be significantly reduced.

4 The Committee is not in favor of an RPZ. The Committee majority of the Committee is of the opinion that if an RPZ is warranted in the future due to College-generated parking problems, the College should absorb the cost.

5 The Committee encourages the College to consider including parking fees in the tuition.

6 The Committee strongly supports efforts by the College, City, and/or Metro to increase transit service to the area. The plan to include a bus turnaround and stop on campus is fully endorsed by the Committee as well.

7 There is also concern about whether proposed parking lots will ever be built in light of the fact that the College is dependent on private fund-raising for those projects. In order to ensure that building development does not proceed without accompanying parking, the Committee recommends sequencing parking lot construction to dovetail with project construction and tying development permits to completion of parking lots.

The Committee also has comments about several intersections including the following:

8 Recommendation of a 3 way stop at the intersection of 92nd and College Way realizing that it may cause future problems on Wallingford from 92nd to 100th for which mitigation should be provided.

9 Clarify page 3-41 of the DEIS regarding the route to NSCC from 85th.

Page 3/56 shows parking on both sides of Wallingford from 92nd to 95th when in fact there is legal parking on just one side. 10

Energy

There is still no statement in the documents about solar heating/alternative energy--this needs to be included as areas which NSCC will explore. 11

Relationship to the Northgate Plan

The Committee believes the NSCC master plan process should not be constrained by the schedule for completing and adopting the Northgate Plan. And although supportive of overall City goals to reduce SOV traffic, the Committee does not believe NSCC should be required to comply with Northgate Plan assumptions and goals. Without improved transit service, the Committee believes the SOV goals set by the Northgate Plan are not achievable by students. 12

General Comments

The issue of an increased enrollment or lifting of the enrollment cap is of concern to the Committee; specifically the issue is how many more bodies might the College and community expect--FTE counts are not as important as actual bodies. To assure that traffic and parking remain at reasonable levels in the neighborhood, the Committee feels that the College should schedule class increases (due to enrollment cap increases) in such a manner that the current peak of attendance at this campus will remain the same as it is now and that classes at other times during the day will not increase to the point where there is more than 70% of the current peak attendance on campus. 13

The Committee also questions the language on page 3.76 regarding the degree to which NSCC is open to the public, and requests clarification. 14

Process

The Committee is pleased with the master plan process thus far, believing it to have been a cooperative effort between the Committee and the College. The Committee is also pleased to note the degree of support for its efforts by members of the public at the public hearing. During the last year Committee members have discussed the issues of the master plan at length with each other and with the College, and are happy to see much of the substance of those discussions show up in the draft master plan and DEIS. 15

Comments on City Departmental Comments

The Committee recognizes that City departments have not been sitting in on meetings regularly like Committee members have, and thus have not had the advantage of hearing the discussions and seeing the compromises that have been made to date. The Committee realizes that City departments have to respond to documents presented to them, but the City's responsibility is to cooperate with the Master Plan Advisory Committee and to facilitate the master plan process. Toward that end, City staff participation with the Committee through attendance at meetings or through review of Committee minutes would greatly improve the process. 16

In conclusion, the Advisory Committee thanks the College for the opportunity to comment on the draft master plan and DEIS, and looks forward to continuing to work with the College and the City in developing a final master plan and EIS for approval by City Council sometime next spring.

Sincerely,

Claudia Diorio, Chair
Master Plan Advisory Committee

cc: Advisory Committee members
Choate Budd, NSCC
Cheryl Cronander, DON
Leigh Francis, DCLU
Mary Pfender, SED

RESPONSE TO LETTER NO. 16

NORTH SEATTLE COMMUNITY COLLEGE MASTER PLAN CITIZEN'S ADVISORY

1. Comment acknowledged. Based on comments from the Citizens Advisory Committee and the general public, the site plan has been revised to locate the athletic field in the southcentral portion of the campus rather than in the southeastern corner of the campus (adjacent to I-5) as originally planned. Please refer to the Response to Letter No. 13, Seattle Audobon Society, comment 4 (p. 2-78).

2. Comment acknowledged. Please refer to Response to Letter No. 6, Seattle Engineering Department, comments 1, 2 and 3 (pp. 2-34, 2-35) and the Additions and Errata section of this FEIS (p. 3-4) for a detailed description of the proposed storm drainage system.

3. Comments acknowledged. As mentioned, the College and Citizen's Advisory Committee have spent a considerable amount of time discussing ways to reduce the existing spill-over parking impacts to the surrounding neighborhood as well as reducing the campus SOV rate. The resulting TMP is the cumulation of the committee's and college's, along with input from the City of Seattle, efforts.

4. Comment acknowledged. As described in the TMP, an RPZ is listed as a potential discretionary measure and would not be pursued by the college without previous authorization from the City of Seattle, Master Plan Citizen's Advisory Committee and the Licton Springs neighborhood.

5. Comment acknowledged. Please refer to the Response to Letter No. 14, Licton Springs Community Council, comment 5 (p. 2-81).

6. Comment acknowledged.

7. The proposed parking lots would not depend on private funds. Private funds would only be required for development of the potential future phase buildings. NSCC has requested funds from the State to accomplish mitigation anticipated to be required as a result of the Master Plan process. Parking is an important element of the anticipated mitigation. If State monies do not materialize or are only partially adequate, NSCC parking fund monies could be used to supplement State funds or make the total parking improvements. The project phasing schedule has been revised to provide parking early in the process. Please refer to page 1-7 of this

document and page 41 of the Final Master Plan for a description of the revised phasing schedule.

8. Comment acknowledged. The improvement cited is not required as a result of the proposed Master Plan and is not directly under the control of the college. The cited traffic improvement is under the authority of the City of Seattle.

9. Please refer to Response to Letter No. 2, Office of the Mayor, comment 6 (p. 2-13) for the requested clarification.

10. Comment acknowledged. Legal parking is only provided on the west side of Wallingford between 92nd and 95th.

11. The use of solar energy has been considered in the design of the physical Education Building. An active system utilizing solar panels on the roof was found to be visually undesirable due to the buildings highly visible and prominent location on the North Seattle Community College Campus. However, a passive system utilizing large amounts of natural light will help to reduce long term electrical costs. The College has and will continue to work in conjunction with Seattle City Light to investigate measures that will improve the energy efficiency of the project.

12. Comment acknowledged. The TMP proposed for the North Seattle Community College Master Plan contains SOV goals which are consistent with the Northgate Area Comprehensive Plan and State Commute Trip Reduction Law, and generally consistent with the Seattle Land Use Code goals.

13. Comment acknowledged. The college will agree with this stipulation to limit non-peak hour-class attendance to 70 percent of current peak hour attendance levels. The present peak enrollment is 2,955, which would cap the off-peak hour enrollment at 2,069 students.

14. The Physical Education and Multi-Purpose Buildings are not proposed to be open to the general public; however, community organization meetings, which are currently held in several different campus locations, may be moved to the Multi-Purpose Building. The outdoor athletic field and trails would be available for public use.

15. Comment acknowledged. The college recognizes the valuable input from the committee and has attempted to reflect the committee's comments in the Master Plan.

16. Comment acknowledged.

WE THE UNDERSIGNED OF STUDENT GOVERNMENT FEEL STRONGLY THAT THE PLACEMENT OF THE PLAYING FIELD SHOULD BE CHANGED FROM THE LOCATION BY THE FREEWAY TO THE SITE NEAR THE TENNIS COURTS. NOISE FROM THE FREEWAY WOULD MAKE IT IMMPOSSIBLE FOR COMMUNICATION BETWEEN INSTRUCTOR AND STUDENTS AND THE CONSTANT NOISE LEVEL WOULD PRESENT A HEALTH HAZZARD. SECONDLY WE FEEL THAT THE NEW FIELD SHOULD BE IN PLACE BY THE COMPLETION OF THE NEW PHYSICAL EDUCATION BUILDING IN 1995. WE NEED TO INCREASE PARTICIPATION IN PHYSICAL EDUCATION ACTIVITIES NOT DISCOURAGE THEM BY OFFERING AN UNINVITING ENVIRONMENT. BY NOT PROVIDING A COMFORTABLE ACCESSIBLE ENVIRONMENT A GREAT DISERVICE WOULD BE DONE TO STUDENTS AND THE LICTON SPRINGS COMMUNITY. 1

PRESIDENT
SUZANNE SEWELL

VICE-PRESIDENT
BRUCE BAUER

TREASURER
SANDRA MCDONALD

INTERCOLLEGIATE LIASON
REG THOMAS

MANAGER
GREG LEINGANG

REPRESENTATIVES
GABRIELLE KENNEDY

T. MAENAD WIDDERSHINS

REGINALD "DOC" WILSON

MOHAMMED AZZEH

KATRINA PLUNK

LEITH LEDGER

AARON LEGARE' Aaron H Legare'

SHON POWELL Shon T. Powell

P.I.O. OFFICER
JEN GOYNER Jen Goyner

RECORDING SECRETARY
TRISH VANDAELLE-GRANDIA Trish Vandaelle-Grandia

RESPONSE TO LETTER NO. 17

NSCC STUDENT GOVERNMENT

1. Comment acknowledged. Based on comments from the Citizens Advisory Committee and the general public (including NSCC Student Government), the site plan has been revised to locate the athletic field in the southcentral portion of the campus rather than in the southeastern corner of the campus (adjacent to I-5) as originally planned. Due to the budgetary process through which the college obtains capital funding, construction of the athletic field prior to 1999 is remote.

November 4, 1992

Letter No. 18

Bruce Abe, Dean of Adminsitrative Services
North Seattle Community College
9600 College Way North
Seattle, WA 98103

As a member of TCA I support our spokesperson, Brian Bodenbach, and his statements regarding the Master Plan, especially his concern with the proposed relocated drainage swail (Michael Brokaw informed us this was originally termed a "ditch") north of 100th, addressed in Phase 1A. 1

After reading through the handout I received the night of the hearing, entitled Major Institution Master Plan and DEIS Summary, it seems even more crucial than I originally thought for NSCC and the Advisory Committee to make sure the DEIS thoroughly analyzes the effect of all the water runoff from all the parking space areas on that narrow drainage swail. I was not aware NSCC planned to add such a great number of parking spaces and dedicated parking area as is outlined in the Summary! The Committee may want to revise the Master Plan to **widen the currently planned drainage swail** to accomodate the increased water rushing off, unimpeded, from these added impervious surfaces. AND I would like to suggest adding a **second drainage swail** either from the north in the area of Northwest Hospital or from the south in the area of the parking lots to be added in Phase 1D and 1E. A second swail could assist in directing runoff into the existing surge pond. In fact, I would like to recommend a **second surge pond be developed** on the site next to I-5 which NSCC has proposed to use for an athletic playfield, that is being opposed already by P.E. faculty on NSCC staff. A second south-end drainage swail could be made to flow into this additional surge pond. I think residents living downstream of NSCC and Northgate would greatly appreciate the additional detention measures to alleviate floodwaters rushing through and into their yards. 2

Could the Athletic Field could constructed in the southwest corner adjacent to College Way and North 92nd where it would be easier to access and less susceptible to pollution and noise from I-5? (In the model, tennis courts are shown in this area.) 3

I also noticed the model just outside the hall (where the public hearing was held) indicated many trees would be planted throughout the parking areas. I commend the committee for using the trees if this is indeed part of the Master Plan; although I am somewhat concerned about the possibility of leaves from deciduous trees clogging the drainage swails. I encourage the Committee and NSCC to consider using evergreen species of trees, or be prepared to provide an outstanding maintenance mechanism for retrieving the leaves. The leaves would provide good compost material for use in the rest of the garden areas around campus. Otherwise, the trees are great for sound absorbtion, pollution absorbtion, providing shade, and for retention of rainfall. 4

I would like to recommend that in addition to using the trees, some **pervious areas around the trees** be planted with vegetation known for filtering out and using oils, grease and other components found in street and parking lot runoff that are potentially toxic for the creek and residents living along the creek. Curbs could be used on just two sides of these miniature biofiltration systems, allowing runoff to pass through them while still protecting them from vehicular traffic. In this way, a network throughout the parking lot could begin cleaning thewater 5

5 even before it enters the drainage swail and eventually Thornton Creek. ALSO, it could help absorb some of the runoff to minimize potential flooding problems in the drainage swail as well as downstream.

6 Finally, I think the drainage swail north of 100th and another one from the south end of the parking lot should be entered into the Master Plan as full biofiltration systems with wetland buffer zones surrounding them to gain the full benefit of the DEIS analysis and to ensure they are developed as such in order to provide optimum detention, improved water quality, and a more even water flow. These attributes not only benefit the residents along Thornton and around NSCC but also the fish and wildlife using the stream and the corridor it provides.

Thank you for your consideration of these comments, and I look forward to your response.

Cheryl A Klinker

Cheryl Klinker
Thornton Creek Alliance
7064 35th Avenue NE, #24
Seattle, WA 98115

RESPONSE TO LETTER NO. 18

THORNTON CREEK ALLIANCE

1. Comment acknowledged.

2. Comments acknowledged. Please refer to Response to Letter No. 6, City of Seattle Engineering Department, comments 1, 2 and 3 (pp. 2-34, 2-35) and the Additions and Errata section of this FEIS for a description of the proposed storm drainage system.

3. Comment acknowledged. Please refer to the Response to Letter No. 13, Seattle Audobon Society, comment 4 (p. 2-78).

4. Comment acknowledged. These types of issues will be considered when preparing the final landscape plan.

5. Comment acknowledged.

6. Comment acknowledged. Please refer to Response to Letter No. 13, Audobon Society, comment 2 (p. 2-78).

November 5, 1992

North Seattle Community College
Bruce Abe, Vice President of Administrative Services
9600 College Way North
Seattle, WA 98103

RE: North Seattle Community College Major Institutional Master Plan
Draft Environmental Impact Statement

Dear Sir,

I would like to commend the College and the Advisory Committee for the time and effort that has been put into creating the Master Plan and associated DEIS. Although I do have some concerns, I feel the Plan reflects awareness and consideration for the impacts expansion of the College will have on the south branch of Thornton Creek, it's watershed, the existing on site open space and, ultimately, residents both in the surrounding area and downstream of the College. 1

My concerns are as follows:

WATER (chap. 3-1)

Affected Environment

The plan makes reference to the last section of the existing off site storm drainage system and concludes that the system is still adequately sized and maintained to convey 100 year storm flows to the surge pond.

Per drainage maps, at the northeast corner of Meridian and 100th St. there is a pipe connecting wetland 1 via a swale to the north, to the off site storm system under NE 100th.St. For the past four years I have observed standing water, to a depth of around 18" at times, in the wetland during the winter months and sediment buildup near the mouth of the pipe in such a pattern to indicate that water is flowing out of the pipe and into the wetland as is indicated on p. 3-16 and shown on figure 6, p.3-11. 2

It appears to me that either the existing storm drain system is not adequate, or something is causing it to back up into the wetland during storm surges, resulting in cumulative impacts to the wetland by altering it's hydroperiod and contributing pollutants.

Also, I am curious if the additional parking proposed within sub-basin D (p. 3-6) will have a further impact on the wetland since, according to drainage maps, drainage from most of this sub-basin enters the storm system upstream of the wetland, which in turn is upstream of the proposed ditch designed to accommodate this additional runoff. 3

Environmental Impacts

Sub-Basin B

4 The DEIS states that development in this sub-basin would require detention for an additional 12,000 cu. ft. of storm water but does not address improvements to the existing drainage system that takes runoff from the east parking lot and wetland areas to the south and directly conveys it to the surge pond without detention or treatment.

5 Also09, I noticed that the proposed improvements to the east parking lot show planting strips running roughly parallel to the slope, encouraging runoff unimpeded to the asphalt swale and thus into the surge pond.

6 I would like to see the college study the potential of designing the east parking to maximize detention/ treatment of runoff by using planting swales constructed perpendicular to slope in a step-down interception process. If soil conditions permit, the swales could not only perform detention, but infiltration as well.

7 Also, what about converting the existing asphalt swale into a biofilter?
I realize it's current path would probably make it inconvenient to do this, but could it be moved?

Proposed Biofiltration/Detention Ditch

8 I would like to see further studies done and alternatives explored before planning a detention/biofiltration project such as this. After speaking with experts in the area of biofiltration about this proposal, the general feedback was that this does not sound like a good idea.
Biofilters are limited in their uses and to force one single system to handle the amount of runoff generated from existing on and off-site conditions and proposed additions would probably be met with failure of the biofilter and negative impacts to the surge pond and to the south branch of Thornton Creek from both an ecological standpoint as well as a functional one.

Other Bifiltration Strips Proposed

9 I also have concerns about biofitration strips proposed around the existing wetlands.
As stated at the public hearing, biofiltration strips must be fully exposed to sunlight for maximum performance and current research indicates that cultured grasses mowed to a maximum height of 3" work best. This is totally incompatible with the idea of placing these biofilters within the buffer zones of the wetlands as the buffers are to be untouched native vegetation.

Please place the biofiltration swales outside the buffer zones.

The North Seattle Community College campus is an ecologically important and special place in the north end of Seattle. It is a haven for wildlife in an area of the city where few such places still exist. It also is part of the headwaters for the south branch of Thornton Creek, a stream system that has little room to absorb any more of the devastating effects overdevelopment of the watershed brings both to the people that live along the stream and to the critters that depend on it for survival.

Hopefully, the actions taken by the College in addressing this important resource will reflect the high value that the city and it's citizens place upon protecting and restoring this resource to a more balanced condition.

If North Seattle Community College, the City of Seattle, and citizens of the Thornton Creek watershed all work together, we can not only prevent any further damage to this valuable resource, but actually help improve conditions at a crucial point in the stream system - the headwaters.
Hopefully North Seattle Community will recognize this opportunity.

Again, thank you for recognizing the importance of this issue.

Brian Bodenbach

Brian Bodenbach
Thornton Creek Watershed citizen and member,
Thornton Creek Alliance

RESPONSE TO LETTER NO. 19

BODENBACH, BRIAN

1. Comment acknowledged.

2. Comment acknowledged. In the existing condition the northern wetland is an integral part of the existing regional drainage facility. Because one of the major functions of wetlands is to provide retention/detention of surface waters, the wetland appears to naturally function as a flood storage area for the upland drainage basin. The existing off site storm drains also serve to limit flows to the pond during flood conditions. When flood conditions occur, stormwater flows back up into existing storm drains and also into the existing wetland. If this was a naturally occurring stream and flood conditions were present, the stream would also backwater into its upstream wetland areas. The proposed action will not change the existing function of the wetland, nor of the off site storm drains.

   See also Response to Letter No. 6, City of Seattle - Engineering Department (Stormwater), comments 1 through 3 (pp. 2-34, 2-35), and comment 21 (p. 2-37).

3. See Response to Letter No 6, City of Seattle -Engineering Department (Stormwater), comments 1 through 3 (pp. 2-34, 2-35).

4. See Response to Letter No 6, City of Seattle - Engineering Department (Stormwater), comment 2 (p. 2-34) - for possible locations of detention facilities which will impact stormwater flows in Sub-Basin B. The City of Seattle Stormwater, Grading and Drainage Control Code will require detention facilities to be installed which will control runoff to the existing pond.

5. See Response to Letter No. 6, City of Seattle Engineering Department, comments 1 through 3 (pp. 2-34, 2-35).

6. Comment acknowledged.

7. When the regrading and resurfacing of parking occurs in Phases 2C/2D, stormwater flows from Sub-Basin B will potentially be picked up in an underground storm drain system by means of catch basins. Stormwater flows would then be treated in oil/water separators. There may or may not be a need for any biofiltration swales or biofilters in this area. See also Response to Letter no. 6, City of Seattle - Engineering Department (Stormwater) comment 21 (p. 2-37) and Response to Letter no. 15, Maple Leaf Community Council, comment 2 (p. 2-86).

8. Comment acknowledged. To control the discharge of oil and sediment, Best Management Practices such as biofiltration swales and filter strips, wet vaults or ponds, and oil/water separators would be constructed on-campus in conjunction with storm drainage improvements in the individual phases. Please refer to Response to Letter no. 13, Audobon Society, comment 2 (p. 2-78) for additional information.

9. Comment acknowledged. The Final EIS language was revised as follows: "Biofiltration strips or swales would be constructed at the perimeter of wetland buffer areas to control water quality by filtering storm water drainage before it enters the wetland. These biofiltration systems would be regularly maintained by campus ground crews. Biofilter strips would only be installed in areas where they would function adequately."

NOVEMBER 5, 1992
1436 S. KING ST.
SEATTLE, WA. 98144

MR. BRUCE ABE, V.P. ADMINISTRATIVE SERVICES
NORTH SEATTLE COMMUNITY COLLEGE
9600 COLLEGE WAY NORTH
SEATTLE, WA. 98103

DEAR MR. ABE:

Thank you for the opportunity to comment on the DRAFT MASTER PLAN and DRAFT ENVIRONMENTAL IMPACT STATEMENT for North Seattle Community College. As an interested citizen and employee of the College (as it's grounds supervisor), I have attended almost all of the citizen's advisory committee meetings. I have observed a clear and open sharing of faces and concerns about the college's plans — by college representatives and the citizens representing surrounding neighborhoods.

The resulting plan strives to balance the communities varied needs — for improved services and facilities at it's community college, for relief from the heavy impact of parking on residential streets west of the college, for the reduction of pollution to Thornton Creek and control of peak volumes of surface water run off into the creek, and for preservation of sensative areas

and open space. Thus far, this has been a job well done.

I would like to share my concerns about portions of the plan regarding management of storm water run off.

The new "ditch"/"biofiltration swale"/"wetpond" (d/b/w) proposed to replace the existing ditch at the north edge of the athletic field is stated to be 60' wide and 400' long. It is proposed to be located 60' NORTH of the existing ditch.

1 In the propose location the new ditch will require the removal of a large amount of soil. The rising terrain north of 100th street is roughly 5 or 6 feet higher at the west end and 12 to 15 feet higher at the east end, than the surface of 100th street. This soil would need to be removed and then more soil would be removed to sink the d/b/w below "level ground". The range of depth of the d/b/w is not mentioned. This seems to be important information to include in the final E.I.S.

The new d/b/w measures 60' wide from lip to lip I presume. Ditch walls slope in and down so the floor of the d/b/w is something less than 60 feet wide, maybe 30 feet or 20 feet or even less.

The point is, the narrower the floor of the d/b/w the more frequent the occasions when runoff will overtop the 3" hieght of filtering plants (the hieght normally associated with effective biofiltration swale plants) and thus defeat the biofiltration aspect of this project.

If biofiltration is overcome often enough this d/b/w will have minimal positive impact on water quality. What little oil, grit, and suspended pollutants have been captured during small rain storms will be flushed back into the system during larger storm flow events.

The threat of water volume overcoming biofiltration capacity is further expected as a result of the size of the d/b/w thus far indicated. The d/b/w is sized to handle the ADDITIONAL runoff from new impervious surfaces on campus — but ADDITIONAL runoff occurs over EXISTING runoff, ALL of which will be directed to the d/b/w. Concentrating the flow of runoff into this single unit will result in reduced water quality since the filter planting cannot function as a sheet flow filter in waters over 3" deep.

One way to reduce this concentration of runoff in the d/b/w would be to decentralize biofiltration/detention to planting strips designed to intercept

4 run off in subsections of the sub basins B, C, & E.

I would like to see more information about the intended effectiveness of the ditch/biofiltration swale/wetpond. Given expected runoff quantities, 1) what percentage of time will the unit function as a biofilter, 2) what size small storm would we expect the unit to convert from filtration to wetpond detention, and 3) what is the expected frequency and duration of total submersion of the biofiltration plants in the floor of the unit.

Regarding Sub Basin E, It's storm flow runoff is said to be directed to the surge pond through a 36" stormdrain and drainage ditch (CHAPTER 3, pg 4, D.E.1.2). The impacts cited (CHAPTER 3, pg 6, D.E.1.5.) include "...additional parking and overlaying of existing parking areas or roadways. The existing drainage system within the sub-basin would remain and be adequate."

There is some confusion here in that the existing drainage system is to remain and yet — the ditch is to be filled and moved out of the sub basin, — additional parking, paved I presume, alters the infiltration capacity of the sub basin, — and additional runoff from sub-basins B and C as well as E are to be directed through the existing 36" drainpipe. These seem like changes to the existing drainage.

6

I would like to see what, if any changes in the boundaries of the sub basins would occur as a result of the new construction. 7

Finally I would like to support the observation of Brian Bodenbach that biofilter strips should be kept out of wetland buffers. If buffer plants grow tall and dense enough to be effective they will shade biofilter plants resulting in sparse, thin growth in shade and ineffective filtration. If filter strips are kept open and healthy they serve as walkways through the buffer into the heart of the wetland, defeating the purpose of the buffer. 8

Once again THANK YOU for a job well done and for the opportunity to comment on the DRAFT PLAN and DRAFT E.I.S.. I remain confident that, working together, the college and its community can develop a plan to be proud of — a plan that improves the quality of life for those living down stream from the campus, for those living near the campus, and for those whose lives are enriched on the campus of North Seattle Community College.

SINCERELY
MICHAEL E. BROKAW
Michael E. Brokaw

RESPONSE TO LETTER NO. 20

BROKAW, MICHAEL E.

1. See Response to Letter No 6, City of Seattle - Engineering Department (Stormwater),comments 2 and 3 (pp. 2-34, 2-35).

2. See Response to Letter No. 13, Audobon Society, comment 2 (p. 2-78).

3. See Response to Letter No 6, City of Seattle -Engineering Department (Stormwater), comments 1 through 3 (pp. 2-34, 2-35).

4. See Response to Letter No. 6, City of Seattle -Engineering Department (Stormwater), comment 21 (p. 2-37) and Response to Letter No. 15, Maple Leaf Community Council, comment 2 (p. 2-86).

5. Comment acknowledged. See Response to Letter No. 6, City of Seattle -Engineering Department (Stormwater), comment 3 (p. 2-35) and comment 21 (p. 2-37). (Comment asks for very detailed design information which is not available at this stage of the project.)

6. See Response to Letter No 6, City of Seattle -Engineering Department (Stormwater), comments 1 through 3 (pp. 2-34, 2-35).

7. See Response to Letter No 6, City of Seattle -Engineering Department (Stormwater), comments 1 through 3 (pp. 2-34, 2-35). The intent is that sub-basin boundaries will remain substantially in their existing configurations.

8. Comment acknowledged. See Response to Letter No. 19, Brian Bodenbach, comment 8 (p. 2-104).

North Seattle Community College
Draft Master Plan and Draft Environmental Impact Statement

COMMENT FORM

NSCC and the Master Plan Advisory Committee encourage the public to comment on the draft master plan and draft EIS. You may use this form to submit comments at the public hearing or by mail no later than Friday, November 6, 1992. Questions about the documents or the process may be directed to Cheryl Cronander, Department of Neighborhoods at 684-0369 or Choate Budd, NSCC at 527-3633. Thank you for your participation.

Bruce:

I think your predecessor had his mind set that the ball field had to be by the freeway.

I favor a location just South of the CC Building, as described by Sandy Keenan.] 1

Fran Budd

RESPONSE TO LETTER NO. 21

BUDD, IVAN

1. Comment acknowledged. Based on comments from the Citizens Advisory Committee and the general public, the site plan has been revised to locate the athletic field in the southcentral portion of the campus rather than in the southeastern corner of the campus (adjacent to I-5) as originally planned. Please refer to the Response to Letter No. 13, Seattle Audobon Society, comment 4 (p. 2-78).

DARLEYNE GARDNER
10538 35TH N.E.
SEATTLE, WA 98125
365 8629

BRUCE ABE, V.P. OF ADMINISTRATION
NORTH SEATTLE COMMUNITY COLLEGE
9600 COLLEGE WAY NO.
SEATTLE, WA 98103

RE: MASTERPLAN

AS A DOWN STREAM RESIDENT FOR THE LAST 22 YEARS, IT IS SO ENCOURAGING TO KNOW THAT THE COLLEGE AND CITY ARE WORKING TOGETHER TO INCRESE AND IMPROVE STORMWATER DETENSION ON THE CAMPUS. AS WE ARE ALL AWARE OF, THE "25 YEAR STORM" IS NOW OCCURING ABOUT EVERY YEAR AND HOPEFULLY YOUR PLANS WILL BE AN IMPROVEMENT FOR US "DOWN STREAMERS" WITH EROSION AND FLASH FLOOD PROBLEMS. 1

YOUR PLAN FOR THE 50 FOOT BUFFER AROUND THE WETLANDS, HOPEFULLY, WILL BE AN EXAMPLE FOR OTHERS TO FOLLOW YOUR LEAD FOR CONCERN WITH OUR FRAGILE AND BEAUTIFUL AREA. 2

WITH THE INCRESE AND QUANITY OF WATER RUNOFF, AND THE EXTRA PAVING, PLEASE CONSIDER OVERSIZE DETENSION AS FORESIGHT FOR THE FUTURE. 3

ALSO I WOULD LIKE TO ASK FOR A 15 DAY EXTENSION TO YOUR PLANNED CLOSING DATE FOR COMMENTS AND LETTERS. AS A MEMBER OF THE MEADOWBROOK COMMUNITY COUNCIL AND ALSO NORTH SEATTLE COMMUNITY COUNCIL, IT WOULD GIVE A LITTLE MORE TIME TO SPREAD THE NEWS TO THE COMMUNITY. 4

THANK YOU FOR YOUR TIME AND CONSIDERATION.

SINCERELY,

DARLEYNE GARDNER

RESPONSE TO LETTER NO. 22

GARDNER, DARLEYNE

1. Comment acknowledged. The storm drainage design and analysis consider the 25- and 100-year storms. Please refer to Response to Letter No. 6, Seattle Engineering Department, comment 1 (p. 2-34).

2. Comment acknowledged.

3. Comment acknowledged. Please refer to Response to Letter No. 6, City of Seattle Engineering Department, comments 1, 2 and 3 (p. 2-34).

4. Based on your request, the comment period deadline was extended from November 6, 1992 to November 23, 1992

JANE HALTON
11021-27TH AVE. N.E.
SEATTLE, WA. 98125

Letter No. 23

BRUCE ABE, DEAN OF ADMINISTRATIVE SERVICES
NORTH SEATTLE COMMUNITY COLLEGE
9600 COLLEGE WAY N.
SEATTLE, WA. 98103

NOV. 6, 1992

DEAR MR. ABE,

I AM WRITING TO RESPOND TO THE NSCC DRAFT MASTER PLAN AND D.E.I.S. FROM THE INFORMATION I HAVE GATHERED FROM ATTENDING PUBLIC MEETINGS ON THE SUBJECT AND DISCUSSIONS WITH THOSE INVOLVED I FIND THAT I AM GENERALLY PLEASED WITH THE PLAN, WITH A FEW EXCEPTIONS.

AS A MEMBER OF THE THORNTON CREEK ALLIANCE, AND A CITIZEN LIVING DOWN STREAM, THERE ARE A FEW POINTS I WOULD LIKE TO MAKE.

I AM DISTRESSED TO SEE ANY FURTHER EXPANSION OF THE PARKING LOTS, ALTHOUGH I UNDERSTAND THE NEED. MY CONCERN IS THE LOSS OF OPEN SPACE AND THE ADDITIONAL WATER RUN-OFF INTO THE ALREADY STRESSED STREAM SYSTEM. 1

I AM CONCERNED ABOUT THE ADEQUACY OF THE BIOFILTRATION SWALE/SURGE POND SYSTEM. BEING LOCATED AS YOU ARE, AT THE HEAD WATERS TO THE 2

SOUTH FORK OF THORNTON CREEK IT IS CRITICAL THAT EVERY MEASURE BE TAKEN TO PREVENT ANY FURTHER DEGRADATION TO THE STREAM SYSTEM. WITH PROPER DESIGN OF THE WATER DETENTION SYSTEM YOU HAVE AN OPPORTUNITY TO HELP RESTORE THE STREAM SYSTEM, AND I URGE YOU TO DO SO. 2

I AM QUITE PLEASED TO SEE THAT THE PARKING LOTS WILL BE ENHANCED WITH MANY TREE PLANTINGS - THE MORE THE BETTER. THE RELIEF OF THE SHADE IN THE SUMMER WILL BE GREATLY WELCOMED AS WELL AS THE ASTHETIC RELIEF. IN ADDITION YOU WILL BENEFIT FROM THE ABSORBTION OF CO^2 POLLUTION FROM THE AIR. HOPEFULLY 'REAL TREES' WILL BE CHOOSEN FOR THESE PLANTINGS - NOT WORTHLESS LITTLE ORNAMENTAL TREES. 3

ALSO, MY FEELING IS THAT THE LOCATION OF THE PROPOSED ATHLETIC FIELD MAKES ABSOLUTELY NO SENSE. WHY WOULD YOU LOCATE YOUR MAN OUT-DOOR ACTIVETY CENTER IN THE AREA WITH THE GREATEST AIR AND NOICE POLLUTION? WHY NOT INSTEAD, LOCATE THE ATHLETIC FIELD NEAR THE TENNIS COURTS, OR ELIMINATE THE TENNIS COURTS ALTOGETHER FOR A LARGER PLAY FIELD? LEAVE THE EXISTING VEGATATION IN THE SITE OF THE PROPOSED ATHLETIC FIELD WHICH WILL HELP REDUCE THE OVER-ALL AIR AND NOICE POLLUTION. 4

I HOPE YOU WILL HAVE AN OPPORTUNITY TO CONSIDER MY SUGGESTIONS. I WOULD LIKE TO

THANK YOU FOR ALLOWING ME TO PARTICIPATE IN THE PROCESS. ALSO, I WOULD LIKE TO THANK ALL OF THOSE INVOLVED FOR THE WORK THEY HAVE PUT INTO THIS PLAN.

SINCERELY,

Jane Halton

RESPONSE TO LETTER NO. 23

HALTON, JANE

1. Comment acknowledged. Please refer to Response to Letter No. 6, City of Seattle Engineering Department, comment 1, 2 and 3 (pp. 2-34, 2-35).

2. Comment acknowledged. Please refer to Response to Letter No. 6, City of Seattle Engineering Department, comment 1, 2 and 3 (pp. 2-34, 2-35).

3. Comment acknowledged. The types of trees to be used in the parking areas have not yet been chosen.

4. Comment acknowledged. Please refer to the Response to Letter No. 13, Seattle Audobon Society, comment 4 (p. 2-78).

Our institution is in the process of planning for a new Physical Education facility and curriculum. An important component of this new facility and curriculum is the outdoor playing field. Many aspects of the Physical Education curriculum such as fitness, wellness and sports skills classes require the use of an outdoor playing field. A Field is essential for a strong intramural program as well.

A playing field is, in fact, a classroom. As with any laboratory or classroom on our campus, we must equip the playing field in a way that will maximize its potential as a space for learning. It is important, therefore, to locate the field/classroom where there is adequate space, light, equipment and acoustics so that teacher and student may communicate, the prerequisite for learning. **Placing the field next to the freeway will destroy its function as a classroom because teacher and student will not be able to communicate over the noise of traffic.** North Seattle Community College would not consider this location for a history or physics classroom. It is likewise unsuitable for Physical Education. 1

Physical Education involves movement. As a nation we are coming to understand the importance of physical activity, especially in conjunction with the sedentary activities of our society in both the classroom and at the worksite.

> Regular physical activity increases life expectancy, can help older adults maintain functional independence, and enhances quality of life at each stage of life. The beneficial impact of physical activity touches widely on various diseases, hypertension, diabetes, osteoporosis, and depression. It has also been associated with a lower rate of colon cancer and stroke, and may be linked to reduced back injury. It is an essential component of weight loss programs.
>
> --HEALTHY PEOPLE 2000

Healthy People 2000 is a government document outlining national goals and priorities for a healthier nation by 2000. Goals to increase physical activity and fitness by the year 2000 include increasing moderate physical activity and reducing sedentary lifestyles. One of the targeted programs to help accomplish these goals is physical education in schools. Physical Education is not a frill but a critical part of a reformed educational program. As part of reducing health care costs, Physical Education is now prized as preventative health

care education rather than dismissed as our winning and losing concept of sports and games.

2 We need to increase student participation in Physical Education classes and activities. We cannot afford to locate these classes and activities in an uninviting environment. We run the risk of increasing stress and stress related health problems and of decreasing participation.

3 We have waited over 20 years to improve our Physical Education curriculum let us not now create a dysfunctional classroom as the culmination of our efforts. We have an opportunity to make a wiser choice--placing the field at a distance from the freeway where it will enhance our educational offerings.

Not to mention the negative health affects of breathing car exhaust.

Mark Rukstatz

RESPONSE TO LETTER NO. 24

PANKATZ, MARK

1. Comment acknowledged. Please refer to the Response to Letter No. 13, Seattle Audobon Society, comment 4 (p. 2-78).

2. Comment acknowledged. Please refer to the Response to Letter No. 13, Seattle Audobon Society, comment 4 (p. 2-78).

3. Comment acknowledged. Please refer to the Response to Letter No. 13, Seattle Audobon Society, comment 4 (p. 2-78).

11-22-92

Mr. Bruce Abe/VP/Admin Services
North Seattle Community College
9600 College Way 98103

Re: NSCC Proposed Master Plan

Dear Mr Abe -

For the past three months I have been involved in an area that required my attention, & I was not able to participate in any of the open meetings regarding the NSCC Proposed Master Plan. Not having from previous meetings what the main concerns of the Licton Springs Community Council are regarding the College's Master Plan, I am sure that one of the main items must obviously be: TRAFFIC and Parking on Neighborhood STREETS.

Briefly, I will say that I have lived on the N/E corner of 92nd & Wallingford for over 20 years, & my relatives before me settled here in 1905. I have many stories how peaceful the area was then — about a cow path that led down to Green Lake — about the Indians

discovering the Licton Springs Waters & & utilizing it for Healthful Therapy.
With the advent of cars, dirt roads were built to accomodate access to neighborhood homes. This rural atmosphere must have existed for 3 or 4 decades, so I even can recall the unpaved streets & taking my Mother to the Licton Springs Mineral Baths.

I am not sure of the sequence of the following events which gradually led to the present-day status of the neighborhood, but I do know that the earliest "improvement" was installation of sewers by the Lake City Sewer District. Next came street paving & sidewalks. Both sewers & street paving were paid for by property owners (like me). Also paid several thousand dollars for about 150 ft. of recessed parking on Wallingford.

Next came I-5 & the 92nd st Overpass, along with removal of many neighborhood homes to accomodate Construction of NSCC. And, in a very short period of time, Construction of a multitude of apartment houses / Condos / Commercial Bldgs / North Precinct of Seattle

Police Dept / Northwest Hospital Outpatient Clinic, Plus the traffic already created by the access to the long-established Northgate Mall & Northgate Hospital! ETC, ETC.! Also, the West 1/2 of the block on College Way (Cap across from the College) was down-zoned to single family Residential in the event the College had to expand in future years!

Or, homeowners property owners "Revealed" by spending thousands of dollars to make all these streets available to all of these facilities? See list some of them:

1) Due to a stupid 4/way stop at the intersection of 92nd & Wallingford, & the Constant Stop & Go's the Cars have to make, so much noise (let alone Car Fumes) is opened out that it is impossible to hold a Conversation on my porch deck without shouting. At the Time of Construction of College Way, City Engineers wanted to expand College Way down to 85th St, but two busy-body Mothers petitioned it out as the Configuration of the plan would not be safe for crossing of school children. Wilson School

2/08/92

has since been long gone, & the only children in the neighborhood are those few who exist for the schoolbus. Also, City Engineers assured the Mothers that proper street crossings would be allowed to insure safe crossings for all pedestrians.

I have to exit from my driveway on 92nd st, midway between College Way & Wallingford. I am not able to back up & "cut around" into the curb lane on account of parked cars there. This forces me to enter into the main stream of traffic. Therefore, I have to contend with the constant flow of traffic traveling at high speed from the 92nd st overpass, plus the ones entering 92nd st from College Way. There is a stop sign at this intersection, but most of the cars just hesitate a second, & at times, when exiting from Classes TRAFFIC is a steady stream, it is impossible to pull out into 92nd st. Also, parked cars does not give me a clear view, as I can only see the 'nose' of the cars. I may think I have clearance, yelled 'Bingo', there is a car right at me! Jim To (something) & I suggested

1

my reflexes are slowed down somewhat.
This all compels me to leave my driveway 1
on those hours when exits from the College
are not so heavy.

(3) While I can't rightfully tell students that they
can't park in my reserved parking area on
Wallingford, I do object to their parking right 2
up to my gate, so that when I have visitors
they cannot park in front of my house.

(4) When driving North or South on Wallingford
(especially between 95th & 97th, there is tunnel
passage only for one car. Either someone has
to back up — or halfway pull into a driveway
to let a car go through. The only relief on
Wallingford is a section of the street north of 3
my reserved parking on to 95th st on the East
side of the street that has a sign which reads:
"NO PARKING ON THIS SIDE". This was instigated by
one of your Board Members, Pat Newshelle, for
which we neighbors signed her petition for
same. Why can't all of us other property
owners on Wallingford be privileged to have
the same? at least it would give us a

little breathing room & allow for a more normal flow of traffic up to 100th street

3 & keep parked cars away to the entrance of our homes.

⑤ If the proposed Wilson school facility is to be converted to temporary quarters for Ballard High during their construction period

4 of a new school (& continuation of same for other schools in this same program) just think how much worse an already bad situation could become?

I'll put it this way, Mr Abe: As a kid, we saw a lot of those 'Cowboy & Indian' movies where a multitude of Indians on horses would come charging down the hill

5 & completely surround the pioneers & their wagon trains! Now, in my older age, that's about how I feel! Constantly being surrounded by cars – either moving ones or parked ones!

Last spring while visiting relatives in a nice residential are just North of the

University of Puget Sound in Tacoma, we were delighted, surprised (and wondering) how we could so conveniently park right in front of the house we came to visit. We then noticed several neat signs at spaced intervals that said: "No STUDENT Parking". What a privilege way to go!

Mr. Abe, I cannot control the traffic of moving vehicles and the parked cars in my deeded parking space & even if I & all the other property owners in the neighborhood paid for these improvements - but I do believe that as a state funded institution & to whom we contribute the majority of our property taxes to fund your schools & you could at least show your appreciation & respect to the homeowners in the neighborhood who gave you some of the paved streets & sidewalks by which your students use to transport themselves to the College.

We contributed in a monetary way & I do strongly believe, & rightfully so, that the

6

College should also Contribute in their way to make our lives in the neighborhood a little less stressfull! There is so much College land available

6 & it would certainly be a gesture of good will to the neighborhood to have on-Campus parking & free us of this burden of being Constantly "hedged in" with parked Cars.

I am enclosing a brochure from the College of Puget sound so you can see how neatly they control their student parking & thereby avoid offending the neighborhood.

Respectfully submitted —

M J Sessa
MARGE SESSA
9206 WALLINGFORD NORTH
SEATTLE 98103 # 522/5548

MR ABE: I HAVE HAD A DEAR [illegible] THE
FRIEND SERIOUSLY ILL 4 MONTHS AND
HOSPITAL FOR 4½ PREVENTED ME
DAILY VISITS COMPLETELY - THIS
[illegible] - SO
[illegible] CONSIDER THE
[illegible] LATE.

RESPONSE TO LETTER NO. 25

SESSA, MARGE

1. Comment acknowledged. The proposal for additional parking and the Transportation Management Plan (TMP) should together alleviate the number of parked cars on the streets surrounding the college.

2. Comment acknowledged. Please see response to comment 1.

3. Comment acknowledged. Please see response to comment 1.

4. Comment acknowledged.

5. Comment acknowledged.

6. Comment acknowledged. The College and the Master Plan Citizen's Advisory Committee pursued this process with that goal in mind.

NORTH SEATTLE COMMUNITY COLLEGE

DEIS and MIMP Hearing

Formal Comments

October 20, 1992

At the present time, we have three people that are signed up to give formal comments. I would ask them to please limit their comments to five minutes. If you are representing a group, please limit your comments to eight minutes, eight or nine minutes. Please remember that this is the formal comment period. If your comment is in the form of a question, we will not be responding to your concerns at this time. Each comment received during the formal comment period of this public hearing and all comments received in writing during the formal comment period will be acknowledged in the final documents. If you still have questions following the conclusion of the public hearing, please feel free to contact one or all of the Citizens Advisory Committee members, Mr. Abe, or myself for clarifications; however, I must once again emphasize that only verbal comments received during this hearing or written comments received from postmark prior to 5:00 p.m., November 6, 1992, will be addressed in the final documents.

The formal public comment portion of the public hearing held to receive comments on the North Seattle Community College Draft Major Institution Master Plan and Draft Environmental Impact Statement has now commenced. The first speaker is Dave Barber, representing the Licton Springs Community Council.

Dave Barber
Licton Springs
Community Council

Thank you, Mr. Budd. My name is Dave Barber. I'm president of the Licton Springs Community Council. I live at 8830 Wallingford Avenue North. And I would like to begin by commending the members of the Citizens Advisory Panel for their work on this project. I know that you have attended meeting after meeting after meeting and met for many long hours. There are many different diverse views on this, and you've done a really wonderful job, and you really need to be commended on that. I've seen other citizen committees, and I don't think they've gotten into the issues or the understanding that you have, and worked out a workable plan for those different things of interest. The other groups that I would like to commend are the administrative staff of North Seattle Community College. Here in Licton Springs we've had an opportunity over the last two or three years to work with a number of institutions on major plans affecting this neighborhood. None of those institutions have shown the openness and willingness and concern for neighborhood issues that North Seattle Community College has. The work of this administrative staff should be a model for other institutions around Seattle in attempting to deal with these kinds of issues that result in neighborhood impasse. 1

2

The Licton Springs Community Council has very recently adopted a set of goals which they've been working on for a long period of time at the same time the College has been working on this Master Plan. The College has been aware of those goals, and I'd like to read one of them into the record, which is one sentence long. And that goal is to ensure that all businesses, institutions, and multifamily residences provide adequate on-site parking for patrons, employees, students, faculty, staff, residents, and visitors, and that such parking minimize the impact on neighboring residences and open green space. I think that reflects some of the issues that this study group and the College have attempted to deal with — the problem of parking from a major institution on our adjacent streets, adjacent to the College — and a very strong concern within this neighborhood are those very people who are impacted by parking for open space and sensitive areas. We recently passed a resolution of our Community Council with respect to the environmental sensitive policies conducted by the City of Seattle, and that referred to some of these sensitive areas on the campus and asked for their future protection.

3

The final solution with respect to parking has been a compromise. The initial plans that were drafted for the Master Plan provided for over 1,000 parking places on the campus. And that number has been revised downward again and again and again, primarily to protect open space and sensitive areas, to the present level of 529 spaces. That level does not provide for the full peak parking load that this campus generates. And some members of our community, immediate neighbors, who are concerned about the 150 to 200 cars that at peak times might be forced onto the neighborhood streets. September, by the way, is a time of year — it's a very seasonal kind of thing. When that occurs — and we have just been through that in this neighborhood.

4

I think the real reason that I came here to comment on that, however, was to address our comments directly to the City representatives who will now be reviewing this plan. And I'm very concerned about after the very hard work that the community and the College put into this that some ivory tower kind of thinking might now come into play. One notion is "Cut down the amount of parking even further as an incentive for students to use bus transportation." That is exactly the situation we have now. There is not adequate parking on this campus, and it does <u>not</u> result in students using buses to get to campus. What it does result in is those students parking over in the adjacent neighborhood. It doesn't work that way. So I hope that those theorists or analysts at City Hall will be looking at the actual experience of this neighborhood and making recommendations with respect to this point.

5

Another notion has to do with parking fees, and we've already talked about that in the comment period. Raising parking fees on one side of the campus is also an incentive for students and faculty to use the

free parking on the neighborhood streets on the other side. When you bring that kind of theory to a specific institutional place like North Seattle Community College, you have to apply it to the ground where you're actually working. So, I don't think that particular theory works here. 5

Again, I'd like to commend the members of the committee on their very excellent work on this thing. And members of the faculty and the administrative staff of the North Seattle Community College. And I want to assure the City that our Licton Springs Community Council, although you didn't mention us, will be listening very attentively and will be an active player in the review of this.

Moderator

On behalf of the committee with the College, I would like to thank you for your kind remarks. Ann —.

Ann Zovitkovsky
Seattle Audubon Society

Thank you for the opportunity to comment on the Master Plan and the Draft Environmental Impact Statement. My name is Ann Zovitkovsky, and I represent the Seattle Audubon Society. I live at 6533 65th Street Northeast. And the Audubon Society is an association of about 6,000 members who are concerned with the enhancement and the enjoyment of birds, including pigeons, I'm afraid, George, even though I know they're a problem here, and the enhancement of natural resource values. And our comments are in four main areas.

First, we want to echo what you just said about the work of the Advisory Committee and the staff. On a personal note, I've been to many of the meetings and I've seen the plan change and evolve over time, and I think you did just a really wonderful job of trying to balance the different interests that were involved, and I think you came up with a plan that overall was really strong and very thoughtful. So thank you for that. 6

Second, as an organization concerned with people, birds, and wildlife, we're very concerned with habitat and water quality issues. We feel that the mitigating measures proposed for plants and wildlife, especially in Chapter 1, really strengthen the plan, and also beautify the campus, and we applaud that. But we're very concerned about the new drainage ditch proposed for the north side. It seems that throughout most of the plan this ditch is called a ditch, but you're also attributing to it many characteristics that biofiltration swales have that ditches don't have, and we urge you really to construct a biofiltration swale for that area and call it a biofiltration swale and not a ditch. 7

Third, we're very concerned about the increased storm runoff and its effects on water quality and quantity in the surge pond. As the plan points out, the existing pond capacity can't handle a 25- or 100-year flooding. And so with the increased runoff and the increased 8

8 pollutants and the increased impervious surface, we are concerned about the negative implications for the pond. And, according to what Brian said, there is also the City's contribution to the swale and the pond, and we really would support a team effort between the College and the City's Drainage and Wastewater Utility to increase the detention capacity of the surge pond, and we'd be happy to work with you in supporting that effort.

9 And finally, regarding the proposed athletic field: In our view, the benefits of locating it near the present tennis courts clearly outweigh the benefits of locating it near I-5. The College's educational mission would be served by creating a really first-class athletic field instead of a second-class one with, we think, public safety hazards of balls on the freeway. And we feel, too, that the community interest would be served by buffering the parking lot — the parking, the car lights and parking noise — by putting a playfield there. And also that it would enhance the wetlands by creating more green space and a buffer to those wetlands.

So, overall we think the plan is a good one. We feel that our comments really support and reinforce your goals, and we thank you for a plan and process that was really well done.

Moderator

The next speaker is Brian Bodenbach, Thornton Creek Alliance.

Brian Bodenbach
Thornton Creek
Alliance

Thank you. Gee, Ann stole a lot of my thunder. My name is Brian Bodenbach. I represent the Thornton Creek Alliance. I live at 8205 18th Avenue Northeast. I, too, really commend the committee's work

10 on this plan. From what I've learned about biofiltration and storm-water runoff, I can see that there's been a lot of attention paid to that.

11 And as I mentioned earlier, given the fact that the North Seattle Community College campus is the headwaters to the south branch of Thornton Creek, any negative impacts that occur here from storm-water runoff will impact the entire length of the stream. So they need to pay a lot of attention to that. I see that, from what I've learned about biofiltration, that there's been a lot of attention paid to that. I do have some concerns about routing a large, or what appears to be a large acreage of surface into one biofiltration swale. From what I've learned about biofiltration swales, they are limited in their usages, and they can very easily be overtaxed. It's much better from what I understand to have several subbasins delineated within there and to have biofiltration swales within those subbasins. I think that routing all of this water through one biofiltration swale may have a negative impact on the surge pond and also on Thornton Creek. If not so in the short term, definitely cumulative in the long run.

12 The other concern I have is placing biofiltration swales within the wetland buffer zones. Biofiltration swales, by their nature, must be fully exposed to be fully functional. That is, to optimize the growth of grasses that assist in filtering the water. Placing it within the buffer

zone, as it seems, would include, would have to include some alteration of the canopy in that area in order to have the biofiltration swale be fully effective in filtering water. So I would like to see that in the future, you know, as we pursue this document that we route biofiltration swales to the exterior of the perimeter of the buffer zones, _____. 12

That's really all I have to say. It seems like this plan has a lot of attention paid to what our interests are, which are the surface water runoff and how they impact on the creek. And I really commend you for the efforts that you put into that.

Moderator — The next speaker will be Sam Kleven.

Male Voice — The size of the playfield, the north/south direction is 380 feet. At the south end it is 168 feet wide, and at the north end it is 148 feet, not quite ____.

Female Voice — _____ give or take a few.

Male Voice — _____

Sandy Kleven — My name is Sandy Kleven. I'm here representing the Intermural Recreational Sport Program of North Seattle, and I also have been serving as a part-time faculty person and teaching the few P.E. courses that we've actually had at North Seattle.

My concern, I have three major concerns in relationship to the playing field, and that is about the size, the location, and the proposed date of putting it in, which I didn't see until today when I went into our staff lounge to look at it and to see when it actually was supposed to go in. The thing that's important to me is that the first building that is going in is the P.E. building, and what's bringing this up. And I think that it is says something about a lot, that it's taken North Seattle 20 years to put in a physical education facility. And today, we have a government document called "Healthy People 2000" and we're looking at health and the concern of ourselves as a nation and issues with health care. And we're looking at, we're revamping our look at what physical education actually is. And in doing so, I think we need to look at what this playing field — and by "playing", what that actually means.

In _____ physical education curriculum, which we plan to put in in September of 1995 when this building is completed, our classroom is a playing field. Our classroom is not this kind of a room. It's going to go outside to be guys kicking a ball around or hitting a ball or throwing a ball. But it is a classroom. And what we know about learning environments is that it is crucial that that learning environment be one that is conducive to be able to learn. And the 13

13 noise and the pollution, the location of where we're proposing this field to be is lousy at best for the noise.

I was told — and I don't know if this true, I neglected to ask — that out there —

Tape Turnover to Side 2

— in a softball game. So, slowpitch pitchers may have – to your catcher is over 40 feet. So the ability for even a pitcher and a catcher to communicate just between each other, that's yelling. Now, as an instructor, to go out and be working with my class and to be teaching and to be helping people in whatever movement that they're working with, that's not conducive to an educational situation. North Seattle Community College is a community college; it's an institution of education. This is a classroom. And its location down there by the freeway is not a good location for a classroom.

The size of the field — I borrowed at what avenue — I was looking around, and I'm not going to give you FIFA [?] regulations for a soccer field or a softball field. I just went to Lower Woodland, and I took a little measuring thing. And the dimensions that we're talking about, that we need somewhere in the ballpark of, is 300 feet by 430 feet, to be able to put a softball field and soccer field, and to overlap them so to make the best use.

14

Now the issue here is, if we just put a field out there like we're just going to throw balls out there or do nothing with it, that's doing injustice again to a curriculum and to a program. And so it's important that the field be something that was thought about and it be cared about as a field. And to care to that being a field is that it needs to be somewhat within a regulation of what we play on, and what actually is useful.

My third point is July 1997 to begin construction of our playing field is two years after we've already begun the building and a curriculum for physical education. And so it will be two years without our classroom. I will present this in more detail and I will present a written thing as well. But I just wanted to bring these three major concerns up, and I think that this is important that the word "play" not be thought of as something frivolous, but in a curriculum of physical education that this is education. Thank you.

15

Moderator Thank you. Is there anyone else who wishes to sign up and make a statement at this time?

Seeing no response, I hereby conclude the public comment portion.

RESPONSE TO TRANSCRIPT OF DEIS AND MIMP HEARING

1. Comment acknowledged.

2. Comment acknowledged. As mentioned, the College and the Master Plan Citizen's Advisory Committee (MPCAC) have attempted to develop a plan which reduces the existing impact to on-street parking by providing additional parking spaces on campus, while also developing a Transportation Management Plan (TMP) which should reduce single occupancy vehicle (SOV) use. The proposed additional parking has been designed to minimize impacts to environmentally sensitive areas, including wetlands.

3. Comment acknowledged. The additional parking spaces and the TMP should substantially reduce the on-street parking demand in the area. The 1689 parking spaces that will exist under this proposal, will, with the implementation of the TMP, reduce the parking demand to zero by 1999.

4. Comment acknowledged.

5. The proposed increase in parking supply, increased SOV parking rates, preferential car pool parking and transit subsidies are all proposed to reduce the parking impacts on the surrounding neighborhood.

6. Comment acknowledged.

7. Please see Response to Letter No. 13, Seattle Audobon Society, comment 2.

8. Please see Response to Letter No. 6, City of Seattle Engineering Department (Stormwater), comments 1 through 3, and comment 21.

9. Please see Repsonse to Letter No. 13, Seattle Audobon Society, comment 4.

10. Comment acknowledged.

11. Please see Response to Letter No. 19, Brian Bodenbach, comment 8.

12. Please see Response to Letter No. 19, Brian Bodenbach, comment 9.

13. Please see Response to Letter No. 13, Seattle Audobon Society, comment 4.

14. Please see Response to Letter No. 15, Mapple Leaf Community Council, comment 13.

15. Comment acknowledged.

CHAPTER 3

■

ADDITIONS AND ERRATA

■

October 1992 DEIS
Additions and ERRATA

Subsequent to the issuance of the DEIS, the site plan for the North Seattle Community College Major Institution Master Plan was revised. The revisions were primarily based on comments received from the City of Seattle regarding the number of proposed parking spaces and comments from the Citizens Advisory Committee and the general public regarding the location of the proposed athletic field.

The most significant revisions to the site plan included the reduction of the number of proposed parking spaces from the original 529 spaces to 291 spaces and the relocation of the athletic field from the southeast corner of the campus (adjacent to I-5) to the southcentral portion of the campus. Chapter 1 of this document provides a detailed description of the revised site plan. The following section provides updated information or changes to discussion provided in the DEIS.

DEIS Page
Reference

Chapter 2

2-6 Amend Site Utilities and Site Preparation, second paragraph, to read as follows:

"Additional stormwater runoff generated by the proposed buildings and parking would require improvements to the existing on-site storm drainage system. Typical improvements would include detention facilities to control the rate of stormwater runoff; additional stormwater piping; oil/water separators, and biofiltration swales to control the discharge of oil and sediment.

Stormwater facilities and grading would be provided in accordance with requirements of the City of Seattle Stormwater, Grading and Drainage Code.

All stormwater control and treatment is planned to occur on-site, prior to discharge to the pond. No changes to the pond are anticipated. Any flood storage capacity lost due to minimal grading in the northeast portion of the site would be replaced. The existing function of the pond, watercourse and other features of this regional drainage facility would be preserved, and the discharge rate from the pond to the Thornton Creek Basin system will not be adversely impacted by the proposed action.

2-7 Revise description of Alternative 1 as follows:

Alternative 1: Design Alternative

Alternative 1 would be a master plan with the same development elements as under the proposed action but with the proposed and potential future phase buildings located on the west side of campus (adjacent to College Way North), and the athletic field located in the southeastern portion of the site, near I-5. As under the proposed action, this master plan would include the development of an approximately 36,000-square-foot Physical Education Building, an approximately 50,000-square-foot Multi-Purpose Building, additional parking, and an outdoor athletic field (see Figure 4).

Proposed for the area west of the Library and Instructional Buildings, the Physical Education and Multi-Purpose Buildings would replace the existing West Parking Lot and landscape areas. By locating buildings closer to College Way North (a minimum of approximately 90 feet) than currently exist, this alternative would concentrate building development toward the adjacent residential neighborhood and would result in a campus with a more urban character. Additional parking for approximately 291 vehicles would be provided in the eastern and southern portions of the site. An additional site access road would be provided from 92nd Street North (directly opposite Corliss Avenue). As under the proposed action, no wetland fill would be required.

The potential future phase development buildings would be located south of the College Center, adjacent to College Way North.

Chapter 3

Water

3-1 Amend heading as follows:

"Stormwater"

3-1 Amend sentence under Stormwater to read as follows:

Supplemental hydrologic calculations and exhibits can be found in the "Storm Drainage Review Report for North Seattle Community College Master Plan/ EIS" dated December 1992 by RoseWater Engineering, Inc.. This report is available for review at the City of Seattle Engineering Department.

3-1 Add heading under AFFECTED ENVIRONMENT

"Existing Drainage"

3-1 Amend heading below Existing Drainage as follows:

"Upland Drainage Basin"

3-1 Amend entire section under Upland Drainage Basin to read as follows:

"The North Seattle Community College (NSCC) campus is located in north Seattle, west of the Northgate Shopping Center. The on-site drainage basin is approximately 48 acres in size and lies at the downstream end of a relatively large drainage basin (refer to Appendix E). The upland drainage basin area is approximately 232 acres, including the northern undeveloped portion of the College campus, and directs stormwater flows generally from north to south beginning at about 120th Street. The eastern boundary of the drainage basin is Interstate 5. The western boundary is a meandering line which varies in location between College Way North and Stone Avenue North.

Stormwater runoff flows from previously developed areas are collected into the existing Meridian Avenue and the NSCC storm sewer systems. Eventually all sub-basins discharge to an existing watercourse and pond at the end of 100th Street adjacent to the west side of I-5. Flows from this pond discharge to the west through an existing 36-inch pipe. The existing pond and the 36-inch pipe,

along with other upstream storage areas and discharge structures, function as a regional drainage facility which historically has limited flows to the downstream Thornton Creek drainage basin system."

3-2 Amend first heading to read as follows:

"Existing On-Site Drainage Sub-Basins"

3-2 Amend Existing On-Site Drainage Sub-Basins, first paragraph, to read as follows:

The North Seattle Community College (NSCC) campus is 63 acres in size. It is bounded by N. 103rd Street on the north, N. 92nd Street on the south, College Way North on the west, and Interstate 5 on the east.

The northern portion of the campus between North 100th Street and North 103rd Street is approximately 15 acres in size. Other than an abandoned residence, no buildings or impervious areas exist. There will be no new development in this area; therefore, it was not identified as an on-site drainage basin for analysis.

The remaining 48 acres have been divided into five main drainage sub-basins. All of these sub-basins eventually discharge to the existing pond and watercourse located in the northeast portion of the campus. Sub-Basins A through E are illustrated in Appendix E and are described as follows:"

3-2 Amend Sub-Basin discussion to read as follows:

"Sub-Basin A

This sub-basin contains approximately 6.7 acres of existing vegetation. It is located in the southeastern portion of the campus. Stormwater from this sub-basin drains in sheet flow over grassland and discharges directly to the pond.

Sub-Basin B

Sub-Basin B, which is located in the southeast portion of the campus, is bordered on the east by Corliss Street (if extended), on the south by N. 92nd Street on the west by Meridian Avenue from N. 92nd to N. 95th Street and by the existing buildings, and on the north by the existing parking lot. This sub-basin totals approximately 17 acres, 10 of which are undeveloped. The southwest portion of this basin drains through thick growth to existing wetlands. Runoff from the wetlands is then channeled through a 24-inch pipe to an asphalt swale which runs through approximately 7 acres of existing parking lot pavement. This asphalt swale is approximately 750 feet long and collects drainage from the remainder of the basin. Flows discharge to the pond via a 12-inch pipe.

Sub-Basin C

This sub-basin contains approximately 4.7 acres most of which is grass field. It is located in the northeast portion of the campus. This sub-basin is bordered on the east by the pond, on the south by the north edge of the existing parking lot, on the west by the edge of a gravel parking lot, and on the north by the existing

watercourse. Runoff drains via sheet flow to a 12-inch culvert, into an existing swale, and discharges into the pond via an 8-inch pipe."

3-4 Amend Sub-Basin discussion to read as follows:

"Sub-Basin D

Located in the western portion of the campus, this 15.1 acre sub-basin is bordered on the west by College Way North, on the north by N. 100th Street, on the east by a meandering line through the campus at approximately the extended centerline of Meridian Avenue North, and on the south by N. 92nd Street. Stormwater from this sub-basin is conveyed by storm drain to the existing 48-inch pipe in N. 100th Street. Storm flows are then discharged to the existing watercourse via a 36-inch storm drain.

Sub-Basin E

Sub-Basin E, which contains approximately 4.7 acres, encompasses the remaining northern/central portion of the site and consists of roof and foundation drains and over-land flow from the center of the campus. This sub-basin contains the existing electronics and science laboratories, and the west classroom wing, along with adjacent paved and unpaved areas. Storm flows from this sub-basin are discharged to the existing watercourse via a 36-inch storm drain."

3-4 Delete section entitled Non-Development Area in the Northern Portion of the Site

3-4 Amend Water Quantity, first paragraph, to read as follows:

"The proposed campus development, including the addition of two buildings and parking, would result in a net increase of impervious area equal to approximately 4.0 acres. This increase in impervious surface area on site would decrease the amount of stormwater absorption, producing the potential for more stormwater runoff.

Additional runoff created by the proposed action would be collected and controlled by improved on-site stormwater drainage facilities. Stormwater detention facilities would be designed such that the peak discharge rates from the site to the pond would be equal to or less than existing peak discharge rates. Detention volume requirements will be established based on discharge rate criteria found in the City of Seattle Stormwater, Grading and Drainage Control Code.

All stormwater runoff control would occur on-site and prior to discharge to the pond. No changes to the pond would be needed. The existing function of the pond, watercourse and other features of this regional drainage facility would be unchanged, and the discharge rate from the pond to the Thornton Creek Basin system would not be impacted by the proposed action.

Since stormwater runoff at lower elevations near the existing pond will be difficult to collect or isolate, substitution of areas is proposed. Substitution of an area means that runoff from a proposed area need not be routed through to the detention system if runoff from an adjacent area of equivalent size is

collected and controlled instead. For this site, there are relatively large existing impervious areas at higher elevations which can be substituted for proposed project areas at lower elevations. According to the City of Seattle Engineering Department, substitution of areas for the construction of detention facilities will be allowed where appropriate.

Planning and design of the phases will be carefully coordinated to provide appropriate detention or substitution of detention as noted. Specific impacts by phase including a general description of possible detention facilities are described below."

3-5, 3-6 Delete the discussion of Sub-Basins, and amend it to read as follows, by phase:

"Phase 1 - Physical Education Building

The construction of the new Physical Education Building affects stormwater runoff in Sub-Basin B. Existing asphalt pavement and landscaping will be replaced by the new building and landscaping. The net increase in impervious area will be minimal, if not insignificant. Detention improvements for this phase will be accounted for via substitution of existing impervious areas in Sub-Basin D. The necessary stormwater control facilities will be constructed when the northwest parking lot is improved in Phase 1B.

Phase 1A - Corliss Avenue Entrance/Bus Loading Area

In this phase, Corliss Avenue will be extended north to provide access to the site from North 92nd Street. In addition, a new bus loading area at the crest of N. 95th Street will be provided. New paving and entrance improvements will impact stormwater runoff in Sub-Basin B. New detention facilities could be located at the southern end of the new road. The new detention facility could allow for expansion when Phase 1C, 2A, and 2B facilities are constructed.

Phase 1B - Northwest Parking

The construction of a parking area in the northwest portion of the site will impact stormwater flows in Sub-Basins C, D and E. The proposed action will result in an increase in impervious area and will need to comply with drainage requirements for redevelopment. Detention facilities could be provided on the Sub-Basin D outfall. Some of the lower areas in this phase may be substituted by controlling runoff from existing higher impervious areas in Sub-Basin D.

A new access road will extend into the limits of the existing grass area and will require the relocation of a portion of the existing swale adjacent to and south of the grass area. When the swale is relocated, any flood storage capacity lost due to grading will be replaced by regrading the existing swale. See Flood Storage section for further discussion of flood storage replacement.

Phase 1C - Southwest Parking

The establishment of surface parking spaces in the southwest portion of the site will increase the amount of impervious area in Sub-Basins B and D. The existing dirt/gravel parking area and vegetation will be replaced with asphalt pavement and landscaping.

Increased stormwater flows resulting from new impervious areas in the west half of Phase 1C will be controlled by detention facilities which could be located at the northwest end of the Phase 1C boundary.

In the existing condition, stormwater flows from the east half of Phase 1C are directed to existing wetlands. Detention facilities will be constructed such that the existing volume of runoff to the wetlands would remain the same. Additional runoff would be diverted around the wetlands and could be controlled by detention facilities located at the northeast end of of the Phase 1C boundary, or detntion facilities could be constructed in conjunction with Phase 1A detention improvements."

Phase 2 - Multi-Purpose Building

The construction of the new Multi-Purpose Building affects stormwater runoff in Sub-Basin B. Existing asphalt pavement and landscaping will be replaced by the new building and landscaping. The net increase in impervious area will be minimal, if not insignificant. Detention improvements for this phase will be accounted for via substitution of existing impervious areas in Sub-Basin D. The necessary stormwater control facilities will be constructed when the northwest parking lot is improved in Phase 1B.

Phases 2A and 2B - Southeast Parking

The establishment of a new parking area in the southeast portion of the site, east and west of the Phase 1A improvements, will increase the amount of impervious area in Sub-Basin B. Existing vegetation will be replaced with new pavement and landscaping.

Increased stormwater flows will be controlled by detention facilities which could be located at the northwest end of the Phase 2A and 2B boundaries. Stormwater control facilities could be constructed as an expansion of the Phase 1A facilities or as a separate system.

Some of the Phase 2C detention requirements may be substituted to this facility.

Phase 2C - East Central Parking (Existing East Parking Lot)

In this phase the existing south portion of the east parking lot will be regraded and resurfaced, which will impact stormwater runoff in Sub-Basin B. Although the proposed action will result in little or no net increase in impervious area, it will need to comply with drainage requirements for redevelopment. New detention facilities could be located in an appropriate area south of the proposed Physical Education Building. Detention improvements for this phase will be accounted for via substitution of existing impervious areas in Sub-Basin D. The necessary stormwater control facilities will be constructed when the northwest parking lot is improved in Phase 1B.

Phase 2D - Northeast Parking (Existing East Parking Lot)

In this phase, the north portion of the existing east parking lot will be regraded and resurfaced, which will impact stormwater runoff in Sub-Basins B and C. Although the proposed action will result in little or no net increase in impervious area, it will need to comply with drainage requirements for

redevelopment. Detention improvements for this phase will be accounted for via substitution of existing impervious areas in Sub-Basin D. The necessary stormwater control facilities will be constructed when the northwest parking lot is improved in Phase 1B.

Phase 3 - Athletic Field

The athletic field will be located within drainage boundaries of Sub-Basin B. In the existing condition, stormwater flows from the south end of the site are directed to existing wetlands. Existing vegetation will be replaced with a new pervious athletic field. Storm drainage facilities will be constructed such that the existing volume of runoff to the wetlands would remain the same. Detention facilities may not be required.

3-6 Delete section entitled Non-Development Area in the Northern Portion of the Site.

3-6 Add new section after preceding discussion and before Water Quality:

"Flood Storage

Phase 1B and 2D

The proposed action will minimally impact the capability of the existing regional drainage facility to provide flood storage.

Currently, physical features such as the pond, the watercourse, the athletic field swale, and the northern wetland all function as flood storage areas of the upland drainage basin. The existing upstream storm drains also serve to limit flows to the pond during flood conditions.

In Phase 1B, the swale running adjacent to and south of the athletic field will be relocated slightly to the north and portions of the swale will be filled in.

Flood storage capacity lost due to any grading in the northeast portion of the site would be replaced in the following manner:

- The required volume of flood storage to be replaced would be determined based on established 100 year flood elevations. The volume of fill in any given proposed area would be replaced by an equal volume of cut in the existing ballfield area.

- Portions of the required flood storage replacement volume would be allocated to the new surface parking areas. New parking would be designed to provide flood storage to a maximum depth of 6-inches during the 100 year storm.

All Other Phases

The increase in impervious areas due to the proposed action would result in an increase in stormwater runoff volumes. This would produce the potential for a rise in existing flood elevations at the pond, especially during 100 year storm conditions.

In addition to current criteria set by the City of Seattle Stormwater, Grading and Drainage Control Code for the 2 and 25 year design storms, on-site detention facilities would be designed to control the proposed 100 year design storm to the existing 100 year discharge rate. Any additional runoff volumes not provided for in the on-site detention facilities will be allocated to flood storage replacement when the parking lots are designed in Phases 1B and 2D. This approach would serve to minimize impacts to existing flood elevations at the pond during peak storm conditions."

3-7 Amend After Construction, second paragraph, to read as follows:

"According to the requirements of the City of Seattle Stormwater, Grading and Drainage Control Code, Best Management Practices (BMPs) would need to be implemented. Implementation of these practices would cause a significant upgrade to the existing storm drainage system by providing treatment of stormwater contaminated with oil and sediment. This would minimize overall water quality impacts of the proposed action.

In each phase of the proposed action, BMPs such as, biofiltration swales and filter strips, wet vaults or ponds, and oil/water separators would be constructed in conjunction with other storm drainage improvements. All stormwater treatment would occur on-site and prior to discharge to the pond or the watercourse. No improvements to the pond would be required. The existing water quality function of the pond, watercourse and other features of this regional drainage facility would continue unchanged."

3-7 Amend Alternative 1, first paragraph, to read as follows:

"The development of Alternative 1 would result in approximately 23.8 acres of impervious surfaces as compared to 23.4 acres under the proposed action. This lesser amount of impervious surfaces would result in slightly lower amounts of stormwater runoff than under the proposed action. The proposed and potential buildings under the alternative would be primarily located in Sub-Basin D instead of Sub-Basin B under the proposed action. As under the proposed action, all additional runoff created by this alternative would be collected and controlled by the improved on-site stormwater drainage facilities. Stormwater detention facilities would be designed such that the peak discharge rates from the site to the pond would be equal to or less than existing peak discharge rates. No improvements to the pond or to any other portion of the existing regional drainage facility would be required to control the additional runoff.

3-8 Amend MITIGATING MEASURES as follows:

Delete heading Potential

Amend section entitled Proposed to reach as follows:

"Proposed

Water Quantity

- o On-site detention activities would be provided to control the rate of stormwater runoff from each phase of the proposed action to the existing pond.

- o The College would comply with design storm and discharge rate criteria established in the City of Seattle Stormwater, Grading and Drainage Control Code.

Flood Storage

- o Flood storage capacity lost due to the relocation of the existing swale south of and adjacent to the existing ballfield in Phase 1B would be replaced by 100 year flood storage in new parking areas and a regrading of the existing swale.

- o To minimize impacts to the existing flood elevation and discharge rate at the pond during peak storm conditions, detention facilities would be designed to control the proposed 100 year design storm to the existing 100 year discharge rate.

Water Quality

- o To the maximum extent possible, all clearing and grading would be performed during the dry season to reduce the potential for erosion.

- o During construction and clearing, erosion-control measures would include proper channeling of surface water runoff, use of geotextile filters (placed at the edge of cleared areas, with special emphasis on wetland areas and the surge pond), and temporary sedimentation basins.

- o Biofiltration strips or swales would be constructed at the perimeter of wetland buffer areas to control water quality by filtering storm water drainage before it enters the wetland. These biofiltration systems would be regularly maintained by campus ground crews. Biofilter strips would only be installed in areas where they would function adequately.

- o To control the discharge of oil and sediment, BMPs such as biofiltration swales and filter strips, wet vaults or ponds, and oil/water separators would be constructed on site in conjunction with other storm drainage improvements. These water quality devices would be maintained by the College consistent with the City of Seattle Stormwater, Grading and Drainage Control Code.

- o North Seattle Community College could coordinate with the City of Seattle Engineering Department on proposed on-site water quality improvements and practices."

Plants and Animals

3-17 Add the following under the first paragraph:

- o Changes in the hydroperiods of wetlands 2 and 3 may impact their plant communities. Most substantial storm events in the Pacific Northwest occur in the winter, when vegetation is dormant. Therefore, changes in water inputs to the wetland during the winter would have little impact on existing vegetation. Changes in wetland hydroperiod that occur during the early part of the growing season, however, could affect wetland vegetation by placing "drier adapted" species at a competitive disadvantage relative to plants that survive in wetter conditions. For example, the Himalayan blackberry and the Canadian thistle that are adapted to drier conditions may be placed at a competitive disadvantage, and may decrease in abundance over time. Conversely, species adapted to wetter conditions, such as soft rush, hardhack spirea, and creeping buttercup may increase in abundance.

3-17 Amend the fourth paragraph as follows:

- o Wetlands 2 and 3: The proposed addition of parking areas and athletic field could increase the risk of impacts to water quality. An increase in the amount of pollutants in the wetlands could affect the species composition and abundance of vegetation in the wetlands. However, the proposed detention and water quality treatment facilities, including biofiltration strips or swales, wet vaults or ponds, and oil/water separators, would help limit these impacts to wetlands by removing sediments and pollutants from stormwater and reducing the amount of water-suspended pollutants that enter from impervious surfaces or the athletic field. Overall water quality impacts to Wetlands 2 and 3 would be expected to be minimal.

Land Use

3-32 Amend second paragraph as follows:

"Additional parking for 291 vehicles would be provided in the northeastern and southeastern portions of the site."

3-32 Amend fourth paragraph, second sentence as follows:

"However, the development of the increased parking area and athletic field would extend campus development into the currently undeveloped southern portion of the campus, thus resulting in campus development in closer proximity to the residential uses to the south and southwest of the campus."

3-32 Amend sixth paragraph, second sentence as follows:

"Approximately 23.8 acres of natural area would be preserved (including the three existing wetlands) and 15.7 acres of landscaped area (including planters, athletic field, grass areas, and landscaped areas) would be provided."

3-33 Continue discussion after first sentence on page as follows:

"The addition of the athletic field to the south would change the wooded buffer between residents on North 92nd Street and the campus. The buffer would be thinned to 15-20 feet in width, and there may be intermittent views into the athletic field. However, the field would be at a lower elevation than the homes to the south, so views through the buffer would include the wooded area and wetlands beyond the athletic field."

3-33 Add the following under **Alternative 1:** Design Alternative, after the third sentence:

"The athletic field in this alternative would be adjacent to I-5, maintaining the tree cover in the southern part of campus, so that the views from the homes located to the south of the campus would remain unchanged."

3-40 Amend Transportation Goals, tenth paragraph, third sentence as follows:

People traveling to the college by taking the Northgate Avenue exit from Interstate 5 would access the campus in a way which would avoid the Licton Springs area via Wallingford Avenue.

3-41 Amend Implementation Guideline 6.1 as follows:

> Implementation Guideline 6.1: Require a transportation management program (TMP) for reducing the number of single-occupant vehicle (SOV) trips generated by new development.

In accordance with this policy, a Transportation Management Plan (TMP) is included in the Major Institution Master Plan, Volume I of this document, and outlines specific measures for maximizing the efficiency of transportation to and from the college. Programs to encourage transit use and reduce single occupancy vehicle trips to the campus are included in the TMP. The City of Seattle Engineering Department will review the TMP and monitor its progress in achieving performance standards listed in the approved TMP.

3-41 Amend Implementation Guideline 6.2 as follows:

> Implementation Guideline 6.2: A Northgate Area Transportation Management Association (TMA) is strongly encouraged to assist developers, property owners, and employers in achieving the Northgate performance standards.

North Seattle Community College supports the establishment of a Northgate Area TMA, and will work with the TMA in addressing local transportation issues.

3-41 Add the following Northgate Area Comprehensive Plan policies and implementation guidelines:

> Policy 7: Enhance transit service and facilities to make it a more attractive travel mode for persons living and working in the Northgate Area.

Implementation Guideline 7.3: Encourage Transit Access

The proposed Master Plan would encourage transit access by providing a transit stop for use by Metro on the campus and providing a transit subsidy for students as a part of the TMP. Further, North Seattle Community College will work with a TMA in addressing local transportation issues, including the potential for pooling resources to provide a circulator service.

Policy 8: Increase pedestrian circulation with an improved street level environment by creating pedestrian connections that are safe, interesting, and pleasant.

Implementation Guideline 8.1: Pedestrian Circulation System

The nature trail proposed in the Master Plan for NSCC generally follows the urban trail mapped in the NACP, running along NE 92nd Street and the eastern edge of the campus. While it does not run as far north as the proposed grade-separated pedestrian crossing, it could be connected to the crossing at the time that the crossing is constructed.

Implementation Guideline 8.3: Pedestrian/Vehicular Conflicts

NSCC has a system of pedestrian paths throughout the core of the site that are completely removed from automobile traffic. In the larger parking lots, 10'-wide pedestrian paths are designated to move pedestrians safely into the campus core. In addition, both College Way North and North 92nd Street have sidewalks with a minimal number of curb cuts, allowing safe and easy pedestrian access onto the campus.

Implementation Guideline 9.3: Control the Amount of Surface Parking

The amount of parking provided will be consistent with the Master Plan goals of reducing the on-street parking impact to the surrounding neighborhood while providing incentives to reduce SOV trips through a TMP. Both the new and existing parking at NSCC will be largely screened from the surrounding area by landscaping. The two largest lots will be bisected by 10' wide pedestrian walkways, which will also be landscaped, and none of the parking will be more than 800 feet from the nearest campus building. Due to financial and site constraints, it is infeasible to provide structured parking beyond what already exists.

3.42 Add the following Northgate Area Comprehensive Plan policies and implementation guidelines:

Policy 10: Reduce the impact of increases in traffic volume by minimizing conflicts with local access streets, and improving traffic flow, circulation and safety, without increasing vehicular capacity.

Implementation Guideline 10.4: Traffic circulation will be directed onto Arterials to protect the Neighborhood from Avoidable Intrusion of Through Traffic.

The Master Plan includes a new access driveway on North 92nd at Corliss, which should help to distribute traffic more evenly, and will reduce some of the

traffic volumes at the existing driveways on College Way North. While NSCC cannot direct the traffic flow once it leaves the site, the traffic studies in the Draft EIS show that the majority of the traffic flows onto arterials, with relatively little traffic using neighborhood streets.

Policy 12: A system of open spaces and pedestrian connections shall be established to guide acquisition, location, and development of future open space and to establish priorities for related public improvements.

Implementation Guideline 12.2: Open Space Requirement

This implementation guideline refers specifically to commercial developments and does not relate to the proposal. However, approximately 62 percent of the campus will be in natural and landscaped open space.

Implementation Guideline 12.3: Types of open space to fulfill requirement.

The 39.5 acres of open space in the NSCC Master Plan include plazas and courtyards with public seating, landscaped areas with informal seating (planter box edges, etc), and natural open space, which includes wetland and significant stands of existing vegetation. Many opportunities exist to enjoy the usable and the natural open space that can be found throughout the site.

Implementation Guideline 12.4: Establish Criteria for Locating Open Space

Approximately 39.5 acres or 62 percent of the campus would be in open space including natural open space, active recreation areas and plazas. The plazas, which currently exist on campus, function as focal points for adjacent buildings, provide several different types of seating, and link the campus core with the pedestrian network.

Implementation Guideline 12.6: Priorities for Northgate Area Open Space.

The categories listed in this implementation guideline-parks, urban trails, greenstreets, and natural areas-generally do not apply to the NSCC property. However there is a significant amount of natural open space on the site, as stated above, which will be preserved.

Policy 13: General development plans shall be required to ensure that the development of super-blocks in the Northgate area supports and reinforces the vehicular/pedestrian balance envisioned to complement transit use in the Northgate overlay.

Implementation Guideline 13.5: Exceptions to the Land Use Code may be allowed.

The proposed Master Plan includes a TMP which is generally consistent with the policies of the Seattle Land Use Code and the Northgate Area Comprehensive Plan SOV and pedestrian goals. The number and type of parking spaces at NSCC will be consistent with the City of Seattle's Major Institution Master Plan process and policies.

Transporation

3-54 Amend heading under AFFECTED ENVIRONMENT as follows:

"Description of Streets and Intersections"

3-61 Amend Table 5 as follows:

(SEE ATTACHED; p. 3-16)

3-63 Amend Transit Service, first paragraph, second sentence as follows:

"There are two regular routes that provide service to North Seattle Community College."

3-65 Amend heading as follows:

"Nonmotorized Facilities"

3-72 Amend Table 10 as follows:

(SEE ATTACHED; p. 3-17)

3-73 Amend Table 11 as follows:

(SEE ATTACHED; p. 3-18)

3-77 Amend Traffic Circulation, first paragraph, second sentence as follows:

"This added access ~~is expected to change the travel pattern of traffic generated from NSCC and~~ would reduce traffic volumes at the three existing campus access locations on College Way N.

3-77 Amend Traffic Circulation, second paragraph, third and fourth sentences, to read as follows:

This signing modification could affect the travel route choice of first time visitors to NSCC; however, the majority of regular students, faculty, and staff traveling to NSCC from the South on I-5 would continue to use the N. 85th St./Wallingford Ave. N./N. 92nd St. route to access the campus. Travel time surveys conducted during the PM peak period substantiate this assumption. The N. 85th St./Wallingford Ave. N./N. 92nd St. route was found to be, on average, almost 50% faster than the 1st Ave. NE/NE 92nd St. route. (3 minutes, 0 seconds for the N. 85th St. route versus 4 minutes, 23 seconds for the 1st Ave. NE route.)

3-77 Amend Traffic Volume second paragraph as follows:

"Traffic volumes on College Way N, N 92nd Street, and the site access driveways were adjusted to account for the added on-site parking supply and redistribution of traffic associated with the added access driveway to N. 92nd Street. Driveway traffic volumes were increased by 15 percent to account for the traffic volume increase associated with the added on-site parking supply.

The resulting year 1999 daily and PM peak hour volumes are shown on Figure 18 (DEIS p. 3-78)."

3-77 Amend Traffic Operations and Level of Service, first paragraph, second sentence as follows:

"Table 14 summarizes the results of this analysis."

3-79 Amend Table 14 as follows:

(SEE ATTACHED; p. 3-19)

3-80 Amend second heading as follows:

"Nonmotorized Facilities"

3-80 Amend Nonmotorized Facilities, first paragraph, second sentence as follows:

"However, a small increase in pedestrian and bicycle volumes may occur as a result of implementing the project's TMP."

3-84 Amend Roadway and Intersection Improvements, second bullet as follows:

"o The new access driveway and intersection with N 92nd Street will be constructed to City of Seattle design standards. ~~--In addition, NSCC will cooperate with WSDOT to relocate the destination sign to NSCC northbound I-5 from N 92nd Street to 1st Avenue NE.~~"

Construction Impacts

3-96 Add the following Mitigating Measures:

o A excavation plan for the construction period will be provided.

o The days and times of day that construction occurs will be consistent with city standards to minimize impacts on surrounding residents.

Table 5

EXISTING PM PEAK HOUR LEVELS OF SERVICE

Signalized Intersection	Approach	LOS	Avg. Delay[1]	V/C[2]
N 95th St/College Way N	Northbound	A	1.2	0.28
	Southbound	A	1.1	0.12
	Eastbound	C	23.1	0.10
	Westbound	C	23.8	0.28
	Overall	A	2.1	0.26
Northgate Way/Meridian Ave. N.	Northbound	E	41.6	0.95
	Southbound	E	40.3	0.95
	Eastbound	C	15.7	0.66
	Westbound	D	31.9	0.95
	Overall	D	30.3	0.83

Unsignalized Intersections	Movement	LOS	Reserve Capacity
College Way N/N 100th St	Northbound Left	A	909
	Southbound Left	A	734
	Westbound Approach	C	296
	Eastbound Approach	B	329
N 97th St/College Way N	Northbound Left	A	980
	Southbound Left	A	767
	Westbound Approach	A	639
	Eastbound Approach	A	490

All-Way Stop Intersection		LOS	V/C[2]
N 92nd St/Wallingford Ave N	Overall	B	0.67

1 Average delay expressed in seconds per vehicle
2 V/C = volume-to-capacity ratio

Source: The Transpo Group, 1992.

Table 10
On-Street Parking Demand - Area 1

Location	Side	Parking Supply	9-10 a.m. Mar 30-31 Avg	10-11 p.m. Mar 30-31 Avg	Diff	% Utilization	7-8 p.m. Mar 30-31 Avg	10-11 p.m. Mar 30-31 Avg	Diff	% Utilization
College Wy N						AREA 1				
92nd St -	East	N/P	0	0	0		0	0	0	
95th St	West	23	19	4	15	82.6%	16	4	12	69.6%
95th St -	East	N/P	0	0	0		0	0	0	
97th St	West	16	17	1	16	106.3%	18	1	17	112.5%
97th St -	East	N/P	0	0	0		0	0	0	
100th St	West	20	13	1	12	65.0%	20	1	19	100.0%
Wallingford Ave N										
95th St -	East	19	21	8	13	110.5%	17	8	9	89.5%
97th St	West	16	18	9	9	112.5%	13	9	4	81.3%
97th St -	East	14	14	8	6	100.0%	11	8	3	78.6%
100th St	West	27	22	9	13	81.5%	17	9	8	63.0%
Densmore Ave N										
95th St - 97th St	East	16	16	9	7	100.0%	9	9	0	56.3%
N 92nd St										
Wallingford Ave N - Meridian Ave N	South	19	14	2	12	73.7%	7	2	5	36.8%
Meridian Ave N - Meridian Pl N	South	9	1	0	1	11.1%	0	0	0	0.0%
Meridian Pl - Bridge	South	15	10	2	8	66.7%	2	2	0	13.3%
College Wy N -	South	5	6	1	5	120.0%	1	1	0	20.0%
Wallingford Ave N	North	N/P	0	0	0		0	0	0	
Bridge - College Wy N	North	62	49	3*	49	79.0%	25	3*	25	40.3%
N 95th St										
College Wy N -	North	10	11	1	10	110.0%	10	1	9	100%
Wallingford Ave N	South	N/P	0	0	0		0	0	0	
Wallingford Ave N -	North	N/P	0	0	0		0	0	0	
Densmore Ave N	South	10	10	1	9	100.0%	6	1	5	60.0%
N 97th St										
College Wy N -	North	9	9	2	7	100.0%	10	2	8	111.1%
Wallingford Ave N	South	12	12	2	10	100.0%	12	2	10	100.0%
Wallingford Ave N -	North	10	10	1	9	100.0%	6	1	5	60.0%
Densmore Ave N	South	6	7	1	6	116.7%	5	1	4	83.3%
N 100th St										
Permit Prkg Entrance -	North	19	19	0*	19	100.0%	17	0*	17	89.5%
College Wy N	South	18	21	0*	21	116.7%	20	0*	20	111.1%
College Wy N -	North	3	6	1	5	200.0%	5	1	4	166.7%
Wallingford Ave N	South	3	4	0	4	133.3%	3	0	3	100.0%
Area 1 Sub-Total On-Street Parking		361	329	47	282	91.1%	250	60	190	69.3%

Table 11
On-Street Parking Demand - Area 2

Location	Side	Parking Supply	9-10 a.m. Mar 30-31 Avg	10-11 p.m. Mar 30-31 Avg	Diff	% Utilization	7-8 p.m. Mar 30-31 Avg	10-11 p.m. Mar 30-31 Avg	Diff	% Utilization
Wallingford Ave N						AREA 2				
92nd St -	East	19	4	4	0	21.1%	4	4	0	21.1%
95th St	West	16	9	4	5	56.3%	8	4	4	50.0%
Woodlawn Ave N										
92nd St -	East	23	8	9	-1	34.8%	9	9	0	39.1%
95th St	West	32	12	15	-3	37.5%	8	15	-7	25.0%
Densmore Ave N										
92nd St -	East	17	8	7	1	47.1%	5	7	-2	29.4%
95th St	West	21	7	12	-5	33.3%	9	12	-3	42.9%
95th St- 97th St	West	21	8	3	5	38.1%	4	3	1	19.0%
97th St -	East	22	7	5	2	31.8%	4	5	-1	18.2%
100th St	West	27	10	11	-1	37.0%	12	11	1	44.4%
N 92nd St										
Wallingford Ave - Ashworth Ave	South	27	10	3	7	37.0%	3	3	0	11.1%
Densmore Ave N - Woodlawn Ave N	North	8	4	5	-1	50.0%	1	5	-4	12.5%
N 95th St										
Densmore Ave N -	North	10	0	0	0	0.0%	0	0	0	0.0%
Woodlawn Ave N	South	N/P	1	0	1		0	0	0	
N 100th St										
Wallingford Ave N -	North	7	1	0	1	14.3%	0	0	0	0.0%
Densmore Ave N	South	N/P	0	0	0		0	0	0	
Area 2 Sub-Total On-Street Parking		250	89	58	31	35.6%	67	74	7	26.8%
Total On-Street Parking		611	418	105	313	68.4%	317	134	183	51.9%

1. The 10:00 to 11:00 p.m. residential demand was reduced by 26 percent to account for the reduced residential demand from 9:00 to 10:00 a.m. This adjustment factor was obtained from Shared Parking, Urban Land Institute, 1983. The 10:00 to 11:00 p.m. residential demand was reduced by 5 percent to account offor the reduced residential demand from 7:00 to 8:00 p.m. This adjustment factor was obtained from Shared Parking, Urban Land Institute, 1983.

NP - No Parking

Source: The Transpo Group, 1992.

Table 14

1999 PM Peak Hour Levels of Service (LOS)With Proposal[1]

Signalized Intersections	Approach	Existing LOS	Existing Avg. Delay[1]	Existing V/C[2]	1999 With Project LOS	1999 With Project Avg. Delay[1]	1999 With Project V/C[2]
College Way N/N 95th St	Northbound	A	1.2	0.28	A	1.1	0.26
	Southbound	A	1.1	0.12	A	1.0	0.12
	Eastbound	C	23.1	0.10	C	23.5	0.11
	Westbound	C	23.8	0.28	C	24.1	0.26
	Overall	A	2.1	0.26	A	1.9[3]	0.24
Northgate Way/Meridian Ave N	Northbound	E	41.6	0.95	F	61.3	1.04
	Southbound	E	40.3	0.95	F	60.3	1.04
	Eastbound	C	15.7	0.66	C	16.2	0.71
	Westbound	D	31.9	0.95	E	51.4	1.04
	Overall	D	30.3	0.83	E	44.7	0.91

Unsignalized Intersections	Movement	LOS	Reserve Capacity	LOS	Reserve Capacity
College Way N/N 100th St	Northbound Left	A	909	A	878
	Southbound Left	A	734	A	696
	Westbound Approach	C	296	C	243
	Eastbound Approach	B	329	C	251
College Way N/N 97th St	Northbound Left	A	980	A	978
	Southbound Left	A	767	A	731
	Westbound Approach	A	639	A	541
	Eastbound Approach	A	490	A	253
N 92nd St/NSCC Access	Southbound Approach	-	-	C	237
	Eastbound Left	-	-	C	656

All-Way Stop Intersection		LOS	V/C[2]	LOS	V/C[2]
N 92nd St/Wallingford Ave N	Overall	B	0.67	C	0.73

1 Average delay expressed in seconds per vehicle.

2 V/C = volume-to-capacity ratio.

3 Level of service at this intersection would improve because some existing traffic currently using this street for access to NSCC will shift to the new access on N 92nd Street.

Source: The Transpo Group, 1992

APPENDIX A

DISTRIBUTION LIST

NORTH SEATTLE COMMUNITY COLLEGE MAJOR
INSTITUTION MASTER PLAN AND EIS

DISTRIBUTION LIST

FEDERAL AGENCIES

Environmental Protection Agency
Environmental Impact Evaluation Branch
1200 Sixth Avenue
Seattle, Washington 98101

Department of Health and Human Services
1321 Second Avenue
Seattle, Washington 98101

U.S. Geological Survey
AJ-20
U.S. Army Corps of Engineers
4735 East Marginal Way South
Seattle, Washington 98124

STATE AGENCIES

Office of the Governor
Olympia, Washington 98504

Department of Ecology
Environmental Review Section, Regional Office
4350 150th Avenue N.E.
Redmond, Washington 98502

Office of financial Management
Olympia, Washington 98504

Ecological Commission
c/o Department of Ecology
St. Martin's Headquarters Office
Olympia, Washington 98504

Department of Social and Health Sciences
Office of Environmental Health, LD-11
Olympia, Washington 98505

Department of Social and Health Services
Certificate of Need Unit, LP-13
Olympia, Washington 98504

Planning and Community Affairs Agency
400 Capital Center
Olympia, Washington 98504

REGIONAL AGENCIES

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Environmental Planner
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Municipality of Metropolitan Seattle (METRO)
821 Second Avenue
Seattle, Washington 98104-1598

Puget Sound Air Pollution Control Agency
P. O. Box 9863
Seattle, Washington 98119

Puget Sound Council of Governments
Grand Central on the Park
216 First Avenue South
Seattle, Washington 98104

Puget Sound Health Systems Agency
601 Valley
Seattle, Washington 98109

KING COUNTY AGENCIES

King County Executive and County Council
King County Courthouse
Seattle, Washington 98104

Seattle King County Health Services
Public Safety Building
610 Third Avenue
Seattle, Washington 98104

CITY OF SEATTLE

Mayor Norman Rice
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Seattle, Washington 98104-1873

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Seattle, Washington 98104

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Seattle Water Department
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Seattle, Washington 98104

Seattle Fire Department
301 Second Avenue South
Seattle, Washington 98104

Seattle Police Department
Public Safety Building
610 Third Avenue
Seattle, Washington 98104

Seattle Department of Parks and Recreation
Municipal Building
Seattle, Washington 98104

University District Community Service Center
4710 University Way N.E.
Seattle, Washington 98105

LIBRARIES

Seattle Main Library
Documents Department
1000 Fourth Avenue
Seattle, Washington 98104

Governmental Research Assistance Library
Municipal Building
600 Fourth Avenue
Seattle, Washington 98104

Seattle Public Library, Main Branch
5009 Roosevelt Way N.E.
Seattle, Washington 98105

Ginger Scarborough
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NEWSPAPERS

Seattle Daily Journal of Commerce
P. O. Box 11050
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The Seattle Times
P. O. Box 70
Seattle, Washington 98111

The Seattle Post Intelligencer
521 Wall Street
Seattle, Washington 98121

The North Seattle Press
4128 Fremont Avenue North
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APPENDIX B

TRANSPORTATION MANAGEMENT PROGRAM

NORTH SEATTLE COMMUNITY COLLEGE MASTER PLAN

TRANSPORTATION MANAGEMENT PROGRAM

Prepared for:
North Seattle Community College

May 13, 1993

Prepared by:
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INTRODUCTION

The Transportation Management Plan (TMP) for the North Seattle Community College (NSCC) was developed as part of the Major Institution Master Plan as mandated by the City of Seattle Land Use Codes. Also applicable in the development of this plan are the provisions of the transportation management goals and policies set forth in the *Mayor's Recommendations - Northgate Area Comprehensive Plan*, May 1992. The goal of the TMP is to minimize the number of single occupant vehicle (SOV) trips to and from NSCC and to encourage the use of alternative modes of travel such as transit, carpooling, or bicycling.

The draft TMP consists of four elements:

- TMP Goal
- Standard Implementation Requirements
- Discretionary Program Requirements
- Evaluation Criteria.

TMP Goal

The City of Seattle Land Use Code (Section 23.54.016.C.1) states that the general goal of reducing the percentage of the major institution's employees, staff, and/or students who commute in SOVs during the peak period will be 50 percent or less. The trip reduction goal would apply to the entire NSCC campus population (including students) that is present during the campus peak hour (10 to 11 a.m.). The existing peak hour population is 2,779, including 2,561 students and 218 faculty and employees. Therefore, the SOV goal required by the Land Use Code would result in a maximum of 1,390 students and employees commuting to NSCC by SOV.

Based on these peak campus population figures, the maximum number of parking spaces allowed by the Seattle Land Use Code is 779 spaces. This is 619 spaces less than the existing parking supply of 1,398 spaces.

The setting of a TMP goal involves a detailed analysis of the many factors influencing modes of travel to/from an institution. The Seattle Land Use Code (Section 23.54.016.C.4.)

states that "*the Council . . . may increase or decrease the stated 50% SOV goal, based upon the major institution's impacts on traffic and opportunities for alternative means of transportation.*" Factors that are considered include, but are not limited to, the following:

- Proximity to a street with 15-minute transit service headways in each direction.
- Air quality conditions.
- The patterns and peaks of traffic generated by major institution uses.
- The impact of additional on-site parking.
- The extent to which the scheduling of classes reduces the transportation alternatives available to students and faculty.

The factors that are unique to NSCC and should be considered in this evaluation are:

- Transit service in the immediate vicinity of NSCC on College Way N is limited to two routes (16 and 62) that operate on College Way N with 30- to 60-minute headways. Route 16 provides service between Northgate Shopping Center, Wallingford, and Downtown Seattle; Route 62 provides service between Magnolia, Ballard, Greenwood, and the Northgate Transit Center. (Headways on Route 62 are planned to decrease to 15 minutes during peak periods and 30 minutes during midday and weekend hours of operation based on information contained in the Northgate Area Comprehensive Plan.) Service on Route 62 ends at 6:00 p.m. In addition, there are nine transit routes that provide service to the Northgate Transit Center, located east of I-5 and south of Northgate Mall. The transit center, however, is considered to be too long of a walking distance from NSCC to provide service to the college, and a transit shuttle would be needed to make Northgate Transit Center service accessible to NSCC students and employees. Transit service headways on College Way N are considerably longer than the 15-minute headways suggested as the minimum acceptable level of service. Therefore, transit service to NSCC is not currently acceptable based on the criteria contained in the Seattle Land Use Code.

- Class schedules are primarily based on the needs and desires of the students. NSCC has as many students attending evening classes as day classes. Accordingly, most classes at NSCC are scheduled during the nonpeak morning (9:00 a.m. to 1:00 p.m.) and evening (7:00 to 9:30 p.m.) hours. Most of the traffic generated by NSCC during the PM peak period (4:00 to 6:00 p.m.) is limited to support staff. (This PM peak period of adjacent street traffic is different than the 10 to 11 AM campus population peak hour used to establish the SOV goal.) Almost no classes are scheduled during the PM peak, which means that virtually no students or faculty are here during that period of time. This reduces the number of transportation alternatives available to staff because carpool opportunities are limited.

- A large majority of students and faculty members attend NSCC on a part-time basis. NSCC has the highest percentage of part-time students of any urban community college in the Puget Sound region. Approximately 82 percent of the students attend on a part-time basis (less than 15 credit hours); 66 percent of the faculty teach on a part-time basis; and 33 percent of the staff work only at night (most arrive and leave after the PM peak). Carpooling and other ride-sharing options are not feasible for most of these students, faculty, and staff members because they have other jobs or commitments during the day at locations or times that are not conducive to alternative modes of travel.

- Many students travel to NSCC from nearby areas, making carpooling or riding transit difficult. Sixty-two (62) percent of the students reside in the area bounded by Puget Sound to the west, Lake Washington to the east, Ship Canal to the south, and NE 145th Street to the north. With only two transit routes serving NSCC during the day (and one at night), it is extremely inconvenient for these students to utilize transit. The remaining 38 percent of the students live in an area that can best be described as south Snohomish County to the north; Woodinville, Kirkland, and Redmond to the east; and beyond the Seattle city limits to the south. Again, the lack of transit service and the wide-spread, diverse population precludes the use of alternative modes of travel.

- On-site parking areas are fully utilized during peak periods. (See tables in the Final EIS.) Because of this, spillover parking demand from NSCC causes adverse impacts in adjacent neighborhoods. Additional on-site parking would reduce the impact of on-street parking in adjacent neighborhoods. Implementation of a Residential Parking

Zone (RPZ) in the adjacent neighborhood would also help to reduce this parking impact; however, an RPZ is not supported by residents in the adjacent neighborhoods. The *Mayor's Recommendations - Northgate Area Comprehensive Plan* strongly encourages improving the convenience and accessibility of short-term customer/patient parking (pg. 61 of the *Mayor's Recommendations - Northgate Area Comprehensive Plan*). The plan does not set parking maximums, it only sets minimums. The availability of on-site parking to serve the college is essential due to the special needs of students and faculty. For example, 66 percent of the faculty and 82 percent of the students are part-time. Approximately 81 percent of all students have full- or part-time employment. A significant number of female students are returning to the work force, including many single parents. Only 3 percent of the students at NSCC are right out of high school. The median age of students is 31 1/2; the average age of the student population is considerably higher due to the large number of senior citizens enrolled. The typical NSCC student and part-time faculty member have other jobs and/or other commitments during the day. Access to adequate and convenient transportation is essential for these people. In the vast majority of cases, SOV transportation is the only possible alternative.

Based on the factors listed previously, the Seattle Land Use Code goal of 50 percent single occupant vehicles should be modified since "the major institution's impacts on traffic and opportunities for alternative means of transportation" are limited. It is recommended that the goals for commuter trip reduction at NSCC be modified to conform to the goals of the *1991 State Transportation Demand Management Act* and the *Northgate Area Comprehensive Plan*. These goals are reductions of 15 percent by 1995, 25 percent by 1997, and 35 percent by 1999.

Using the Commute Trip Reduction (CTR) Law and *Northgate Area Comprehensive Plan* trip reduction goals and assuming an 85 percent base SOV rate in the Northgate area, the following maximum SOV percentage would need to be achieved to meet the modified SOV-reduction goal based on Land Use Code requirements.

- 1995 - 15 percent reduction beyond base rate = 72.2 percent SOV
- 1997 - 25 percent reduction beyond base rate = 63.8 percent SOV
- 1999 - 35 percent reduction beyond base rate = 55.2 percent SOV.

NSCC also proposes to add an additional 291 on-site parking spaces to meet the future on-campus parking demand in 1999 of 1,689 spaces. This amount of parking would exceed the maximum number of parking spaces permitted by the Land Use Code. The existing 1,398 parking spaces, plus the additional 291 on-site parking spaces, would be sufficient to meet this estimated future parking demand, assuming that the TMP goal was met in 1999. This amount of parking exceeds 135 percent of the minimum amount of parking required by the Land Use Code; however, the City Council may approve in excess of 135 percent of the minimum long-term parking requirements based upon the major institution's impact on traffic and opportunities for alternative means of transportation (see Land Use Code Section 23.54.016.C.4.). These factors were discussed previously in relation to modifying the TMP goal.

A mode-split survey was conducted at NSCC to determine the existing mode of travel for students, faculty, and staff at NSCC. The results of the survey are shown in Table 1.

Table 1. Existing Mode of Travel Information

	Students	Percent	Faculty	Percent	Employee	Percent	Total	Percent
Drive Alone	1,121	70%	118	89%	139	90%	1,377	73%
Bus	179	11%	2	2%	7	5%	188	10%
Carpool	144	9%	2	2%	4	3%	150	8%
Bicycle	25	2%	3	2%	0	0%	28	1%
Walk	66	4%	1	1%	2	1%	69	4%
Auto/Other	50	3%	4	3%	2	1%	56	3%
Other	22	1%	3	2%	0	0%	25	1%
Total	**1,607**	**100%**	**133**	**100%**	**154**	**100%**	**1,893**	**100%**

Even though NSCC does not currently have a formal TMP that has been officially adopted by the City of Seattle, NSCC has voluntarily implemented the following TMP programs:

- Parking fees that are substantially higher than those of all other community colleges outside of the Seattle Community College District and are charged to all students, faculty, and staff.

- Subsidized monthly transit passes for faculty and staff in the amount of $21.

- Discounted and preferential carpool parking spaces for faculty and staff.

- Covered bicycle racks. (Bicycle racks include the metal railings that are used to lock bicycles, since these railings are conveniently located near classrooms.)

- Transportation coordinator.

- Commuter information center.

- Ridematch service through Metro's ridematch program.

- Guaranteed ride home program for faculty and staff.

- College-owned vehicles are available for use by students, faculty, and staff who utilize alternative modes of travel to conduct college business.

- Three free daily parking passes per month for faculty and staff transit users.

All of these elements have contributed to the relatively large percentage of non-SOV trips being made to NSCC for an institution that does not have a formally adopted TMP in place. NSCC, as part of the Seattle Community College District, charges the highest parking fees in the state among community colleges. Some colleges do not charge any parking fees. NSCC is the only employer in the Northgate area that charges for parking. Existing parking fees for full-time employees and students are as follows:

- Students - $19.50/quarter
- Employees - $33.75/quarter
- Reserved (students or employees) - $53.25/quarter

Standard Implementation Requirements

As part of its Major Institution Master Plan, NSCC is proposing to implement all of the Standard Implementation Requirements contained in the Department of Construction and Land Use (DCLU) Director's Rule 4-91. This includes the following items:

- Transportation Coordinator (TC) - NSCC will continue to have a Transportation Coordinator responsible for the implementation and administration of the TMP.

- Periodic Promotional Events - NSCC will hold events designed to educate and inform students, faculty, and staff of available commute options and HOV incentives. Promotional events could include commute fairs, inclusion of rideshare information in new student, faculty, or staff orientation programs, on-site bicycle commuter training, or distribution of promotional brochures and information. Promotional events should occur near the beginning of each new school year.

- Commuter Information Center (CIC) - NSCC will continue to maintain a permanent, highly visible, on-site display of information on available commute modes. The CIC displays information on ridesharing (carpools, vanpools), Metro Transit routes, and other information related to ridesharing.

- Ridematch Service - NSCC will coordinate with Metro to provide a carpool, vanpool, and custom bus-matching service. This service matches students, faculty, or staff having similar commute trip origins, destinations, and schedules.

- Student, Faculty, and Staff Mode-Split Survey - NSCC will conduct a travel-mode survey, which may be required by Seattle Engineering Department (SED) no more than every two years to determine travel behaviors, determine mode splits, and verify effectiveness of the TMP.

- Site Improvements - NSCC will maintain its designated carpool/vanpool parking spaces for employees and provide an additional carpool/vanpool parking area for students. The Land Use Code requires a total of 267 bicycle parking spaces. These will all be provided along the metal railings that exist throughout the NSCC campus. The 267 bicycle parking spaces

are shown on the site plan attached to this TMP. The metal railings are sufficient to provide all code-required bicycle parking spaces because they meet the criteria contained in Section 23.54.016.D.2. of the Land Use Code.

- Reporting - NSCC will prepare quarterly reports and submit them to SED.

Discretionary Program Requirements

The TMP for NSCC will include the following discretionary program requirements. Some of these programs, such as the discounted carpool parking, preferential carpool parking, and transit pass subsidies, have already been implemented by NSCC for faculty and staff.

- Parking Supply - An additional 291 parking spaces are proposed to be added to the NSCC campus. This would increase the on-site parking supply to 1,689 spaces. This parking supply equals the estimated parking demand that would exist in the year 1999, assuming that the TMP goals are met.

- Discounted Carpool and Vanpool Parking - NSCC will charge registered student, faculty, and staff carpools and vanpools a parking fee that is 50 percent or less than the cost for SOV parking.

- Preferential Carpool Parking - NSCC will continue to provide garage parking spaces for the exclusive use by faculty and staff carpools. A monitored and enforced preferential carpool parking lot for students would be added in an area that is centrally located to classroom facilities. Five to ten percent more HOV spaces than registered carpools and vanpools will be provided at all times. NSCC will monitor carpool and vanpool parking permit applications to ensure that carpool and vanpool permit users comply with the permit rules.

- Transit Subsidy - NSCC will continue subsidizing the cost of faculty and staff transit passes at a maximum of $21 per month. Future increases in the maximum allowable subsidy that is tax deductible will be reflected in the amount that NSCC subsidizes this program. This program will also be implemented for students. This would be implemented by offering subsidized

transit passes only to students that request a pass.

- SOV Parking Rates - Parking rates for SOVs will be restructured to make parking fees competitive with the unsubsidized cost of riding transit. At minimum, SOV parking rates will be regularly increased by the Consumer Price Index. NSCC is currently the only employer in the Northgate area that charges for parking.

- Guaranteed Ride Home Program - NSCC will provide reimbursement for emergency travel home to students, faculty, and staff that are using transit or carpooling.

- Showers/Locker Room Facilities - NSCC will provide on-site facilities that allows bicycle and walking commuters to shower and change clothes. These will be provided in the new P.E. building proposed in the master plan.

- Residential Parking Zone (RPZ) - Currently, implementation of a residential parking zone program is not supported by the adjacent neighborhoods. Their primary concern is the inconvenience of an RPZ on affected residents in the neighborhood. This program element would be funded by NSCC if it is supported by the neighborhood and approved by the City of Seattle.

- Periodic Free Parking for Non-SOV Commuters - Students and employees who regularly commute to campus by a non-SOV mode will be given three free daily parking passes per month.

Evaluation Criteria

The TMP will be periodically monitored and evaluated, as specified in the SED/ DCLU Director's Rule pertaining to TMPs.

TMP Acknowledgment

NSCC shall record an acknowledgment of the permit conditions or memorandum of agreement, in a form acceptable to the DCLU, with the King County Recorder.

APPENDIX C

PARKING DEMAND INFORMATION

The Transpo Group

MEMORANDUM

TO: Choate Budd
NSCC

DATE: August 4, 1993

FROM: John Perlic, P.E. *mem for*
The TRANSPO Group, Inc.

TG: 91106.00

SUBJECT: PARKING DEMAND INFORMATION FOR THE NSCC MASTER PLAN

This memorandum documents the existing and projected parking demand information as requested by the Seattle Engineering Department (SED) in their comments on the Draft EIS and at our December 14, 1992, meeting. The projected parking demand calculations are based on the future TMP goals, while the existing parking demand calculations are based on the mode split survey conducted in 1992.

Campus Population

Peak student population estimates are based on student enrollment records and an estimate of the students on campus during the peak hour, including actual counts of students in the library, cafeteria, and other non-classroom areas. Similarly, the number of faculty, staff, and administrators on campus during the peak hour was also estimated. The peak hour was found to be 10:00 to 11:00 a.m. based on a review of classroom enrollment during the peak three-hour period from 9:00 to 12:00 a.m. Table 1 summarizes this information.

Table 1. Peak Campus Population Estimates (10:00 to 11:00 a.m.)

Students	Monday	Tuesday	Wednesday	Thursday	Friday	5-Day Average
- Enrolled	2,015	2,180	2,127	2,422	1,753	2,099
- Others[1]	443	480	468	533	386	462
Subtotal Students	2,458	2,660	2,595	2,955	2,139	2,561
Faculty/Staff						
- Faculty[2]	92	96	95	96	72	90
- Staff[3]	102	102	102	102	102	102
- Administrators	26	26	26	26	26	26
Subtotal Faculty/Staff	220	224	223	224	200	218
Total Campus Population	**2,678**	**2,884**	**2,818**	**3,179**	**2,339**	**2,779**

1 *The number of students on campus in the library, cafeteria, and other nonclassroom areas reflects actual counts.*
2 *The number of faculty was estimated from the number of classes scheduled from 10-11:00 a.m. plus an additional 10 percent to account for other faculty on campus.*
3 *Total staff on campus during the peak hour was assumed to be 67 percent of the total staff. The remaining 33 percent works during the evening.*

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Existing Parking Demand

Based on the five-day averages presented in Table 1 and the existing campus mode split shown in Table 13 of the DEIS, the existing peak parking demand is calculated in Table 2.

Table 2. Existing Peak Parking Demand

Population Group	Mode	Total Population	Mode Split	ACO[2]	Parking Demand
Students	SOV[1]	2,561	0.70	1.0	1,793
	Carpool	2,561	0.09	2.4	96
Faculty/Staff	SOV[1]	218	0.90	1.0	196
	Carpool	218	0.03	2.4	3
Total					2,085

1 SOV = Single Occupant Vehicle.
2 ACO = Average Car Occupancy.

The existing calculated peak parking demand of 2,085 is approximately 12 percent higher than the surveyed peak parking demand summarized in Table 12 of the DEIS. The difference primarily results from the following:

- The surveyed parking demand was established from surveys that were conducted between 9:00 and 11:00 a.m. The total number of students on campus during the 9:00 to 10:00 a.m. hour is estimated to be 21 percent less than the 10:00 to 11:00 a.m. peak hour.

- The calculated parking demand does not account for student, faculty, or staff absenteeism. (This factor is not expected to be significant, however, because the surveyed parking demand occurred during the first week of a new quarter when absenteeism is likely to be low.)

Future Parking Demand Estimates

Future estimates of parking demand were based on the campus population estimates (no increase is expected in the future) and the goals of the Transportation Management Program (TMP). The TMP goals should be consistent with the goals established in the Commute Trip Reduction (CTR) Law and the Northgate Area Comprehensive Plan since these goals were developed specifically for the NSCC area. The Seattle Land Use Code goal of 50 percent single occupant vehicles (SOVs) should be modified to be consistent with these other goals, since "the major institution's impacts on traffic and opportunities for alternative means of transportation" are limited.

Using the CTR Law and Northgate Area Comprehensive Plan trip reduction goals and assuming an 85 percent base SOV rate in the Northgate area, the following maximum SOV percentage would need to be achieved:

- 1995 - 15 percent reduction beyond base rate = 72.2 percent SOV
- 1997 - 25 percent reduction beyond base rate = 63.8 percent SOV
- 1999 - 35 percent reduction beyond base rate = 55.2 percent SOV

The Transpo Group

Based on these mode split goals, the resulting peak parking demand in 1995, 1997, and 1999 is shown in Table 3.

Table 3. Future Peak Parking Demand[1]

Year	Mode	Campus Population[2]	Mode Split	ACO	Parking Demand
1995	SOV	2,779	0.722	1.0	2,006
	Carpools	2,779	0.083	2.4	96
	Total				**2,102**
1997	SOV	2,779	0.638	1.0	1,773
	Carpools	2,779	0.109	2.4	126
	Total				**1,899**
1999	SOV	2,779	0.552	1.0	1,534
	Carpools	2,779	0.134	2.4	155
	Total				**1,689**

1 *Future parking demand estimates assume that TMP goals would be achieved.*
2 *Campus population includes students, faculty, and employees since the TMP goals would be the same for everyone on campus.*

Future Parking Supply and Projected Surplus/Deficit

The proposed parking supply increase at NSCC of 291 spaces would be phased in over time according to the following schedule:

- Phase 1 (including Phases 1A, 1B, and 1C) - Net increase of 288 spaces in 1994. (Phases 1A, 1B, and 1C add a net increase of 302 spaces minus a net loss of 14 spaces resulting from restriping the east lot after construction of the P. E. Building.)

- Phase 2 (including Phases 2A, 2B, 2C, and 2D) - Net increase of three additional spaces in 1998. (There are parking increases in Phases 2A and 2B, and decreases in Phases 2C and 2D.)

This would result in the following parking supply for the three TMP target years:

- 1995 = 1,686 spaces
- 1997 = 1,686 spaces
- 1999 = 1,689 spaces

Comparing this proposed parking supply increase with the projected parking demand results in the surplus or deficit of on-site parking shown in Table 4.

The Transpo Group

Table 4. Future Parking Surplus/Deficit[1]

Year	Parking Supply	Peak Parking Demand	Surplus (+) or Deficit (-)
1995	1,686	2,102	-416
1997	1,686	1,899	-213
1999	1,689	1,689	0

1 *Future parking surplus/deficit estimates assume that TMP goals would be achieved.*

As shown above, a parking deficit would occur in 1995 and 1997, and the parking supply and demand are balanced in 1999, assuming that the SOV reductions are fully achieved.

Because of the increased parking supply added by 1995, the on-site parking deficit would decrease from the existing 687 to 416 spaces in 1995. This reduced on-site parking deficit would help to reduce the demand for parking on surrounding residential streets, although some parking spillover would still likely occur.

In summary, based on the parking analysis presented above, it appears that the future parking demand estimates are reasonably balanced with the proposed phased increase in parking supply. Therefore, the proposed increase in parking supply should not reduce the effectiveness of the TMP.

JNP/ldk

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APPENDIX D

SED MEETING MINUTES

MINUTES OF MEETING

PROJECT: NSCC Master Plan/EIS

PROJECT NO: 92013
DATE: December 1, 1992
BY: A.J. Haugerud

SUBJECT: Storm Drainage Criteria & Approach

MEETING DATE: November 25, 1992
TIME: 1:30 p.m.
PLACE: Seattle Engineering Department, Dexter Horton Building

ATTENDEES:
Leigh Francis, DCLU 684-8875
Cheryl Cronander, Dept. of Neighborhoods, 684-0369
Pat Barlow, RoseWater Engineering, 441-9385
Dutch Duarte, Duarte Bryant Arch., 340-1552
Choate Budd, North Seattle Com. Col., 527-3633
Rich Schipanski, The Ferris Company, 462-7650
Amy Haugerud, RoseWater Engineering, 441-9385
Rick Lowthian, Seattle Engr. Dept., 684-5037
Mary Pfender, Seattle Engr. Dept., 684-5040

COPIES: Attendees, RWE File

The purpose of the meeting was to discuss the overall approach to storm water issues in the EIS and in the Master Plan. The sharing of ideas and objectives resulted in the following conclusions.

1. Rick Lowthian identified the following three primary issues which are to be addressed by the EIS and the Master Plan.

a. New construction projects should conform to the "current regulations".

b. The historic function of the site and the pond in providing regional storm water detention and some local flood control should be preserved.

c. The existing watercourse on the site may be relocated. If this occurs, the relocated element should be at least equivalent to the existing watercourse elements in habitat value as well as in hydraulic capacity.

2. The College will include a commitment to meet current storm water regulations in the Master Plan EIS. The EIS will describe general means by which detention may be provided, and will mention that it is likely that some substitution of detained areas will be needed to allow new construction in low lying areas of the campus. Detention may be provided in pipe, pond or parking lot storage. It was noted that SED prefers not to substitute detention in a developed area for detention in the area of new construction, but they do allow it in some circumstances.

The EIS will also describe the general approach to be used to mitigate possible water quality impacts of the planned projects.

3. The Seattle drainage requirements are in the process of changing. A new ordinance becomes effective in February of 1993. The related requirements for hydraulic design and implementation of water quality protection measures have not been developed. In the interim designers should assume that some form of Best Management Practices (BMP), similar to those outlined in the Ecology Manual for the Puget Sound Basin, will be needed for new projects. These may include oil/water separators or biofiltration or wet ponds. The level of water quality measures needed will depend on the classification of the downstream "receiving waters".

4. It was agreed that the "historic function" of the existing pond is to be maintained. The factors to be considered include storage volume and release rate. (Discussion of the means of determining the storage volume currently provided was lengthy and is summarized below.)

5. Mr. Lowthian wants to be sure that the Master Plan document demonstrates the physical feasibility of relocation of the watercourse and the provision of local flood storage volume replacement during future construction projects.

The Master Plan drawing will indicate approximate locations for the future storage volume(s). It is understood that the actual location used may be different from that shown in the Master Plan. The purpose of showing these areas of future storage is to indicate that there is at least one viable solution to the question of where to put the replacement storage.

The drainage report which supplements the EIS will include calculations used to develop storage volumes and sketches to indicate hydraulic grade for the future storage areas. This report will be provided to the Seattle Engineering Department, but will not be a part of the published EIS document.

Subsequent project designs will refine the general information included in the Master Plan. It is assumed that the quantity of storage needed will decrease as the hydraulic calculations are developed to a higher level of accuracy.

6. The evaluation of the hydraulic functions of the existing pond will be presented in several steps, as the Master Plan is completed and specific projects are implemented.

At the Master Plan stage a simplified set of calculations has been done to identify the "worst case" theoretical 100 year storm water elevation in the ball field swale and the water course. This elevation will be used to establish the theoretical quantity of storage volume to be replaced on the site when (or if) the ball field swale is filled or the water course is relocated.

At such time as the College proceeds to design specific projects that will affect either the swale or the water course, additional information on existing upstream conditions can be gathered and incorporated into the hydraulic modeling.

7. It was noted that as the NSCC Master Plan and the individual projects move through the design process and are discussed with City Staff it is (and will be) important to make written note of approvals or agreements reached, and the parties involved.

8. The proposed drainage concept for the PE building is to demonstrate that the immediate impact of the project on the pond is not significant in terms of flow and volume of water, and to provide substitute detention and runoff control in a future project. This approach is still acceptable to Rick Lowthian, if the hydraulic calculations support the idea that the impact is trivial.

The preceding represents our understanding of discussions held and decisions reached in the meeting. Please notify RoseWater Engineering, Inc. as soon as possible if there are any amendments to these minutes.

APPENDIX E

STORM DRAINAGE REVIEW REPORT

STORM DRAINAGE REVIEW REPORT

for

NORTH SEATTLE COMMUNITY COLLEGE MASTER PLAN/EIS

Seattle, Washington

PREPARED BY:	RoseWater Engineering, Inc. 1932 First Avenue, Suite 711 Seattle, WA 98101 (206) 441-9385
DATE:	December 1992
RWE JOB NO:	92013.2
DESIGN ENGINEER:	Patricia A. Barlow, P.E.
APPROVED:	Amy J. Haugerud, P.E.

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APPENDIX - SUPPORTING CALCULATIONS

LIST OF TABLES AND FIGURES

LIST OF EXHIBITS

NORTH SEATTLE COMMUNITY COLLEGE
MASTER PLAN/ EIS DRAINAGE REVIEW REPORT
DECEMBER 15, 1992

PURPOSE:

- In response to City of Seattle Engineering Department Master Plan/ EIS comments dated November 6, 1992 and as a result of meeting with SED on November 25, 1992, this report includes supplemental sketches and calculations to support proposed Master Plan actions.

- To present to the City of Seattle Engineering Department calculations which demonstrate that there are no adverse hydrologic impacts to the existing pond system due to the construction of the proposed Physical Education Building and the construction of parking lot in the northeast portion of the site adjacent to the existing pond. It is intended that the impacts of these two projects be considered separately.

LIMITATIONS:

- This report is intended to assist the City of Seattle Engineering Department in the evaluation of proposed Master Plan actions. This report is not intended to represent a comprehensive drainage plan for the 230-acre upland offsite watershed. Assumptions were made and methods of analyses were selected in order to simplify calculations at the Master Plan stage. Results are fairly conservative and should be used for either comparison purposes only or for support of proposed Master Plan actions. Detailed backwater analyses to more accurately determine the 100-year floodplain will be completed as required when project design of parking areas and the relocation of the watercourse in the northeast portion of the site adjacent to the pond is initiated.

PROJECT DESCRIPTIONS:

North Seattle Community College (NSCC) Master Plan/EIS - Proposed development includes the construction of the P.E. Building, one other building, and additional parking areas. Increased impervious area due to proposed development is approximately six acres. This is equivalent to approximately three percent of the total 280- acre drainage basin.

P.E. Building - Proposed development includes the demolition of existing parking and the construction of the P.E. Building easterly of existing NSCC buildings. The total disturbed area is approximately one acre.

Northeast Parking Lot - Proposed development includes the construction of asphalt pavement parking lot at the northeast end of the NSCC site adjacent to the existing pond. The parking lot will be a maximum of three acres.

EXISTING DRAINAGE:

Upland Drainage Basin - The NSCC site is located in North Seattle, west of the Northgate Shopping Center. The on site drainage basin is approximately 50 acres in size and lies at the downstream end of a relatively large drainage basin. The upland drainage basin area is approximately 230- acres not including the campus and directs stormwater flows generally from north to south beginning at about 120th Street. Stormwater runoff flows from previously developed areas are collected into the existing Meridian Avenue and from the NSCC storm sewer systems. Eventually all sub-basins discharge to an existing pond at the end of 100th Street adjacent to the west side of I-5. Flows from this pond discharge to the west into the Thornton Creek basin system through an existing 36-inch pipe. The existing pond and the 36-inch pipe, along with other upstream storage areas and discharge structures function as a regional facility which historically limits flows to the downstream Thornton Creek Basin system, especially during 100 year flood conditions. See EXHIBIT "A".

This report is specifically concerned with two of the NSCC sub-basins as follows:

Sub-Basin "B" - The proposed P.E. building lies within Sub-Basin "B"(SB-B). SB-B is bordered on the east by Corliss Street, on the south by N. 92nd Street, on the west by Meridian Avenue from N. 92nd to N. 95th Street and by the existing buildings, and on the north by the edge of the existing parking lot. This basin totals approximately 17 acres, 10 acres of which are undeveloped. A portion of this basin drains through thick growth to existing wetlands. Runoff from the wetlands is channeled via a 24-inch pipe to an asphaltic swale running through the 7 acres of existing pavement. This swale is approximately 750 feet long and collects drainage from the remainder of the basin which is conveyed to the existing pond via a 12-inch discharge pipe. See EXHIBITS "A" and "B".

Sub-Basin "C" - The proposed parking lot lies within Sub-Basin "C"(SB-C). SB-C is bordered on the east by the pond, the south by the north edge of the existing parking lot, the west by the west edge of a gravel parking lot, and on the north by the south top of bank of the existing waterway. This basin contains approximately 6-1/2 acres most of which is grass ballfield. Runoff drains via sheet flow through a 12-inch culvert into an existing swale and discharges into the pond via an 8-inch pipe. See EXHIBITS "A" and "B".

METHODS OF ANALYSIS/ CRITERIA:

- The Santa Barbara Unit Hydrograph (SBUH) Model, per the 1990 King County Stormwater Management Manual, along with "custom" rainfall data provided by the City of Seattle, was used to determine 100-year peak stormwater runoff flows for the 280-acre drainage basin.

- The Level Pool Routing method from the 1990 King County Stormwater Management Manual was used to determine the net change in water surface elevation in and adjacent to the existing pond system and the net change in release rate or outflow from the existing 36-inch exit pipe in the 100 year condition.

ASSUMPTIONS:

- Current topography upstream basins was not available. These basins were delineated by observed land use and estimated drainage patterns. Impervious areas for subbasins other than SubBasin "B" and SubBasin "C" were calculated as a base percentage of total subbasin area (1"=300' scale) based on development type.

- Hydrograph analyses assume that peak flows are fully carried in designated storm drain systems and that there are no limiting structures or depressions upstream. The hydrograph model has not been adjusted for upstream backwater conditions which could reduce peak flows to the pond. Pipe backwater analyses were not performed for this level of analysis.

- The existing 36-inch exit pipe from pond is under inlet control. Assume no outlet control.

- The existing flood storage area consists of the existing waterway at the north end of the site, the existing pond, the existing swale in the ballfield. Analyses treat these areas as one combined area with a single discharge structure defined as the 36-inch exit pipe from the pond. No other discharge structures were considered. Potential flood storage capabilities of existing storage structures or areas upstream of the existing waterway, such as the depression/wetland area to the north of 100th street were not considered. Pipe backwater conditions or potential storage capacities of drainage pipes upstream were also not considered.

LOCAL FLOOD CONTROL - MASTER PLAN/EIS

Purpose - When the northeast parking lot is constructed, the existing ballfield swale will be filled in. In the existing condition, flows from the pond back up into this swale providing a certain amount of flood storage volume. This flood storage volume will need to be replaced. The northern portion of the site will need to be reserved for flood storage replacement. Some options for improvements to account for required volumes include the expansion of the existing waterway and possible excavation of the existing pond.

Summary of Calculations

- Existing peak runoff flows were determined to be 152 CFS. See EXHIBIT "A".
- Maximum 100 year flood elevation was estimated to be 246.7.
- Required flood storage volumes to be replaced when the ballfield swale is filled in is summarized in TABLE I.
- Cumulative flood storage volumes available for flood storage replacement are described in TABLE II.
- See Appendix A for 100 year storm hydrograph and Level Pool analyses output and preliminary volume calculations.
- FIGURE 1 shows one possible conceptual design sketch for improvements to the northern portion of the site for the replacement of the maximum flood storage volume required, including conceptual design of relocated waterway.

Conclusions

- The worst case condition is described as the flood storage volume required to be replaced if the ballfield swale floods to the maximum flood elevation determined to be 246.7.This volume is 236,000 Cubic Feet. Calculations and sketches have demonstrated that it is physically feasible to replace flood storage volumes in the northern portion of the site. When pipe backwater analyses are conducted on the upstream storage and discharge structures, a more accurate determination of the 100 year flood elevation can be determined. A lower maximum flood elevation could result which would significantly reduce required replacement flood storage volumes.

P.E. BUILDING IMPACTS

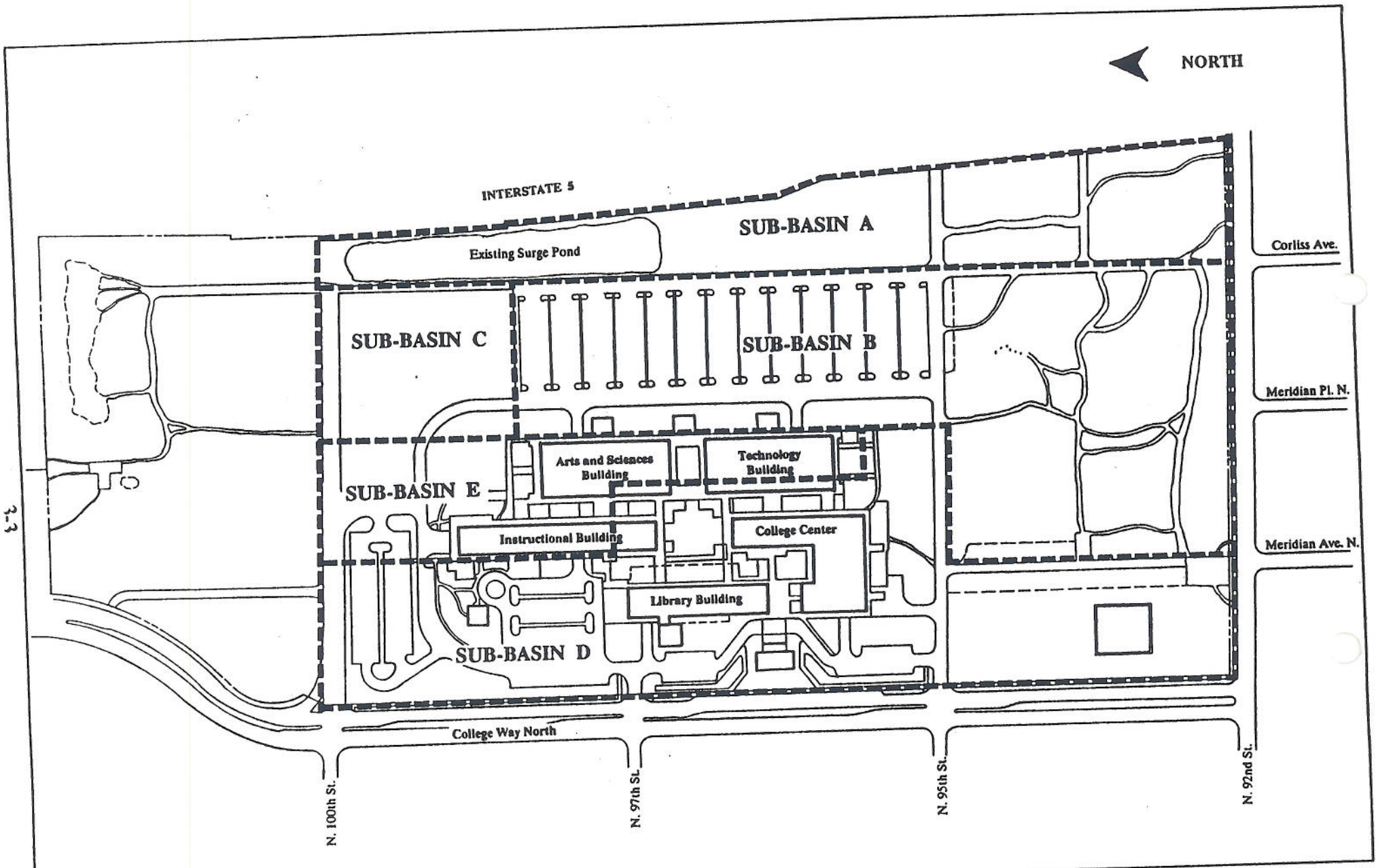
Purpose - To complete simplified conservative hydrograph and Level Pool analyses in order to determine to determine the net change in water surface elevation in and adjacent to the existing pond system and the net change in release rate or outflow from the existing 36-inch exit pipe due to the proposed construction of the P.E. Building. Approximately one acre of existing developed area will be disturbed in Sub-Basin "B".

Summary of Calculations

- Developmental coverage is approximately one acre. Assume CN = 64 or undisturbed condition for existing hydrograph calculation.
- Existing and proposed peak inflows to the pond, release rates from the pond, and resultant stage or flood elevations for the 100 year condition are summarized in TABLE III.
- See Appendix B for hydrograph and Level Pool analyses output.
- See Exhibit B at the end of this report.

Conclusions

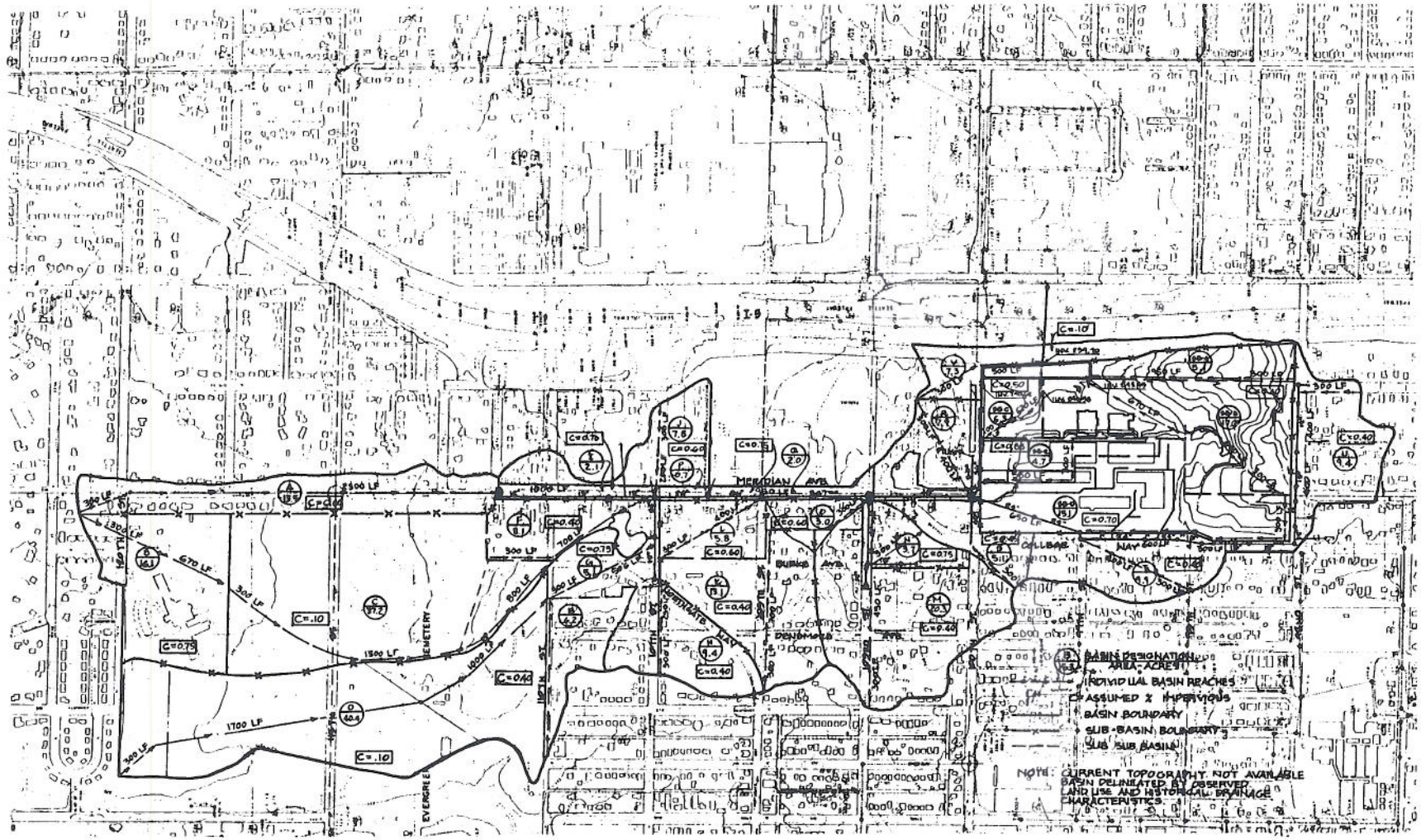
- The net change in water surface elevation at the pond was determined to be 0.02 feet. The net change in peak outflow or release rate from the pond was determined to be 0.06 cfs which is equivalent to a 0.1 percent increase in outflow in the 100 year condition. Simplified conservative analyses have demonstrated that there are no adverse runoff impacts to the pond due to the construction of the P.E. Building. Detention improvements to the pond and/or outlet control improvement to the exit pipe are not justified at this time.



NORTH SEATTLE COMMUNITY COLLEGE
Draft Environmental Impact Statement

Figure 5
Existing On-Site Drainage Sub-Basins

TOTAL DRAINAGE AREA
282 ACRES



DUARTE BRYANT
ARCHITECTURE

NORTH SEATTLE COMMUNITY COLLEGE

CONSULTANTS

RoseWater Engineering Inc.

MASTER PLAN/EIS
DRAINAGE REVIEW

RHE 92013.2

13 DEC 1992

PAB

DRAINAGE BASIN MAP

EXHIBIT "A"

SHEET TITLE: BASIN PLAN
RHE FILENAME: 92013
LAST REVISION/BY: PDG
PLOT SCALE: 1"=300'