2.0
Existing Conditions

Existing Conditions

2.1 COLLEGE HISTORY

Founded in 1961, Highline College was the first community college in King County. In 1964, HC moved from its temporary location at Glacier High School to its current Des Moines campus. In 1965, HC was granted initial accreditation. In 1967, the community college system was organized statewide and HC became a part of the State Board of Community and Technical Colleges (SBCTC). Highline is one of the state's largest institutions and one of 34 community and technical colleges in the State of Washington.

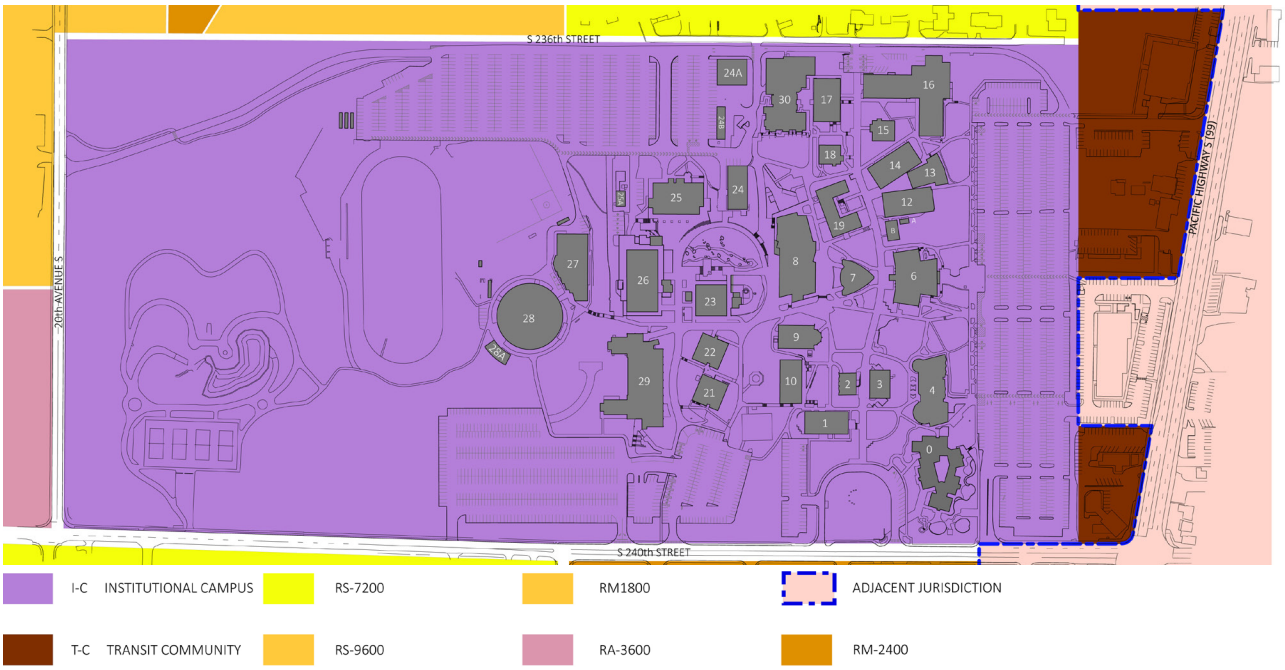
Highline College's 80 acre main campus is bordered by South 236th Street (a residential neighborhood) to its north, Pacific Highway to its east, South 240th to its south, and 20th Ave to its west. The address is Highline College 2400 South 240th St. PO Box 98000 Des Moines, WA 98198-9800

2.2 LAND USE/ZONING

The City of Des Moines revised their Zoning Code in 2014, and HC is now classified in the I-C Institutional Campus Zone. This allows for maximum building heights of 85 feet for multi-residential, and 65 feet for all other buildings and structures. While the main campus is located in the City of Des Moines, Pacific Highway is located in the City of Kent. A summary of the campus and surrounding land use zones is as follows:

- The main campus lies in the city of Des Moines, WA and is zoned I-C Institutional Campus Zone
- The property directly adjacent to the east of the HC property, and north & south of the leased facility, lies in the city of Des Moines, WA and is zoned H-C Highway Commercial.
- Residential Single Family (RS) and Residential Multi-Family (RM) Zones border the north, west, and south of the campus.

MUNICIPAL ZONING DIAGRAM

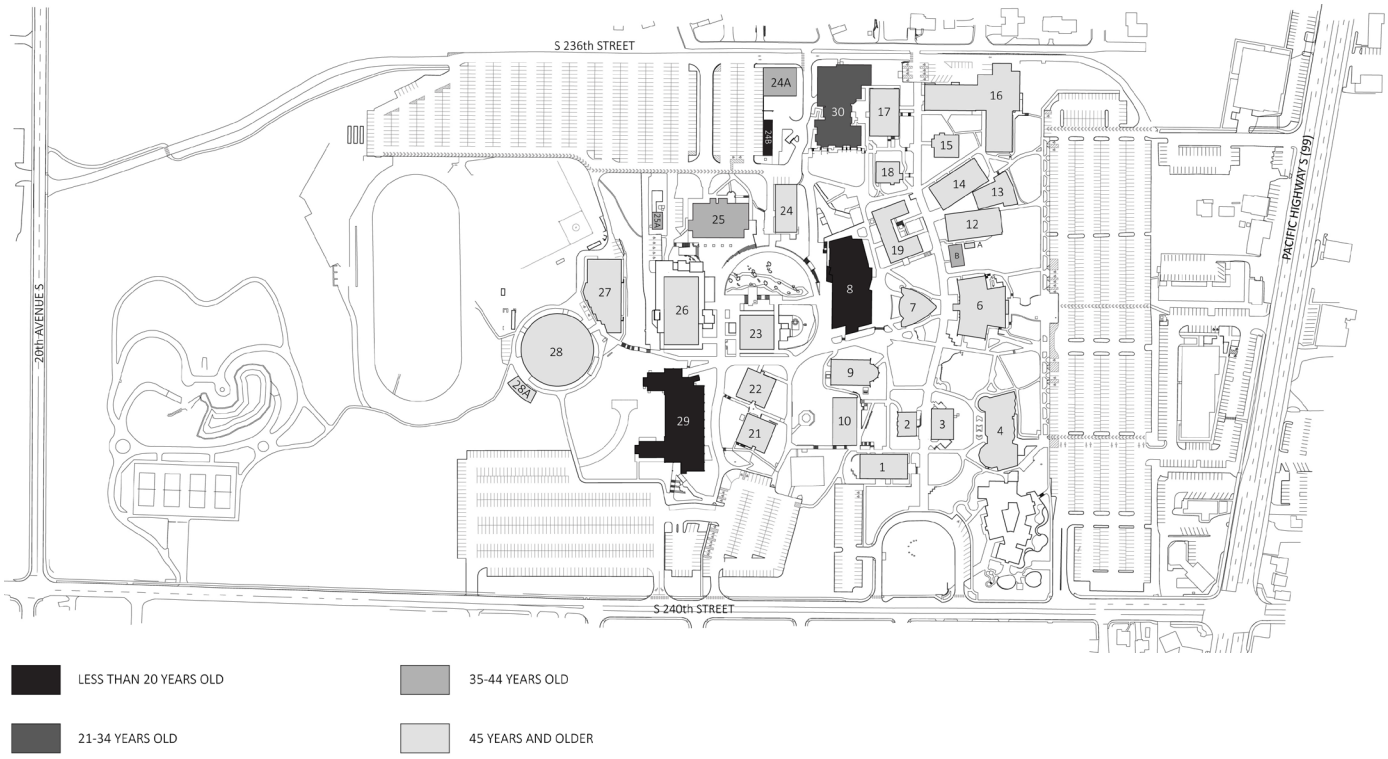


2.3 EXISTING BUILDINGS

The main campus supports 32 buildings, totaling 548,638 square feet. Twenty-two (69%) of the existing buildings on campus are the original 1960s era buildings. The remaining 10 buildings consist of four 1970s era buildings, a greenhouse built in 1981, the Academic Technology Center (built in 1989 and expanded in 2000), and three buildings constructed in 2004- the Higher Education Center, Childcare Center and the Student Union. The most recent stand-alone building is the Maintenance & Grounds Building 24A (built in 2016). The most recent new square footage was the 14,400 SF addition to Building 26 as part of the Health & Life Sciences renovation project in 2020. In 2008, the MaST Center for the College's Marine Science programs was completed at Redondo Pier. The total building area, including the 3,871 SF MaST Center, is 552,928 SF.

The below diagram identifies existing buildings on campus by age groupings.

BUILDING AGE DIAGRAM



The original 1960s era buildings include Buildings 1, 2, 3, 6, 7, 10, 12, 13, 14, 19, 24A, 27, and 28 constructed in 1964, and Buildings 4, 9, 15, 16, 17, 18, 21, and 22 constructed in 1967. The historic status of these buildings is addressed in the 2016 Highline College Cultural Resource Survey (see Appendix). These buildings suffer from many of the same deficiencies as outlined below:

BUILDING 15: TYPICAL FACULTY OFFICE BUILDING

- **Too Many Small Buildings With No Internal Circulation**

  Thirteen of the original campus buildings are under 10,000 sf. With very little interior space, many of these buildings do not have internal corridors or common spaces. Studies show that as much as half of all learning occurs informally, outside the classroom. Lack of these spaces mean that these buildings fail to foster the social and collegial interaction typically desired in institutions of higher education. Students often must change buildings for each class, leaving little time for this important interaction to occur. Programs that could benefit from collocation with other programs are not possible in the current configuration. Furthermore, faculty are separated from the spaces where they teach and interact with students because buildings are too small to accommodate both.

- **Too Many Small Buildings Lead to Maintenance Inefficiencies**

  Spreading the square footage amongst numerous small buildings also increases the number of roofs, exterior walls, and building systems per square foot, so they are disproportionately inefficient and expensive to maintain.

- **Accessibility Challenges**

  Many of the original 1960s two-story buildings do not have elevators, which limits barrier free access. This is true of all stand-alone faculty buildings (Buildings 15, and 18), limiting student access to faculty.

MULTIPLE ROOF FAILINGS

- **Seismic Risk**

  These concrete structures were built more than 40 years ago, prior to modern seismic codes. The pre-cast exterior wall construction means that some of the connections will be vulnerable in significant seismic events. These include connections of the walls to the footings and floor and roof diaphragms.

- **Insufficient Support Space**

  The original 1960s campus design strategy was to get the maximum amount of classroom square footage with the funding available. As in any zero-sum equation, an increase in one area must be accompanied by an equivalent decrease in another, so this classroom-skewed emphasis came at the expense of many other areas of campus, leaving a campus that struggles to support the classrooms and education in general. Buildings 15 and 18 are small buildings (4,297 sf and 4,291 sf) dedicated to faculty.

Individual offices are tiny (78 sf), and do not encourage collaboration or student/faculty interaction as they are isolated away from instructional spaces. Support space is also disproportionately small.

- **Public Safety**

  The Public Safety Office is the official reporting authority for crimes at Highline College. The Public Safety Department consists of the Director, Associate Director, eight full time officers, one part time officer, and one fulltime administrative assistant. The Public Safety officers are non-commissioned. The Director of Public Safety reports to the Vice President of Administration.

  The office is currently located in Building 6 on the first floor. The management team has established a set of long-term infrastructure goal which includes integrating into a larger space on campus that provides more office space, officer workstations, and changing rooms

- **Aging and Failing Systems**

  The original 1960s buildings were designed to be built as inexpensively as possible. Consequently, 50 years later, the campus suffers undersized ventilation systems that result in indoor air quality issues. The campus-wide utility systems (high-voltage power, heating water, etc.) included no isolation valves or redundancy so the whole campus must be shut down to repair any individual component failure. HVAC, plumbing and electrical systems are beyond their useful lives or do not exist at all (there is no cooling in faculty buildings 15 and 18). The galvanized water piping in many of these buildings is deteriorating and needs to be replaced. The original "first-cost" savings translate to high maintenance and high operating costs fifty years later. Because systems are simply worn-out, their failures routinely interrupt instruction.

- **Inadequate Technology**

  Short floor-to ceiling heights affects instruction with projected images, as the image is too small to be seen from the whole classroom. The introduction of computers was not anticipated in the 1960s, further taxing the minimal capacities of the electrical and ventilation systems. Post-Pandemic the college also has identified the need for classrooms to be setup for hybrid teaching capabilities to assist with onsite and offsite instruction.

The original campus structures were supplemented in 1975 with the addition of two large classroom buildings (Buildings 23 and 26 {renovated in 2020}) and the Library (Building 25). These buildings are of similar construction and aesthetic with concrete frames, exterior concrete masonry unit (CMU) walls, and polyvinyl chloride (PVC) roofing. These buildings are over 40 years old and do not meet current seismic or energy codes. They are among the tallest buildings on campus, but unfortunately have very few windows to take advantage of the views. Other noted deficiencies of these buildings include the following:

BUILDING 23

Building 23

Building 23 temporarily housed the Nursing & Respiratory Care programs while Building 26 was renovated in 2018-20. The 3rd floor will be renovated for faculty office space as the college's Minor Improvement Project in 2022-23. Faculty office space will move from Building 15 to prepare it to be demolished with the construction of the new Welcome Center in 2025-27. The outdated hydraulic elevator system was replaced with a new electric traction system and cab in 2022. Galvanized piping is failing in some interior areas and requires replacement and insulation. The building has exterior walkways, and no interior common spaces for informal learning to occur. Minimal windows limit daylight and views of Puget Sound and Olympic Mountains.

Building 25

Building 25 is the library for the campus. It is the tallest building on campus at six stories. With the movement towards electronic books and periodicals, the library is under increasing pressure to expand the number of computer work stations available for students to use for their online research. The electrical system is at capacity, and it is increasingly difficult to accommodate new technology. Maintenance is unable to access the vertical victaulic pipe couplings, which poses problems in the event of leaking. Building 25's HVAC system has created repeated maintenance calls and is at the end of its useful life.

BUILDING 25

Building 26

Building 26 was renovated into a Health & Life Sciences building in 2018-2020 as an integrated, flexible learning environment to educate the healthcare workforce of the future. This renovation also helped address co-located programs, added capacity, and promoted inclusion among students, faculty, and staff in the increasingly integrated fields of Health, Wellness and Life Sciences. It provided an open, welcoming environment that supports collaboration among students from diverse programs. As a hub to the west side of campus, it also created a clear identity and improved accessibility for students to navigate through and around the building.

The design fulfilled the key programmatic goals defined by the faculty of interaction, flexibility, efficiency, display, connection and security. Highline's first LEED-Gold certified facility, the design also prioritized health and energy-efficiency, including natural daylighting, abundant views, recycled & low-emitting materials, indoor air quality, water-efficient landscaping, and minimal construction waste. The project included approx. 34,500 SF of renovation and 14,400 SF of addition.

BUILDING 26

Building 26 houses all of the critical technology infrastructure for the College including the telephone system, the offices of the Information Technology Services (ITS) staff, and all of the ITS hardware including servers, data storage and wireless network systems that supports Campus Safety officers and Facilities staff. It is also the designated primary Emergency Operations Center location. These functions are located on the first floor of Building 26.

Building 30

The Academic Technology Center, was completed in 1990 and remodeled in 2000. Some windows are leaking, and the north side chiller is nearing end of life that will need to be replaced in the next several years. Building 30 contains the equipment and resources that supports Students drop-in and computer laboratories use for the College as well as the online instructional programs such as Canvas and the Instructional Computing Department staff offices. The exit at the north side of Building 30 from the 2nd floor poses accessibility

BUILDING 30

BUILDING 29

challenges due to the slope of the drive immediately adjacent to the existing landing. This building also has an elevator that will need to be replaced sometime in the future as parts are no longer available or scarce.

Buildings 0, 8 & 29

In 2004, the Childcare Center and the original Student Union Building were replaced. The Childcare Center (Building 0) is currently being leased by a private childcare agency. Also in 2004, Central Washington University (CWU) relocated its satellite program onto the HC campus, moving into the newly-constructed Higher Education Center (Building 29) – a joint project between the two institutions. The Student Union (Building 8) and the Higher Education Center, set a new standard for facilities development on campus i.e. replacing multiple, functionally inefficient, small buildings into larger, flexible, state-of-the-art buildings for higher education.

2.4 FACILITY CONDITION SURVEY

The State Board of Community and Technical Colleges (SBCTC's) 2021 Facility Condition Survey (FCS) reviewed the entire campus, listed deficiencies, and rated their severity in a published report. The FCS report is used by the SBCTC and the Legislature in determining capital funding appropriations.

2021 BUILDING CONDITION DIAGRAM

SUPERIOR (146-175)
NEEDS RENOVATION (351-475)
ADEQUATE (176-275)
REPLACE OR RENOVATE (+475)
NEEDS MAINTENANCE (276-350)

The following table lists the buildings' conditions ranked in order of worst condition to best based on the 2021 Facility condition survey and compares the same buildings' scores in previous FCS reports. The higher the score, the worse condition the building is in. While the FCS is a useful tool to identify deficiencies in the physical condition of the building, the scores do not adequately reflect how well these buildings meet the programmatic needs of the College.

- Red indicates: Replace or Renovate (>475)
- Yellow indicates: Needs improvement through renovation (351- 475)
- Orange indicates: Fair, Needs improvement through additional maintenance (276- 350)
- Blue indicates: Adequate (176- 275)
- Green indicates: Superior (146- 175)

HC Building	GSF	Year Built	2017 FCS	2019 FCS	2021 FCS	Program	Comments
18	4,291	1967	588	588	578	Faculty Offices	To be replaced in Welcome Center project
12A	338	1964	455	455	530	Greenhouse	Recently removed by the College
15	4,297	1967	524	524	524	Faculty Offices	To be replaced in Welcome Center project
27	12,080	1964	458	447	447	Lockers/Showers	To be replaced in Academic Pathways project
25A	885	1978	336	336	389	Chiller	
24A	3,004	1980	375	375	375	Grounds	
28	22,687	1964	374	374	374	Pavillion	To be replaced in Academic Pathways project
23	22,669	1975	354	348	358	Classrooms	3rd Floor to be remodeled in 2023
12B	1,500	1981	345	345	345	Greenhouse	
22	9,570	1967	322	322	324	Classrooms	
7	4,202	1964	290	303	321	Lecture	
17	11,426	1967	340	340	319	Classrooms	To be replaced in Academic Pathways project
25	72,529	1978	300	312	312	Library	
10	11,526	1964	286	286	290	Classrooms	
3	3,545	1964	279	279	290	Testing Center/Classrooms	
1	6,410	1964	279	279	290	Classrooms	Remodeled 2016
24	7,719	1964	279	288	288	Physical Plant	
6	22,795	1964	290	296	286	Student Service	To be replaced in Welcome Center project
12	6,158	1964	284	284	284	Science Labs	Remodeled in 2021
21	9,418	1967	268	284	284	Classrooms, Fitness Center	
16	22,879	1967	344	344	273	Print Shop, Art Studios	To be replaced in Welcome Center project
13	3,957	1964	273	279	273	Lecture Rooms	To be replaced in Welcome Center project
2	2,697	1964	294	259	259	Conference	
14	6,060	1964	240	248	248	Classrooms	To be replaced in Welcome Center project
19	15,624	1964	262	262	244	ABE/ESL GED Prep	Remodeled 2009
9	9,906	1967	182	182	212	Academic Affairs	Remodeled 2011
4	13,041	1967	165	165	196	Performance Arts, Theater	Remodeled thru Port Funding in 2012
30	39,821	1989	190	190	190	Instructional Computer Center	
8	45,050	2004	170	184	190	Student Union	
29	79,695	2004	158	166	175	Higher Education	Share with CWU
26	64,731	1975	358	358	152	Health Occup, Multi-Purpose	Remodeled with 2021 Additions
24B	8,466	2016	146	146	146	Maintenance/Grounds	
Total	**548,976**						

2.5 OFF-SITE FACILITIES

In addition to the buildings on the main campus, the College operates out of a variety of other facilities scattered throughout HC's service area, including the MaST in Redondo. The satellite locations are primarily focused on ABE/ESL & Continuing Education although college credit classes are offered in Burien and now Federal Way.

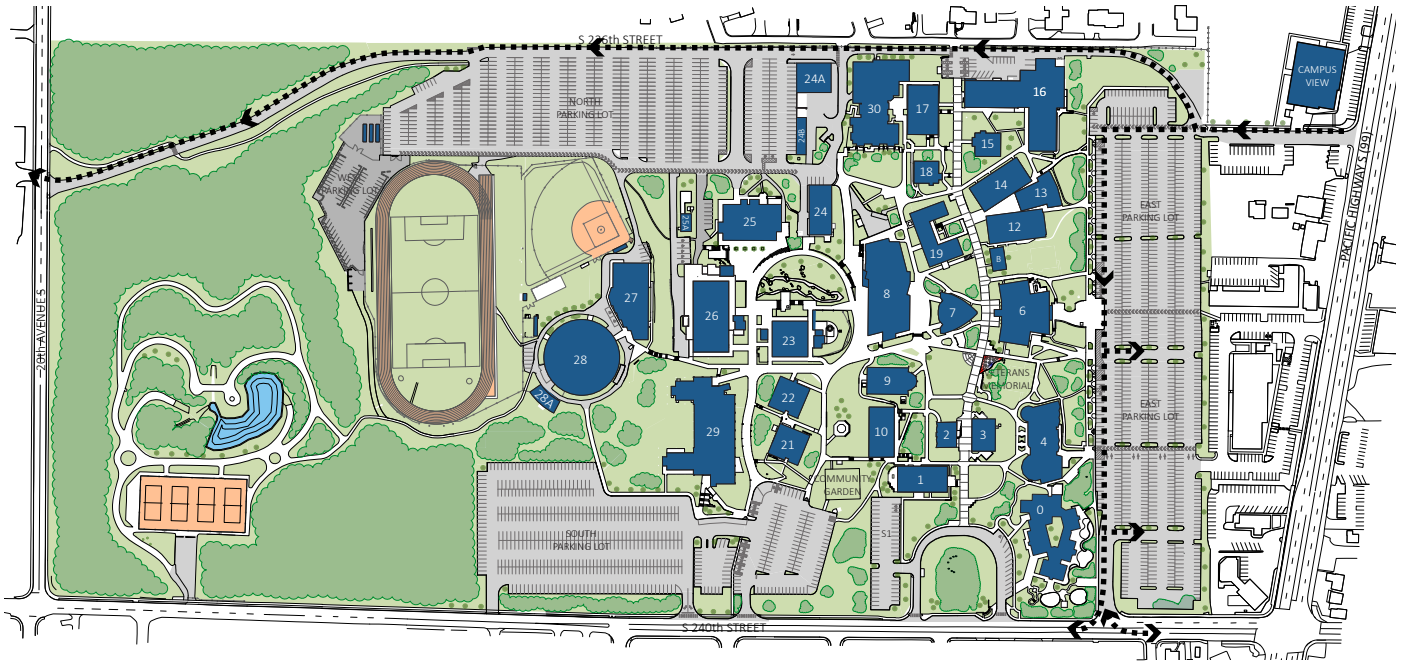
The HUB: Federal Way Higher Education Center, opened in 2020 is located in downtown Federal Way, is a joint partnership with University of Washington – Tacoma and the Federal Way Public Schools.

The College is also leasing 8,100 sf of space in the 1st floor of Campus View office building adjacent to the main campus and houses Community Education and Institutional Advancement.

Campus View Student Housing opened in December 2018. It is the first, and only, on-campus housing option at Highline College. Campus View offers apartment-style housing with beautiful views of the area at a very reasonable cost. The 2- and 4-bedroom apartments are fully furnished and available only to students attending Highline or affiliated partner institutions. It is conveniently located, about a three-minute walk to classrooms and student service offices. Students who are new to the United States or the Des Moines area are required to spend their first quarter living in Campus View. Campus View can accommodate a maximum of 160 student residents at full capacity. The college is continuing to work on providing a Fiber optic connection solution to this facility improving on the present wireless connection which requires a high level of administrative management and limited bandwidth.

2.6 EXISTING CAMPUS ENTRIES AND VEHICULAR CIRCULATION

EXISTING VEHICLE CIRCULATION



EXISTING BUILDING

EXISTING AND POTENTIAL PARKING

PRIMARY VEHICULAR ROUTE

The main entrance to the HC campus is not easily identifiable. Although the campus is located close to Pacific Highway (HWY 99), it is not visible from the highway. A nondescript one-way entrance at College Way connects the College's east parking lot to Pacific Highway. There is no signage to denote that this passage leads to Highline College presently but will be addressed with the completion of the Sound Transit Light Rail project improvements in 2023. The current main entrance to the campus is accessed from South 240th Street.

Heavy congestion at the entrance/exit at South 240th Street is a major problem during peak hours as drivers and buses attempting to make a left hand turn onto South 240th back up the drive aisles in the parking lot. A traffic impact analysis was completed by TENW in 2016 (see Appendix) to analyze the existing main entry access at South 240th street, and proposed modifications to College Way/Pacific Highway access.

2.7 EXISTING PARKING

Highline College has three major parking lots on campus: East Lot, North Lot, and South Lot. Of the three, the East Lot is the most utilized. Limited parking is also available at the Campus View building (a leased facility adjacent to the East lot), and ancillary parking lots on campus. Parking demand is high at the start of each quarter. The peak time period for parking is 10:00 AM. During the afternoon, the demand for parking is considerably less.

NUMBER AND TYPES OF PARKING STALLS

9/27/2022	ADA	VISITOR	CARPOOL	FACULTY/STAFF	RESERVED	REGULAR	MOTORCYCLE	TOTAL
EAST LOT	18	7	45	58	35	630	10	803
NORTH LOT	2	0	21	69	0	480	2	574
SOUTH LOT	13	0	14	52	29	504	4	616
CWU	0	0	0	14	0	0	0	14
ADMIN LOT		0	1	44	0	0	0	45
CHILDCARE LOT		0	0	0	0	0	0	0
UNDERLOOK (BACK OF 25)		0	0	0	0	0	0	0
FIELD HOUSE (PAV, 27)		0	0	0	0	0	0	0
BUILDING 24	0	2	0	0	0	0	0	2
BUILDING 16 LOT	10	0	0	14	0	0	0	24
CAMPUS VIEW LOT		5	0	10	0	0	0	15
WEST LOT	0	0	0	0	0	50*	0	50*
TOTAL	43	14	81	261	64	1664	16	2143

* Gravel stalls

Funding for new parking as standalone projects is an issue, as the State currently does not fund parking garages or standalone parking improvements. The College has therefore focused on improving its Commute Trip Reduction program, and is currently in discussions with local agencies and transit authorities to facilitate public transportation services to the campus. Metro Rapid Ride routes on Hwy 99 has helped with public transportations and after Sound Transit improvements and light rail opening across the street from the college, we expect even more use of public transportation participation.

It must be noted however parking demand at HC has significantly decreased within the past two years due to the COVID pandemic. As of the academic year 2022-23, many of HC classes are still being offered as hybrid and online instructions, with very few programs requiring all in-person/on-campus meetings. Consequently, all parking lots are currently under-utilized. While it is expected for parking demand to eventually increase in the future, it may take several years to return to pre-pandemic parking utilization levels.

2.8 PARKING ALTERNATIVES

Commute Trip Reduction Program

Highline College's Commute Trip Reduction Program, managed by the Public Safety office, seeks to reduce traffic congestion, minimize parking demand, and encourage the community to consider all commuting options before purchasing a quarterly permit. The program tries to achieve this by offering transit subsidies to employees and students, encouraging remote work schedules, offering carpools permits, and promoting the King County bus lines located on campus.

The specific program incentives provided in the Commute Trip Reduction program to reduce Single Occupant Vehicle (SOV) use include:

- Students spending $60 or more are eligible for a $60.00 gift card at the College Bookstore per quarter.
- Faculty and Staff receive a 50% reimbursement on their monthly transit expenses.
- Transit and ride-sharing information provided by the Commute Trip Coordinator.
- Compressed work week schedules in accordance with HC policies.
- Guaranteed ride home for faculty/staff.
- Bicycle storage racks are provided outside of Buildings 6, 22, 25, 26, and 27.

King County Metro Transit

The main campus is served by three bus routes. Two routes operate on South 240th Street and have stops on the south side of campus, whereas the other route, the RapidRide A line, operates on Pacific Highway and stops on the east side of campus. The RapidRide A line has scheduled arrivals every 10-15 minutes. While the College does not have recent baseline data with which to compare, in 2017 the RapidRide A Line saw over 10,000 riders on an average weekday.

Sound Transit

Sound Transit is building a new transit center with a light rail station across Pacific Highway South. As part of the project, an improved vehicular entry from Pacific Highway South into campus along College Way is scheduled to be built during summer 2023. It is anticipated that the reliance on single occupancy vehicles in the future will decrease as more students take the light rail to campus.

Alternative Scheduling

Although there is a deficit of parking stalls in the morning, parking demand is significantly reduced in the afternoon, with a surplus of parking stalls most notably at the North Parking Lot. Scheduling more classes in the afternoon, to alleviate morning peak demand is a consideration. Although classes scheduled after 1:00 PM did not have significant enrollments in the past, the lack of available classrooms during the morning may make late afternoon classes more attractive. In addition, the College is offering more classes through Distance Education, and hybrid classes. Hybrid classes combine online and classroom sessions allowing students to spend part of the class time off-campus. Students may choose to come to one of the on-campus computer laboratories or the computer workstations in the library to take their online courses because they do not have dedicated access to a computer at home. Therefore, while courses taken on-line will increase overall student enrollment, it may not place further demands on parking.

2.9 SITE TOPOGRAPHY AND ACCESSIBILITY

The campus is situated on a steeply sloped site. The site topography ranges from an elevation of 390'-0" at the East Parking lot, sloping westward to 270'-0" at the existing track and athletic fields, then to less than 150'-0" at the northwest corner of the site. Due to the steep terrain, vertical circulation as one traverses from east to west poses challenges for accessibility. Elevators located in key buildings provide access to different elevation levels. A diagram that illustrates the elevation levels and existing hillside connections on campus follows:

EXISTING TOPOGRAPHY AND ACCESSIBILITY DIAGRAM

ELEVATION ZONE 1 (390' - 408')
ELEVATION ZONE 2 (384' - 390')
ELEVATION ZONE 3 (360' - 384')
ELEVATION ZONE 4 (334' - 360')
ELEVATION ZONE 5 (310' - 334')
ELEVATION ZONE 6 (270' - 310')
ELEVATION ZONE 7 (< 270')
MAIN ACCESSIBLE ROUTE/HILLSIDE CONNECTION
ELEVATORS AS PART OF ACCESSIBLE ROUTE

2.10 EXISTING SIGNAGE AND WAYFINDING

The existing campus signage lacks hierarchy and consistency. The current informational directional signage could benefit by being simplified to campus map and key information. Building signage location, colors, and appearance should be of a similar language to unify the campus and assist with wayfinding.

EXISTING CAMPUS SIGNAGE AND WAYFINDING

2.11 STORMWATER MANAGEMENT

The City of Des Moines has jurisdiction over all development including stormwater and off-site road improvements. The Highline Water District and Midway Sewer District have jurisdiction over their respective utilities.

Existing Conditions

Overall, the campus topography slopes from the east campus border to the west, approximately 230 feet. An existing regional stormwater pond owned by Highline College is located adjacent to the tennis courts at the west end of the campus. The design of the existing pond is addressed in the Surface Water Control Project Final Stormwater Model Report for Susan Black & Associates, dated December 16, 1998, by Horton Dennis & Associates, Inc.

This multi-cell pond constructed in 2000 was not built as a requirement of development mitigation at the time, but to lessen the stormwater impacts to Massey Creek from existing campus improvements. The pond provides both flow control and water quality treatment, and is currently functioning as designed and is in a well-maintained condition.

The volume of the pond is 9.49 acre-feet based on a topographic survey after the pond was built. This pond provides flow control for both existing conditions and changed campus conditions. At the time of this report, the pond has 6.594 acre-feet of storage available for future campus development. See the Stormwater Technical Information Report for more detail.

Campus stormwater runoff is generally collected in catch basins throughout the campus and piped to the regional pond. There are two storm main collector pipes on campus that lead to the pond; a north campus storm main and a central campus storm main.

The north main runs west along the southern edge of the north parking lot then turns south under the athletic field to the pond. This storm main serves approximately 40 percent of the campus drainage to the pond and needs ongoing maintenance, see Storm Drain Infrastructure below. The central main runs through the center of the campus then under the athletic field to the pond. This storm main serves approximately 60 percent of the campus drainage to the pond. These storm mains were replaced or improved in various stages from 2003 to 2005 from Building 26 westward.

The remaining campus stormwater infrastructure is a spectrum of old pipe needing replacement to recently added or replaced pipe. Generally, pipe on campus is added or replaced as part of a new building project unless there are failures that impact the campus such as nuisance flooding.

2.12 EXISTING INFRASTRUCTURE

Existing Site Utilities diagrams are included in the Appendix. The following infrastructure and repair needs have been identified by HC Facilities staff.

Failing buried storm and sanitary sewer infrastructure:

Buried water, storm, and sewer pipes in many areas of the campus are over 50 years old and beyond their serviceable life. Root intrusion, aging pipes, and ground settlement have led to blockage and broken sewer pipes serving buildings 1, 10, 12, 13, 14, 15, 16, 18, 19, 21, 25, and 27. This has caused flooding in buildings and led to expensive repair costs. It is imperative that a study be conducted to further locate these failing pipes and identify costs for storm, sanitary and water line replacements.

High-maintenance victaulic connectors in heating water system:

Replacement of victaulic connections in the campus heating water system is a high priority. This is a chronic maintenance problem. Specifically, when the temperature in the closed campus water loop cools to a certain temperature, the victaulic joints with their rubber ring gaskets begin to leak. When this leaking takes place hundreds to thousands of gallons of water can be lost. Since these victaulic joints are installed to get hot water to mechanical equipment in and on top of buildings a potential leak can be devastating. The areas that are most in need of repair/replacement include:

- Vertical victaulic connections in Buildings 23 and 25. There is currently no easy access to the vertical victaulics in these buildings, making repairs difficult. The vertical rising pipes and joints in these building have limited or no access to the mechanical penetrations. Additionally, even if one could access one of the mechanical shafts, there are no ladders or scaffolding to conduct repairs in these shafts. The new dedicated chiller for Building 26 installed as part of the Health and Life Sciences Renovation eliminated the need for the victaulic System. Similarly, dedicated chillers were recently installed for Building 23 and 25 but did not change the victaulic issues. Building 25 is the priority for future vertical victaulic connection replacement.
- victaulic connections located in the utility tunnels that run under the buildings, are similar to the vertical victaulic connections mentioned above. A leak in one of these tunnels could potentially leak undetected for days or weeks, as the maintenance personnel are in the tunnels only on an as-needed basis and would likely only know there is a leak when reviewing the water levels/temperatures during boiler checks.

Outdoor areas of safety:

Walkway conditions in some areas of the campus could create a hazard. One major impediment to safety is cracked and broken campus sidewalks. Shifting ground, maintenance work and age have all contributed to sidewalks in all areas of the campus that require repair or complete replacement. Concrete panels are sinking creating uneven edges that can create a trip hazard. Additionally, some of the walkways or stairs are of an age that they are simply crumbling away leaving missing chunks. The College repairs or replaces sidewalks as funds permit.

Roof Repairs and Replacement:

The College has systematically been repairing and replacing failing roof membranes as funding allows. Roof repairs are ongoing. Future priorities for roof repair or replacement include Building 26 and Building 28

The Highline College campus has experienced multiple expansions, growing the campus westward. The original core and recreation areas each continue to convey the original character and design of the campus. The following provides a summary of

the findings from the Cultural Resource Report (Appendix C). These findings affect projects utilizing federal or state funds, and should be considered early in planning processes related to physical changes to or removal of buildings identified as historic contributing to a potential National Register of Historic Preservation (NRHP) district or individually potentially NRHP eligible. Related survey forms, project correspondence and reports, as well as Department of Historical Preservations (DAHP) findings can be found online (https://fortress.wa.gov/dahp/wisaardp3/) through WISAARD at DAHP.wa.gov, under DAHP project 111813-60-KI.

District:

The Highline College campus is recommended as potentially eligible for inclusion on the NRHP as a discontiguous district at the local level of significance under criteria A and C. The period of significance for the campus is 1964–1970, encompassing the initial construction to start the campus (1964) and the next phase of development (1967) that continued the architectural styles, materials, and design work of the first phase by architect Ralph Burkhard. The 1970 extension includes the last properties added to the site and designed by Burkhard. Properties built after 1967 departed from the original design and/or did not display the same high level of materials and design quality as the original buildings, even when designed by Burkhard. The two areas of this discontiguous district are the core academic and the recreation areas. Development outside of the period of significance extensively altered the space between these two areas and departed from the forms and architectural character defining to the period of significance.

Individual:

Two buildings rise to the level of potential individual NRHP eligibility due to the quality of their design and construction.

- Building 7, under criteria A and C, due to its architectural design, materials, prominent location within the core of the campus, and role as the main lecture hall. This building retains a high level of integrity of location, design, setting, materials, workmanship, feeling, and association.
- Building 28 and adjacent, functionally associated walkway canopy, the last remaining walkway canopy on campus, under criteria A and C, due to its architectural design, materials, prominent location within the recreation area of the campus, and role as the principal sports facility. This building retains a moderate level of integrity of location, design, setting, materials, workmanship, feeling, and association.

2.13 OBSERVATIONS AND CONCLUSIONS

- The numerous small buildings are inadequate for current instructional methods and should be replaced by larger, more energy efficient structures with modern classroom amenities, adjacent faculty offices and informal learning areas.
- The existing larger buildings would benefit from renovation to accommodate current and future programmatic needs.
- Local community academic needs may be met with off-site facilities.
- Prior to the COVID pandemic, the College faced significant parking demand during the morning peak hours. However, with the shift to more hybrid and online courses, parking is currently under-utilized. Nevertheless, the College should continue its efforts to increase the use of public transportation and shared rides rather than construct additional parking on campus.
- While the campus topography presents accessibility challenges, the College has created and identified pathways that meet the needs of disabled persons. Last Office of Civil rights (OCR) visit and corrections completed in 2014.
- Campus infrastructure and building systems are failing and will require increased maintenance funding unless replaced.
- Existing Hypalon membrane roofs are deteriorating on several buildings. The College has been repairing or replacing these roofs as funding allows. The next roof repair/replacement priorities include Building 26 and Building 28.

Back to Table of Contents