



City of Seattle

Department of Construction and Inspections
Nathan Torgelson, Director

**CITY OF SEATTLE
ANALYSIS AND RECOMMENDATION OF THE DIRECTOR OF
THE SEATTLE DEPARTMENT OF CONSTRUCTION AND INSPECTIONS**

Project Number: 3023261
Clerk File Number: 314346

Applicant: University of Washington
Address of Proposal: 4000 15th Avenue NE

SUMMARY OF PROPOSAL

Council Land Use Action to adopt a new Major Institution Master Plan for the University of Washington Seattle Campus. A rezone is required for a modification to MIO height limits. The proposal includes potential development of six million square feet. An Environmental Impact Statement has been prepared by the University of Washington.

The following decisions are required:

- 1. Adoption of a Major Institution Master Plan – SMC 23.69.006.B**
- 2. Amendments to the MIO Height Designations – SMC 23.34**
- 3. Substantive SEPA Review – SMC 25.05**

SEPA - Substantive decision (to approve, condition or deny based on SEPA policies)

- Pursuant to SEPA substantive authority provided in SMC 25.05.660, the proposal is recommended subject to compliance with the conditions identified below.

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I. INTRODUCTION

This report is the Director's findings and recommendation to the City Hearing Examiner on the University of Washington 2018 Seattle Campus Master Plan, July 2017 Final Plan (Master Plan or CMP). This report is informed by: the recommendations of the City-University Citizens Advisory Committee (CUCAC); comments from the public; comments, information, and analysis received from affected City departments and other governmental agencies; the Final Environmental Impact Statement (FEIS); and the applicable portions of the adopted policies and regulations of the Seattle Municipal Code (SMC) Title 23, Land Use Policies and Codes, and the City-University Agreement (City-University Agreement or Agreement), which was last amended by Ordinance 121688. The University of Washington (University or UW) is the SEPA lead agency.

A. Existing Conditions

The University of Washington campus boundaries are, generally, the Lake Washington Ship Canal, Portage Bay, and Union Bay on the south; Union Place NE on the east; NE 45th Street on the north; 15th Avenue NE on the northwest; and NE 41st Street and the University Bridge on the southwest. The University owns approximately 634 acres within the campus boundary; approximately 60 acres are public and private property, including City of Seattle as street right-of-way and land owned by Jensen Motorboat Company, the Church of Jesus Christ of Latter-Day Saints, and the College Inn. Approximately 75 acres in the eastern portion of the campus consist of submerged land and unstable peat islands.

Campus land uses are organized in a traditional pattern for a large and complex university. Academic, administrative, and student support activities are generally clustered in an elongated core on the Central Campus, which extends into the eastern portions of the west campus. Instruction and research facilities are largely located to the north and south of this core, with liberal arts and social sciences predominating on the north, and physical and life sciences and engineering predominating on the south. Health Sciences, Oceanography, and Fisheries are located separately in the south campus, with extensions into west campus.

Physical plant support activities are generally located in peripheral campus areas, although a few activities occupy key central locations. Except for parking garages and scattered small parking lots, parking is also located peripherally. Parking is a major land use in both the South and East campus sectors. Student housing is concentrated primarily in two sectors: the West Campus and the northeast portion of the Central Campus.

The proposal is for a new Master Plan for the University of Washington's Seattle Campus.

Within the Master Plan, the UW campus has been divided into four sectors: Central Campus, West Campus, South Campus, and East Campus. The plan identifies 86 potential development sites throughout the campus to accommodate future growth of 6 million net new gross square feet. Each potential development site is defined in terms of maximum height and total maximum gross square feet. Not all of these sites will be developed. Specific sites will be determined by

the University over the term of the plan through the University’s annual capital planning and budgeting process.

	POTENTIAL NET NEW DEVELOPMENT (GROSS SQ. FT.)	NET NEW MAXIMUM DEVELOPMENT (GROSS SQ. FT.)	MAXIMUM DEVELOPMENT LIMIT (%)
CENTRAL	1,631,941	900,000	15%
WEST	3,762,199	3,000,000	50%
SOUTH	2,208,735	1,350,000	23%
EAST	4,293,885	750,000	12%
TOTAL	11,896,760	6,000,000	100%

Table 1: Proposed Development Capacity by Campus Sector (Source: Campus Master Plan, page 86)

B. MIO Height District Changes

The University is requesting height increases to the Major Institution Overlay (MIO) Height District in West, South, and East Campus sectors. Central Campus sector height will be maintained at the current height designation.

- West Campus: The current mapped height limits of 37 – 105 feet would change to 37 – 240 feet.
- South Campus: The current mapped height limits of 37 – 240 feet would be maintained but with more areas of 240-foot height.
- East Campus: The current mapped height limits of 37 – 160 feet would be maintained, with the mapped height at the E1 parking lot increased from 37 to a range of 65 – 160 feet.

The proposals for the increased height limits include self-imposed conditions for reduced maximum building heights for specified development sites. All sites within the shoreline district would be limited to 30 feet, consistent with the Seattle Shoreline Master Program.

With the proposed changes to MIO height, the 86 potential development sites represent a total of almost 12 million gross square feet (GSF) of net new development on campus. The plan proposes a maximum of 6 million net new gross square feet on some of the 86 sites identified. New construction located below grade and parking structures are not included in the gross square feet for the purposes of calculating net new gross square feet allowed under the Master Plan.

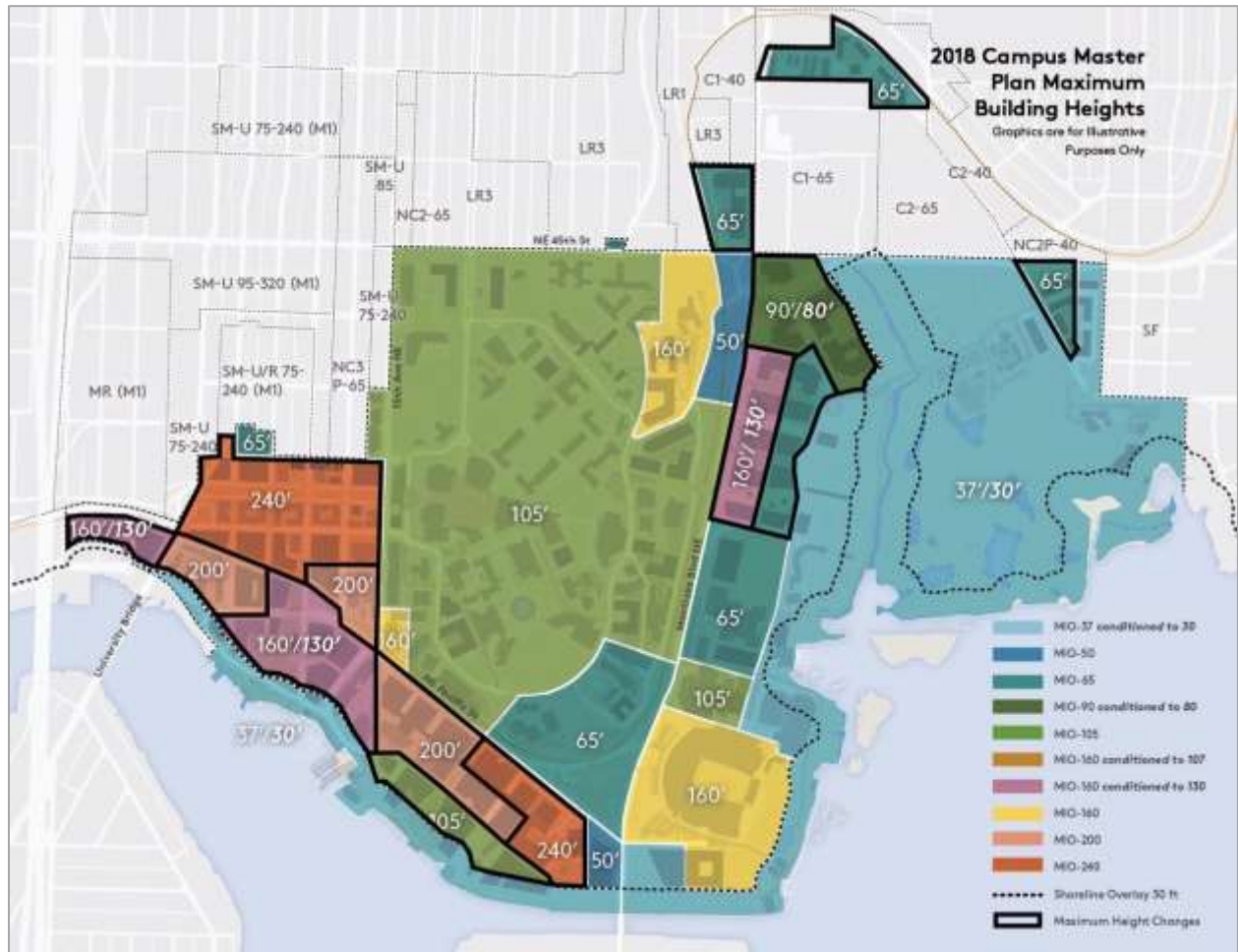


Figure 1: Proposed Heights (Source: Campus Master Plan, page 123)

C. Campus Plan Overview

Central Campus – The Master Plan proposes 900,000 gross square feet of net new maximum development in Central Campus, approximately 15 percent of the total 6 million gross square feet. There are 18 identified potential development sites with a development capacity of 1,631,941 net new gross square feet. The 18 sites would be developed with academic, mixed-use (residential and nonresidential), and transportation uses consistent with the current uses in the central campus.

West Campus – The Master Plan proposes 3,000,000 gross square feet of net new maximum development in West Campus, approximately 50 percent of the total development capacity. There are 19 identified potential development sites with a development capacity of 3,762,199 net new gross square feet. Potential uses could include academic, mixed-use, transportation, and industry partnership/manufacturing uses.

South Campus –The Master Plan proposes 1,350,000 gross square feet of net new maximum development in South Campus, approximately 23 percent of the total development capacity. There are 20 identified potential development sites with a development capacity of 2,208,735 gross square feet. Potential uses could include academic, mixed-use, and transportation uses.

East Campus – The Master Plan proposes 750,000 gross square feet of net new maximum development in East Campus, approximately 12 percent of the total development capacity. There are 29 identified potential development sites with a development capacity of 4,293,885 gross square feet.

Open Space Changes – The Master Plan proposes new and enhanced open spaces for West, South, and East campus areas, including a continuous waterfront trail.

West Campus: an approximately four-acre park called the “West Campus Green” and the West Campus section of the waterfront trail is proposed to be constructed when 3 million gross square feet of net new development is completed in the West Campus sector.

South Campus: a four-acre area called the “South Campus Green” and “Upper South Campus Green” is proposed. Construction of the “South Campus Green” and the South Campus section of the waterfront trail are proposed to be constructed concurrent with the adjacent development sites.

South Campus: a four-acre area called the “South Campus Green” and “Upper South Campus Green” is proposed. Construction of the “South Campus Green” and the South Campus section of the waterfront trail are proposed to be constructed concurrent with the adjacent development sites.

East Campus: A section of the waterfront trail is proposed to be constructed upon completion of 750,000 net new gross square feet of development in this sector.

The Master Plan includes the following elements:

- Goals and policies to guide campus development for the ten-year planning period of 2018-2028;
- Proposed net new development (excluding demolition, remodeling, renovation) of approximately 6 million gross square feet consisting of 86 potential development sites;
- New open spaces;
- Draft Shoreline Public Access Plan;
- Modification of the University’s Transportation Management Plan (TMP) to provide:
 - additional opportunities for alternative modes of travel to and from the University;
 - pedestrian, bicycle, and vehicular circulation changes; and
 - review of parking pricing strategies;
- Discussion of potential future street vacation; and

- Development standards.

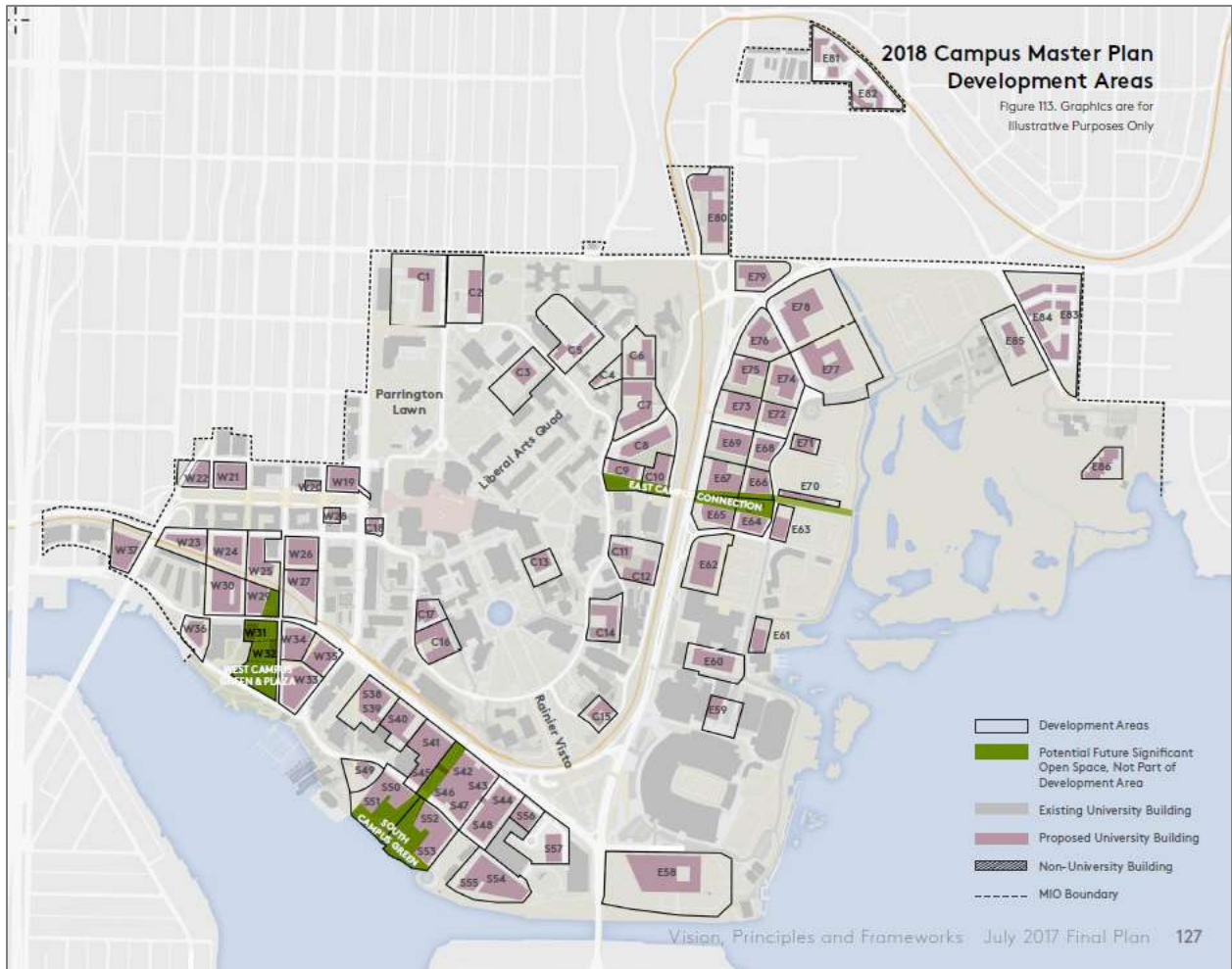


Figure 2: Potential Development Sites (Source: Campus Master Plan, page 127)

D. Public Comment

The University published the Draft Environmental Impact Statement (DEIS) on October 5, 2016. The public comment period ran from October 5, 2016 through November 21, 2016. The University held a public hearing on the Draft Environmental Impact Statement on October 26, 2016.

CUCAC held nine meetings, open to the public, to discuss the draft and final Master Plans.

The Seattle Department of Construction and Inspections (SDCI) public comment period started December 5, 2016. SDCI received and carefully considered comments throughout the City's review process, to the extent they raised issues within the scope of this review.

E. CUCAC Recommendations and SDCI Responses

CUCAC provided formal recommendations on the University's July 2017 Final Plan to SDCI and the University on August 30, 2017. The final report includes 31 recommendations for modifications. Those recommendations, and SDCI's responses, are listed below.

Proposed Open Space

Recommendation #1: construction of the West Campus Green shall occur, at the latest, when either: a) the adjacent development sites are completed (W29, W33 and W34), b) 2.5 million square feet of development is completed in the West Campus sector, or c) by December 2028, whichever is earlier.

SDCI agrees that the timing of the West Campus Green should be more closely aligned with development of adjacent sites, or complete development in the West Campus sector, or complete development of the University's CMP, whichever occurs first. We have recommended conditions (#3 - 8) to reflect the timing of the open space accordingly.

Recommendation #2: The University must report annually the progress made in meeting the conditions of Master Plan approval, describing actions taken in the year and status of completion of three open space commitments: 1) West Campus Green, 2) South Campus Green, and 3) continuous waterfront trail. This includes but is not limited to major planning and development milestones completed to date, and milestone target dates for the next two years.

The City-University Agreement (Section II.D) requires an annual report that includes a status report on all ongoing development projects. This will include actions and status of the open space commitments associated with projects being developed in the West and South Campus sectors. Recommended condition #9 addresses updates in the annual report on open space planning.

Recommendation #3: When planning the West Campus Green, the University and City need to be sensitive to long-standing marine businesses and kayakers using their own kayaks who need parking near the water at Portage Bay Park. At the very least, convenient pickup and drop off facilities should be provided.

Comment noted; recommended condition #46 addresses hand-carry boat launch and signage. Also see condition # 6. These and other details will be further shoreline public access plan.

Recommendation #4: The University and City need to make a commitment to the Native American History that is especially rich around Portage Bay. Signage along the waterfront trail should echo the existing historical Cheshiahud trail signs around Lake Union.

Comment noted; please see condition #6 regarding SDCI's recommendation on signage for the waterfront trail. Details will be further developed in the future with planning of the waterfront trail and other open spaces.

Multinodal Growth

Recommendation #5: The University must begin a planning process to study growing its physical presence and mission critical programs outside the boundaries of its current MIO and Primary

and Secondary Impact Zones. Part of such planning must identify the benefits remote communities will gain where such programs are located. Such new locations will benefit from University employees who must live long distances from the Seattle campus due to housing costs.

Comment noted; however, University development outside of the MIO is regulated through Section II.E of the City-University Agreement, Property Acquisition and Leasing.

Recommendation #6: Growth within the MIO must be made conditional upon the exploration of other growth options. The University must report annual progress made in meeting these conditions of Master Plan approval, describing actions taken in the year ended. Further, no work on developing the CMP subsequent to this 2018 plan may begin without the University providing CUCAC and the City with a long-range plan for including multi-nodal development as well as internal growth options for a significant share of all future growth.

Comment noted; however, this recommendation is inconsistent with Section II. D of the City-University Agreement.

Recommendation #7: The University must provide reports to CUCAC as it updates the six-year One Capital Plan, and in each biennial cycle of approving its Capital Budget.

Comment noted; however, this recommendation is inconsistent with Section II. D of the City-University Agreement.

Affordable Childcare

Recommendation #8: Incorporation of the University's stated goal in the FEIS (vol. 2 p 4-46) as a commitment to provide an increase in on campus childcare capacity by at least 350 slots when 5 million square feet of development is completed, or by July 2026, whichever is earlier.

Comment noted; however, this recommendation is inconsistent with the requirements of the City-University Agreement and does not relate to applicable adopted policies and regulations of the City associated with the review of the University's Master Plan.

Recommendation #9: A commitment to partner with the City on any new University District Child Care voucher fund or create a new subsidy program that includes off-campus child care costs (via voucher or a similar system) beyond the boundaries of the University District for faculty, staff, and students, similar to peers like the University of Chicago. This program should be approved by the Seattle City Council prior to initiating developments covered under the proposed CMP.

Comment noted; however, this recommendation is inconsistent with the requirements of the City-University Agreement and does not relate to applicable adopted policies and regulations of the City associated with the review of the University's Master Plan.

Recommendation #10: Annually report the progress made in meeting these conditions of master plan approval, describing actions taken in the year ended and status of increasing childcare slots; and reporting on outcomes, plans and future University actions resulting from City of Seattle Childcare Assessment (FEIS vol.2 p 4-47).

Comment noted; however, this recommendation is inconsistent with Section II.D of the City-University Agreement.

Affordable Housing

Recommendation #11: The University must create a thoughtfully developed plan to address housing affordability prior to initiating development under the proposed CMP, using some combination of the suggested mitigation strategies:

- a) Pay MHA fees on all new development covered by the CMP to be used in the Primary and Secondary Impact Zones.*

- b) Develop additional Bridges@11th-type projects with deeper affordability targeting faculty and staff earning less than 60% of AMI.*

- c) Create a need-based housing assistance program for faculty and staff, with eligibility for rented units.*

- d) Partner with nonprofit housing developers in transit-accessible locations.*

- e) Ensure pay scales keep pace with increased cost of living expenses in the Seattle region.*

The Director has recommended that the University construct 150 affordable housing units for faculty and staff earning less than 60% AMI; please refer to recommended conditions #1 and 2. These units shall be constructed within the MIO boundary, Primary Impact Zone, or Secondary Impact Zone prior to the development of 6 million net gross square feet or the life of the Master Plan, whichever occurs first.

Recommendation #12: City of Seattle must partner with the University and others to address the needs for affordable housing. This includes the City fulfilling its obligations in the City-University Agreement: “The City will report on the progress of housing development in the University District Northwest Urban Center Village (UDNUCV), including the number and types of units built, the number, types and affordability of units lost through demolition, conversion, or change of use and whether such units are replaced with comparable units in the UDNUCV; the jobs/housing ratio in the area; progress in meeting City housing and job targets in the UDNUCV and send that information to the University for inclusion in the report. (Sec II.D.1.i)”

Comment noted; this recommendation for the City to partner with the University to address the needs for affordable housing is beyond the scope of this review.

Planning Framework – Circulation and Parking

Recommendation #13: Due to the complexities of multiple agencies at the city, county, regional and state levels we believe it is critically important that the University take the leadership role in ensuring that effective transportation coordination be realized.

Comment noted.

Planning Framework – Parking

Recommendation #14: Below grade parking should be strongly encouraged to realize the admirable goals of the plan. Excluding above grade parking as developable square footage does not do so.

SDCI has not recommended above-grade parking be included in the 6 million net new gross square feet development area. Above-grade parking has historically been excluded from the allowed development gross square feet, and the University’s plan reflects this long-standing exception.

Innovation District

Recommendation #15: The proposed CMP plan should be modified to fill in the specifics of the University’s plans, rather than simply provide an explanation of how nice the concept of an Innovation District is. Only with these elements can this plan be judged or endorsed.

Comment noted; however, the CMP is developed at a conceptual level, with some specifics including design guidelines and development standards. More details will accompany project-specific proposals which will be presented to CUCAC for comment and recommendations as provided in the City-University Agreement.

University Community Development Strategy

Recommendation #16: Approval of the proposed CMP should be contingent upon the University explaining its place-making strategies for the neighborhood of which it is a part, but which exists outside the MIO boundary. This work is also an essential element of the Innovation District model as described by Brookings where placemaking to make a livable 24hour neighborhood for all people is an essential element of the Innovation District model.

SDCI is proposing recommendations intended to achieve a pedestrian-oriented community, especially in the West Campus where public streets connect the University’s development seamlessly with the abutting neighborhood.

Independent Small Businesses

Recommendation #17: Approval of the proposed CMP should be made contingent upon creation of a plan to integrate small business into the footprint of the University campus physical expansion.

Comment noted; however, this recommendation is inconsistent with the requirements of the City-University Agreement and does not relate to applicable adopted policies and regulations of the City.

Planning Framework – Transportation Management Plan

Recommendation #18: The development in the proposed CMP should be contingent upon the required transportation and mobility infrastructure, both on and adjacent to campus, being in place or fully funded with a clear timeline for implementation. The University must lead in this effort by committing the necessary resources and leveraging its political influence to ensure that this occurs in a timely fashion.

Recommended transportation conditions (see analysis in Section V below) tie UW mitigation contributions to the expected timing of planned transportation and mobility improvements.

Recommendation #19: CUCAC encourages the University to include an employee transit pass as a Universal employee benefit.

SDCI recommends that a subsidized transit pass covering all University transit trips be included in the Transportation Management Plan if TMP goals are not met (see recommendation #60).

Recommendation #20: The University must add a section in its annual reports on the CMP that outlines the ongoing procedure for monitoring the progress of mobility and transportation infrastructure improvements both on and adjacent to campus. The proposed CMP must stipulate that proposed development is contingent upon concurrent implementation of mobility and transportation infrastructure improvements and that failure to maintain this concurrency will cause a delay or termination of proposed campus development.

Comment noted; however, the first sentence of this recommendation is inconsistent with Section II.D of the City-University Agreement. Recommended transportation conditions (see analysis in Section V) tie UW mitigation contributions to the expected timing of planned transportation and mobility improvements. Also, please see recommended conditions #50, 52, 53, 55, and 60.

Recommendation #21: The SOV rate should be reduced to 12%. This will demonstrate that the University is striving to eliminate all unnecessary SOV trips to campus in the long-term, and we believe that this is a goal that the University should strive for. We believe that this is achievable over the course of 10 years, since Sound Transit is expected to open the Lynnwood Station in 2024, well before the 2028 expiration of the CMP.

SDCI recommends that the SOV rate be 15%. Based on SOV rates achieved by other Major Institutions, we believe this rate will be both achievable and effective in reducing SOV trips to the maximum extent practicable.

Recommendation #22: We believe that the University should reduce the number of SOV trips gradually over the course of 10 years, with a reduction from 20% to 12% reviewed biannually. If the University does not achieve 18% SOV campus trips by 2022, 16% by 2024, 14% by 2026, and 12% by 2028, master use permits and building permits shall not be issued within the MIO until this is achieved.

SDCI agrees that the UW's SOV goal should decline over time. We recommend that the goal decrease from 20% to 17% by the earlier of the first day of 2022 or one year after the opening of the Northgate Link Extension, and that the goal decrease further to 15%

by the earlier of the first day of 2025 or one year after the opening of the Lynnwood Link Extension. If the University has failed to timely reach its SOV goal of 17% or 15% for a period of 24 months, SDCI shall not issue Master Use Permits or building permits for development (other than maintenance, emergency repair, or other minor projects) within the MIO (see conditions #59 and 60).

Recommendation #23: Improve the pedestrian and bicyclist experience within the MIO and Primary and Secondary Impact Zones and have metrics to show progress.

SDCI recommends that UW complete separate pathways for bicyclists and pedestrians on the Burke-Gilman Trail between Brooklyn Avenue NE and 15th Avenue NE, and install adequate lighting following SDOT standards. This should be accomplished by the earlier of the first day of 2022 or when UW sites adjacent to the trail redevelop. SDCI also recommends that the UW widen the trail and separate users along the trail east of Rainier Vista as opportunities permit. Please see recommended conditions #56 and 57.

Height, Bulk & Scale

Recommendation #24: CUCAC remains concerned that the new zoned heights in west campus are not consistent with those in the surrounding neighborhood.

CUCAC commends the University for reducing some of the building heights in the south campus along Pacific Avenue to 200' from the initial proposal of 240'.

SDCI carefully reviewed potential impacts of the University's proposed height increases- please see the rezone analysis (Section III) of the report.

Recommendation #25: We believe that while this (height reduction) does not guarantee that the concern we raised in our initial comment about the potential for an unrelieved wall of buildings along NE Pacific St., it does go a long way toward addressing this, it is still unclear how view points and pedestrian connectivity will be maintained between S45 & S46, S40 & S41 and S47 & S48. It should also be noted that the heights called out Fig 168 do not match the reduction in height shown on Fig 164.

SDCI believes that the mid-block corridors, South Campus open space, tower separation, and podium height standards will address the concern about the buildings along NE Pacific St. In addition, SDCI is recommending development standards in the South Campus to address spacing between buildings abutting "priority pedestrian connectors". Please see recommended condition #23.

Recommendation #26: The impacts on local businesses of vacating N. Northlake Place should be studied.

The Street Vacation process is provided for in State Law (RCW 35.79) and in SMC 16.62. The City's Street Vacation policies are contained in Clerk File Number 310078. Impacts of the street vacation will be assessed during this process.

Recommendation #27: CUCAC strongly recommends that the existing zoning along University Way NE be retained at W19 and W20. Conditioning sites down to 90' still leaves open the

possibility to build up to 240' in the future. If the University has no need to build beyond 90', the permanent underlying zoning should reflect that. Therefore, Site W20 should remain at 105', site W28 should be reduced to 90', and site W22 should be reduced to 160' per CUCAC's original recommendation.

SDCI has recommended that the existing height designations for sites W19 and W20 not be changed. SDCI is not recommending restrictions or changes to W28 as it is not on the campus boundary and the University is proposing a maximum building height of 90 feet. Site W22, although not actually on the campus boundary, is proximate to Seattle Mixed-University 75-240', which would allow buildings up to 240'. Given the location and nearby zoning, SDCI is not recommending a reduction in the requested height increase of Site W22. Please see recommended conditions #21 and 22.

Leasing and Acquisition

Recommendation #28: CUCAC urges the City to address the need for Primary and Secondary Impact Zones mitigation, and condition approval of the proposed CMP to identify and address all impacts in the Primary and Secondary Impact Zones resulting from University development, including:

- a) *The proposed 6 million GSF of net new development includes any and all University facility growth, whether through new construction, acquisition, or leasing, in the Primary and Secondary Impact Zones as well as within the MIO boundaries.*
- b) *The proposed 6 million GSF includes any new above ground parking structures; a building is the same impact whether used for offices, research, student housing or parking.*
- c) *CMP Development Standards (p 233) are revised so that "Exceeding GSF in one sector: The net new square footage of growth allowance may exceed the allocation for each campus sector [add: except west campus] by up to 20% on a cumulative basis over the life of this Plan without a Plan amendment."*
- d) *The University annually report its progress towards developing and engaging its industry partnerships, and adds an assessment of industry FTEs as part of its proposals for any new development project whether in MIO or in the Primary and Secondary Impact Zones.*

University development outside of the MIO is regulated through Section II.E of the City-University Agreement, Property Acquisition, and Leasing. CUCAC's recommendation that the Master Plan regulate development outside of the MIO is inconsistent with the Agreement. SDCI has recommended removal of the allocation discussion on page 233 of the Master Plan, since changes to the Master Plan are covered in Section II.C of the City-University Agreement.

Development Standards – Light and Glare

Recommendation #29: We ask the City to require something akin to privacy glass so that, particularly the Portage Bay neighborhood residences and boaters traversing Portage Bay at night, are not blinded by new south campus buildings.

SDCI agrees that future development in the South Campus could result in such glare impacts, however, we have not made any recommendations as this would be a project-specific impact that should be reviewed at the time future development is proposed.

Development Standards – Site Design Standards

Recommendation #30: The reduction in height at this location (Site W37) from 200 to 130 feet is not sufficient to protect the existing panoramic views to the west that would be blocked by the building proposed for Site W-37 and should be further reduced.

SDCI agrees that the existing views across W37 should be protected; this can be accomplished by view corridor review of future permits (see Master Plan p. 251-253, View Corridor #8).

Development Standards – Tower Separation

Recommendation #31: CUCAC recommends that SDCI consider increasing this distance in key locations in the east, west and south campus that will help ensure variations in height, adequate building spacing, and modulation along the edges of the campus.

In consultation with OPCD, SDCI has concluded that the tower spacing development standard is consistent with the standards adopted for the University District, where a similar height and scale of buildings is proposed.

Stormwater Runoff

Recommendation #32: The City should require not only that the University expansion NOT increase storm water runoff and sewer capacity, but rather that the University show leadership in design and building of forward looking green practices for storm water and sewer management that exceed code requirements, where appropriate.

SDCI regulates storm water runoff with review of specific project applications. Similarly, Seattle Public Utilities and SDCI regulate sewer management with specific regulations applied to development proposals. The City's review of the proposed Campus Master Plan does not provide the opportunity to require the University to exceed applicable code regulations.

Recommendation #33: The City should require that the University do better, i.e., instead of using the CSOs, the University should take a leadership role in showing best practices for rain garden design, pervious surfaces and designing for climate change (likely increased storm rainfall), etc. The University prides itself on being green – see http://green.uw.edu/news/uwnamed-green-honor-roll-7th-straight-year?utm_source=UW+News+Subscribers.

Please see response to Recommendation #32, above.

II. ADOPTION OF A MAJOR INSTITUTION MASTER PLAN - ANALYSIS AND RECOMMENDATIONS

SMC 23.69.006.B provides in part:

For the University of Washington the 1998 agreement between The City of Seattle and the University of Washington, or its successor, shall govern relations between the City and the University of Washington, the master plan process (formulation, approval and amendment), uses on campus, uses outside the campus boundaries, off-campus land acquisition and leasing, membership responsibilities of CUCAC, transportation policies, coordinated traffic planning for special events, permit acquisition and conditioning, relationship of current and future master plans to the agreement, zoning and environmental review authority, resolution of disputes, and amendment or termination of the agreement itself. Within the Major Institution Overlay (MIO) Boundaries for the University of Washington, development standards of the underlying zoning may be modified by an adopted master plan, or by an amendment or replacement of the 1998 agreement between the City of Seattle and University of Washington.

A. Agreement between the City of Seattle and The University of Washington

In 1998 the City and University entered into an agreement. This agreement details the formulation and procedural requirements of a Master Plan and the procedures for consideration, City approval, and university adoption of a Master Plan. The 1988 agreement superseded the 1983 City-University Agreement and 1977 Joint Statement of Goals. In 2003, Ordinance 121193 amended the agreement to address acquisition and leasing by the University. In 2004, Ordinance 121688 provided the most recent amendment to the agreement, adjusting restrictions on acquisition and leasing by the University, changing reporting requirements, and updating references to agencies and documents. The 2004 ordinance did not make any substantive changes to the requirements for the formulation of a Master Plan, detailed in the 1998 agreement.

Under Section II.A of the Agreement, formulation of the Master Plan is to include a few elements:

Boundaries of the University of Washington as marked on the official Land Use Maps, Chapter 23.32 of the Seattle Municipal Code, and any proposed changes.

Page 26 of the Master Plan includes the boundaries of the University of Washington MIO as established on official Land Use Maps by Ordinance 112317, and any changes resulting from subsequent adopted plans. There are no proposed changes to the boundaries.

Proposed non-institutional zone designation for all areas within the boundaries.

Pages 290-291 of the Master Plan show the existing non-institutional zone designation for all areas within the boundaries of the Major Institution Overlay. No changes to the non-institutional zone designations are being proposed.

A site plan which will provide:

- *The height and location of existing facilities;*
- *The location of existing and proposed open space, landscaping, and screening;*
and
- *The general use and location of any proposed development and proposed alternatives.*

Pages 74-75 of the Master Plan include a site plan designating the height and location of existing buildings. Pages 41 and 97 provide the location of existing and proposed open spaces. Page 45 shows landscaping and screening. Pages 234-237 include the general use and location of any proposed development and proposed alternatives.

A total of 86 potential development sites have been identified in the Master Plan (page 124 – 125). Each of the 86 development sites illustrate possible building envelopes. The potential building envelope outlines are controlled by the maximum height, total maximum gross square feet, and the development standards listed in the Master Plan. Potential entry, parking, and service access locations are also shown.

The institutional zone and development standards to be used by the University.

Proposed development standards to be used by the University are included on pages 232-253 of the Master Plan.

A general description of existing and proposed parking facilities and bicycle, pedestrian, and traffic circulation systems within the University boundaries and their relationship to the external street system.

Pages 69 and 121 of the Master Plan include a general description of existing and proposed parking facilities, pages 59 and 115 bicycle facilities, pages 53 and 113 pedestrian facilities, and pages 61, 63, 117 and 119 the traffic circulation systems within the University boundaries and their relationship to the external street system.

A transportation plan which will include specific University programs to reduce traffic impacts and to encourage the use of public transit, carpools, vanpools, and other alternatives to single occupancy vehicles. The traffic and transportation programs included herein will be incorporated into the Master Plan unless program revisions have been made in accordance with the provisions of this Agreement.

Pages 258-269 of the Master Plan present the Transportation Management Plan (TMP) which includes a menu of specific University programs to mitigate traffic impacts and

encourage the use of public transit, carpools, vanpools, and other alternatives to single-occupancy vehicles.

A general description of future energy and utility needs, potential energy system and capacity improvements, and proposed means of increasing energy efficiency.

Pages 140-147 of the Master Plan present a general description of future energy and utility needs, system and capacity improvements, and proposed means of increasing energy efficiency.

A description of alternative proposals for physical development including explanation of the reasons for considering each alternative.

The FEIS provides a description of alternative proposals for physical development, including explanation for the reasons for considering each alternative.

Proposed development phases, including development priorities, estimated timetable for proposed developments, and proposed interim uses of property awaiting development.

Page 151 of the Master Plan includes the University's process for development priorities, feasibility, site selection, and funding. The University's Annual Report includes information on new projects, site selection, project descriptions, and schedule for development.

A description of any proposed street or alley vacation.

Pages 118-119 of the Master Plan include a description of potential street or alley vacations.

Information required by Section II.E.2., Property Acquisition and Leasing

Page 155 of the Master Plan includes a discussion on off-campus leasing and acquisition. The University follows the requirements of the City-University Agreement.

CONCLUSION: SDCI concludes that the Master Plan meets Section II.A of the City-University Agreement.

SDCI has considered the Master Plan and FEIS, the CUCAC report and recommendations, and comments received from affected City departments and other governmental agencies.

Under the City-University Agreement, the Director of SDCI will submit to the City Hearing Examiner a written report of findings and recommendations relating to consistency of the Master Plan with City's Major Institution Policies, SEPA, and other adopted land use policies and regulations of the City where applicable; comments from affected City departments, and

governmental agencies; proposed conditions for mitigating adverse environmental impacts; and reasons for differences, if any, between the findings of the Director and CUCAC.

B. City of Seattle Comprehensive Plan: Policies relating to Major Institutions

Section II.B.8.d of the City-University Agreement states that SDCI's review and recommendation shall be based on:

the provisions of the Agreement, neighborhood plans and policies adopted by ordinance, SEPA, other applicable land use policies and regulations of the City. This review shall also consider the need for University development to allow the University to fulfill its mission of public instruction, research, and services while assessing and mitigating the direct, indirect and cumulative impacts of such development on the physical and human environment and on city services, and whether the proposed development and changes represent a reasonable balance of the public benefits of development and change with the need to maintain livability and vitality of adjacent neighborhoods.

1. Neighborhood Plans: University Community

The City Council adopted Ordinance 119230 amending the Seattle Comprehensive Plan to incorporate portions of the University Community Urban Center (UCUC) plan. These goals and policies constitute the "adopted" neighborhood plan. The following goals and policies from the University Community (UC) plan are most relevant to proposed development of the University of Washington campus:

1. Transportation

UC-P7 Involve the community and contiguous neighborhoods in the monitoring of traffic, and the identification of actions needed to preserve the multimodal capacity of the principal arterial streets, to accommodate projected growth and protect residential streets from the effects of through-traffic.

CUCAC and the public participated in the development of the Master Plan and FEIS, which reviewed impacts of the University's growth on the transportation network. Where appropriate, this report provides specific recommendations to mitigate impacts of development. See Section III for a complete analysis and list of recommendations. Specifically, SDCI recommends conditions requiring the University to pay its proportional share to help implement transit improvements (RapidRide) and arterial efficiency improvements. A recommended TMP condition specifies that land use and building permits will not be issued if the University does not meet its TMP goal for a 24-month period. The University may discuss progress toward compliance with these conditions in their annual reports, but the conditions would apply whether or not the University takes this step.

***UC-P8** In pursuit of Comprehensive Plan Policies Transportation Policies, emphasize comfortable, safe, attractive pedestrian and bicycle access throughout the center, especially those routes identified in citywide modal plans.*

Pages 112-115 of the Master Plan identify UW's goals of developing a pedestrian- and bicycle-oriented campus environment. Among the Plan's proposed improvements are: the addition of mid-block connections to facilitate movement through and within campus; street improvements adjacent to development sites in West Campus; improved connections between the University District Station at NE 43rd Street and Central and West Campus; connections between Central Campus and the waterfront via South Campus; and improvements to the Burke Gilman Trail.

In addition to the stated goals, the Master Plan provides a list of potential street infrastructure improvements that may be considered to meet the TMP goals. Improvements include a variety of short- and long-term infrastructure improvement strategies, both on campus and off campus, within adjacent City of Seattle right-of-way. The Master Plan casts many strategies as Plan goals without providing a specific implementation date or funding strategy.

To ensure that the Master Plan is consistent with this policy, SDCI recommends that the UW complete separate pathways for bicyclists and pedestrians on the Burke-Gilman Trail between Brooklyn Avenue NE and 15th Avenue NE, and install adequate lighting following SDOT standards. This should be accomplished by the earlier of the first day of 2022 or when UW sites adjacent to the trail redevelop. SDCI also recommends that the UW widen the trail and separate users along the trail east of Rainier Vista as opportunities permit.

***UC-P9** Take advantage of Sound Transit improvements and coordinate local transportation needs and impacts and facilitate intermodal connections, such as bus, streetcar, bicycle, pedestrian travel, and surface vehicle traffic.*

***UC-P10** Work with King County Metro and Community Transit to create efficient bus circulation. Address bus layover impacts, bus routing, and transfer issues as well as street improvements to facilitate transit.*

The TMP, at page 261 of the Master Plan, states the University will work with its agency partners, the City of Seattle (SDOT), King County Metro, Sound Transit, Community Transit, and WSDOT to review progress and discuss transportation challenges and opportunities.

2. Housing

UC-P12 Employ a variety of strategies to effectively provide for identified housing needs, including preservation of some existing housing while accommodating growth with a diversity of unit types, sizes, and affordability.

UC-P14 Employ a variety of strategies to bring housing development to the affordability levels identified in the Housing element of the Comprehensive Plan, including development partnerships, zoning modifications, and subsidies.

In addition to the policies above the Housing Affordability section of the 2035 Comprehensive Plan provides an additional policy: **H 5.19** *Consider requiring provisions for housing, including rent/income-restricted housing, as part of major institution master plans and development agreements when such plans would lead to housing demolition or employment growth.*

The University's Housing policy is provided on pages 270-277 of the Master Plan. The Master Plan states the Board of Regents adopted the Statement of Principles in 1978. The Principles provide policy direction for University decisions related to the provision of student housing, and state that "the primary source for student housing continues to be the off-campus private housing market." This principle was reaffirmed by the Regents in 1988 and again in 1997. As of 2015, approximately 80 percent of University students live off campus.

The University is primarily a non-residential campus with no requirement for students to live on campus. The University currently provides two forms of student housing: on-campus residence halls (dormitories) and student apartment buildings (both single-student and family housing apartments). Eleven residence halls are located on the University campus, with the current capacity to house approximately 7,009 students. Additional on-campus housing (253 net new beds) was proposed with the "North Campus" housing in the 2003 Campus Master Plan. The University also provides student apartments as a housing option for full-time students who are single parents, or are married (or are registered with a same-sex domestic partner) with or without dependent children. The University owns eight apartment buildings or complexes, with four dedicated to single students (non-married) and four dedicated to families. The University has the current capacity to house 2,508 students in apartments, including 1,811 single-student (non-married) beds and 697 family housing units. In total, considering 8,362 residence hall beds with North Campus housing complete and 2,508 family and non-family apartment beds, the University has the capacity to house approximately 10,870 students on campus.

As part of its North Campus Student Housing Project, the University identified a goal of housing approximately 22 percent of its student population in on-campus facilities. With existing facilities, the University currently houses approximately 21

percent of the enrolled students on campus. To house the additional one percent of the student population, the University proposes to add 1,000 beds over the life of the Master Plan.

Faculty and staff rely on the private market for housing. The University provides a variety of housing programs for faculty and staff, including a program to help with housing financing called “HomeTown Home Loan”. The University has also recently completed a public-private affordable housing development called Bridges@ 11th.

The City-University Agreement has Housing Goals (Section II.H). However, these goals refer to market-rate housing, market-rate rentals, and for-sale housing for UW faculty and staff, and does not include rent- or income-restricted housing.

The Master Plan Housing section is consistent with Policies UC-P12 and UC-P14, but the Master Plan is not consistent with Policy H 5.19. Based on the 2014 student-to-faculty and student-to-staff ratios from 2015 to 2028, the Master Plan anticipates an increase of approximately 4,649 faculty and staff over the life of the Master Plan, but does not include provisions for housing, including rent- or income-restricted housing to accommodate employment growth.

Based on Policy H 5.19 the Director has determined that it would be appropriate to condition the Master Plan to amend the Housing section (Chapter 9) to include the commitment to construct 150 affordable housing units for faculty and staff earning less than 60% AMI. These units shall be constructed within the MIO boundary, Primary Impact Zone, or Secondary Impact Zone prior to the development of 6 million net gross square feet or the life of the Master Plan, whichever occurs first. As conditioned, the Master Plan is consistent with Policy H 5.19.

SDCI Recommendation- These conditions are reiterated in Section VI.

- 1) Amend page 276 of the Housing section to include the statement, “The University shall construct 150 affordable housing units for faculty and staff earning less than 60% AMI.”

- 2) A condition of the Master Plan shall state: Construction of 150 affordable housing units for faculty and staff earning less than 60% AMI shall be constructed within the MIO boundary, Primary Impact Zone, or Secondary Impact Zone prior to the development of 6 million net gross square feet or the life of the Master Plan, whichever occurs first.

3. Open Space

UC-P16 Employ a variety of strategies to increase open space, such as park acquisition through a major open space funding program, improvement of and better access to existing assets, adding open space functions in rights-of-way, and creation of small spaces with new development.

The University's open space commitments are provided on s 98-105, and page 240 of the Master Plan. The Master Plan includes:

- West Campus Green and Plaza - page 98-102, and 240 of the Master Plan.
- South Campus Green -(Upper and Lower) page 102, and 240 of the Master Plan.
- Continuous waterfront trail page –s 98, 104, and 240 of the Master Plan.
- Land reserved for the East Campus Connection - page 103 of the Master Plan.

West Campus Green and Plaza - The University commits to reserving space for the four-acre open space. The University will complete a design and implementation plan for West Campus Green and West Campus section of the continuous waterfront trail by the time 1.5 million square feet of development in West campus sector is completed. The University will complete construction of the West Campus Green and West Campus section of the continuous waterfront trail no later than it completes 3 million square feet of net new development in the West Campus Sector.

South Campus Green - The University commits to reserving space for the four-acre open space. The University will complete a design and implementation plan for the South Campus Greens and continuous waterfront trail no later than the University completes development of the first adjacent development site. The University will construct the greens by the time the University completes development of the all adjacent development sites.

Continuous Waterfront Trail- The University will complete a concept plan for all three sections of the continuous waterfront trail (West, South, and East) by the time the University completes 1.5 million square feet of West Campus development. The University will construct the West Campus section of the continuous waterfront trail by the time the University completes 3 million square feet of net new development in the West Campus Sector. Construction of the South Campus section of the trail shall occur when construction of development sites S49, S50, S51, S52, S53, S54 and S55 are all completed¹.

¹ Communication from UW to SDCI

OPCD recommends:

The requirement for construction of open spaces should be more clearly tied to construction of adjacent development sites and in phases if necessary. It is also recommended that the requirement for design and implementation plans for designated open spaces be tied to permit issuance of the first adjacent site to be developed rather than completion of development of the first adjacent site. A design and implementation plan should be in place before any consecutive adjacent development occurs to best plan for the future site improvements and ensure open space implementation is coordinated with future development.

The additional open space areas, and improvements in the West, South, and East Campus sectors, including the waterfront trail, will provide recreational benefits to the University community and the public. It is important to ensure that the planning and subsequent development of these spaces occur in a timely manner, to coincide with the affected campus and neighborhood areas. Open space planning and construction should occur at the most appropriate milestones, in terms of adjacent development, sector development, and the overall life of the Plan.

The University's annual report includes an update on all ongoing development projects at the University, but to ensure this status includes the planning or construction of these open spaces, SDCI has recommended that the annual report on all ongoing development projects include the status of the planning or completion of the West Campus Green, South Campus Green, and continuous waterfront trail. As conditioned, the Master Plan meets this Policy.

SDCI Recommendation- These conditions are reiterated in Section VI.

- 3) Page 98: Amend the first paragraph under "Open Space Commitment":

...A design and implementation plan for the West Campus Green and the West Campus section of the Continuous Waterfront Trail shall be completed by the earlier of: the time 1.5 million square feet of net new development in the West Campus sector is completed; or the time the University submits its first permit application for development of Site W27, W29, W33, W34, or W35.

- 4) Page 102: Amend the second paragraph under "Open Space Commitment":

A design and implementation plan for the South Campus Greens, as well as the South Campus section of the continuous waterfront trail shall occur ~~when construction on the first adjacent development site is completed~~ (by the time the University submits the first permit application for development of Sites S50, S51, S52, S41, S42, S45, or S46.

- 5) Page 104: Amend the second bullet under “Open Space Commitment”:

~~Construction~~ Completion of the East Campus section of the continuous waterfront trail shall align with the earlier of: completion of construction of the 750,000 gross square feet of net new development allowed in East campus under the CMP; or exhaustion of the 6 million square foot growth allowance.

- 6) Page 240: Amend the last three sentences of the first paragraph under “West Campus Green and Plaza”:

. . . . A design and implementation plan for West Campus Green and West Campus section of the continuous waterfront trail shall be completed by the earlier of: the time 1.5 million square feet of net new development in West Campus sector is completed; or the time the University submits its first permit application for development of Site W27, W29, W33, W34, or W35. A concept plan for all three sections of the continuous waterfront trail-West, South, and East - shall also be completed ~~at this~~ by that time. The concept plan for the continuous waterfront trail shall be reviewed by SDCI for compliance with the City’s Shoreline Master Management Program and the University’s shoreline public access plan. The West Campus Green and the continuous waterfront trail design and implementation plan shall include convenient pickup and drop off facilities and signage that reflect local Native American history. ~~At the latest, e~~ Construction of the West Campus Green and the West Campus section of the continuous waterfront trail shall occur when by the earlier of: completion of 3.0 million gross square feet of net new development is completed in the West Campus Sector; at the completion of adjacent development sites W29, W33, and W34; or the exhaustion of the 6 million gross square foot growth allowance. In addition, as the University completes development of Sites W29 it shall complete the “Plaza”, and as the University completes development of W27, It shall complete the “Belvedere”, both identified on page 98.

- 7) Amend the second paragraph under “South Campus Green”:

A design and implementation plan for the Greens, as well as the South Campus section of the continuous waterfront trail shall occur ~~when construction on the first adjacent development site is completed~~ (by the time the University submits the first permit application for development of Sites S50, S51, S52, S41, S42, S45, or S46.

- 8) Amend the third paragraph under “Continuous Waterfront Trail”:

- ~~Construction~~ Completion of the East Campus section of the continuous waterfront trail shall align with the earlier of: completion of construction of the 750,000 gross square feet of net new development allowed in East campus under the CMP; or exhaustion of the 6 million square foot growth allowance.

- 9) UW shall include updates about the progress of the planning and completion of the West Campus Green, the South Campus Green, and the continuous waterfront trail in the annual reports to the City.

4. Design

UC-P18 Provide better physical connections from the University District to the UW campus, with particular emphasis on the campus entrance at NE 43rd Street and, more broadly, opening the west edge of central campus along 15th Avenue NE.

The Master Plan provides design guidance for the West Campus sector on pages 176-195. Design guidance is considered a guiding principle for UW development but not required unless listed as a development standard on pages 228-257. Page 184 provides specific information regarding the 15th Avenue NE corridor and improvements proposed along the west edge of Central Campus. Proposed enhancements include planting, lighting, and furnishings, and removal of retaining walls to improve the permeability of the campus, notably at Parrington Lawn, NE 43rd Street, and the development site south of the 40th Street Gateway. The Plan also includes the introduction of a street-level plaza at NE 42nd Street to improve universal access to Parrington Lawn and welcome visitors. The Master Plan is consistent with this policy.

UC-P23 Seek to preserve and enhance the following design characteristics within the community: pedestrian orientation and visual interest to the pedestrian, high-quality, human-scaled design details in larger buildings, streetscape continuity on commercial corridors, integration between the UW campus and the surrounding community, buildings with attractive open space and low-rise multifamily development that fits with the design character of adjacent single-family houses.

As noted previously, the Master Plan provides design guidance for West Campus Sector development on pages 176-195, and development standards on pages 228 – 257. The West Campus Sector generally continues the existing City of Seattle street grid from NE 45th Street to the north to the Portage Bay waterfront, as shown on page 195. SDCI and OPCD have reviewed the proposed guidelines and development standards in relationship to underlying zoning and the recently approved zoning in the adjacent University District as part of the City-initiated area-wide rezone.

OPCD recommends:

Brooklyn Avenue streetscape. The Final CMP was updated to better relate to the adopted Green Street Concept Plan for Brooklyn Avenue (p 242 “Public Realm Allowance”). The Public Realm section of the development standards should also clearly reference the existence of the Green Street Concept Plan and specify that development on sites that front Brooklyn Avenue will be consistent with the Green Street Concept Plan.

The Final Master Plan also adds a requirement for a second upper level setback for certain sites that front University Way, Campus Parkway, and Pacific Street. We support this additional setback requirement. However, the maps referenced on p. 251 do not appear to identify the building edges where this requirement would apply as referenced in the text.

After review of the Master Plan and OPCD and CUCAC's recommendations, SDCI has determined that additional development standards should be included in the Master Plan to: better achieve a pedestrian-oriented development and human-scaled design; provide streetscape continuity on commercial corridors; and better integrate the campus with the surrounding community.

SDCI recommends that above-grade parking be prohibited along identified major pedestrian corridors as noted in the active street-level use and transparency development standard recommendation, below.

In consultation with OPCD, SDCI has concluded that the tower spacing development standard is consistent with the standards adopted for the University District, where a similar height and scale of buildings is proposed. As conditioned, the Master Plan is consistent with this policy.

SDCI Recommendation- These conditions are reiterated in Section VI.

- 10) Page 239: Add a new section to the beginning of the page:

ACTIVE STREET-LEVEL USE AND TRANSPARENCY

Active street-level uses shall be located within buildings adjacent to City of Seattle right-of-way in the West Campus sector, mid-block corridors in all sectors, West Campus Green Plaza and Belvedere, South Campus Green, and the continuous waterfront trail. Active street-level uses include commercial uses, child-care facilities, multi-use lobbies, lounges, study spaces, and active academic uses like classrooms, labs, libraries and hands-on collaboration spaces. All buildings with required active street-level use and transparency shall provide active uses and transparency within 2-8 feet above sidewalk level along 60% of the building façade.² Where active street level uses are required, street-level parking within structures, excluding driveway access and garage doors or openings, shall not be allowed unless separated from street-level street-facing facades by active street level uses complying with the use and transparency requirements in this paragraph.”

- 11) Page 241: Under “Parking,” amend the paragraph in the middle of the page:

Parking access is preferred from streets owned by the University. Where necessary, parking access from streets that are not owned by the University shall be allowed based on the following hierarchy of preference (from most preferred to least preferred). A determination on the final access location shall be made by SDCI, in consultation with SDOT, based on this hierarchy. The final access location shall balance the need to minimize safety hazards and the feasibility of the access location based on topography, transit operations, bike infrastructure, vehicle movement, and other considerations ...

- 12) Page 242: Under “Public Realm Allowance,” amend the second paragraph:

The public realm allowance refers to a minimum zone between the street curb and the edge of building facade, and is intended to provide space for a comfortable and desirable pedestrian experience. ~~The public realm allowance proposed are based upon and maintain the current street widths which the University understands to be sufficient.~~ City of Seattle right-of-way widths are determined by SMC 23.53 and the Street Improvement Manual, or functional successor. Where required, improvements to the public realm allowance shall be completed in accordance with adopted Green Street Concept Plan. The existing curb-to-curb width, plus the linear square feet associated with the public realm allowance defines the extent of impact on development sites.

- 13) Page 251: Under “Upper Level Setbacks,” amend the first paragraph under “First Upper Level Setback”:

Sites with building footprints that exceed 30,000 square feet shall maintain a minimum upper-level setback of 20’ along sides of the building where the height exceeds the 45’ podium. Sites with building footprints smaller than 30,000 square feet and whose

building height exceeds the 45' podium height shall maintain a minimum upper level setback of 20' along at least two edges of the podium. The required upper-level setback shall be provided along the street or major public open space façade if one exists. If necessary to allow flexibility and modulation of the building form, a maximum of 50 percent of the building perimeter may extend up to 90' without a setback.

14) Page 251: Under “Second Upper Level Setback,” amend the first paragraph as follows:

To create a more gradual transition between University and non-University property, an additional upper level setback shall be required ~~on building edges identified within the Development Standards and Design Guidance maps, pages 174, 189, 298, and 226.~~ as follows: ~~s~~Sites with building footprints that exceed 20,000 square feet and whose building height exceeds 160' that are located along University Way and Campus Parkway, shall be required to step back an additional 20' at 90' in height along a minimum of one façade, generally the facade facing the more prominent street edge. Sites with building footprints that exceed 20,000 square feet and whose building height exceeds 160' that are located along Pacific Street, shall be required to step back an additional 20' at 120' in height along a minimum of one façade, generally the facade facing the more prominent street edge. The required second upper-level setback shall be provided along the street or major public open space façade if one exists.

15) Page 239: Under “Ground Level Setbacks,” amend the third paragraph:

~~Setbacks may be averaged horizontally or vertically.³~~ University structures across a City street or alley from commercial, mixed use, manufacturing, or industrial zones outside the MIO boundary shall have no required setbacks. Pedestrian bridges, retaining walls, raised plazas, sculpture and other site elements shall have no setback requirements.

UC-P24 Enhance gateways into the University Community, especially at NE 45th St and Seventh Avenue NE, NE 50th Street at Roosevelt Avenue NE, NE 45th Street at 15th Avenue NE, the Sound Transit light rail station, the “landing” of the University Bridge at NE 40th Street, 25th Avenue NE at NE 55th Street, and NE 45th Street at 25th Avenue NE. “Gateways” means visual enhancements that signify entries into the community, such as improved landscaping, signage, artwork, or architectural features.

² Active street-level uses and transparency was included as a development standard in the Draft Campus Master Plan, page 236.

³ Recommended language is consistent setback standards in the Campus Master Plan adopted in 2003.

Page 156 of the Master Plan states the University's Design Guidance related to Gateways:

“The UW-Seattle campus is embedded within the larger urban fabric of the city and has multiple points of access. Gateways serve as important access points for pedestrians, bikes, and vehicles, and may provide a welcoming and clear sense of arrival on campus. Gateways also form key points of connectivity between campus sectors.”

To better meet the intent of this policy, SDCI recommends that the Design Guidance section be amended to include gateways identified in the Neighborhood Plan, and include examples of desired enhancements. As conditioned, the Master Plan is consistent with this policy.

SDCI Recommendation- These conditions are reiterated in Section VI.

16) Page 156: Amend the paragraph under “Gateways”:

The UW-Seattle campus is embedded within the larger urban fabric of the city and has multiple points of access. Gateways, including NE 45th Street at 15th Avenue NE, the “landing” of the University Bridge at NE 40th Street, and NE 45th Street at 25th Avenue NE, serve as important access points for pedestrians, bikes, and vehicles, and may provide a welcoming and clear sense of arrival on campus. Gateways also form key points of connectivity between campus sectors. Gateways should include visual enhancements that signify entries into the community, such as landscaping, signage, artwork, or architectural features that will be installed at the discretion of the University. Gateways also form key points of connectivity between campus sectors.

UC-P25 Accommodate new university growth in a way that benefits the surrounding community.

UC-P26 Work to connect and integrate the campus and the community visually, physically, socially, and functionally.

The Master Plan’s Planning Framework includes sections on Public Realm, Shoreline Public Access, Built Environment, and Inclusive Innovation. Each of the campus sectors has a planning framework described in greater detail in the Project Review and Design Guidance section of the Master Plan (Chapter 6). The Master Plan contains provisions for open space, the continuous waterfront trail, and enhanced pedestrian connection within the campus, and between campus and the adjacent communities. The Master Plan is consistent with the policies.

5. Community Involvement

UC-P27 Ensure that the University Community plays an active role in the UW’s Campus Master Plan on subjects of mutual interest.

Section II. G.4 of the City-University Agreement identifies the responsibilities of CUCAC. They include reviewing and commenting on: the draft and final Master Plans; major and minor amendments to the Master Plan; environmental documents prepared under SEPA; all annual reports; and other issues identified by CUCAC

members, represented community organizations, the University, and the City. The Master Plan, page 280, details the Public Participation Program.

The City-University Agreement Section II.C details the process for changes to the University Master Plan. The following condition is recommended to ensure the Master Plan is consistent with the Agreement and does not preclude opportunities for CUCAC to review and comment.

SDCI Recommendation- These conditions are reiterated in Section VI.

17) Page 232: Amend the second bulleted paragraph:

A new development site: A proposal for a development site not previously approved under the Master Plan is considered a proposed change to the Master Plan and will comply with the City-University Agreement Section II.C.1 – 5, Changes to University Master Plan. ~~shall constitute an exempt Campus Master Plan change, unless the proposal requires a Plan amendment according to the provisions of the City University Agreement because the Director of SDCI (or its successor department) determines that the specific use proposed for a site, within the broad use categories permitted in tables 14 through 17, is inconsistent with the guiding principles or policies of this Campus Master Plan, or because of the use relationship to, or cumulative use impacts upon, area surrounding the University boundary.~~⁴

18) Page 233, remove the two bulleted paragraphs.

6. Historic Preservation

UC-P38 Seek to conserve the special historic and cultural resources in the University Community including significant structures on commercial corridors, registered landmarks, and significant public structures.

The MIO is not located in a historic overlay district, nor are there any designated City of Seattle landmark structures within the MIO boundary.

SDCI will refer proposed demolition or substantial alteration of any structure that is at least 50 years old to the Department of Neighborhood's Historic Preservation Officer pursuant to SMC Chapter 25.05.

2. Citywide Land Use Policies: Major Institutions **Major Institution Overlay Areas**

⁴ Any proposed changes to the Master Plan will be reviewed under the criteria of the City-University Agreement.

The University campus was established as a Major Institution Overlay by Ordinance 112317. There are no proposed changes to the boundaries or the underlying zoning designation. The following goals and policies from the Seattle Comprehensive Plan Citywide Land Use Policies for Major Institutions are most applicable to proposed development of the University campus:

7. Community Involvement

LU 13.5 Encourage community involvement in the development, monitoring, implementation, and amendment of major institution master plans, including the establishment of citizens' advisory committees that include community and major institution representatives.

CUCAC has participated in the development of the Master Plan. CUCAC comments have been included and addressed in this recommendation report, as required by the City-University Agreement.

8. Zoning

LU 13.10 Define as major institution uses those that are part of, or substantively related to, the major institution's central mission or that primarily and directly serve institution users, and allow these uses within the MIO district, in accordance with the development standards of the underlying zoning classifications or adopted master plan.

LU 13.11 Apply the development standards of the underlying zoning classification to all major institution development, except for specific standards altered by a master plan.

All uses that are functionally integrated with, or substantively related to, the central mission of a Major Institution or that primarily and directly serve the users of an institution shall be defined as Major Institution uses and are permitted in the MIO District.

Development standards for the University are provided on pages 232-257 of the Master Plan. The development standards pay specific attention to structures located at the campus boundary or on City streets. The Master Plan is consistent with these policies.

LU 13.12 Determine appropriate measures to address the need for adequate transition between the major institution and surrounding uses.

The Master Plan proposes increases to the existing MIO heights. SDCI has provided recommendations for appropriate transitions as part of the rezone analysis in Section II. The Master Plan is consistent with this policy.

9. Transportation

LU 13.13 Establish minimum parking requirements in each MIO district to address the needs of the major institution and reduce parking demand in nearby areas. Include maximum parking limits to avoid unnecessary traffic in the surrounding areas and to limit the use of single-occupant vehicles. Allow an increase in the number of permitted spaces only when such an increase is needed to reduce parking demand on surrounding streets and when it will help to minimize traffic congestion in the area.

The University proposes to maintain the existing parking cap of 12,300 vehicles. The impacts of proposed development have been reviewed through the FEIS. Where appropriate, SCIDI has recommended mitigation later in this report. The Master Plan is consistent with this Policy.

LU 13.14 Use a transportation-management program to reduce the number of vehicle trips to the major institution and to limit the adverse impacts of traffic and of institution-related parking on surrounding streets, especially residential streets. Strive to reduce the number of single-occupant vehicles used for trips to and from major institutions at peak times. Allow short-term or long-term parking space requirements to be modified as part of a transportation-management program.

A modified Transportation Management Plan (TMP) has been provided as part of the Master Plan (Chapter 8, page 258). The goal as stated in the TMP is to limit the proportion of drive-alone trips of student, staff and faculty to 15% by 2028. SDOT reviewed the TMP and has provided recommendations for further modifications to the plan to better achieve the above land use policy.

SDOT recommends preserving the existing 1990 vehicle trip caps to ensure peak hour automobile trips do not adversely impact the community. SDOT supports adding an additional SOV mode share goal.

SDOT recommends the UW consider stepped milestones for achieving a 15% SOV rate for students, faculty, and staff. SDOT recommends UW maintain a 17% SOV rate by 2022 and a 15% SOV rate by 2024. SDOT recommends UW implement the following Transportation Management Program tools, if UW fails to reach its SOV target:

- a. Provide a transit pass that covers all transit trips with a minimum University subsidy of 50% for faculty, staff, and students, pursuant to Director's Rule 27-2015 and SMC 23.54.016
- b. Replicate the student U-Pass "opt-out" program with faculty and staff to encourage participation among campus affiliates less likely to use transit
- c. Expand the U-Pass to integrate payment for other transportation options

- d. Implement performance-based parking strategies, including charging more for high demand parking lots
- e. Replace monthly parking permits with a pay-by-use parking payment model

If UW fails to meet the SOV goal for two consecutive years, SDOT recommends SDCI withhold construction permits for new development until the SOV target is met.

SDOT recommends an interagency stakeholder group to monitor TMP performance goals, prioritize additional strategies if the TMP performance goals are not met, and address unforeseen challenges and opportunities.

Transportation impacts of the proposed campus development were analyzed within the FEIS. SDCI's review and recommendation of transportation impacts and recommended mitigation, including TMP recommendations, are included in Section III of this report. As noted in Section III, SDCI concurs with SDOT and CUCAC that interim SOV goals are appropriate for the life of the Master Plan. If the University is not meeting the SOV goal, UW should enhance the TMP elements, as noted below.

SDCI Recommendation- These conditions are reiterated in Section VI.

19) Replace the first bulleted item with the following text: "Convene a transportation agency stakeholder meeting, at least quarterly, to review progress, monitor TMP performance goals, prioritize additional strategies if the TMP performance goals are not met, and address unforeseen challenges and opportunities.

20) Page 261: Under "Monitoring and Reporting," amend the text following the bulleted items:

The University's TMP SOV goal is 20% as of the date of this Plan. The goal shall decrease to 17% by the earlier of the first day of 2022 or one year after the opening of the Northgate Link Extension. The goal shall decrease further to 15% by the earlier of the first day of 2025 or one year after the opening of the Lynnwood Link Extension.

At any point, if the UW fails to timely achieve the applicable SOV goal, the UW shall enhance the TMP to increase the likelihood that the goal shall be achieved. Additional measures to be considered include, but are not limited to:

- Providing a transit pass that covers all transit trips with a minimum University subsidy of 50% for faculty, staff, and students, pursuant to SDCI Director's Rule 27-2015 and SMC 23.54.016
- Replicating the student U-Pass "opt-out" program with faculty and staff to encourage participation among campus populations less likely to use transit
- Expanding the U-Pass to integrate payment for other transportation options, such as car-share or bike-share

- Implementing performance-based parking strategies, including charging more for high-demand parking lots
- Replacing monthly parking permits with a pay-by-use parking payment model

~~In 2028, if the University has not failed to timely reached its SOV goal of 17% or 15% for a period of 24 months, the Director of Seattle Department of Construction and Inspections (SDCI) or its successor agency shall not issue master use permits and building permits shall not be issued for development (other than maintenance, emergency repair, or other minor projects) within the MIO. if the University exceeds the 15% SOV goal over two consecutive years beginning in 2029. The Director of Seattle Department of Construction and Inspections (SDCI)(Or its successor agency) SDCI shall withhold permits until the University has it has been demonstrated to the satisfaction of the Director that the University will implement additional mitigation measures shall be implemented that shall meet or restore the University student, faculty, and staff to the required SOV rate to 15%. This measure shall not be applied to maintenance, emergency repair, or other minor projects proposed by the University.~~

10. Housing

LU 13.15 Encourage housing preservation within major institution overlay districts and limit impacts on housing in surrounding areas. Discourage conversion or demolition of housing within a major institution's campus, allowing it only when the institution needs to expand or when the institution replaces the lost housing with new housing. Prohibit the demolition of noninstitutional housing for replacement by principal-use parking that is not necessary to meet the parking requirement. Prohibit development by a major institution outside of the MIO district boundaries when it would result in the demolition or conversion of residential buildings into nonresidential uses, unless authorized by an adopted master plan.

The Master Plan includes demolition and construction of University housing, but there are no existing noninstitutional housing developments within the MIO. The Master Plan does not identify any development outside of the MIO boundaries. The Master Plan is consistent with this Policy.

CONCLUSION: SDCI concludes that, with SDCI's recommendations, the Master Plan is consistent with relevant Neighborhood Plan and Citywide Land Use policies of the City of Seattle Comprehensive Plan.

III. AMENDMENTS TO THE MIO HEIGHT DESIGNATIONS (SMC 23.34) – ANALYSIS AND RECOMMENDATIONS

A. Part One Analysis - General Rezone Criteria

SMC 23.34.008 provides the standards for assessing a rezone proposal. This section of the report applies those standards to the University's proposed changes to the MIO height limits.

A. *To be approved a rezone shall meet the following standards:*

1. *In urban centers and urban villages the zoned capacity for the center or village taken as a whole shall be no less than one hundred twenty-five percent (125%) of the growth targets adopted in the Comprehensive Plan for that center or village.*

The University is in the University Community Urban Center. The Seattle Comprehensive Plan establishes growth targets for the University Community Urban Center: 3,500 new households and 5,000 new jobs.

The proposed rezone will not reduce the zoned capacity for the University Community Urban Center and the proposed rezone will increase zoned capacity allowing for additional building height and job growth. The proposed rezone is consistent with SMC 23.34.008.A.1 because the increase in zoned capacity does not reduce capacity below 125 percent of the Comprehensive Plan growth target.

2. *For the area within the urban village boundary of hub urban villages and for residential urban villages taken as a whole the zoned capacity shall not be less than the densities established in the Urban Village Element of the Comprehensive Plan.*

The University is not located within an urban village boundary of hub urban villages. This criterion does not apply.

- B. *Match Between Zone Criteria and Area Characteristics. The most appropriate zone designation shall be that for which the provisions for designation of the zone type and the locational criteria for the specific zone match the characteristics of the area to be rezoned better than any other zone designation.*

The University is not proposing to expand its existing boundaries, or to change the underlying zoning. This criterion does not apply.

- C. *Zoning History and Precedential Effect. Previous and potential zoning changes both in and around the area proposed for rezone shall be examined.*

In 1983, a City-University Agreement was adopted by Ordinance. The City-University Agreement specified the process and contents of a master plan and FEIS for future campus development within the Major Institution Overlay (MIO) boundary. The University adopted the General Physical Development Plan in 1992. In 1998, a new City-University Agreement was adopted which superseded the 1983 Agreement. In 2003, the University Master Plan Seattle Campus was adopted. The 2003 Plan includes guidelines and policies for developing up to 3 million gross square feet within the MIO boundary. The 2003 CMP did not change underlying zoning, but included increases to MIO height designations:

- Increase from 37 feet to 80 feet at the golf driving range.
- Increase from 65 feet to 105 feet near University Way NE and NE Campus Parkway.

The City recently approved the Seattle 2035 Comprehensive Plan and rezoned the majority of the University District. The rezone allows for increased building heights and building density within the areas of the University District adjacent to the University's West Campus sector.

D. Neighborhood Plans.

1. *For the purposes of this title, the effect of a neighborhood plan, adopted or amended by the City Council after January 1, 1995, shall be as expressly established by the City Council for each such neighborhood plan.*

The University campus is located within the University Community Urban Center. Portions of the University District neighborhood plan were adopted by Ordinance 119230 on November 16, 1998. The adopted portions can be found in the City Comprehensive Plan Adopted Neighborhood Plans section.

2. *Council adopted neighborhood plans that apply to the area proposed for rezone shall be taken into consideration.*

Section I of this Report discusses the Master Plan in relationship to the University Community neighborhood policies found in the City's Comprehensive Plan.

3. *Where a neighborhood plan adopted or amended by the City Council after January 1, 1995 establishes policies expressly adopted for the purpose of guiding future rezones, but does not provide for rezones of particular sites or areas, rezones shall be in conformance with the rezone policies of such neighborhood plan.*

The University Neighborhood Plan as adopted by the City Council does not include policies expressly adopted for the purpose of guiding future rezones.

4. *If it is intended that rezones of particular sites or areas identified in a Council adopted neighborhood plan are to be required, then the rezones shall be*

approved simultaneously with the approval of the pertinent parts of the neighborhood plan.

Not applicable.

E. Zoning Principles. The following zoning principles shall be considered:

- 1. The impact of more intensive zones on less intensive zones or industrial and commercial zones on other zones shall be minimized by the use of transitions or buffers, if possible. A gradual transition between zoning categories, including height limits, is preferred.*
- 2. Physical buffers may provide an effective separation between different uses and intensities of development. The following elements may be considered as buffers:*
 - a. Natural features such as topographic breaks, lakes, rivers, streams, ravines and shorelines;*
 - b. Freeways, expressways, other major traffic arterials, and railroad tracks;*
 - c. Distinct change in street layout and block orientation;*
 - d. Open space and greenspaces.*

As noted previously, the Master Plan does not propose any change to the MIO boundary or the underlying zoning. The Master Plan includes changes to the MIO height designations in the West, South, and East Campus Sectors.⁵

The MIO is separated from other uses along the south and east by the Ship Canal and Lake Washington. The campus is generally separated from other uses along the north and west boundary by streets

The MIO boundary is located on shared property lines in six locations:

1. The two parcels north of NE 41st Street, east of Eastlake Avenue NE/11th Avenue. The MIO boundary is located along a shared property line with SM-U/R 75-240 zoning.
2. The half block just west of 15th Ave. NE, between NE 41st Street and NE 42nd Street. The MIO boundary is located along an alley. The property to the west is zoned NC3P-65. The MIO height for the half block is proposed to be maintained at the existing 105-foot designation.
3. The parcel north of NE 45th Street, between 21st Avenue NE and 22nd Avenue NE. The MIO boundary is located on a shared property line

⁵ See Figures 59 (Campus Master Plan Maximum Building Heights) and 191 (2003 and 2018 Campus Master Plan Maximum Building Heights).

with an Lowrise 3 zone. There are no proposed changes to the existing 65-foot height designation.

4. The parcel north of NE 45th Street, between Pend Oreille Place NE and 25th Avenue NE. The north property line is located along shared property lines in the Lowrise 3 and Commercial 1-40 zones. The proposed MIO height change in this location is from 50 feet to 65 feet. A contract rezone for the adjacent parcel has been submitted under SDCI project 3027312. The contract rezone proposes a maximum building height of 75 feet.
5. The east edge of campus, south of NE 45th Street, west of 36th Avenue NE. The MIO boundary is located next to Single Family zoning. The MIO height is proposed to be maintained at the existing 37 feet.
6. The University parcel north of University Village. The MIO boundary is adjacent to commercial zoning with height limits between 40 and 65 feet. The proposed MIO height change in this location is from 50 feet to 65 feet.

The University Campus is approximately 639 acres and contains a variety of natural and man-made features that provide physical buffers: Union Bay natural areas; the Ship Canal and Lake Washington; roadways and arterial streets; street layouts (public and owned by the University); and open spaces.

The University proposes significant height increases in the West, South, and East campus sectors. There are no proposed changes to MIO height designations in the Shoreline Overlay. Several building sites are proposed to be *conditioned down* to heights lower than the proposed overlay height limits. MIO height designations are provided in the Land Use Code, and include the following height designations:

MIO-37 feet	MIO-105 feet
MIO-50 feet	MIO-160 feet
MIO-65 feet	MIO-200 feet
MIO-70 feet	MIO-240 feet
MIO-90 feet	

Given the significant geographic size of the MIO, this report divides discussion of physical buffers and transitions into the three campus sectors with proposed changes to the MIO height designations: West, South, and East. This report does not discuss the Central Campus because the University proposes no height changes there.

West Campus

West Campus, which is approximately 69 acres, is described on page 176-195 of the Master Plan. Property within the West Campus is owned by the

University except for the College Inn and Church of Jesus Christ of Latter-Day Saints, which are privately-owned. Modifications to MIO height designations in the West Campus include:

- Areas west of University Bridge are proposed to change from the current MIO height of 65 feet to 160 feet, but will be conditioned to have a maximum building height of 130 feet.
- Areas south of NE Pacific Street between the University Bridge and 15th Avenue NE are proposed to change from an MIO height of 50 and 65 feet to MIO height of 160 feet, conditioned down to 130, and MIO-200 feet.
- Areas north of Pacific Street are proposed to change from an MIO height of 65 and 105 feet to an MIO height of 200 feet and 240 feet, except for the two parcels north of NE 41st Street, which would remain MIO-65 feet. The College Inn and Church of Jesus Christ of Latter-Day Saints are within the proposed 240-foot height designation but, as non-University uses, are subject to the underlying zoning regulations.
- Along University Way, the MIO height is proposed to change from 65 and 105 feet to 240 feet.

West Campus is unique from other campus sectors in that the City street grid is located within this sector. Streets within West Campus are public, and provide vehicular, pedestrian, and bicycle circulation through the University District. The street grid is generally regular, running north-south and east-west, in the north portion of the West Campus, but then becomes less regular toward Portage Bay. Portage Bay provides the southern boundary of West Campus. 15th Avenue NE provides the major arterial street along the east edge of West Campus. The City's Portage Bay Park and the Burke Gilman Trail provide the existing open spaces within the West Campus.

The Master Plan proposes the MIO height designation would be increased in the West Campus from the current range of 30 to 105 feet to the proposed range of 30 to 240 feet; the height would be highest north of NE Pacific Street, and would step down to the south toward Portage Bay. Height transitions are proposed along major corridors including NE Pacific Street and Boat Street.

The increase in the MIO height limit in the West Campus is intended to allow for the University's desired new building space to be accommodated by compact, higher density development, balanced with the new potential public open spaces, such as the West Campus Green and other public spaces. Staggered towers will provide view corridors and light access; and

podiums (up to 45 feet) with towers set back above to provide pedestrian-scaled streetscapes.

The increased MIO heights would change the existing character of land use in West Campus allowing for taller buildings and a denser urban environment. The highest MIO height would be located north of NE Pacific Street and adjacent to the University District area; height designations would get progressively lower to the south approaching the shoreline. Increased MIO height designations would be compatible with recent height increases in the University District and allow development similar in height to some of the tallest buildings within the University District (the UW Tower, Hotel Deca and some of the multifamily buildings located in the area).

Development standards are identified in the Master Plan, including upper-level building setbacks, tower spacing, and public realm allowances, and are intended to minimize potential impacts of increased density and increased building height in this area. Implementation of these development standards as part of the Master Plan would minimize potential impacts associated with increased building heights in the West Campus.

The University proposes a MIO height designation of 240 feet adjacent to the recent University District up-zone. There are two exceptions. The first exception is the 65-foot height designation, north of NE 41st Street between 11th Avenue and 12th Avenue. These parcels will be located along a shared property line. The existing 65-foot height designation is not proposed to change. The second exception is the property along University Way. The proposed 240 height designation will be located directly adjacent to a 65-foot height zone.

OPCD recommends:

The Final CMP includes some modifications to allowable building height in the form of specified development sites that are to be “conditioned down” with regard to height. For the West Campus area, two smaller sites fronting on University Way, Site W20 and Site W28 have been “conditioned down” to 90 feet. We support the reduction in allowable building height for these sites. We further recommend that Site W19 be similarly conditioned as it also fronts University Way and is directly across the street from W20 and W28 (reference pp 188-189, Table 10 and Figure 151).

The height limits expressed in Table 10, p. 188 for sites W31 and W32 do not appear to relate to their location within the designated open space area. Table 10 indicates these sites have been conditioned down to 130’. However, Figure 154 on p. 193 describes these two sites as

“buildings designed as pavilions within the green”. As such, it seems that sites W31 and W32 should be conditioned down to a height limit that would be better associated with a “pavilion located within a public open space area”. Perhaps the intent was to condition down these sites to 30’ rather than 130’ – this seems more appropriate given the location of sites W31 and W32 within a designated open space area.

SDCI has reviewed OPCD and CUCAC’s recommendations (#27) to the height limits for sites W19, W20, W22, W28, W31, and W32. SDCI concluded that the proposed heights for W19 and W20 should not be increased to 240’ because of their adjacency, at the MIO boundary, with NC3-65 zoned properties. The 240’ height designation would not be a gradual transition.

Sites W22 and W28 are either not abutting a substantially lower zone at the MIO boundary (W22), or in the case of W28, is not at the MIO boundary and is proposed to be conditioned to a building height of 90’. Site 28 is on Campus Parkway, which provides a buffer between the zoning to the north, where Site W19 is recommended to remain at the existing 105-foot height designation, and the 240-foot designation to the south.

Future construction on Sites W31 and W32 should be conditioned to a building height of 30’, rather than 30’ as described in OPCD’s comment.

SDCI Recommendation- These conditions are reiterated in Section VI.

- 21) Maintain the existing MIO height limitation (105’) for properties along University Way north of Campus Parkway (Sites W19 and W20). Amend Table 10: Maximum Building Ht. Limit and Figures 125, 150, 153 and 191 to show the MIO height limitation of 105 ft. for Sites W19 and W20.
- 22) Limit structure height on development sites W31 and W32 to 30 ft. and amend Table 10: “Conditioned Down Building Heights” accordingly.



Figure 3: Recommended Conditions #21 and 22

South Campus

South Campus, which is approximately 57 acres, is described on page 196-209 of the Master Plan. The MIO Boundary generally includes University MIO property east of 15th Avenue NE and south of Pacific Street. The proposed MIO height changes in South Campus include:

- Areas south of Pacific Street, with existing MIO heights ranging from 105-160 are proposed to change to 200 and 240 feet. The Jensen Motor Boat Company is located within an MIO with a 37-foot height designation; this is not proposed to change.
- Areas south of NE Columbia Road are proposed to change from 65 feet to 105 feet.

- The site immediately east of Montlake Bridge is proposed to change from 37 feet to 50 feet.

South Campus contains one City access street (NE Boat St.) at the terminus of 15th Avenue NE, and the University owns all other roads. South Campus is framed by NE Pacific Street to the north, 15th Avenue NE to the east, and the Montlake Bridge to the east. Portage Bay provides the southern boundary. South Campus is surrounded by other MIO sectors and is not located adjacent to any non-University property.

The Master Plan proposes MIO height designations from 200 feet to 240 feet in the north portion of the South Campus (adjacent to NE Pacific Street). Although the taller building heights would represent an increase over the 2003 CMP (which allows heights up to 240 feet in small portions of the South Campus), it would also create the opportunity for compact, high-density development which would allow for the development of additional campus areas for use as open space, circulation, and landscaping. This proposed new open space, circulation, and landscaping would enhance the aesthetic character of the South Campus along NE Pacific Street, which is predominantly composed of dense building development. Taller buildings would also allow for the space for a view corridor and open space area within the central portion of the South Campus (the planned South Campus Green Corridor), which would enhance the aesthetic character and allow for additional views of Portage Bay.

East Campus

East Campus, which is approximately 298 acres, is described on page 210-227 of the Master Plan. This sector is located east of Montlake Blvd (with the exception of Site E80), and almost entirely south of Ne 45th St. The proposed MIO height changes in East Campus include:

- The existing parking lots adjacent to Montlake Boulevard NE are proposed to change from a 37-foot height designation to 65 and 160 feet height designations. Building heights will be conditioned down to 130 feet.
- The MIO height designation in the southeast corner of 25th Avenue NE and NE 45th Street is proposed to change from 37 feet to 90 feet, building heights will be conditioned down to 80 feet.
- A portion of the MIO height designation located east of Mary Gates Memorial Dr. NE (Laurel Village student housing) is proposed to change from 37 feet to 65 feet, but maintain the 37-foot height designation adjacent to the Single-Family zoning.

- Property north of NE 45th Street is proposed to change from a 50 foot to 65-foot height designation.

East Campus contains one City street, Mary Gates Memorial Dr. NE. The University owns all other roads. East Campus is framed by major arterial streets: Montlake Blvd NE to the west and NE 45th Street to the north. The east and southern edges of the MIO are provided by Lake Washington and the Union Bay natural area. Property in the MIO is located adjacent to non-University property in a few limited instances: north of NE 45th Street and adjacent to the Single-Family zoning in Laurelhurst. The proposed MIO height increase north of NE 45th Street is from 50 to 65 feet. The 65-foot height on the east side of 25th Ave. NE is consistent with the zoning directly south and will create a zone transition of 40 to 65 feet along the north edge. The 65-foot height on the west side of 25th Ave. NE. abuts Lowrise 3 and Commercial 1-40 to the north, and Lowrise 1 to the west, where the University property is significantly topographically lower and is separated by the Burke-Gilman trail. The University will maintain the existing MIO 37-foot height at Laurel Village, adjacent to the existing Single-Family zone.

Within the remainder of East Campus, the current 37-foot to 160-foot height range would be maintained, with the allowable height at the E1 parking lot increased from 37 feet to a range of 30 to 130 feet. The focus of allowable height increases in East campus is the area encompassing the existing E1 parking lot. For the E1 parking lot area along Montlake Boulevard NE, 130-foot building heights would be allowed, while 65-foot building heights would be located farther south along Montlake Blvd, and east within the internal portions of the East Campus. These changes in maximum heights would create the opportunity for new building space, while allowing for the retention of existing recreational opportunities and open space along the shoreline of the Union Bay Natural Area, reservation of space for new potential open space opportunities, and provision of view corridors.

The area of East Campus east of Mary Gates Memorial Drive (Laurel Village) would change from the current 37 feet to 65 feet in the western portion of Laurel Village to allow for additional housing opportunities, and remain at 37 feet (conditioned down to 30) feet in the eastern and southern portions of Laurel Village and the Urban Horticulture Center (Sites E83, E85 and E86) to transition to the adjacent residential single-family neighborhoods to the east with 30-foot height limits. Page 218 of the Master Plan includes the complete list of specific sites conditioned down to a height lower than the proposed MIO height designation.

OPCD recommends:

Mid-Block Corridors and Priority Pedestrian Corridors. The Final CMP has added specific requirements for designated Mid-Block Corridors, but not for Priority Pedestrian Corridors. Given the average distance between proposed Mid-Block Corridors and Priority Pedestrian Corridors, both will be important to the development of a pedestrian network through campus as well as ensuring there is permeability in the potential building wall where no specific block structure and ROW designation exists. For example, see pp 208 and 209 which depicts both Mid-Block Corridors and Priority Pedestrian Corridors in the South Campus area. If only the required Mid-Block Corridors are provided, the distance between access points from NE Pacific St into South Campus and to the shoreline would be tremendous, particularly in light of potential building heights of 200-240 feet along the NE Pacific Street frontage.

The CMP development standards should also specify that the Mid-Block Corridors and Priority Pedestrian Corridors should be provided when adjacent development occurs.

SDCI agrees that the proposed development standards for mid-block corridors will create improved opportunities for pedestrian connections between proposed buildings, particularly in the South Campus where there is no city-block patterns that would otherwise result with City rights-of-way (see Figure 4). The priority pedestrian connectors should serve the same function, but since the Plan provides 'design guidance' rather than development standards, there is no certainty that the same important pedestrian function would be programmed with the proposed development sites. With the proposed recommendations, the proposed MIO heights will provide adequate transitions between University and non-University property and height designations. Physical and natural barriers will provide an effective separation between uses and scale of development.



Figure 4: Mid-block Corridors and Pedestrian Connectors (Source: UW response to SDCI)



SDCI Recommendation- These conditions are reiterated in Section VI.

23) Page 240: Under “Mid-Block Corridors” amend the first sentence of the first paragraph on the page 240:

Mid-block corridors are required where identified in Figures ~~192-195-169~~ and 185. Re-label the “Priority Pedestrian Connectors on these figures as “Mid-block Corridors”.

3. *Zone Boundaries.*

The University is not proposing to change its existing boundaries.

4. *In general, height limits greater than forty (40) feet should be limited to urban villages. Height limits greater than forty (40) feet may be considered outside of urban villages where higher height limits would be consistent with an adopted neighborhood plan, a major institution's adopted master plan, or where the designation would be consistent with the existing built character of the area.*

The University is located within an Urban Center. The proposed heights are part of a proposed Major Institution Master Plan.

F. *Impact Evaluation. The evaluation of proposed rezone shall consider the possible negative and positive impacts on the area proposed for rezone and its surroundings.*

The FEIS considers potential impacts of the Master Plan on the environment. See Section IV for a summary of the short- and long-term environmental impacts identified in the FEIS. Recommended conditions in Section VI of this report will mitigate adverse impacts identified in the FEIS.

1. *Factors to be examined include, but are not limited to, the following:*

a. *Housing, particularly low-income housing;*

No existing low-income housing would be displaced under the Master Plan and no direct impacts to low-income housing would occur. Additional discussion of housing is found in the University’s FEIS and in Chapter 9 of the Master Plan. The City-University Agreement discusses housing in terms of market-rate housing. Section I of this report discusses impacts on housing demand by faculty and staff for affordable housing. SDCI is recommending mitigation to address impacts to staff/faculty demand for affordable housing pursuant to other policy direction (see page 25).

b. Public services;

Population growth would increase the potential for calls to fire and police, increase water and discharge needs, and increase solid waste disposal and energy consumption. The FEIS concluded that these impacts are not likely to be significant.

c. Environmental factors, such as noise, air and water quality, terrestrial and aquatic flora and fauna, glare, odor, shadows, and energy conservation;

The FEIS identified adverse impacts from construction and operational noise. New structures will cast additional shadows. An increase in the intensity of uses on site, and from new buildings, will increase glare from new lighting sources and façade materials. Considered in its urban context, the Master Plan's proposed growth is likely to cause minimal impacts to local water resources and terrestrial and aquatic flora and fauna. There is no proposed in-water development.

d. Pedestrian safety;

The Master plan includes a Circulation Framework with goals and plans to improve the pedestrian experience, including pedestrian safety. Implementation of the Circulation Framework along with approval of the Master Plan would contribute to increased safety on campus. The Master Plan also includes development standards related to lighting, and ensures that campus areas will be appropriately lighted to encourage a safe environment.

e. Manufacturing activity;

Manufacturing activity necessary to carry out the University's academic, research, and service missions would be an allowed use on campus. Approval of the Master Plan is not likely to displace or adversely affect existing manufacturing.

f. Employment activity;

The University is a major employer in Seattle and the height increases proposed as part of the Master Plan are anticipated to allow the University to expand employment to meet growth demands. University growth is anticipated to provide an additional 4,649 new faculty and staff positions. A portion of the development in the West Campus sector (500,000 – 1,000,000 square feet) is proposed to be dedicated to the creation of an innovation district, which will provide opportunity for non-University employment growth.

g. Character of areas recognized for architectural or historic value;

The MIO is not located in a historic overlay district, nor are there any designated City of Seattle landmark structures within the MIO boundary.

Proposed demolition or substantial alteration to buildings that are 50 years old or older will be referred to the Department of Neighborhood's Historic Preservation Officer as required by SMC Chapter 25.05 on a project-by-project basis.

h. Shoreline view, public access and recreation.

The University campus includes approximately 12,000 linear feet of waterfront on Portage Bay, Union Bay, and the Lake Washington Ship Canal. The proposed rezone will accommodate new building space through compact higher density development balanced with public spaces. The increase in building height would allow for development on a limited number potential development sites, which would allow areas to be reserved for potential new public open spaces including the 4.1-acre West Campus Green, the 2.9-acre South Campus Green, and the continuous waterfront trail as represented on pages 96-104 of the Master Plan. Public access, views, and recreation are also addressed in the discussion of the shoreline public access plan, on pages 108-111, and in development standards for view corridors on pages 251-253.

The Master Plan also includes a draft Shoreline Public Access Plan that shows increased connections to the waterfront. The Shoreline Public Access Plan is discussed at the end of this section.

2. *Service Capacities. Development which can reasonably be anticipated based on the proposed development potential shall not exceed the service capacities which can reasonably be anticipated in the area, including:*

- a. Street access to the area;*
- b. Street capacity in the area;*
- c. Transit service;*

d. Parking capacity;

The FEIS analyzed proposed campus development in relationship to street access, street capacity, transit service, and parking capacity. See Section III for a summary of the short- and long-term environmental impacts identified in the FEIS and the recommended conditions to mitigate those impacts.

e. Utility and sewer capacity;

The University is adequately served with utilities, including sewers. The Master Plan is unlikely to have a significant effect on utility and sewer capacity or demand. However, the City will reevaluate the adequacy of utilities as part of the SEPA review and permitting process for each individual project.

f. Shoreline navigation.

The University is located along a Shoreline District. All development within the Shoreline District would be subject to the City's Shoreline Master Program. Since the Master Plan proposes no in-water development, impacts to shoreline navigation are unlikely.

G. Changed Circumstances. Evidence of changed circumstances shall be taken into consideration in reviewing proposed rezones, but is not required to demonstrate the appropriateness of a proposed rezone. Consideration of changed circumstances shall be limited to elements or conditions included in the criteria for the relevant zone and/or overlay designations in this chapter.

Since approval of the 2003 CMP, development on the University campus has occurred under that plan and all but approximately 211,000 gross square feet of the 3 million gross square feet authorized under the 2003 CMP has been developed. The proposed 2018 Master Plan is intended to allow up to 6 million new gross square feet in the MIO during the life of the Plan to accommodate projected growth demands on campus, including enrollment and job growth, and increased teaching and research demands. These growth demands constitute changed circumstances since 2003.

H. Overlay Districts. If the area is located in an overlay district, the purpose and boundaries of the overlay district shall be considered.

The University is located within an MIO District, the purpose of which is discussed above. Although the University has not requested a change in boundaries, the University has requested a change in heights. The City is considering the proposed height changes identified in the Master Plan.

- I. *Critical Areas. If the area is located in or adjacent to a critical area (SMC Chapter 25.09), the effect of the rezone on the critical area shall be considered.*

The MIO contains steep slope, potential slide, wetland, shoreline, peat, landfill, liquefaction, and wildlife critical areas. Any development proposed in a critical area would be subject to the City's critical area regulations.

B. Part Two Analysis – MIO Criteria

The Land Use Code addresses criteria specific to designation of MIO districts or changes in allowed heights under SMC_23.34.124, Designation of Major Institution Overlay Districts.

- A. *Public Purpose. The applicant shall submit a statement which documents the reasons the rezone is being requested, including a discussion of the public benefits resulting from the proposed expansion, the way in which the proposed expansion will serve the public purpose mission of the major institution, and the extent to which the proposed expansion may affect the livability of the surrounding neighborhood. Review and comment on the statement shall be requested from the appropriate Advisory Committee as well as relevant state and local regulatory and advisory groups. In considering rezones, the objective shall be to achieve a better relationship between residential or commercial uses and the Major Institution uses, and to reduce or eliminate major land use conflicts in the area.*

The University addresses the reasons for seeking the change in MIO height districts, and addresses the other required factors. This discussion is found in the section 3.6 of the FEIS:

The proposed 2018 Seattle Campus Master Plan, including the proposed increases in allowable building heights, is intended to allow a level of new development on the campus to accommodate projected demands on campus, including enrollment and job growth, and increased teaching and research demands. The increase in allowable building heights would limit the number of development sites necessary to provide the desired building space, which allows opportunities to reserve space on campus for potential new public open spaces.

Please refer to Chapter 5 of this FEIS for a response to comments received regarding the proposed height limit changes from CUCAC, and relevant state and local regulatory and advisory groups.

The University presented the proposed height changes to the CUCAC as part of the Master Plan presentation. CUCAC delivered comments on these proposed changes as part of their comments on the preliminary Draft Master Plan and the Draft FEIS. The University issued public notices of the availability of the Draft Master Plan and the Draft FEIS and considered comments from agencies, organizations, and members of the public as part of the University's decision-making process on the Master Plan.

CUCAC reviewed and provided comments on the final Master Plan and FEIS. CUCAC comments are included within this report.

B. Boundaries Criteria

- 1. Establishment or modification of boundaries shall take account of the holding capacity of the existing campus and the potential for new development with or without a boundary expansion.*
- 2. Boundaries for an MIO district shall correspond with the main, contiguous major institution campus. Properties separated by only a street, alley or other public right-of-way shall be considered contiguous.*
- 3. Boundaries shall provide for contiguous areas which are as compact as possible within the constraints of existing development and property ownership.*
- 4. Appropriate provisions of this Chapter for the underlying zoning and the surrounding areas shall be considered in the determination of boundaries.*
- 5. Preferred locations for boundaries shall be streets, alleys or other public rights-of-way. Configuration of platted lot lines, size of parcels, block orientation and street layout shall also be considered.*
- 6. Selection of boundaries should emphasize physical features that create natural edges such as topographic changes, shorelines, freeways, arterials, changes in street layout and block orientation, and large public facilities, land areas or open spaces, or green spaces.*
- 7. New or expanded boundaries shall not be permitted where they would result in the demolition of structures with residential uses or change of use of those structures to non-residential major institution uses unless comparable replacement is proposed to maintain the housing stock of the city.*
- 8. Expansion of boundaries generally shall not be justified by the need for development of professional office uses.*

The University has not proposed a modification or expansion to the existing boundaries of the University MIO district; therefore, these criteria are not applicable.

C. Height Criteria.

- 1. Increases to height limits may be considered where it is desirable to limit MIO district boundary by expansion.*

The University proposes height increases to condense development within the existing boundaries, limit the number of construction sites, and allow more development potential, rather than spreading development across more sites within the campus.

- 2. Height limits at the district boundary shall be compatible with those in adjacent areas.*

See discussion above under criterion 23.34.008.E – Zoning Principles.

3. *Transitional height limits shall be provided wherever feasible when the maximum permitted height within the overlay district is significantly higher than permitted in areas adjoining the major institution campus.*

See discussion above of SMC 23.34.008.E. Height limits at the MIO district boundary will increase, primarily in the West Campus. As noted previously, the location of existing rights-of-way and natural features create a buffer and transition between the proposed MIO heights and the adjacent zoning heights. SDCI has provided recommendations to mitigate impacts of incompatible heights at the MIO boundary where transitions or similar buffering conditions aren't present.

4. *Height limits should generally not be lower than existing development to avoid creating non-conforming structures.*

The proposed height limits would generally not be lower than existing development, and would not create non-conforming structures, except in certain shoreline environments where structures are already considered non-conforming to the Shoreline Master Plan.

5. *Obstruction of public scenic or landmark views to, from or across a major institution campus should be avoided where possible.*

Section III of this report (the SEPA analysis) includes a comprehensive discussion of protected view corridors established by ordinance SMC 25.05: NE 45th Street; 15th Avenue NE; NE 40th Street; and NE Northlake Way. There are no structures within the MIO boundaries designated as a landmark under SMC Chapter 25.12. The Sigma Kappa Mu Chapter House is a landmark structure located adjacent to the MIO boundary along NE 45th Street and 22nd Avenue NE. The Master Plan does not include any additional height in the area adjacent to the existing landmark structure.

Pages 252-253 of the Master Plan identify multiple vistas or view corridors on the campus that the University proposes to preserve through this Master Plan proposal. Development standards and reduced building height are the principal measures to preserve the identified view corridors.

OPCD recommends:

View Corridors. The proposed building heights for future development along with a lack of a specified limit for upper level floor plate size is of concern for the potential impact to designated view corridors. The Final CMP does identify designated view corridors and states that new development is prohibited within such corridors. Individual project proposals should be

carefully assessed for potential impacts to these designated view corridors. The graphics that depict the 12 view corridors on pp 252 and 253 are too general in nature to be of much use in the assessment of how future development might impact each view corridor. Development proposals near designated view corridors should be required to provide detailed analyses in order to adequately assess each individual project's potential impact to a designated view corridor.

SDCI reviewed the graphics, descriptions, and development standards for view corridors and concluded that additional clarity (written and graphic) should be provided in the Plan. Further, a condition is recommended for projects adjacent to the identified view corridors so that development will "preserve and protect" as intended.

SDCI Recommendation- These conditions are reiterated in Section VI.

24) Page 251: After the last paragraph under "View Corridors," add:

When proposing to develop sites adjacent to or within the 12 view corridors documented on Table 19 (pages 252 and 253), the University shall provide more detailed analysis of the existing or proposed views and demonstrate how the proposed development will maintain existing or proposed view corridors.

25) Page 252: Amend the View Corridor 8 description as follows:

The view is of Lake Union generally to the southwest, as taken from the west pedestrian walkway along the University Bridge, at the edge of the existing UW Northlake building.

26) Page 253: Replace the View Corridor 8 graphic with the new one the University submitted to SDCI that is consistent with other view corridor graphics in terms of formatting.



Figure 5: View Corridor #8 (Source: UW response to SDCI request)

D. In addition to the general rezone criteria contained in Section 23.34.008, the comments of the Major Institution Master Plan Advisory Committee for the major institution requesting the rezone shall also be considered.

Consistent with the provisions of the City-University Agreement, CUCAC reviewed the draft Campus Master Plan and FEIS, and the final Campus Master Plan and FEIS. CUCAC discussed issues that arose as part of the Master Plan and associated FEIS processes, and provided comments and recommendations (see CUCACs recommendations #24, 25, 27, and 30) to the City concerning each of these issues.

IV. OTHER ISSUES

A. Supreme Court Decision

After the University submitted the Master Plan to the City and CUCAC for review, the Washington Supreme Court issued its decision in *University of Washington v. City of Seattle*, 188 Wn.2d 823, 399 P.3d 519 (2017)., City law, and the City-University Agreement.

SDCI Recommendation- These conditions are reiterated in Section VI.

27) Page 6: Amend the third paragraph under “Purpose and Context”:

Work on this CMP began in 2015 so that by 2018, the 2018 CMP would be in place to accommodate the Seattle campus’ growth demands. Between 2015 and 2018, the University of Washington developed this long-term vision for the Seattle campus as well as a 10-year conceptual plan for campus growth ~~that balances the preservation of historic campus assets with intensive investment.~~

28) Page 8: Amend the paragraph under “Guiding Principles”:

The CMP ~~balances preservation of historic campus assets with increased density, and~~ relies on the University’s strategic goals, academic, research, and service missions, and capital plan objectives, to inform the physical development of the campus. Five overarching principles guide the 2018 CMP:

29) Page 24: Amend paragraphs Nos. 1, 3, and 5 under “Regulatory Authority and Planning Process”:

Pursuant to RCW 28B.20.130, ~~the~~ the University of Washington Board of Regents exercises full control of the University and its property has “full control of the university and its property of various kinds, except as otherwise provided by State law.” Pursuant to RCW 36.70A.103 and .200, “[s]tate agencies shall comply with the local . . . development regulations and amendments thereto adopted pursuant to this chapter,” but “[n]o local . . . development regulation may preclude the siting of essential public facilities,” including “state education facilities.” The Washington Supreme Court has ruled that the University is a state agency and the Regents’ “full control” under RCW 28B.20.130 is limited by RCW 36.70A.103.

3. The City-University Agreement governs preparation of the CMP. Consistent with the City-University Agreement and the City’s Major Institutions Code, ~~the~~ the CMP includes design guidance, development standards of the underlying zoning, and other elements unlike those applicable to other major institutions which differ

~~from or are in addition to those included in the City's Major Institutions Code, consistent with the City-University Agreement. A Major Institution Overlay (MIO) district and boundaries are established through the CMP adoption and eCity ordinance.~~

~~5. The University shall comply with the provisions of the Seattle Shoreline Master Program and other applicable State or Federal laws. University development remains subject to City development regulations that do not constitute development standards of the underlying zoning and do not preclude the siting of an essential public facility within the meaning of RCW 36.70A.200.~~

30) Page 150: Amend the paragraph under "Introduction":

Chapter 6 contains detailed information on the 10-year conceptual plan for campus, including sector-by-sector descriptions of the design goals for each area. This Chapter further provides information on the University's Project Review Processes, and includes non-binding design guidance. Although non-binding, design guidance will be implemented through capital project design and environmental review carried out by the Architectural Commission, the University Landscape Advisory Committee, the Design Review Board (all as applicable), and project design teams. ~~In a few places, Several figures reference development standards are referenced;~~ these standards of the underlying zoning are set out and explained further as mandatory requirements in Chapter 7.

31) Page 151: Amend the paragraph under "Demolition":

~~Demolition is permitted prior to future development as long as sites are left in a safe condition and free of debris. Demolition permits are may be submitted in advance of a building site being selected for development and any grading work is reviewed under the Grading Code (SMC Chapter 22.170). ~~Demolition of any structure, including any structure that is more than 25 years old or historic, is allowed if authorized by the UW Board of Regents.~~~~

32) Page 153: Amend the first four sentences of the first paragraph under "History of Stewardship by the Board of Regents":

Over the last century, the University of Washington Board of Regents has been the steward of the University of Washington campus. The Regents recognize the value of the campus setting to the University, the greater University area community, the City of Seattle, the State of Washington, and future generations. The University is

~~As a state institution of higher education and a state agency. Pursuant to RCW 28B.20.130, the Regents “have full control and authority over the development of the campus of the university and its property of various kinds, except as otherwise provided by law.” The institution is encumbered with a public purpose that is essential to the future of the State, and this purpose requires that the campus continue to be developed to meet the growing and changing education needs of the State. Pursuant to RCW 36.70A.103 and .200, “[s]tate agencies shall comply with the local . . . development regulations and amendments thereto adopted pursuant to this chapter,” but “[n]o local . . . development regulation may preclude the siting of essential public facilities,” including “state education facilities.” The Washington Supreme Court has ruled that the University is a state agency and the Regents’ “full control” under RCW 28B.20.130 is limited by RCW 36.70A.103.~~

- 33) Page 155: Amend the paragraph preceding “The Historic Resource Addendum (HRA)”:

~~The review of historic resources on the campus utilizes the process stated above and does not include a review under the City of Seattle’s Landmark Preservation Ordinance. The University’s position is that it is not subject to the ordinance, as the University of Washington Board of Regents has full control and authority over all development on campus.⁺~~

~~⁺Arguments related to this topic have been heard by the Washington Supreme Court. A decision is pending.~~

- 34) Page 230: Amend the first paragraph under “Introduction”:

~~Consistent with SMC 23.69.006.B, this chapter outlines the development standards of the underlying zoning that guide proposed development within the campus boundaries. The City University Agreement requires that all University of Washington development within the Major Institution Overlay (MIO) boundary follow the standards outlined in this chapter. While Chapter 6 includes design guidance to be used to achieve the design intent for the campus, this chapter includes the required development standards of the underlying zoning for campus development.~~

- 35) Page 238: Delete all text in its entirety and replace it with this:

Subject to a Major Institution Overlay (MIO), as shown on page 26, a variety of zoning designations make up the underlying zoning of the Campus. As of the date of this Master Plan, the development standards of the underlying zoning are found

in the provisions of SMC Chapters 23.43 through 23.51B, SMC 23.54.016.B, and 23.54.030 relevant to those zones.

This Chapter contains the development standards that supplant the development standards of the underlying zoning within the MIO boundary as allowed by SMC 23.69.006.B and the City-University Agreement. The development standards in this Chapter are tailored to the University and its local setting, and are intended to allow development flexibility and improve compatibility with surrounding uses.

Development standards of the underlying zoning not addressed in the Master Plan may be developed in the future by the University, provided they are consistent with and guided by the goals and policies of the City-University Agreement, the goals and policies of this Master Plan, and the process for any amendments to the Plan required by the City-University Agreement. Lack of specificity in the Master Plan development standards shall not result in application of provisions of underlying zoning.

University development remains subject to all other City development regulations that do not constitute development standards of the underlying zoning and do not preclude the siting of an essential public facility within the meaning of RCW 36.70A.200.

- 36) Page 241: Amend the fifth paragraph under “Parking” to accurately reflect the bicycle parking requirement of SMC 23.54.015:

~~All new development shall consider opportunities for bike parking facilities.~~
Bicycle parking shall be provided equal to ten percent of the maximum students present at the peak hour plus five percent of maximum employees present at the peak hour.

- 37) Page 244: Amend the second paragraph under “Shorelines” (including the addition of a footnote) to recognize that any amendment to the Shoreline Master Program must be made by the City Council and approved by the Washington State Department of Ecology:

The Shoreline Management Act (SMA) regulates development, uses, and modifications of shorelines of the state in order to protect the ecological functions of shoreline areas, encourage water-dependent uses, provide for maximum public access, and preserve, enhance, and increase views of the water. The City of Seattle has adopted implementing regulations for the Shoreline Management Act for development and use of shorelines within the City limits. The City’s shoreline regulations, called its Shoreline Master Program (SMP), are currently found in SMC Chapter 23.60A. There are currently three shoreline environments within the

MIO: the Conservancy Preservation environment, the Conservancy Management environment, and the Urban Commercial environment, as shown on pages 110 to 111. The University follows applicable SMP regulations for University development proposed within the shoreline. The applicable regulations ~~are~~ will be those in effect on the date of adoption of this Master Plan if: (1) the City amends the SMP to so provide; and (2) the Washington State Department of Ecology approves that amendment⁶. If those conditions are not met, the applicable regulations will be those applied pursuant to City and Washington vested rights law. ~~For existing buildings within the shoreline environment, regular repair, maintenance and restoration is allowed, provided such activity is consistent with the SMP.~~

- 38) Page 246: Amend the first sentence of the third paragraph under “Structure Height Limits”:

All development within the Shoreline District, ~~which is all development within 200 feet of the shoreline and associated wetlands,~~ is restricted to a maximum building height ~~of 30 feet~~ specified in SMC Chapter 23.60A.

- 39) Page 254: Insert a sentence after “Definitions” and before “Development”:

Where a conflict exists between the definitions in this Plan and those in SMC Chapter 23.84A or SMC Chapter 23.86, the definitions in this Plan shall apply.

- 40) Page 255: Amend the paragraph under “MIO” to accurately reflect legislative history:

The Major Institutional Overlay (MIO) boundary defines the extent of the campus that is governed by the City-University Agreement, and the development standards defined within this CMP. The MIO boundary was established by ~~o~~Ordinance 112317 and subsequently amended.

B. Shoreline Public Access Plan

The Master Plan includes a draft shoreline public access plan on pages 108 – 111. The draft plan includes: approximately 3,870 lineal feet of new trails; 12 new through

⁶ As of the date the University submitted a final draft of this Master Plan to the City Department of Construction and Inspections, SMC 23.60A.016.D stated: “Nothing in this Chapter 23.60A changes the legal effect of existing approved Major Institution Master Plans adopted pursuant to Chapter 23.69 or Ordinance 121041.”

walkways; 4 acres of new programmed open space; two new view corridors; and 74 maintained acres of natural habitat in East Campus Sector.

Once the Master Plan is approved by ordinance, the University can submit its final shoreline public access plan for formal approval through the review and approval process in SMC 23.60A.164.K, as follows::

1. The Director may approve a public access plan if it:

a. Meets the requirements of WAC 173-26-221(4); and

b. Is developed through an open public process as provided in WAC 173-26-201(3)(b)(i).

2. The Director shall use the interpretation process in subsection 23.88.020.A for plans prepared by other public entities through a process that complies with subsection 23.60A.164.K.1.b. For all other plans the Director shall use the process and procedures prescribed for Type II land use decisions in Chapter 23.76.

If final approval of the shoreline public access plan results in changes to the Master Plan, changes will be reviewed under the criteria in Section II.C, of the City-University Agreement, Changes to University Master Plan.

After review of the draft public access plan by SDCI, the following changes should be made to the draft plan.

SDCI Recommendation- These conditions are reiterated in Section VI.

41) Page 104: clarify how waterfront trail relates to Shoreline Public Access Plan by revising the text in the last bullet point on the page to say:

“The University has proposed a Shoreline Public Access Plan as part of the CMP that incorporates and supports the continuous waterfront trail. The trail’s design will incorporate the Access Plan improvements shown on pages 108-111. Refer to those pages for more information about the Shoreline Public Access Plan.”

42) Page 108: Delete the following paragraph, because commercial uses are not public access uses.

~~Commercial water dependent uses, including moorage for private boats and boat rentals, may be included in the Urban Commercial shoreline in West Campus where~~

~~their requirements do not conflict with the water dependent uses of the College of Ocean and Fishery Sciences or limit public access to the waterfront. Potential uses could include a passenger ferry dock. Uses which would require additional single-purpose public parking shall be discouraged.~~

- 43) Delete the following statement on page 108, at the end of the South Campus discussion:

~~The public dock in South Campus would be removed.~~

- 44) Page 108: Clarify the approval process for the Shoreline Public Access Plan in the introduction:

“This section provides the University’s Shoreline Access Plan. It is a combination of both existing and new elements. Please refer to pages 48 and 49 for information on existing shoreline access conditions. It shall be binding upon University development within the shoreline district when the City approves the Access Plan pursuant to SMC 23.60A.164.K. It is a combination of both existing and new elements. Any modifications to the Shoreline Access Plan will be evaluated against provisions of the City-University Agreement related to amendments to the CMP.”

- 45) Page 109: Add a discussion of the continuous waterfront trail to the end of the existing text:

Continuous Waterfront Trail Design and Implementation Plan

All development proposed within the shoreline district will meet the permitting, use, and development standards of the City’s Shoreline Master Program (SMP).

The continuous waterfront trail design and implementation plan will show the existing and proposed shoreline public access plan improvements documented on pages 108-111 that are part of the trail.

- 46) Page 109: Add general standards after the recommended text regarding the continuous waterfront trail:

General Standards

The design and implementation plan will include accommodations for ADA parking at key access points.

The design and implementation plan will incorporate new hand-carry boat launch access points and provide additional signage for all existing and proposed boat launch access points.

C. Street Vacations and Skybridges

Section II.A.1.j of the City-University Agreement requires that the Master Plan include a description of proposed street or alley vacations. Pages 118-119 of the Master Plan discusses the potential future vacation of NE Northlake Place, east of 8th Avenue NE, for disclosure purposes only. The University campus includes six skybridges, which are currently permitted under term permits with the City of Seattle. No new skybridges are proposed under the Master Plan.

The street vacation process and approvals for term permits for skybridges will occur separately from the Master Plan review and approval process, and are subject to their own procedures and policies. The street vacation process is provided by state law (RCW 35.79) and in SMC 16.62. The City's street vacation policies are contained in Clerk File Number 310078. Impacts of the street vacation will be assessed during this process. The FEIS includes a discussion of street vacation policies (page 3.6-73) and further information on the environmental impacts may be required when specific applications for a street vacation or term permits for skybridges are made with the City.

V. SEPA- ANALYSIS AND RECOMMENDATIONS

A. Procedural SEPA (University of Washington)

The Master Plan is a “non-project action” under SEPA. A non-project action is defined as an action that is broader than a single site-specific project, and involves decisions on policies, plans, or programs. An FEIS for a non-project proposal does not require a site-specific analysis; instead, the FEIS addresses conditions at a more general level. As the SEPA lead agency, the University is responsible for ensuring SEPA compliance for potential future development projects. Site-specific study or additional mitigation measures may be appropriate as part of SEPA compliance.

The FEIS evaluates the probable significant environmental impacts that could result from the development of 6 million gross square feet of net new building space, and proposed height increases in the West, South, and East Campus sectors, over the 10-year planning horizon.

The University’s FEIS studies the following environmental impacts:

- Earth
- Air Quality
- Wetlands, Plants, and Animals
- Energy
- Environmental Health
- Land Use
- Population
- Housing
- Light, Glare and Shadows
- Aesthetics
- Recreation and Open Space
- Cultural Resources
- Historic Resources
- Public Services
- Utilities
- Transportation
- Construction

B. Substantive SEPA (Seattle Department of Construction and Inspections)

An environmental impact statement is used by agency decision makers to analyze environmental impacts, along with other relevant considerations or documents, in making final decisions on a proposal. The Seattle SEPA Code contemplates that the general welfare, social, and other requirements, and essential considerations of state policy will be taken into account in weighing and balancing project alternatives and in making final decisions. The FEIS provides a basis upon which agency officials can make the balancing judgment mandated by SEPA, because it provides information on the environmental costs and impacts.

The Seattle SEPA Code provides substantive authority to require mitigation of adverse environmental impacts resulting from a proposal (SMC 25.05.655 and 25.05.660). Mitigation, when required, must be related to specific environmental impacts identified in an environmental document and may only be imposed to the extent that a given impact is attributable to a proposal, and to the extent that the mitigation is reasonable and capable of being accomplished.

Additionally, mitigation may be imposed only when based on policies, plans, and regulations referenced in SMC 25.05.665 to SMC 25.05.675 (SEPA Overview Policy, SEPA Cumulative Impacts Policy, and SEPA Specific Environmental Policies). In some instances, local, state or federal regulatory requirements will provide sufficient mitigation of an impact and additional mitigation imposed through SEPA may not be necessary.

The University's FEIS identified short- and long-term impacts, as well as mitigation measures. The City of Seattle is conducting substantive SEPA review of the proposal to determine whether additional mitigation is warranted by the City's SEPA policies found in SMC 25.05.665-675.

1. Short-Term Impacts

The following is a discussion of the short-term impacts identified by the University in each element of the environment, along with any required mitigation. The impacts detailed below were identified and analyzed in the FEIS and related technical support documents.

a. Construction Impacts

The University's FEIS identifies construction-related impacts, including air quality/greenhouse gases, noise, vibration, vegetation, and transportation. Compliance with existing regulations and codes will minimize impacts, and more specific requirements, such as truck haul routes, hours of construction, and erosion control, will be identified as review and approval of specific projects occurs.

The FEIS identified potential construction impacts resulting from: demolition of up to 3 million square feet of existing buildings, pavement, and landscaping; 1,500,000 cubic yards of excavation and grading; and construction. Construction impacts include decreased air quality resulting from dust, use of construction equipment, use of paving equipment, increased noise, vibration, and increased traffic levels.

Construction-related impacts would occur in varying degrees throughout the life of the Master Plan, and construction projects could occur concurrently and in proximity to each other. Temporary construction activity associated with development project will occur in compliance with applicable City regulations.

The FEIS identified potential mitigation related to construction impacts, including a Construction Management Plan for noise, haul routes, construction worker parking, and public right-of-way requirements during construction. The FEIS summarizes mitigation measures for construction impacts on pages 1-63 – 1-68.

SMC 25.05.675.B provides policies to minimize or prevent temporary adverse impacts associated with construction activities. Pursuant to SMC 25.05.675.B mitigation is warranted and a Construction Management Plan is required for development proposed in West, South, and East Campus Sectors, which will be reviewed by the Seattle Department of Transportation (SDOT). The submittal information and review process for Construction Management Plans are described on the SDOT website at: <http://www.seattle.gov/transportation/cmp.htm>.

SDCI Recommendation- These conditions are reiterated in Section VI.

- 47) Prior to issuance of any demolition, excavation, shoring, or construction permit in West, South, or East Campus, provide a Construction Management Plan that has been approved by SDOT.

The submittal information and review process for Construction Management Plans are described on the SDOT website at: <http://www.seattle.gov/transportation/cmp.htm>.

b. Air Quality- Greenhouse Gas Emissions

The FEIS identifies construction activities which could adversely impact air quality, and result in increases in carbon dioxide and other greenhouse gas (GHG) emissions that adversely impact air quality and contribute to climate change and global warming. These activities include the manufacture of the construction materials, construction worker commutes, truck trips, the operation of construction equipment and machinery, and periodic traffic delays on adjacent streets. These activities are calculated to result in 250,915 metric tons of carbon dioxide equivalent (MTCO_{2e}).

The FEIS identifies potential mitigation related to greenhouse gas emissions, including maintaining construction equipment in optimal operational condition, implementing restrictions on truck idling, and timing construction to avoid traffic congestion.

SMC 25.095.675.S is the City's SEPA policy on water quality, to minimize or prevent adverse impacts resulting from toxic or hazardous materials and transmissions. The Seattle Stormwater Code (SMC 22.800 - 808) and Grading Code (SMC 22.170) regulate onsite grading activities and require soil erosion control techniques be initiated for the duration of work. Compliance with the Street Use Ordinance (SMC 15.22.060) will require contractors to water the site or use other dust palliative, as necessary, to reduce airborne dust. The Puget Sound Clean Air Agency (PSCAA) has local responsibility for monitoring air quality, permitting, setting standards and regulating development to achieve regional air quality goals.

SDCI concludes that existing codes and regulations are sufficient to control short-term air quality impacts associated with greenhouse gases. Therefore, no further mitigation is warranted pursuant to the Overview Policy (SMC 25.05.665) or the Air Quality Policy (SMC- 25.05.675.A).

c. Environmental Health

The FEIS identified the potential for the presence of hazardous materials, including asbestos, lead-based paint, and contaminated soils. The University did not conduct building-specific reviews for potential contamination. The potential to encounter hazardous materials may occur over the life of the Master Plan, as specific buildings are renovated or demolished.

The FEIS identifies mitigation measures for short-term environmental health impacts in section 3.5.3.

SDCI concludes that no further mitigation is warranted pursuant to SMC 25.05.675.F.

2. Long-Term Impacts

The following is a discussion of the long-term impacts identified in the FEIS, along with any required mitigation.

a. Greenhouse Gas Emissions

The FEIS concluded that increased development and population growth would increase consumption of electricity, fossil fuel, and natural gas, which would contribute to cumulative air quality impacts. The FEIS estimates that development associated with the Master Plan would produce approximately 6,272,882 metric tons of carbon dioxide equivalent (MTCO_{2e}) over the lifespan of the 6 million sq. ft. of development. The FEIS identified potential mitigation related to greenhouse gas emissions in section 3.2.3.

SDCI concludes that no further mitigation for is warranted pursuant to SMC 25.05.675.A.

b. Earth

The FEIS identifies areas of campus located in environmental critical areas including steep slope, liquefaction-prone, abandoned landfill, and peat-settlement-prone areas. In general, there are limited areas of mapped steep slope area in West, South, and East Campus. More extensive areas of steep slope are in the Central Campus sector, primarily associated with the Kincaid Ravine, near Pend Oreille Road and along the Burke-Gilman Trail on the east boundary of Central Campus. The peat-settlement area is limited to Central, East, and South Campus.

Liquefaction areas are in the eastern edge of Central Campus and East Campus. An abandoned landfill area is in East campus, and a portion of the 1,000-foot methane buffer extends onto Central Campus. Over the course of the Master Plan development, there is the potential for 1,500,000 cubic yards of excavation, mostly occurring in the West and South Campus sectors.

The FEIS reports that long-term earth-related impacts could be associated with development of sites within the peat settlement-prone, liquefaction-prone, and abandoned landfill areas, mostly located in East Campus. The FEIS lists mitigation measures in section 3.1.3.

Site-specific development must comply with all relevant ordinances, rules, and regulations, including the City Grading Code, Stormwater Code, the Environmentally Critical Areas Ordinance, and the Building Code, including required temporary Erosion and Sedimentation Control (TESC) measures. Individual development will be analyzed at the time of permitting to verify compliance with specific codes. The existing codes, or their functional successor, will sufficiently mitigate impacts. SDCI concludes that no additional conditioning is warranted pursuant to SEPA policies (SMC 25.05.675.D).

c. Energy

The FEIS concludes energy demand is primarily met by a combination of electrical power and fossil fuel. Electrical power is primarily utilized for University building lighting, office and laboratory equipment, and other uses. Fossil fuel use on campus primarily relates to natural gas utilized to power the Central Power Plant for steam building heating. From 2000 to 2015, the amount of total combined electricity and fossil fuels used on the University campus was reduced by approximately three percent, even with the construction of approximately 3 million gross square feet of net new building space. The reduction in energy consumption is attributable to increased building efficiency. Puget Sound Energy provides the natural gas to the Central Power Plan to generate heat, steam, and emergency backup power.

The University receives power from Seattle City Light (SCL) at two University-owned receiving stations: the East Receiving Station located adjacent to the Central Power Plant on the east side of Central Campus; and the West Receiving Station in West Campus. Electrical power to the majority of the campus is distributed from these receiving stations via the University's 13.8kV electrical distribution system, which powers the Central and South Campus, and to the majority of West and East Campus. The campus electrical distribution does not presently extend west of the University Bridge or near Union Bay Place NE. SCL owns and maintains the electric distribution in these areas and directly provides the electricity there. The current electrical power capacity for the UW campus is 66 megavolt amperes (MVA). Emergency and standby power systems on the UW campus serve life/safety and optional standby power purposes. Emergency power is primarily

generated by diesel generators located at the Central Power Plant and at the West Campus Utility Plan (WCUP). The current emergency and standby power generation capacity of the Central Power Plant and WCUP is 22 MVA, which is considered adequate to serve existing campus demands.

The FEIS estimates that new development will increase electricity demand by 24% over the 2015 demand. The overall SCL substation and distribution system serving the University District, including the UW campus, has limited capacity to serve future growth in the area. The existing East and West Campus receiving stations have the capacity and switch gear necessary to serve a portion of the electrical loads for proposed development. The existing on campus system likely has the capacity to serve approximately 3 million gross square feet of additional building area, although the SCL distribution feeder system may require improvements to support this UW system capacity⁷. The University and Seattle City Light are coordinating to address both short-term and long-term solutions to serve increasing electrical demand in the area. Options are discussed in the FEIS on page 3.4-8.

Extreme outage events could negatively affect Seattle City Light's ability to serve the University's load, but such events are rare and outside of the utility's normal planning criteria.

Seattle City Light is still analyzing alternatives for serving the University's and surrounding area's future long-term electric load. Because this work will serve the University District in general and benefit customers other than the University, Seattle City Light is creating a strategic initiative to address the proposed system upgrades.

If the University decides to change the fuel source of its gas boilers, which create steam for building heat, to electricity, additional study will be necessary.

Based on the additional analysis provided by Seattle City Light, no further mitigation is warranted pursuant to SMC 25.05.675.E.

d. Height, Bulk and Scale

Aesthetics, including bulk and scale impacts, are discussed in Section 3.10 of the FEIS. To illustrate the potential impacts, the FEIS analyzes the changes to the aesthetic character of the neighborhood, studies view impacts to view corridors and to landmark structures. The FEIS also includes architectural renderings showing potential building envelopes. SDCI generally considers mitigation of bulk and scale impacts under SMC 25.06.675.G when the proposed development site is significantly larger than the prevalent development pattern in an area or when

⁷ Memo dated August 30, 2017 from Seattle City Light-System Planning to Lindsay King. The FEIS indicates existing capacity could serve up to approx. 2.0 million gsf of new development.

adverse impacts may occur with transition in height, bulk, and scale between development in adjacent zones. The visual appearance of the University would be altered with implementation of the Master Plan by the proposed buildings becoming taller, denser, and larger than what would be permitted in the underlying zone. Section II (Rezone Analysis) discusses the proposed changes to the existing MIO height Districts.

Development under the Master Plan would have greater bulk than surrounding development due to larger development sites and modification of the underlying development standards for setbacks, lot coverage, façade width, and building separation.

The City's Height, Bulk and Scale policy provides that development projects should be reasonably compatible with the development that is anticipated by adopted policies and regulations in the area. Most of the properties in the vicinity of the West Campus, where half of the University's proposed growth is anticipated, were recently up-zoned to allow increased building height. Thus, SDCI concludes that the height, bulk and scale of University development is compatible with the surrounding areas. SDCI has addressed specific potential height, bulk and scale concerns in the rezone analysis, and in the University's proposed development standards. SDCI has recommended conditions intended to further mitigate potential compatibility impacts, particularly in the West and South Campus sectors. Additional mitigation is not warranted by the City's Height, Bulk and Scale policy (SMC 25.05.675.G).

e. Cultural Resources

The University's FEIS provides a cultural resource history of the region, identifies areas on campus that have the highest potential to contain resources, and the potential impacts that could occur as a result of development proposed in the Master Plan. A predictive model was used to identify sites with the likelihood of containing cultural resources, categorized as "high, medium or low potential". The following summary of the campus sectors is based on the FEIS:

The West Campus is substantially comprised of low and medium potential, with isolated high potential areas in the southern and western portions of the sector where cultural resources could be encountered during construction.

The South and Campus sectors are also comprised mostly of areas with low and medium potential, in part resulting from development and other substantial modifications to the landscape that have occurred over the years.

The East Campus is comprised of a large area, in the northern approximately two-thirds of the sector, with high potential for containing cultural

resources. Previous East Campus development of parking and sports complexes has substantially modified the area; however, given that a number of important ethnographic places are in the vicinity, this portion of the campus has a high potential for containing cultural resources.

The FEIS states that the University will undertake an archeology survey and follow pertinent regulations as part of any proposed project in areas with high potential for containing cultural resources. In areas with medium potential, the University would follow pertinent regulations, but would not conduct an archeology survey. In all cases, if archeological deposits are inadvertently discovered, ground-disturbing activities would be halted immediately and the University would contact the Washington State Department of Archeology and Historic Preservation, and interested tribes. If human remains are discovered, the county coroner will be contacted, and the coroner will assume jurisdiction. All activity that may cause further disturbance to the remains will cease.

The City's SEPA policies related to potentially archeologically significant sites (SMC 23.675.H) references the Overview Policy which provides that federal, state and regional regulations may be considered. SDCI's Director's Rule 2-98⁸ describes the review and mitigation, based on state Department of Archeology and Historic Preservation regulations, for projects that may encounter cultural resources. No additional SEPA mitigation is warranted based on the City's SEPA policies.

f. Historic Resources

The FEIS concludes that the Master Plan is unlikely to result in significant impact to historic resources – either on-campus or off-campus structures. A comparison of potential development sites to the recognized historic structures indicates that no recognized historic structures would have the potential to be demolished. The FEIS identifies potential mitigation including the University's design review process, and the Historic Resources Addendum (HRA) for all sites identified as being potentially eligible for listing on the National Register of Historic Places.

SMC 25.05.675.H.2.c provides that for projects involving structures or sites that are not yet designated as historical landmarks but appear to meet the criteria for designation, the Director or any interested person may refer the site or structure to the Landmarks Preservation Board for designation as an historic landmark. SMC 25.05.675.H.2.d provides when a project is proposed adjacent to or across the street from a designated site or structure, the Director shall refer the proposal to the City's Historic Preservation Officer for an assessment of any adverse impacts on the

⁸ "Clarification of State Environmental Policy Act (SEPA) Historic Preservation Policy for potential archeologically significant sites and requirements for archeological assessments")

designated landmark and for comments on possible mitigation measures. Future development will comply with SMC 25.12 Landmarks Preservation.

SDCI recommends that the Master Plan development site list be updated to list the age of the existing structures. As conditioned, consistent with the Overview policies in SMC 25.05.665.D, the existing City Codes and regulations to mitigate impacts to historic resources are presumed to be sufficient.

SDCI Recommendation- These conditions are reiterated in Section VI.

48) Pages 234-237: Amend Tables 14 – 17 to list the year of construction for all existing buildings on identified development sites.

g. Housing

The FEIS (Section 3.8) evaluates the impacts of University growth on housing demand by students (on-campus and off-campus), as well as faculty and staff. Generally, increased demand has the potential to displace low-income households, as they have more difficulty in an increasingly competitive housing market. The FEIS did not identify an on on-campus housing impact, as the ratio of the student population currently served will slightly increase with the future development of 1,000 new beds by the end of the planning horizon.

The FEIS concludes that student, faculty and staff housing demand impacts on off-campus housing can be accommodated by zoned capacity in the University District, as well as overall housing supply in the Primary and Secondary Impact Zones. Additional housing choices and supply are available beyond the Primary and Secondary Impact Zones. Growth in student and non-student population will likely drive the need for additional housing in other parts of Seattle and the region. The expansion of Sound Transit’s light rail system will provide increased commuting options from areas with lower-cost housing options.

SMC 25.05.675.I provides policies to minimize impacts on the demolition, rehabilitation, or conversion of existing low-rent housing units. SEPA policies also authorize conditions to minimize the direct impacts of new commercial development. There are no SEPA policies specific to new institutional development. No mitigation is warranted by Seattle’s SEPA Housing Policy.

h. Land Use – Relationship to Plans/Policies/Regulations

The FEIS (Section 3.6) addressed the relationship of the Master Plan to several adopted land use plans, policies, and regulations at pages 3.6-34 through 3.6-76, including:

- ◆ Washington State Growth Management Act;
- ◆ Washington State Shoreline Management Act;
- ◆ City of Seattle Shoreline Master Program;
- ◆ City of Seattle Comprehensive Plan;
- ◆ City of Seattle Neighborhood Plans;
- ◆ The City-University Agreement;
- ◆ City of Seattle Land Use and Zoning Code;
- ◆ City of Seattle Street Vacation Policies; and,
- ◆ City of Seattle Skybridge Policies.

The discussion in the FEIS concludes that the Master Plan is generally consistent with the planning goals of the various plans, policies, and regulations. The street vacation and skybridge term permits are not part of the Master Plan. Separate applications and reviews will be required for these permits.

The Master Plan will guide redevelopment of the University campus over the long term. This plan, and campus-specific development standards, along with individual project review by the City and CUCAC, will serve as mitigation to preclude potential significant land use impacts from future redevelopment and ensure compatibility among site uses and uses in the vicinity. No further conditioning under SEPA for these impacts is warranted in excess of the conditions recommended elsewhere in this report.

i. Light/Glare

The FEIS (Section 3.9, pages 3.9-54 – 3.9-30) evaluates light and glare impacts. The University anticipates new interior and exterior building lighting, pedestrian scale lighting, and an increase in mobile sources of lighting associated with vehicle headlights. Light emanating from potential new development would be similar to those of other recently constructed buildings on campus. The primary source of glare is associated with vehicles traveling through and adjacent to campus. The principal source of glare associated with most development projects is from sunlight reflected off specular building facades. Factors influencing the amount of glare and the effect of glare include weather, time of day, building height, building width, orientation of south-facing facades, percent of south-facing facades that are glazed or consist of specular material, reflectivity of glass or specular surfaces, the color and texture of building materials, and the proximity of intervening structures and landscaping.

The FEIS identifies mitigation measures in Section 3.9.3.

It is the City's policy to minimize or prevent hazards and other adverse impacts created by light and glare. These impacts and potential mitigation measures will be

more specifically reviewed on a project-by-project basis. No additional mitigation for the Master Plan is warranted by SMC 25.05.675.K.

j. Wetlands and Plants/Animals

The FEIS (Section 3.3) evaluates the impacts to existing wetland resources, plants, and animals. The University is bounded on the east by Union Bay and on the south by the Lake Washington Ship Canal and Portage Bay. A total of 15 wetlands have been identified and rated on the University campus, the majority of which are associated with the Union Bay Natural Area in the East Campus Sector. Most of the wetlands are small (under 0.5 acre), and have a simple vegetation structure and composition, and low to moderate levels of habitat function. Each of the wetlands meets the criteria to be regulated as Category II, III, or IV wetlands with associated buffers. Review of endangered, threatened, and sensitive plants in King County by the Washington Natural Heritage Program indicated that no listed species are likely to occur in the habitats on the University campus. Portions of West, South, and East campus abut water bodies that contain fish species.

University development is not anticipated within identified wetlands or wetland buffers. However, the clearing of vegetation, grading, and construction of impervious surfaces, underground utilities, and stormwater management facilities in the vicinity of wetlands in Central and East campus would modify surface hydrologic conditions. Development could remove existing vegetation, including lawn, trees, and shrubs, in all areas of campus. Although the Master Plan anticipates no in-water work or over-water improvement, impacts to fish habitat related to sedimentation, turbidity, or other changes in water quality could occur.

It is the City's policy to minimize impacts to wetlands, wildlife habitat, and other vegetation of value. University site-specific development must comply with all relevant ordinances, rules, and regulations, including the City Grading Code, Stormwater Code, Environmentally Critical Areas Ordinance, Shoreline Master Plan, and Building Code, including required temporary Erosion and Sedimentation Control (TESC) measures. Individual development will be analyzed at the time of permitting to verify compliance with specific codes. The existing codes, or their functional successor, will sufficiently mitigate adverse impacts to the Environmentally Critical Areas. No additional conditioning is warranted pursuant to SEPA policies (SMC 25.05.675.D).

k. Drainage, Water Quality, Public Services, and Public Facilities

Fire. Increases in University campus population would be incremental and would be accompanied by an increased demand for all types of services provided by the Seattle Fire Department (SFD), including fire protection and emergency medical service. The FEIS concludes that as development occurs, the Seattle Fire

Department would have adequate staffing to serve the campus and greater Seattle area.

All new and renovated buildings would be constructed in compliance with then-applicable fire codes. Adequate fire flow to serve the proposed redevelopment would be provided as required by fire code. The University would adhere to specific code requirements regarding emergency access to structures.

Police. Increases in students, faculty, and staff to the University campus would be incremental and accompanied by an increased demand for campus security and police services. The FEIS concludes that as future development occurs and the campus population increases, the University of Washington Police Department (UWPD) would continue to serve the campus and any future increases in Department staffing levels could be provided as necessary, as part of the UWPD planning process.

Parks and Other Open Space. The University's FEIS does not identify significant impacts to off-campus parks, open space, or other recreation. Visits to existing off-campus parks and open space may increase relative to the increase in population on the University campus. Pages 96 – 105 of the Master Plan include several new significant on-campus open spaces, including the West Campus Green and Plaza, South Campus Green, the continuous waterfront trail, and the North Campus Housing landscape. Overall, on-campus open space will increase.

Stormwater. The FEIS explains that stormwater runoff on the University campus is collected from streets and sidewalks, surface parking areas, building rooftops, plazas, lawns, planters, and other hard and pervious surfaces by catch basins, with stormwater carried by a combination of dedicated stormwater and combined sewer piping systems. The FEIS also describes the combined sewer system as sanitary sewer, further discussed in Public Services and Facilities. Dedicated stormwater facilities from the University campus eventually discharges to Portage Bay or Union Bay. In general, the stormwater drainage systems for the South, East, and the majority of Central Campus are managed by the University, and the system for the West Campus Sector and portion of the Central Campus sector adjacent to 15th Avenue NE are managed by Seattle Public Utilities.

Stormwater runoff is directly related to the amount of hard surfaces in a given area. University development would result in an overall increase in hard surfaces associated with building and paths/walkways; however, there would be a reduction in hard surfaces associated with streets and surface parking areas. The overall increase in hard surfaces associated with development would be approximately 2 percent. The FEIS concludes that the University's and Seattle Public Utilities' stormwater drainage systems will have adequate capacity to accommodate the increase in stormwater runoff.

Until the University completes a Utility Master Plan for the campus, current City codes provide for a project-specific determination of whether system improvements may be required to upgrade the utility systems to meet the increased demands.

The University stormwater system must comply with all relevant ordinances, rules, and regulations, including the City Stormwater, Grading, and Drainage Control Code (Chapter 22.800) and the City Stormwater Manual. Individual development projects will be analyzed at the time of permitting to verify compliance with applicable codes.

Water. Water for domestic use and fire suppression is provided by Seattle Public Utilities. The University campus currently consumes approximately 198 million gallons of water annually. The Master Plan is anticipated to increase water demand by an estimated 36 percent, or 72 million gallons. The FEIS concludes the water distribution system on the University campus is adequately sized to meet current and anticipated future demands.

Sewer. Sanitary sewer service at the University campus is provided by a series of systems owned by the University, King County, and the City of Seattle. In general, the Central, South, and East Campus sectors are served by the University system, with South Campus sector served by a combination of the University and Seattle Public Utilities (SPU) systems. All sewer flows generated on campus are directed via the various systems to the King County trunk line that follows Montlake Boulevard NE and NE Pacific Street. Approximately 182 million gallons of sewage is produced annually by existing campus development. Sewage generally drains to the King County trunk line by gravity where possible. Otherwise, sanitary flows are collected and lifted back into the King County trunk sewer in NE Pacific Street by means of the SPU-owned University South Campus sewage lift station at Brooklyn Avenue NE and NE Boat Street. The FEIS concludes the SPU sanitary sewer system is adequately sized to meet current demands, except the lift station at Brooklyn Avenue NE and NE Boat Street.

Solid Waste. There would be an increase in solid waste production under the Master Plan. No forecast has been calculated on the future waste stream upon full build out. The University anticipates that approximately 60 percent or more of campus solid waste would continue to be recycled. Given the trend of increased percentage of recycled material, the amount of solid waste transferred to a landfill with campus development could be less on a proportional basis than the proportional increase in campus building area. The FEIS anticipates no impacts.

SMC 25.05.675.O provides policies to minimize impacts to public services and facilities. SMC 25.05.675.C and S provide policies to minimize impacts related to drainage and water quality. The FEIS (Section 3.14 and 3.15) evaluates the impacts to Public Services and Utilities.

SDCI concludes that the impacts on drainage, water quality, public services, and public facilities identified in the FEIS can be adequately mitigated by the City's codes and technical reviews of applicable regulations that will occur with project-specific proposals. No additional conditioning is warranted pursuant to SEPA policies (SMC 25.05.675.C, S or O).

I. Public Views

The FEIS (Section 3.10) evaluates the public view impacts of the proposed development. View simulations were completed based on preliminary estimates of building footprints and heights, each of which will likely change as project-level planning proceeds over the life of the Master Plan.

Simulations were completed for seven viewpoints in the area of West Campus and Central Campus as shown on Figure 3.10-2 in the FEIS. The FEIS shows that:

Viewpoints 1 and 2: development would obstruct a portion of the views of existing development, although views of the Cascade Mountains and Portage Bay would still be visible.

Viewpoint 3: the partial existing view of Portage Bay and Capitol Hill would remain.

Viewpoint 4: existing vegetation limits views to the southeast, little or no view of Portage Bay is available from the park. The existing views of development and the University Bridge would be maintained.

Viewpoint 5: existing views would change to reflect the taller development and a portion of the view to Capitol Hill would be obstructed by potential development to the south.

Viewpoint 6: existing panoramic views of the East Campus sector, Mount Rainier, the SR-520 Bridge and the Bellevue /Kirkland area would remain from the NE 45th Street bridge.

Viewpoint 7: The existing view along Brooklyn Avenue NE is obscured by street trees. No views of Portage Bay are currently available. The FEIS identified no significant adverse impacts.

SMC 25.05.675 P provides policies to minimize impacts to designated public views listed in this section. As noted above, The FEIS analyzed view impacts from nearby designated Scenic Routes: I-5, NE 40th Street, 15th Avenue NE, and NE 45th Street. As noted above, existing vegetation and development largely obscure existing views. New view impacts are minimal and additional mitigation is not warranted under SMC 25.05.675.P.

m. Shadows on Open Spaces

The FEIS (Section 3.9) evaluates shadow impacts of the proposed development. Shadow simulations were completed based on preliminary estimates of building footprints and heights, each of which will likely change as project-level planning proceeds over the life of the Master Plan. Simulations were completed for the area of West Campus sector south of NE Campus Parkway and South Campus sector along a portion of the areas adjacent to NE Pacific Street. The analysis shows that some shadow impacts would result from development in accordance with the Master Plan. The FEIS does not identify mitigation measures for shadow impacts.

Shadow impacts, however, are addressed by SEPA policies only for publicly owned parks, public schoolyards, private schools that allow public use during non-school hours, and publicly owned street ends in shoreline areas.

Portage Bay Park is the only publicly owned park located in proximity to the University Campus. Based on the shadow simulations, at no point during the day, during summer or winter, would proposed development cast shadows over the park. No mitigation is required.

n. Transportation

The FEIS analyzed impacts on the transportation system across a variety of modes, including vehicular traffic, transit, pedestrians, and bicycles. It reviewed a 10-year planning horizon for the Master Plan, spanning 2018 to 2028. As part of the background conditions for the different transportation modes, the FEIS assumed, and included in the No Action Alternative, City and regional transportation capital investments anticipated during that time frame, such as completion of Sound Transit 2 and expansion of King County Metro service described in METRO CONNECTS.

During this planning horizon, the campus is forecast to add 15,676 faculty, staff, and students⁹. Taking into account different travel behaviors (such as choice of mode) of the various segments of the University population, the UW's Preferred Alternative is forecast to add 5,630 daily vehicle trips. Trip volumes during both the AM and PM peak hours are expected to increase by 1,775 vehicle trips.

(1) Vehicular Operations: Intersections

To evaluate operations throughout the study area, including both primary and secondary impact areas, traffic operations at 85 intersections were evaluated in the FEIS. The analysis focused on the PM peak hour,

⁹ This number, from the FEIS, is slightly higher than the 13,324 faculty, staff, and students identified in the Master Plan (page 30)

generally the busiest time period on a typical weekday. Under existing conditions, six intersections operate at Level of Service (LOS) E, and six operate at LOS F. These reflect intersections with high levels of congestion. The remaining intersections operate at LOS D or better.

Under the No Action Alternative, eight intersections are forecast to operate at LOS E and seven at LOS F, reflecting increased congestion due to background traffic growth. Under the preferred alternative, five intersections would operate at LOS E, and 14 at LOS F. In general, the intersections forecast to be most substantially impacted by Master Plan growth are: Roosevelt Way NE/NE 43rd Street; 12th Avenue NE/NE 41st Street; University Way NE/NE 41st Street; 6th Avenue NE/NE Northlake Way; 15th Avenue NE/NE Pacific Street; 15th Avenue NE/NE Boat Street; and 25th Avenue NE/NE 65th Street.

Corridor improvements described below would reduce impacts at several of the intersections listed above. The FEIS, page 3.16-89, identifies specific intersections to be improved by the University. However, SDOT has indicated that two of the unsignalized intersections, University Way NE/NE 41st Street and 6th Avenue NE/NE Northlake Way, may need to be signalized to accommodate expected growth, including CMP growth. Mitigation is warranted pursuant to Seattle's SEPA policies in SMC25.05.675.R.

SDCI Recommendation- These conditions are reiterated in Section VI.

49) SDCI recommends that, if SDOT determines that new signals are warranted at these intersections while the Master Plan is in effect, the UW pay a proportional share of the cost of the new traffic signals, based on the percentage increase in traffic volumes through the intersections due to UW growth. The UW share of the University Way NE/NE 41st Street intersection will be 28.7%, and the UW share of the 6th Avenue NE/NE Northlake Way intersection will be 18.3%.

(2) Vehicular Operations: Corridor

In addition to assessing project impacts at individual intersections, traffic forecasts can provide estimates of impacts on roadway corridor performance, typically measured in speed or travel times for a given segment of corridor. Travel times and speeds during the PM peak hour were estimated for several key arterial corridors near the University of

Washington, including: NE 45th Street; 15th Avenue NE; Montlake Blvd NE; NE Pacific Street; Stevens Way NE; and the one-way couplet of Roosevelt Way NE/11th Avenue NE. The weekday PM peak travel speeds take into account both free-flow travel times and intersection delay. Arterial levels of service were calculated for specific segments of the corridors. Based on these calculations, 11th Avenue NE, northbound 15th Avenue NE, and northbound Montlake Blvd NE are estimated to currently operate at LOS E, and southbound Montlake Blvd NE and both directions of Stevens Way NE at LOS F. Stevens Way NE had the slowest average speed, roughly 3 MPH in each direction. Off campus, the slowest arterial segment was southbound Montlake Blvd NE from NE 45th Street to E Lake Washington Blvd, operating at 8 MPH during the PM peak hour.

Under the No Action Alternative, 11th Avenue NE would drop to LOS F; other corridors operating at LOS E or F under existing conditions would operate the same in the No Action Alternative. For the Preferred Alternative, corridor levels of service would worsen for southbound 15th Avenue NE (dropping from D in No Action to F), northbound Montlake Blvd NE (dropping from E to F), eastbound NE Pacific Street (dropping from C to E), and Roosevelt Way NE (dropping from D to E). The sharpest decrease in travel speeds from No Action conditions would be experienced in the eastbound NE Pacific Street corridor from 6th Avenue NE to Montlake Blvd E, with speeds declining from approximately 18.3 MPH to 11.6 MPH. The slowest arterial segment would be westbound Stevens Way NE, with speeds roughly 2.3 MPH (down from 3.1 in the No Action Alternative). Off campus, the slowest arterial segment would be 11th Avenue NE between NE Campus Parkway and NE 50th Street, with a forecast speed of 3.9 MPH (down from 5.0 in the No Action Alternative).

The FEIS projects that UW growth will reduce peak hour auto travel speeds by an average of 14% on the five arterial corridors within the primary impact zone (11th Avenue NE/Roosevelt Way NE, 15th Avenue NE, Montlake Blvd NE, NE 45th Street, and NE Pacific Street). Although the FEIS does not analyze impacts to vehicle speeds in the secondary impact zone, the FEIS identifies substantial adverse impacts to intersection operations within the secondary impact zone, which indicates that congestion-related impacts to vehicle speed also would occur within this zone. Based on this decrease in travel speeds due to UW growth, it is reasonable to condition the Master Plan to help implement strategies in the primary and secondary impact zones to mitigate this impact.

SDOT is developing a series of Intelligent Transportation System (ITS) improvements within the primary and secondary impact zones to increase

corridor efficiency through improved signal and traffic management. ITS improvements include signal upgrades, fiber communication, vehicle and pedestrian detection improvements, adaptive signal control, and dynamic messaging. Implementation of ITS in the University District is expected to improve vehicle speeds; the FEIS notes that the University supports implementation of ITS system enhancements in the University District.

The FEIS does not identify specific mitigation to reduce the impact of campus growth on vehicle travel speeds. A percentage reduction in travel speeds due to campus growth, noted above, can serve as a basis for estimating the share of ITS to which the UW should contribute to off-set the effects of its growth. Impacts of UW growth in the secondary impact zone are likely to be less than those within the primary impact zone; the UW's share of ITS implementation in the secondary impact zone therefore should be less than in the primary impact zone.

To mitigate the corridor operational impacts of the UW's Campus Master Plan, and based on the reduction in peak hour travel speeds due to UW growth, mitigation is warranted pursuant to Seattle's SEPA policies in SMC25.05.675.R.

SDCI Recommendation- These conditions are reiterated in Section VI.

50) SDCI recommends the University contribute 14% of the costs of ITS improvements at the time of ITS implementation within the primary impact zone, and 7% of the costs of ITS improvements at the time of ITS implementation within the secondary impact zone.

(3) Transit Operations

Campus growth is forecast to result in 17,540 new daily trips; of these, 57% are expected to be by transit. Successful performance of and connections to existing and future transit service will be necessary to accommodate UW growth. Key elements of transit performance include transit loads relative to capacity, speeds of transit vehicles (including dwell time and travel time), and transit stop capacity.

(4) Transit Loads

Transit loads are defined as the number of passengers in all buses passing a specific location, or screenline. The amount of passenger demand is compared to available bus capacity, which includes both seats and standing areas. Eleven screenlines were evaluated in the FEIS to

determine existing and project future transit loads in the University District area. The most heavily used set of transit routes were measured at University Way NE south of NE 43rd Street, with demand 79% of capacity. Overall, bus transit loads were measured to be 41% of capacity at the study area screenlines. The University of Washington Link station has a transit load of 16%.

Future year transit loads took into consideration planned changes in transit capacity, as reflected in METRO CONNECTS and Sound Transit 2 and 3. The primary change will occur with the opening of the U District Station at Brooklyn Avenue NE and NE 43rd Street. Opening of this station and extension of light rail service to Northgate in 2021 and Lynnwood in 2023 will increase light rail transit capacity about fivefold, from an existing passenger capacity of 8,550 to a future capacity of 46,800. The light rail transit load is projected to be approximately 70%. Both bus capacity and bus ridership is expected to slightly decline in the No Action Alternative, with the overall bus transit load remaining at 41%. Under No Action, the most heavily used set of transit routes will occur on Campus Pkwy east of Brooklyn Avenue NE, at 82% capacity.

Given additional transit ridership from UW growth, bus transit demand is expected to increase by 26%, from 8,103 to 10,245. Overall bus loads will increase from 41% to 51% at the U District screenlines. As with No Action, the most heavily used set of transit routes will occur on Campus Pkwy east of Brooklyn Avenue NE, with an increase from 82% to 96%, as a result of 164 additional riders, or the equivalent of roughly three transit coaches. As this overall estimate of transit loads is only slightly under the theoretical maximum capacity of 100%, reflecting both seated and standing transit passengers, it is reasonable to assume that capacity on some individual routes crossing this screenline will be exceeded by this increase in transit demand. Therefore, to mitigate this impact, mitigation is warranted pursuant to Seattle's SEPA policies in SMC25.05.675.R.

SDCI Recommendation- These conditions are reiterated in Section VI.

51) SDCI recommends that UW pay King County-Metro operating costs for three additional bus transit coaches in both the AM and PM peak hours to provide additional capacity on routes serving Campus Pkwy near Brooklyn Ave NE.

Light rail transit ridership is expected to increase by 5%, from 32,550 to 34,169. This small increase will result in light rail transit loads of 73%, up from 70% under No Action conditions. No mitigation is warranted for this impact.

(5) **Transit Speeds**

Buses in the University District operate on arterial streets used by general-purpose traffic, and are delayed by the same congestion discussed earlier in *Vehicular Operations*. The FEIS documents existing, No Action, and Preferred Alternative travel speeds on 11 corridors heavily used by transit vehicles. Existing transit speeds range from 20.0 MPH on northbound Montlake Blvd NE to 2.7 MPH on westbound Stevens Way NE. The slowest off-campus transit corridors are eastbound and westbound NE 45th Street, both of which operate at 5.2 MPH.

Transit speeds on the majority of corridors are forecast to decline under No Action conditions, with the most substantial decline on Roosevelt Way NE, dropping from 12.6 MPH to 4.9 MPH. Transit speeds under the Preferred Alternative would all decline compared to the No Action condition, other than westbound Stevens Way NE, which would not change. The greatest declines in transit speeds would occur on eastbound NE Pacific Street (12.3 to 4.6 MPH), with other notable declines on westbound NE Pacific Street (18.3 to 13.8 MPH) and northbound Montlake Blvd NE (15.1 to 11.3 MPH).

Besides resulting in slower transit travel, the forecast reduction in transit speeds is likely to reduce transit reliability and the attractiveness of transit as a means of travel to and from campus. SDOT anticipates that planned RapidRide investments will improve transit speed and reliability through a combination of dedicated bus-only lanes, enhanced stations, improved fare collection technology, specialized vehicles, and enhanced traffic signals. Three RapidRide corridors are planned in the University District: 11th Avenue NE/Roosevelt Way NE; NE 45th Street/15th Avenue NE/NE Pacific Street; and Montlake Blvd NE. In the primary impact zone, the FEIS projects that UW growth from the Campus Master Plan will result in a 11% reduction in transit travel speeds on the 11th/Roosevelt corridor, a 30% reduction on the 45th/15th/Pacific corridor, and a 25% reduction on the Montlake corridor. Although the FEIS does not analyze impacts to transit speeds in the secondary impact zone, the FEIS identifies substantial adverse impacts to intersection operations within the secondary impact zone, which indicates that congestion-related impacts to transit speed also would occur within this zone.

Based on these decreases in transit travel speeds due to UW growth, it is reasonable to condition the Master Plan to help implement strategies in the primary and secondary impact zones to mitigate this impact. The FEIS does not identify specific mitigation to reduce the impact of campus growth on transit travel speeds. A percentage reduction in travel speeds due to campus growth, noted above, can serve as a basis for estimating the share of RapidRide improvements to which the UW should contribute to off-set the effects of its growth. Impacts of UW growth in the secondary impact zone are likely to be less than those within the primary impact zone; the UW's share of RapidRide implementation in the secondary impact zone therefore should be less than in the primary impact zone.

Therefore, to mitigate Master Plan impacts on transit travel speeds, and based on the reduction in peak hour transit travel speeds due to UW growth mitigation is warranted pursuant to Seattle's SEPA policies in SMC25.05.675.R.

SDCI Recommendation- These conditions are reiterated in Section VI.

52) SDCI recommends that UW fund SDOT capital improvements to facilitate transit performance within the primary and secondary impact zones as follows, at the time of implementation of the respective RapidRide project:

- 11th Avenue NE/Roosevelt Avenue NE: 11% of the cost of the RapidRide project within the primary impact zone; 5.5% within the secondary impact zone.
- NE 45th Street/15th Avenue NE/Pacific Avenue NE: 30% of the cost of the RapidRide project and other planned transit improvements, including bus only and BAT lanes, within the primary impact zone; 15% within the secondary impact zone.
- Montlake Blvd NE: 25% of the cost of the RapidRide project and other planned transit improvements, including bus only lanes, within the primary impact zone; 12.5% within the secondary impact zone.

(6) Transit Stop Capacity

Transit stop capacity evaluates the number of buses that a transit stop can process in an hour. The analysis was performed for four pairs of stops on key transit corridors around the University: 15th Avenue NE, NE 45th Street, Montlake Blvd NE, and NE Pacific Street. Capacity at these stops range from 28 buses/hour at northbound Montlake Blvd NE/Pacific Place to 82 buses/hour at northwest bound NE Pacific Street/15th Avenue NE.

Existing demand at these stops is accommodated by the available capacity. The number of buses per hour at each of these stops is not expected to increase substantially under future conditions, and transit stop capacity should be sufficient to accommodate the expected demand. The analysis also evaluated pedestrian waiting area at transit stops; this will be evaluated in the *Pedestrian* section, below.

(7) **Transit Connections**

Planned transit improvements will alter the transit system framework in the University District. The Sound Transit University Link Extension, completed in 2016, connects the University to downtown Seattle via Link light rail. The Sound Transit Northgate Link Extension is scheduled to be completed in 2021; this extension will connect the University of Washington station at Husky Stadium with stations at the U District (Brooklyn and 43rd), Roosevelt, and Northgate. A further extension to Lynnwood is scheduled to be completed in 2023. Additionally, the King County METRO CONNECTS plan includes proposed routes for plan horizon years 2025 and 2040. Twelve new RapidRide routes are proposed for implementation by 2025, with four serving the University or the University District.

UW expects that transit will need to accommodate the majority of new trips generated by the Master Plan. Given the increased opportunities for and reliance on light rail and bus rapid transit for access to and from the UW campus, mitigation is warranted pursuant to Seattle’s SEPA policies in SMC25.05.675.R.

SDCI Recommendation- These conditions are reiterated in Section VI.

53) SDCI recommends that the UW dedicate space at new developments adjacent to existing and future Link light rail stations and RapidRide stops to better accommodate higher volumes of transit riders, provide better connections between modes, accommodate shared mobility services, and provide transportation information related to travel and transfer options.

54) SDCI recommends that the UW upgrade the campus gateway at 15th Ave NE/NE 43rd Street as adjacent sites redevelop to comply with the Americans with Disabilities Act, and work with SDOT to identify opportunities to implement the U District Urban Design Framework streetscape concept plan connection between this campus entrance and the new U District light rail station.

(8) Pedestrian Operations

The FEIS notes future enhancements to the pedestrian environment near campus, particularly Sound Transit’s planned improvements to pedestrian capacity immediately adjacent to the future light rail station at Brooklyn Ave NE/NE 43rd Street, and provision of additional Neighborhood Greenways by the City of Seattle. Pedestrian impacts of the Master Plan would result primarily from increased pedestrian volumes. The transportation analysis in the FEIS notes that pedestrian levels of service crossing major arterials on the edge of the campus (Montlake Blvd NE, NE Pacific Street, 15th Avenue NE, and NE 45th Street) should be sufficient to accommodate the expected future demand.

The analysis also evaluated capacities for transit riders at bus stops. In general, space available for pedestrians at transit stops is anticipated to remain adequate to meet background growth and growth from the Master Plan. But the stop at 15th Avenue NE/NE 42nd Street is forecast to operate at LOS D (characterized by severely restricted circulation and long-term waiting discomfort), and the stop at NE Pacific Street/15th Avenue NE is forecast to operate at LOS F (indicating extremely discomforting density and no possible movement). Mitigation is warranted pursuant to Seattle’s SEPA policies in SMC25.05.675.R.

SDCI Recommendation- These conditions are reiterated in Section VI.

55) SDCI recommends that UW expand or pay SDOT for transit stop expansion at these locations as part of the NE 45th St/15th Ave NE/NE Pacific St RapidRide implementation.

(9) Bicycle Operations

The FEIS notes that improvements to the bicycle environment associated with City and WSDOT investments are expected along with growth in bicycle travel demand associated with expanded Link light rail access and citywide growth. Protected bike lanes recently have been installed on Roosevelt Way NE, and are planned by the City along 11th Avenue NE, 12th Avenue NE, and NE 40th Street west of Brooklyn Avenue NE, connecting to the existing cycling infrastructure on NE 40th Street. Farther from campus, a new protected bike lane along Ravenna Place NE will provide a direct connection between the Burke-Gilman Trail and Ravenna

Park, and a protected bike lane will be added to 36th Avenue NE. Bicyclists also are expected to use the Neighborhood Greenways planned within the study area.

The University has expanded the Burke-Gilman Trail between the University Street Bridge and Nordheim Court and between 15th Avenue NE and Rainier Vista to create separate pathways for pedestrians and bicycles. Bicycle traffic along the Burke-Gilman Trail is anticipated to increase under No Action conditions, and to further increase with population growth under the Master Plan. As pedestrian and bicycle volumes increase, operations along the trail segments that have not been upgraded to separate pedestrian and bicycle travel are expected to become more congested. According to analysis from the Burke-Gilman Trail Corridor Study, levels of service for both pedestrians and bicyclists will be poor (LOS F) on unseparated segments. The study recommends separation of the trail into pedestrian and bicycle-only facilities. Based on increased bicycling and pedestrian demand from UW's planned expansion, and the need to continue to shift faculty, staff, and students to non-motorized transportation, further separation of bicyclists and pedestrians on the Burke-Gilman Trail is necessary. To this end, mitigation is warranted pursuant to Seattle's SEPA policies in SMC25.05.675.R.

SDCI Recommendation- These conditions are reiterated in Section VI.

56) SDCI recommends that the UW complete separate pathways for bicyclists and pedestrians on the Burke-Gilman Trail between Brooklyn Avenue NE and 15th Avenue NE, and install adequate lighting following SDOT standards. This should be accomplished by the earlier of the first day of 2022 or when UW sites adjacent to the trail redevelop.

57) Additionally, SDCI recommends that the UW widen the trail and separate users along the trail east of Rainier Vista as opportunities permit.

The FEIS transportation analysis evaluated bicycle parking on campus. Surveys of bicycle parking indicate that bicycle parking is adequate (less than 60% utilized). The FEIS notes that as development occurs, additional racks will be provided to meet needs. Specifically, bicycle parking shall be provided equal to ten percent of the maximum students present at the peak hour plus five percent of maximum employees present at the peak

hour, consistent with quantities required by the City of Seattle Land Use Code.

(10) Parking

The University operates under a parking cap, established by the 1998 City-University Agreement. The parking cap supply is 12,300 spaces. Overall parking demand for the campus, assuming growth under the Master Plan, would be under the level established by the parking cap. The FEIS identifies expected parking demand by sector, and compares this to likely parking supplies in those sectors. Supply would exceed demand in all sectors except the South, where the future demand of 1,623 vehicles would not be accommodated by the estimated 1,470 parking spaces. This likely would result in spillover parking demand into other sectors; this could be facilitated by relocation of future parking supplies across sectors, or by implementation of wayfinding and active parking management by UW.

(11) Vehicle Trip Caps

Vehicle trip caps for the AM and PM peak periods were established in the 1998 City-University Agreement, and establish inbound trip caps in the AM peak period and outbound caps in the PM peak period for both the UW Campus and for the University District. An annual telephone survey of students, faculty, and staff provides a basis for annual calculations of vehicle trips for comparison to the established caps.

The FEIS transportation analysis notes that, with the 20% SOV mode split assumed for the Master Plan analysis, the AM peak period inbound trip cap would be exceeded for the UW campus in about 2025 (7,900 vehicle trip cap, but 8,230 vehicles forecast). The Master Plan commits to a lower mode split percentage of 15%, which would ensure that the trip caps will continue to be met. To ensure that future transportation impacts are adequately controlled and that future vehicle trip levels are consistent with past commitments, mitigation is warranted pursuant to Seattle's SEPA policies in SMC25.05.675.R.

SDCI Recommendation- These conditions are reiterated in Section VI.

58) SDCI recommends that both the previous trip caps and parking cap be maintained.

(12) Transportation Management Plan

The Master Plan provides a Transportation Management Plan (TMP) section, as required by the City-University Agreement. The TMP identifies two goals:

- Limit the proportion of drive-alone trips of students, staff, and faculty to and from the campus to 15% by 2028.
- Continue to cap the number of parking stalls available to commuters within the Major Institution Overlay Boundary to 12,300.

The TMP identifies monitoring and reporting strategies to assess these goals, as well as strategies within eight programmatic components to help achieve these goals. These components include the U-PASS program, transit, shared-use transportation, parking management, bicycles, pedestrians, marketing education, and institutional policies. The Master Plan notes that changes to the TMP implementation shall be made as needed over the course of the Master Plan to achieve the TMP goal. Key strategies include:

- Expanding the U-PASS to be an integrated, multimodal transportation payment method;
- Reviewing the pricing structure of the U-PASS;
- Working with partner agencies to enhance transit service between the Seattle campus, other University locations, and nearby neighborhoods with significant student, staff, and faculty concentrations;
- Working with partner agencies to improve transit speed and reliability along major bus corridors;
- Working with partner agencies to improve multimodal access to Link and RapidRide stations;
- Working with partner agencies to further define the concept of mobility hubs and identify opportunities to work with partners for enhancing connections or accommodating shared-use services such as bike-share;
- Improving the capacity of the Burke-Gilman Trail as defined in the Burke-Gilman Design Concept plan as funding allows;
- Improving quality and security of bike parking through investments to expand covered and high-security parking;
- Enhancing the quality and security of campus pathways through maintenance of paths, quality lighting, signage and wayfinding, and other investments;
- Communicating policies and promoting telecommuting, flex-time, compressed workweeks, and other techniques that reduce peak-period travel.

SDCI supports UW's proposed 15% SOV goal for trips by students, staff, and faculty. Given recent survey results indicating that the campus SOV rate following opening of the University Link light rail station was 17%, it is likely that a further reduction to 15% can be achieved prior to 2028.

The University's TMP SOV goal is 20% as of the date of this Plan. The goal shall decrease to 17% by the earlier of the first day of 2022 or one year after the opening of the Northgate Link Extension. The goal shall decrease further to 15% by the earlier of the first day of 2025 or one year after the opening of the Lynnwood Link Extension. mitigation is warranted pursuant to Seattle's SEPA policies in SMC25.05.675.R.

SDCI Recommendation- These conditions are reiterated in Section VI.

59) Amend page 261, as follows:

~~In 2028, if the University has not failed to timely reached its SOV goal of 17% or 15% for a period of 24 months, the Director of Seattle Department of Construction and Inspections (SDCI) or its successor agency shall not issue master use permits and building permits shall not be issued for development (other than maintenance, emergency repair, or other minor projects) within the MIO. if the University exceeds the 15% SOV goal over two consecutive years beginning in 2029. The Director of Seattle Department of Construction and Inspections (SDCI)(Or its successor agency)-SDCI shall withhold permits until the University has it has been demonstrated to the satisfaction of the Director that the University will implement additional mitigation measures shall be implemented that shall meet or restore the University student, faculty, and staff to the required SOV rate to 15%. This measure shall not be applied to maintenance, emergency repair, or other minor projects proposed by the University.~~

60) SDCI recommends that the University achieve a 17% SOV rate by January 1, 2022 (approximately one year after the scheduled opening of Link light rail to Northgate), and a 15% SOV rate by January 1, 2024 (approximately one year after the scheduled opening of Link light rail to Lynnwood). If UW fails to timely achieve either rate, UW shall enhance the TMP to increase the likelihood that the goal shall be achieved. Additional measures to be considered include, but are not limited to:

- Providing a transit pass that covers all transit trips with a minimum University subsidy of 50% for faculty, staff, and students, pursuant to SDCI Director's Rule 27-2015 and SMC 23.54.016.
- Replicating the student U-Pass "opt-out" program with faculty and staff to encourage participation among campus populations less likely to use transit.
- Expanding the U-Pass to integrate payment for other transportation options, such as car-share or bike-share.

- Implementing performance-based parking strategies, including charging more for high-demand parking lots.
- Replacing monthly parking permits with a pay-by-use parking payment model.

61) If the UW fails to achieve the applicable SOV goal for two consecutive years, it is recommended that SDCI withhold construction permits for new development under the Campus Master Plan until the SOV goal is met.

VI. RECOMMENDATIONS

A. Recommendation - Rezone

The Director recommends **CONDITIONAL APPROVAL**, with the exceptions of sites W19 and W20, of the proposed modifications to MIO height districts in West, South, and East Campus as shown on page 123 of the Master Plan.

B. Recommendation – SEPA

The University’s FEIS, associated technical reports, and responses to requests for information all comprise Seattle Department of Construction and Inspection’s (SDCI) record. Pursuant to SMC 25.05.600.D.1, SDCI relies on the environmental determination (DS) and FEIS prepared by the University of Washington in their role as lead agency. The SEPA conditions listed in this document are recommended to the City Council because of SDCI’s substantive SEPA review based on Seattle’s SEPA policies.

The Director recommends conditions as listed below in Section VI.E (#47-61)

C. Recommendation – Master Plan

The Director recommends **CONDITIONAL APPROVAL** of the Master Plan.

D. Recommended Conditions to the City Hearing Examiner – Rezone and Master Plan

- 1) Amend page 276 of the Housing section to include the statement, “The University shall construct 150 affordable housing units for faculty and staff earning less than 60% AMI.”
- 2) A condition of the Master Plan shall state: Construction of 150 affordable housing units for faculty and staff earning less than 60% AMI shall be constructed within the MIO boundary, Primary Impact Zone, or Secondary Impact Zone prior to the development of 6 million net gross square feet or the life of the Master Plan, whichever occurs first.
- 3) Page 98: Amend the first paragraph under “Open Space Commitment”:

...A design and implementation plan for the West Campus Green and the West Campus section of the continuous waterfront trail shall be completed by the earlier of: the time 1.5 million square feet of net new development in the West Campus sector is completed; or the time the University submits its first permit application for development of Site W27, W29, W33, W34, or W35.

- 4) Page 102: Amend the second paragraph under “Open Space Commitment”:
A design and implementation plan for the South Campus Greens, as well as the South Campus section of the continuous waterfront trail shall occur ~~when construction on the first adjacent development site is completed~~ (by the time the University submits the first permit application for development of Sites S50, S51, S52, S41, S42, S45, or S46.

- 5) Page 104: Amend the second bullet under “Open Space Commitment”:

~~Construction~~ Completion of the East Campus section of the continuous waterfront trail shall align with the earlier of: completion of construction of the 750,000 gross square feet of net new development allowed in East campus under the CMP; or exhaustion of the 6 million square foot growth allowance.

- 6) Page 240: Amend the last three sentences of the first paragraph under “West Campus Green and Plaza”:

. . . . A design and implementation plan for West Campus Green and West Campus section of the continuous waterfront trail shall be completed by the earlier of: the time 1.5 million square feet of net new development in West Campus sector is completed; or the time the University submits its first permit application for development of Site W27, W29, W33, W34, or W35. A concept plan for all three sections of the continuous waterfront trail-West, South, and East -shall also be completed ~~at this~~ by that time. The concept plan for the continuous waterfront trail shall be reviewed by SDCI for compliance with the City’s Shoreline Master Management Program and the University’s shoreline public access plan. The West Campus Green and the continuous waterfront trail design and implementation plan shall include convenient pickup and drop off facilities and signage that reflect local Native American history. ~~At the latest, e~~ Construction of the West Campus Green and the West Campus section of the continuous waterfront trail shall occur ~~when~~ by the earlier of: completion of 3.0 million gross square feet of net new development is completed in the West Campus Sector; at the completion of adjacent development sites W29, W33, and W34; or the exhaustion of the 6 million gross square foot growth allowance. In addition, as the University completes development of Sites W29 it shall complete the “Plaza”, and as the University completes development of W27, It shall complete the “Belvedere”, both identified on page 98.

- 7) Amend the second paragraph under “South Campus Green”:

A design and implementation plan for the Greens, as well as the South Campus section of the continuous waterfront trail shall occur ~~when construction on the first adjacent~~

development site is completed (by the time the University submits the first permit application for development of Sites S50, S51, S52, S41, S42, S45, or S46.

- 8) Amend the third paragraph under “Continuous Waterfront Trail”:
- ~~Construction~~ Completion of the East Campus section of the continuous waterfront trail shall align with the earlier of: completion of construction of the 750,000 gross square feet of net new development allowed in East campus under the CMP; or exhaustion of the 6 million square foot growth allowance.
- 9) UW shall include updates about the progress of the planning and completion of the West Campus Green, the South Campus Green, and the continuous waterfront trail in the annual reports to the City.
- 10) Page 239: Add a new section to the beginning of the page:
ACTIVE STREET-LEVEL USE AND TRANSPARENCY

Active street-level uses shall be located within buildings adjacent to City of Seattle right-of-way in the West Campus sector, mid-block corridors in all sectors, West Campus Green Plaza and Belvedere, South Campus Green, and the continuous waterfront trail. Active street-level uses include commercial uses, child-care facilities, multi-use lobbies, lounges, study spaces, and active academic uses like classrooms, labs, libraries and hands-on collaboration spaces. All buildings with required active street-level use and transparency shall provide active uses and transparency within 2-8 feet above sidewalk level along 60% of the building façade.¹⁰ Where active street level uses are required, street-level parking within structures, excluding driveway access and garage doors or openings, shall not be allowed unless separated from street-level street-facing facades by active street level uses complying with the use and transparency requirements in this paragraph.”

- 11) Page 241: Under “Parking,” amend the paragraph in the middle of the page:

Parking access is preferred from streets owned by the University. Where necessary, parking access from streets that are not owned by the University shall be allowed based on the following hierarchy of preference (from most preferred to least preferred). A determination on the final access location shall be made by SDCI, in consultation with SDOT, based on this hierarchy. The final access location shall balance the need to minimize safety hazards and the feasibility of the access location based on topography, transit operations, bike infrastructure, vehicle movement, and other considerations ...

- 12) Page 242: Under “Public Realm Allowance,” amend the second paragraph:

¹⁰ Active street-level uses and transparency was included as a development standard in the Draft Campus Master Plan, page 236.

The public realm allowance refers to a minimum zone between the street curb and the edge of building facade, and is intended to provide space for a comfortable and desirable pedestrian experience. ~~The public realm allowance proposed are based upon and maintain the current street widths which the University understands to be sufficient. City of Seattle right-of-way widths are determined by SMC 23.53 and the Street Improvement Manual, or functional successor. Where required, improvements to the public realm allowance shall be completed in accordance with adopted Green Street Concept Plan.~~ The existing curb-to-curb width, plus the linear square feet associated with the public realm allowance defines the extent of impact on development sites.

- 13) Page 251: Under “Upper Level Setbacks,” amend the first paragraph under “First Upper Level Setback”:

Sites with building footprints that exceed 30,000 square feet shall maintain a minimum upper-level setback of 20’ along sides of the building where the height exceeds the 45’ podium. Sites with building footprints smaller than 30,000 square feet and whose building height exceeds the 45’ podium height shall maintain a minimum upper level setback of 20’ along at least two edges of the podium. The required upper-level setback shall be provided along the street or major public open space façade if one exists. If necessary to allow flexibility and modulation of the building form, a maximum of 50 percent of the building perimeter may extend up to 90’ without a setback.

- 14) Page 251: Under “Second Upper Level Setback,” amend the first paragraph as follows:

To create a more gradual transition between University and non-University property, an additional upper level setback shall be required ~~on building edges identified within the Development Standards and Design Guidance maps, pages 174, 189, 298, and 226.~~ as follows: ~~s~~Sites with building footprints that exceed 20,000 square feet and whose building height exceeds 160’ that are located along University Way and Campus Parkway, shall be required to step back an additional 20’ at 90’ in height along a minimum of one façade, generally the facade facing the more prominent street edge. Sites with building footprints that exceed 20,000 square feet and whose building height exceeds 160’ that are located along Pacific Street, shall be required to step back an additional 20’ at 120’ in height along a minimum of one façade, generally the facade facing the more prominent street edge. The required second upper-level setback shall be provided along the street or major public open space façade if one exists.

- 15) Page 239: Under “Ground Level Setbacks,” amend the third paragraph:

~~Setbacks may be averaged horizontally or vertically.~~¹¹ University structures across a City street or alley from commercial, mixed use, manufacturing, or industrial zones outside the MIO boundary shall have no required setbacks. Pedestrian bridges, retaining walls, raised plazas, sculpture and other site elements shall have no setback requirements.

16) Page 156: Amend the paragraph under “Gateways”:

The UW-Seattle campus is embedded within the larger urban fabric of the city and has multiple points of access. Gateways, including NE 45th Street at 15th Avenue NE, the “landing” of the University Bridge at NE 40th Street, and NE 45th Street at 25th Avenue NE, serve as important access points for pedestrians, bikes, and vehicles, and may provide a welcoming and clear sense of arrival on campus. Gateways also form key points of connectivity between campus sectors. Gateways should include visual enhancements that signify entries into the community, such as landscaping, signage, artwork, or architectural features that will be installed at the discretion of the University. Gateways also form key points of connectivity between campus sectors.

17) Page 232: Amend the second bulleted paragraph:

~~A new development site: A proposal for a development site not previously approved under the Master Plan is considered a proposed change to the Master Plan and will comply with the City-University Agreement Section II.C.1 – 5, Changes to University Master Plan. shall constitute an exempt Campus Master Plan change, unless the proposal requires a Plan amendment according to the provisions of the City-University Agreement because the Director of SDCI (or its successor department) determines that the specific use proposed for a site, within the broad use categories permitted in tables 14 through 17, is inconsistent with the guiding principles or policies of this Campus Master Plan, or because of the use relationship to, or cumulative use impacts upon, area surrounding the University boundary.~~¹²

18) Page 233, remove the two bulleted paragraphs.

19) Replace the first bulleted item with the following text: “Convene a transportation agency stakeholder meeting, at least quarterly, to review progress, monitor TMP performance goals, prioritize additional strategies if the TMP performance goals are not met, and address unforeseen challenges and opportunities.

20) Page 261: Under “Monitoring and Reporting,” amend the text following the bulleted items:

¹¹ Recommended language is consistent setback standards in the Campus Master Plan adopted in 2003.

¹² Any proposed changes to the Master Plan will be reviewed under the criteria of the City-University Agreement.

The University's TMP SOV goal is 20% as of the date of this Plan. The goal shall decrease to 17% by the earlier of the first day of 2022 or one year after the opening of the Northgate Link Extension. The goal shall decrease further to 15% by the earlier of the first day of 2025 or one year after the opening of the Lynnwood Link Extension.

At any point, if the UW fails to timely achieve the applicable SOV goal, the UW shall enhance the TMP to increase the likelihood that the goal shall be achieved. Additional measures to be considered include, but are not limited to:

- Providing a transit pass that covers all transit trips with a minimum University subsidy of 50% for faculty, staff, and students, pursuant to SDCI Director's Rule 27-2015 and SMC 23.54.016
- Replicating the student U-Pass "opt-out" program with faculty and staff to encourage participation among campus populations less likely to use transit
- Expanding the U-Pass to integrate payment for other transportation options, such as car-share or bike-share
- Implementing performance-based parking strategies, including charging more for high-demand parking lots
- Replacing monthly parking permits with a pay-by-use parking payment model

~~In 2028, if the University has not failed to timely reached its SOV goal of 17% or 15% for a period of 24 months, the Director of Seattle Department of Construction and Inspections (SDCI) or its successor agency shall not issue master use permits and building permits shall not be issued for development (other than maintenance, emergency repair, or other minor projects) within the MIO. if the University exceeds the 15% SOV goal over two consecutive years beginning in 2029. The Director of Seattle Department of Construction and Inspections (SDCI)(Or its successor agency) SDCI shall withhold permits until the University has it has been demonstrated to the satisfaction of the Director that the University will implement additional mitigation measures shall be implemented that shall meet or restore the University student, faculty, and staff to the required SOV rate to 15%. This measure shall not be applied to maintenance, emergency repair, or other minor projects proposed by the University.~~

- 21) Maintain the existing MIO height limitation (105') for properties along University Way north of Campus Parkway (Sites W19 and W20). Amend Table 10: Maximum Building Ht. Limit and Figures 125, 150, 153 and 191 to show the MIO height limitation of 105 ft. for Sites W19 and W20.
- 22) Limit structure height on development sites W31 and W32 to 30 ft. and amend Table 10: "Conditioned Down Building Heights" accordingly.
- 23) Page 240: Under "Mid-Block Corridors" amend the first sentence of the first paragraph on the page 240:

Mid-block corridors are required where identified in Figures ~~192-195-169~~ and 185. Re-label the “Priority Pedestrian Connectors on these figures as “Mid-block Corridors”.

24) Page 251: After the last paragraph under “View Corridors,” add:

When proposing to develop sites adjacent to or within the 12 view corridors documented on Table 19 (pages 252 and 253), the University shall provide more detailed analysis of the existing or proposed views and demonstrate how the proposed development will maintain existing or proposed view corridors.

25) Page 252: Amend the View Corridor 8 description as follows:

The view is of Lake Union generally to the southwest, as taken from the west pedestrian walkway along the University Bridge, at the edge of the existing UW Northlake building.

26) Page 253: Replace the View Corridor 8 graphic with the new one the University submitted to SDCI that is consistent with other view corridor graphics in terms of formatting.

27) Page 6: Amend the third paragraph under “Purpose and Context”:

Work on this CMP began in 2015 so that by 2018, the 2018 CMP would be in place to accommodate the Seattle campus’ growth demands. Between 2015 and 2018, the University of Washington developed this long-term vision for the Seattle campus as well as a 10-year conceptual plan for campus growth ~~that balances the preservation of historic campus assets with intensive investment.~~

28) Page 8: Amend the paragraph under “Guiding Principles”:

The CMP ~~balances preservation of historic campus assets with increased density,~~ and relies on the University’s strategic goals, academic, research, and service missions, and capital plan objectives, to inform the physical development of the campus. Five overarching principles guide the 2018 CMP:

29) Page 24: Amend paragraphs Nos. 1, 3, and 5 under “Regulatory Authority and Planning Process”:

Pursuant to RCW 28B.20.130, ~~the University of Washington Board of Regents exercises full control of the University and its property~~ has “full control of the university and its property of various kinds, except as otherwise provided by State law.” Pursuant to RCW 36.70A.103 and .200, “[s]tate agencies shall comply with the local . . . development regulations and amendments thereto adopted pursuant to

this chapter,” but “[n]o local . . . development regulation may preclude the siting of essential public facilities,” including “state education facilities.” The Washington Supreme Court has ruled that the University is a state agency and the Regents’ “full control” under RCW 28B.20.130 is limited by RCW 36.70A.103.

3. The City-University Agreement governs preparation of the CMP. Consistent with the City-University Agreement and the City’s Major Institutions Code, the CMP includes design guidance, development standards of the underlying zoning, and other elements unlike those applicable to other major institutions which differ from or are in addition to those included in the City’s Major Institutions Code, consistent with the City-University Agreement. A Major Institution Overlay (MIO) district and boundaries are established through ~~the CMP adoption and e~~City ordinance.

5. ~~The University shall comply with the provisions of the Seattle Shoreline Master Program and other applicable State or Federal laws.~~ University development remains subject to City development regulations that do not constitute development standards of the underlying zoning and do not preclude the siting of an essential public facility within the meaning of RCW 36.70A.200.

30) Page 150: Amend the paragraph under “Introduction”:

Chapter 6 contains detailed information on the 10-year conceptual plan for campus, including sector-by-sector descriptions of the design goals for each area. This Chapter further provides information on the University’s Project Review Processes, and includes non-binding design guidance. Although non-binding, design guidance will be implemented through capital project design and environmental review carried out by the Architectural Commission, the University Landscape Advisory Committee, the Design Review Board (all as applicable), and project design teams. ~~In a few places, Several figures reference development standards are referenced;~~ these standards of the underlying zoning are set out and explained further as mandatory requirements in Chapter 7.

31) Page 151: Amend the paragraph under “Demolition”:

~~Demolition is permitted prior to future development as long as sites are left in a safe condition and free of debris.~~ Demolition permits are may be submitted in advance of a building site being selected for development and any grading work is reviewed under the Grading Code (SMC Chapter 22.170). ~~Demolition of any~~

~~structure, including any structure that is more than 25 years old or historic, is allowed if authorized by the UW Board of Regents.~~

- 32) Page 153: Amend the first four sentences of the first paragraph under “History of Stewardship by the Board of Regents”:

~~Over the last century, the University of Washington Board of Regents has been the steward of the University of Washington campus. The Regents recognize the value of the campus setting to the University, the greater University area community, the City of Seattle, the State of Washington, and future generations. The University is As a state institution of higher education and a state agency. Pursuant to RCW 28B.20.130, the Regents “have full control and authority over the development of the campus of the university and its property of various kinds, except as otherwise provided by law.” The institution is encumbered with a public purpose that is essential to the future of the State, and this purpose requires that the campus continue to be developed to meet the growing and changing education needs of the State. Pursuant to RCW 36.70A.103 and .200, “[s]tate agencies shall comply with the local . . . development regulations and amendments thereto adopted pursuant to this chapter,” but “[n]o local . . . development regulation may preclude the siting of essential public facilities,” including “state education facilities.” The Washington Supreme Court has ruled that the University is a state agency and the Regents’ “full control” under RCW 28B.20.130 is limited by RCW 36.70A.103.~~

- 33) Page 155: Amend the paragraph preceding “The Historic Resource Addendum (HRA)”:

~~The review of historic resources on the campus utilizes the process stated above and does not include a review under the City of Seattle’s Landmark Preservation Ordinance. The University’s position is that it is not subject to the ordinance, as the University of Washington Board of Regents has full control and authority over all development on campus.[†]~~

~~[†]Arguments related to this topic have been heard by the Washington Supreme Court. A decision is pending.~~

- 34) Page 230: Amend the first paragraph under “Introduction”:

~~Consistent with SMC 23.69.006.B, Fthis chapter outlines the development standards of the underlying zoning that guide proposed development within the campus boundaries. ~~The City University Agreement requires that all University of Washington development within the Major Institution Overlay (MIO) boundary follow the standards outlined in this chapter.~~ While Chapter 6 includes design~~

guidance to be used to achieve the design intent for the campus, this chapter includes the required development standards of the underlying zoning for campus development.

35) Page 238: Delete all text in its entirety and replace it with this:

Subject to a Major Institution Overlay (MIO), as shown on page 26, a variety of zoning designations make up the underlying zoning of the Campus. As of the date of this Master Plan, the development standards of the underlying zoning are found in the provisions of SMC Chapters 23.43 through 23.51B, SMC 23.54.016.B, and 23.54.030 relevant to those zones.

This Chapter contains the development standards that supplant the development standards of the underlying zoning within the MIO boundary as allowed by SMC 23.69.006.B and the City-University Agreement. The development standards in this Chapter are tailored to the University and its local setting, and are intended to allow development flexibility and improve compatibility with surrounding uses.

Development standards of the underlying zoning not addressed in the Master Plan may be developed in the future by the University, provided they are consistent with and guided by the goals and policies of the City-University Agreement, the goals and policies of this Master Plan, and the process for any amendments to the Plan required by the City-University Agreement. Lack of specificity in the Master Plan development standards shall not result in application of provisions of underlying zoning.

University development remains subject to all other City development regulations that do not constitute development standards of the underlying zoning and do not preclude the siting of an essential public facility within the meaning of RCW 36.70A.200.

36) Page 241: Amend the fifth paragraph under “Parking” to accurately reflect the bicycle parking requirement of SMC 23.54.015:

~~All new development shall consider opportunities for bike parking facilities.~~
Bicycle parking shall be provided equal to ten percent of the maximum students present at the peak hour plus five percent of maximum employees present at the peak hour.

37) Page 244: Amend the second paragraph under “Shorelines” (including the addition of a footnote) to recognize that any amendment to the Shoreline Master Program must be made by the City Council and approved by the Washington State Department of Ecology:

The Shoreline Management Act (SMA) regulates development, uses, and modifications of shorelines of the state in order to protect the ecological functions of shoreline areas, encourage water-dependent uses, provide for maximum public access, and preserve, enhance, and increase views of the water. The City of Seattle has adopted implementing regulations for the Shoreline Management Act for development and use of shorelines within the City limits. The City's shoreline regulations, called its Shoreline Master Program (SMP), are currently found in SMC Chapter 23.60A. There are currently three shoreline environments within the MIO: the Conservancy Preservation environment, the Conservancy Management environment, and the Urban Commercial environment, as shown on pages 110 to 111. The University follows applicable SMP regulations for University development proposed within the shoreline. The applicable regulations ~~are~~ will be those in effect on the date of adoption of this Master Plan if: (1) the City amends the SMP to so provide; and (2) the Washington State Department of Ecology approves that amendment¹³. ~~If those conditions are not met, the applicable regulations will be those applied pursuant to City and Washington vested rights law. For existing buildings within the shoreline environment, regular repair, maintenance and restoration is allowed, provided such activity is consistent with the SMP.~~

- 38) Page 246: Amend the first sentence of the third paragraph under "Structure Height Limits":

All development within the Shoreline District, ~~which is all development within 200 feet of the shoreline and associated wetlands,~~ is restricted to a maximum building height of ~~30 feet~~ specified in SMC Chapter 23.60A.

- 39) Page 254: Insert a sentence after "Definitions" and before "Development":

Where a conflict exists between the definitions in this Plan and those in SMC Chapter 23.84A or SMC Chapter 23.86, the definitions in this Plan shall apply.

- 40) Page 255: Amend the paragraph under "MIO" to accurately reflect legislative history:

The Major Institutional Overlay (MIO) boundary defines the extent of the campus that is governed by the City-University Agreement, and the development standards

¹³ As of the date the University submitted a final draft of this Master Plan to the City Department of Construction and Inspections, SMC 23.60A.016.D stated: "Nothing in this Chapter 23.60A changes the legal effect of existing approved Major Institution Master Plans adopted pursuant to Chapter 23.69 or Ordinance 121041."

defined within this CMP. The MIO boundary was established by ~~an~~ Ordinance 112317 and subsequently amended.

- 41) Page 104: clarify how waterfront trail relates to Shoreline Public Access Plan by revising the text in the last bullet point on the page to say:

“The University has proposed a Shoreline Public Access Plan as part of the CMP that incorporates and supports the continuous waterfront trail. The trail’s design will incorporate the Access Plan improvements shown on pages 108-111. Refer to those pages for more information about the Shoreline Public Access Plan.”

- 42) Page 108: Delete the following paragraph, because commercial uses are not public access uses.

~~Commercial water-dependent uses, including moorage for private boats and boat rentals, may be included in the Urban Commercial shoreline in West Campus where their requirements do not conflict with the water-dependent uses of the College of Ocean and Fishery Sciences or limit public access to the waterfront. Potential uses could include a passenger ferry dock. Uses which would require additional single-purpose public parking shall be discouraged.~~

- 43) Delete the following statement on page 108, at the end of the South Campus discussion:

~~The public dock in South Campus would be removed.~~

- 44) Page 108: Clarify the approval process for the Shoreline Public Access Plan in the introduction:

“This section provides the University’s Shoreline Access Plan. It is a combination of both existing and new elements. Please refer to pages 48 and 49 for information on existing shoreline access conditions. It shall be binding upon University development within the shoreline district when the City approves the Access Plan pursuant to SMC 23.60A.164.K. ~~It is a combination of both existing and new elements. Any modifications to the Shoreline Access Plan will be evaluated against provisions of the City-University Agreement related to amendments to the CMP.~~”

- 45) Page 109: Add a discussion of the continuous waterfront trail to the end of the existing text:

Continuous Waterfront Trail Design and Implementation Plan

All development proposed within the shoreline district will meet the permitting, use, and development standards of the City's Shoreline Master Program (SMP).

The continuous waterfront trail design and implementation plan will show the existing and proposed shoreline public access plan improvements documented on pages 108-111 that are part of the trail.

- 46) Page 109: Add general standards after the recommended text regarding the continuous waterfront trail:

General Standards

The design and implementation plan will include accommodations for ADA parking at key access points.

The design and implementation plan will incorporate new hand-carry boat launch access points and provide additional signage for all existing and proposed boat launch access points.

E. Recommended Conditions to the City Council – SEPA

- 47) Prior to issuance of any demolition, excavation, shoring, or construction permit in West, South, or East Campus, provide a Construction Management Plan that has been approved by SDOT.

The submittal information and review process for Construction Management Plans are described on the SDOT website at: <http://www.seattle.gov/transportation/cmp.htm>

- 48) Pages 234-237: Amend Tables 14 – 17 to list the year of construction for all existing buildings on identified development sites.

- 49) SDCI recommends that, if SDOT determines that new signals are warranted at these intersections while the Master Plan is in effect, the UW pay a proportional share of the cost of the new traffic signals, based on the percentage increase in traffic volumes through the intersections due to UW growth. The UW share of the University Way NE/NE 41st Street intersection will be 28.7%, and the UW share of the 6th Avenue NE/NE Northlake Way intersection will be 18.3%.

- 50) The University contribute 14% of the costs of ITS improvements at the time of ITS implementation within the primary impact zone, and 7% of the costs of ITS improvements at the time of ITS implementation within the secondary impact zone.

- 51) SDCI recommends that UW pay King County-Metro operating costs for three additional bus transit coaches in both the AM and PM peak hours to provide additional capacity on routes serving Campus Pkwy near Brooklyn Ave NE.
- 52) SDCI recommends that UW fund SDOT capital improvements to facilitate transit performance within the primary and secondary impact zones as follows, at the time of implementation of the respective RapidRide project:
- 11th Avenue NE/Roosevelt Avenue NE: 11% of the cost of the RapidRide project within the primary impact zone; 5.5% within the secondary impact zone.
 - NE 45th Street/15th Avenue NE/Pacific Avenue NE: 30% of the cost of the RapidRide project and other planned transit improvements, including bus only and BAT lanes, within the primary impact zone; 15% within the secondary impact zone.
 - Montlake Blvd NE: 25% of the cost of the RapidRide project and other planned transit improvements, including bus only lanes, within the primary impact zone; 12.5% within the secondary impact zone.
- 53) SDCI recommends that the UW dedicate space at new developments adjacent to existing and future Link light rail stations and RapidRide stops to better accommodate higher volumes of transit riders, provide better connections between modes, accommodate shared mobility services, and provide transportation information related to travel and transfer options.
- 54) SDCI recommends that the UW upgrade the campus gateway at 15th Ave NE/NE 43rd Street as adjacent sites redevelop to comply with the Americans with Disabilities Act, and work with SDOT to identify opportunities to implement the U District Urban Design Framework streetscape concept plan connection between this campus entrance and the new U District light rail station.
- 55) SDCI recommends that UW expand or pay SDOT for transit stop expansion at these locations as part of the NE 45th St/15th Ave NE/NE Pacific St RapidRide implementation.
- 56) SDCI recommends that the UW complete separate pathways for bicyclists and pedestrians on the Burke-Gilman Trail between Brooklyn Avenue NE and 15th Avenue NE, and install adequate lighting following SDOT standards. This should be accomplished by the earlier of the first day of 2022 or when UW sites adjacent to the trail redevelop.
- 57) Additionally, SDCI recommends that the UW widen the trail and separate users along the trail east of Rainier Vista as opportunities permit.
- 58) SDCI recommends that both the previous trip caps and parking cap be maintained.

59) Amend page 261, as follows:

~~—In 2028, if the University has not failed to timely reached its SOV goal of 17% or 15% for a period of 24 months, the Director of Seattle Department of Construction and Inspections (SDCI) or its successor agency shall not issue master use permits and building permits shall not be issued for development (other than maintenance, emergency repair, or other minor projects) within the MIO. if the University exceeds the 15% SOV goal over two consecutive years beginning in 2029. The Director of Seattle Department of Construction and Inspections (SDCI)(Or its successor agency)-SDCI shall withhold permits until the University has it has been demonstrated to the satisfaction of the Director that the University will implement additional mitigation measures shall be implemented that shall meet or restore the University student, faculty, and staff to the required SOV rate to 15%. This measure shall not be applied to maintenance, emergency repair, or other minor projects proposed by the University.~~

60) SDCI recommends that the University achieve a 17% SOV rate by January 1, 2022 (approximately one year after the scheduled opening of Link light rail to Northgate), and a 15% SOV rate by January 1, 2024 (approximately one year after the scheduled opening of Link light rail to Lynnwood). If UW fails to timely achieve either rate, UW shall enhance the TMP to increase the likelihood that the goal shall be achieved. Additional measures to be considered include, but are not limited to:

- Providing a transit pass that covers all transit trips with a minimum University subsidy of 50% for faculty, staff, and students, pursuant to SDCI Director’s Rule 27-2015 and SMC 23.54.016.
- Replicating the student U-Pass “opt-out” program with faculty and staff to encourage participation among campus populations less likely to use transit.
- Expanding the U-Pass to integrate payment for other transportation options, such as car-share or bike-share.
- Implementing performance-based parking strategies, including charging more for high-demand parking lots.
- Replacing monthly parking permits with a pay-by-use parking payment model.

61) If the UW fails to achieve the applicable SOV goal for two consecutive years, it is recommended that SDCI withhold construction permits for new development under the Campus Master Plan until the SOV goal is met.

Cheryl Waldman, Land Use Planner Supervisor
Seattle Department of Construction and Inspections

Date: November 16, 2017

CW:drm

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