

University of Washington Master Plan

Planning, Land Use and Zoning Committee | September 19, 2018

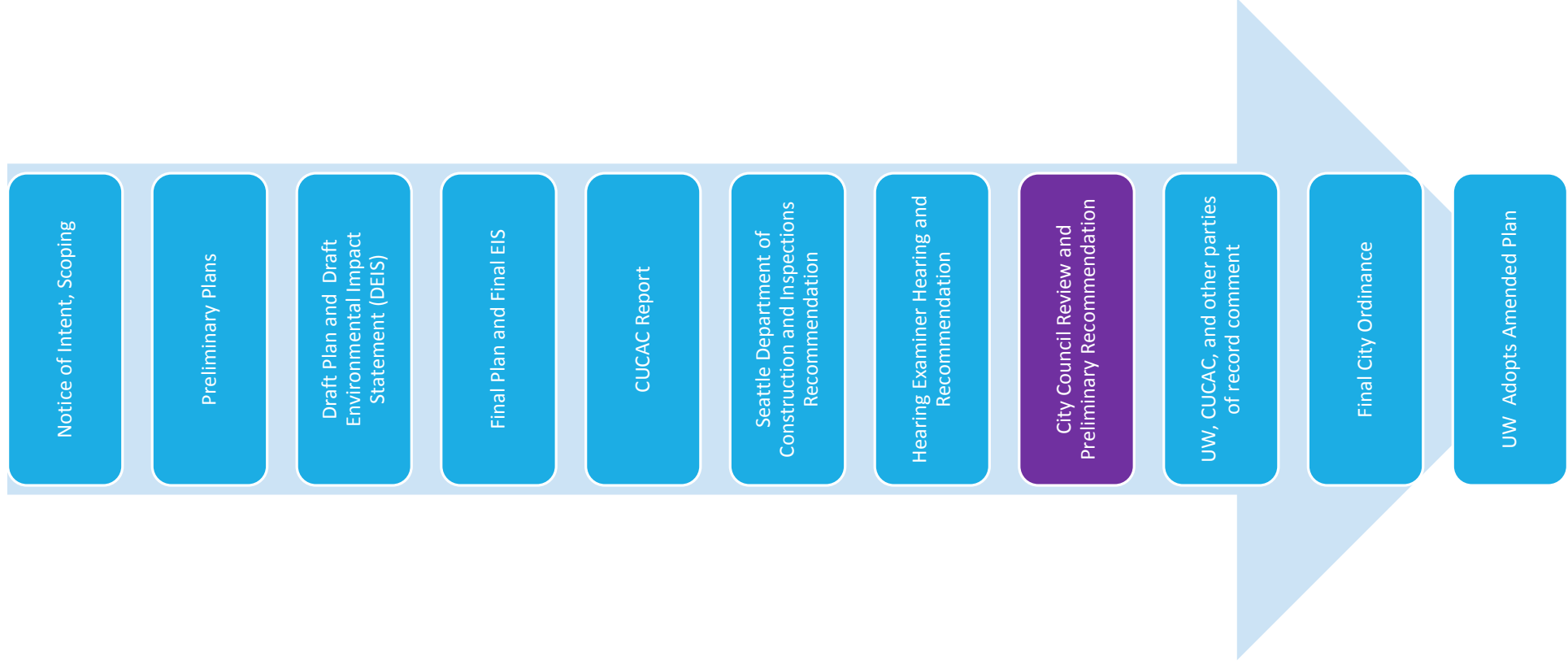
LISH WHITSON
LEGISLATIVE ANALYST

City-University Agreement

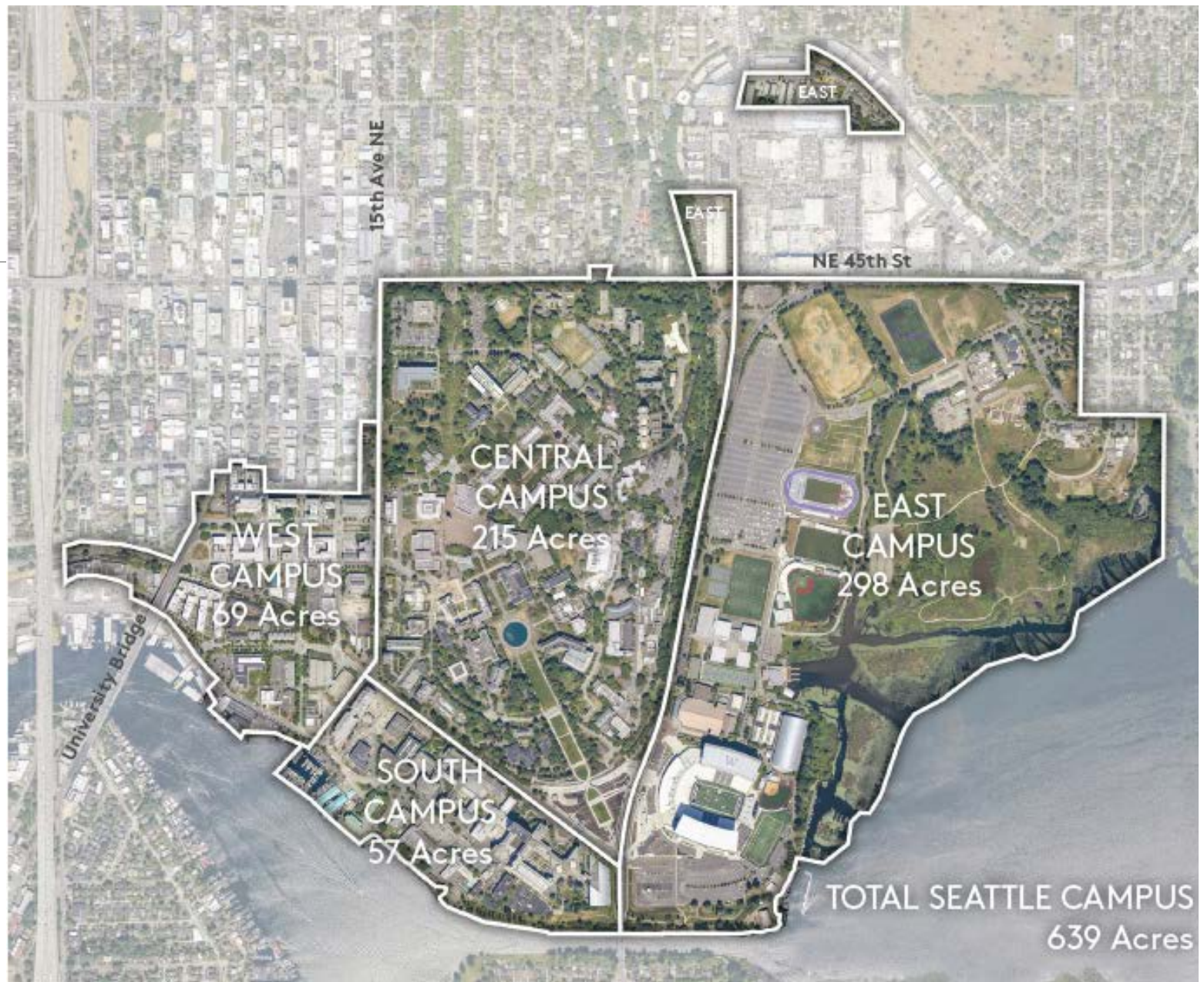
Requires a ten-year conceptual Master Plan and EIS with the following elements:

- ✓ Campus boundaries
- ✓ Zone designations
- ✓ Site plan
- ✓ Institutional zone and development standards
- ✓ Existing and proposed parking, bicycle, pedestrian, and traffic circulation systems
- ✓ Transportation Management Plan
- ✓ Future energy and utility needs
- ✓ Proposals for physical development
- ✓ Proposed development phases
- ✓ Any proposed street or alley vacation
- ✓ Land acquisition and leasing policy

Process



Campus Boundary and Sectors



Outline of Amendments

A. Housing

B. Transportation

C. Child Care

D. Zoning

E. Construction Hiring

F. Small Businesses

G. Stormwater

H. City-University Agreement

A. Housing

A1. Require the construction of 300 units of housing affordable to University of Washington staff earning up to 80% of Area Median Income.

- Assumes 50% of staff earn less than 80% of Area Median Income and 1/6 of staff earn less than 50% AMI (U District Alliance Testimony)
- Assumes 2 staff per unit (Final Environmental Impact Statement)
- 150 units provided through partnership with SHA (Hearing Examiner Condition)
- Rounds down

	2018	2028	2018-2028 Difference
Total Student Population (FTE)	47,219	52,399	35,180
Staff (FTE)	17,629	19,563	1,934
Faculty (FTE)	7,675	8,517	842

Increase in staff under plan = 1,934
 50% of staff below 80% AMI = 967
 2 staff per unit = 483 units

Requirement: 300 units up to 80% AMI
 150 units up to 60% AMI

B. Transportation – SOV Goal

B1. Single-occupancy vehicle goal

- Master Plan includes statement that no more than 20% of trips in 2018 and 15% in 2028 would be by drive-along trips (single-occupancy vehicles or SOVs)
- University measured 17% SOV rate in 2016 after opening of the University Light Rail Station, attributed drop in part to light rail
- FEIS identified unmitigated traffic impacts of development, particularly in the West Campus where half of growth is planned
- Hearing Examiner Recommendation includes interim thresholds:

The University's TMP SOV rate goal is 20% as of the date of this Plan. The goal shall decrease to 17% one year after the opening of the Northgate Link Extension. The goal shall decrease further to 15% one year after the opening of the Lynnwood Link Extension.

B. Transportation - Parking

“Of the 12,545 spaces on campus, the University currently reports 10,667 spaces in the most recent parking cap calculation for City-University Agreement (CUA) compliance, which is well below the allowed cap of 12,300 spaces the University could supply.”

Transportation Discipline Report, page 3-82

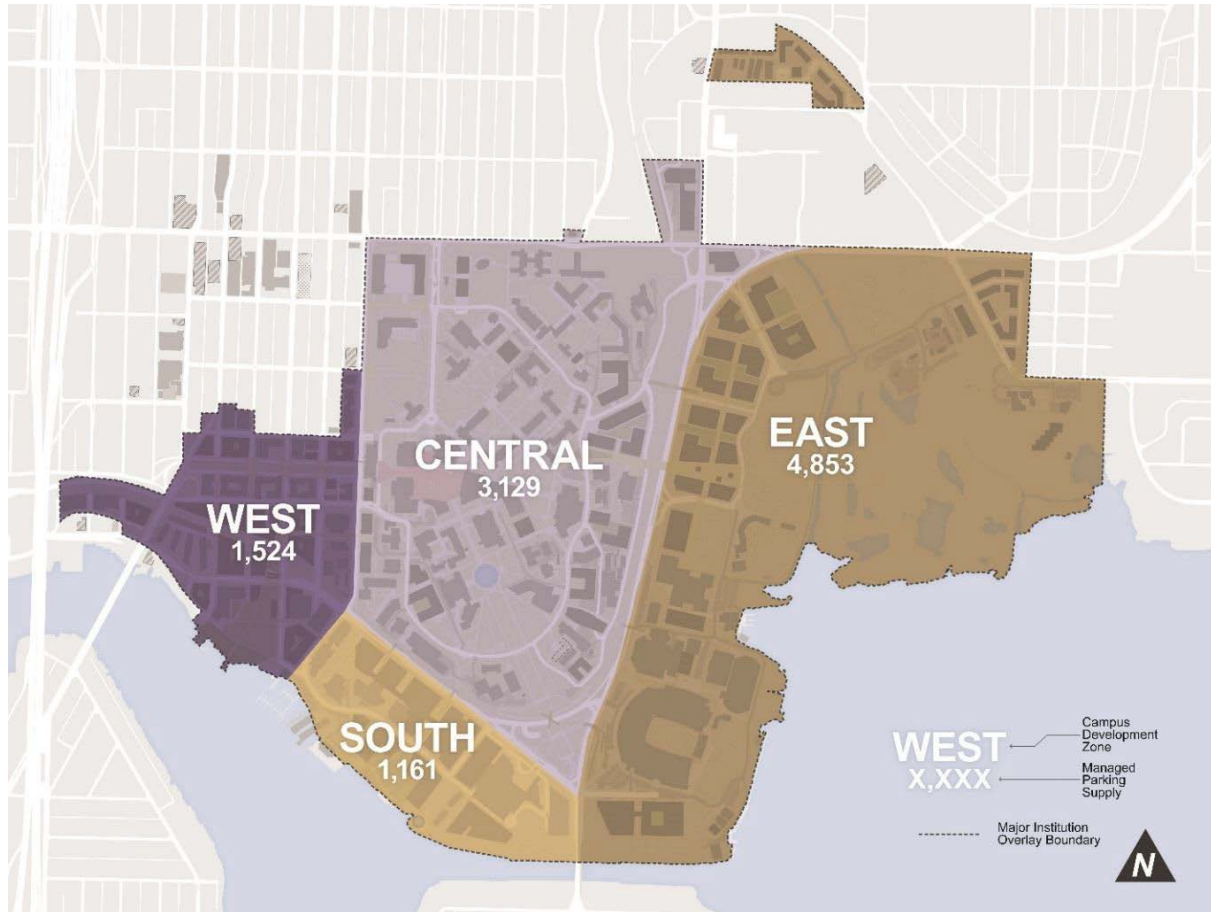
“The following types of spaces are excluded from the parking space cap and the parking count in the table: bicycle, loading spaces, the UW vehicle, physical plant vehicle, shuttle, UCAR, miscellaneous restricted, and *parking associated with residence halls*.”

Campus Master Plan, page 68

After the ceiling of parking spaces set forth in the Master Plan is reached, for an action to be exempt, any new parking space(s) must be accompanied by a decrease in parking space(s) elsewhere on campus so that the total number of approved parking spaces on campus is not increased;

City-University Agreement, Section II.C.2.c.

B. Transportation



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Transportation Discipline Report, page 3-82

Transportation Discipline Report:
Figure 3.50 Existing Campus Cap Parking Supply by Sector

B. Transportation

B2. Parking associated with residence halls

Table 3.31
EXISTING SUPPLY AND WEEKDAY PEAK PARKING DEMAND BY SECTOR

Sector	Campus Parking Supply		Existing Parking Demand ¹	
	No. Lots	Cap Supply	Demand (vehicles)	% Utilization
West	26	1,524	1,428	94%
South	12	1,161	1,139	98%
Central	42	3,129	2,689	86%
East	21	4,853	1,464	30%
Total	101	10,667	6,720	63%

Source: Transpo Group, 2016

1. Based on 2015 parking counts conducted by University of Washington Transportation Services, which includes visitor parking. Peak parking demand occurs during the weekday midday period.

B. Transportation – Bike Parking Facilities

Adequate bicycle parking, including secure racks and lockers will be provided in safe, convenient locations on campus, but not in a manner which would promote unnecessary intra-campus bicycle travel.

City-University Agreement, Section III.C.3

The University of Washington currently supplies bicyclists with multiple locations for securing and storing their bicycles on campus. High security parking and showers are available at some campus locations for students, faculty and staff. Bike lockers and space in cages can be rented for a fee on a quarterly or annual basis.

Campus Master Plan, page 267

POTENTIAL BICYCLE IMPROVEMENT STRATEGIES:

8. Improve quality and security of bike parking through investments to expand covered and high-security parking, lighting, lockers, and shower facilities.

B. Transportation – Burke-Gilman Trail

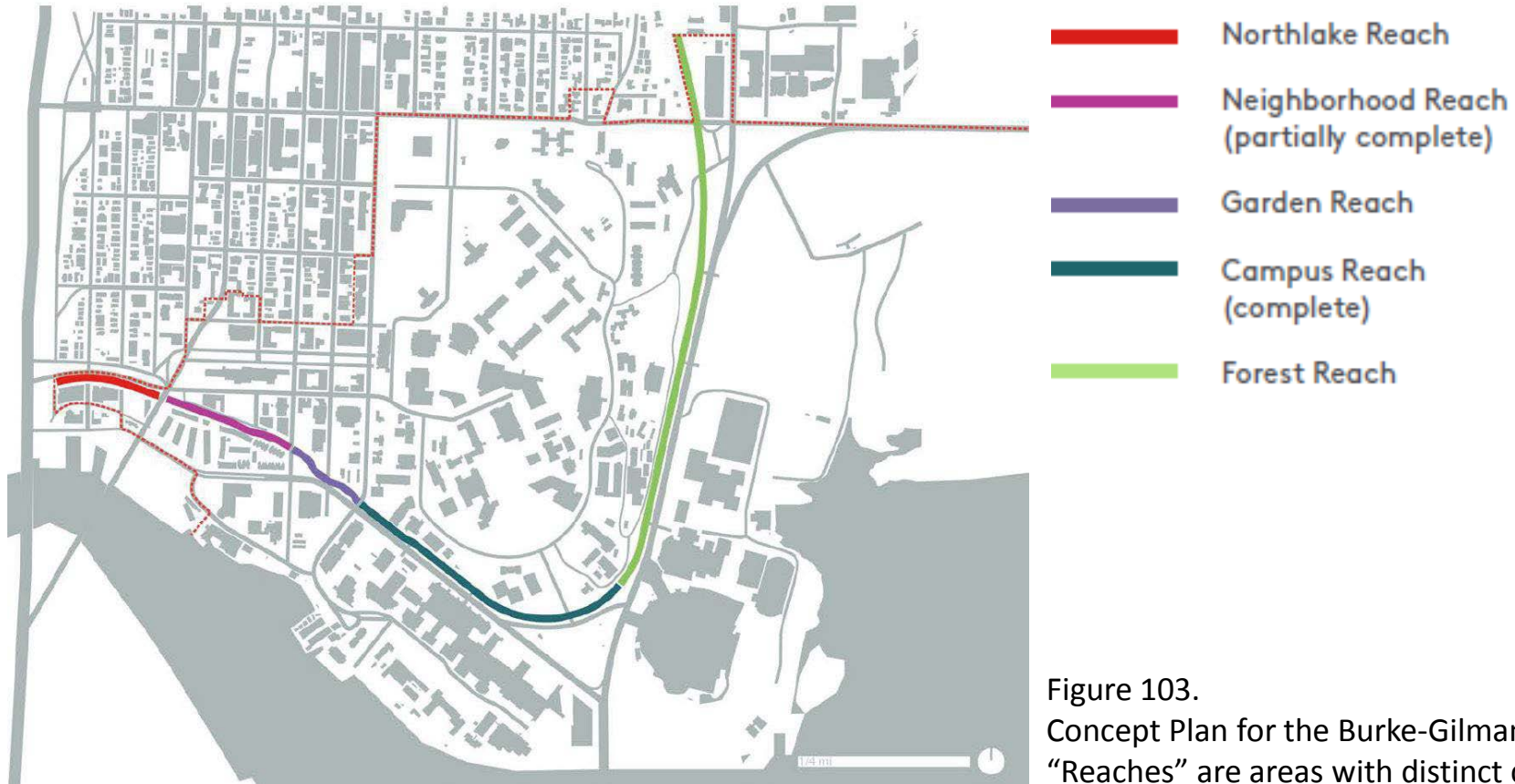


Figure 103.
Concept Plan for the Burke-Gilman Trail Improvements.
“Reaches” are areas with distinct characters.

C. Childcare

“...University of Washington Children’s Centers (UWCC)... includes four child care centers subsidized by the UW through the use of campus space free of charge. These savings are passed on directly to students and employees in the form of discounted tuition. Currently, the UW offers 334 subsidized child care slots on-campus and within the Laurel Village family housing complex... Fulfilling an access initiative set by President Cauce in 2015, the UW is planning to add 266 to 366 slots in the next eight years. This would reduce the current ratio to somewhere between 74:1 and 87:1 [students to child care slots]...”

Final Environmental Impact Statement, Volume II, Section 4.15, page 4-42

D. Zoned Building Heights

23.34.124 - Designation of Major Institution Overlay (MIO) districts.

* * *

- C. Height Criteria. The following criteria shall be used in the selection of appropriate height designations for:
- 1) proposed new Major Institution Overlay districts; 2) proposed additions to existing MIO districts; and 3) proposed modifications to height limits within existing MIO districts;
 1. Increases to height limits may be considered where it is desirable to limit MIO district boundary by expansion.
 2. Height limits at the district boundary shall be compatible with those in the adjacent areas.
 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.
 4. Height limits should generally not be lower than existing development to avoid creating non-conforming structures.
 5. Obstruction of public scenic or landmark views to, from or across a major institution campus should be avoided where possible.

* * *



Figure 149. West Campus 2003 CMP Existing Building Heights

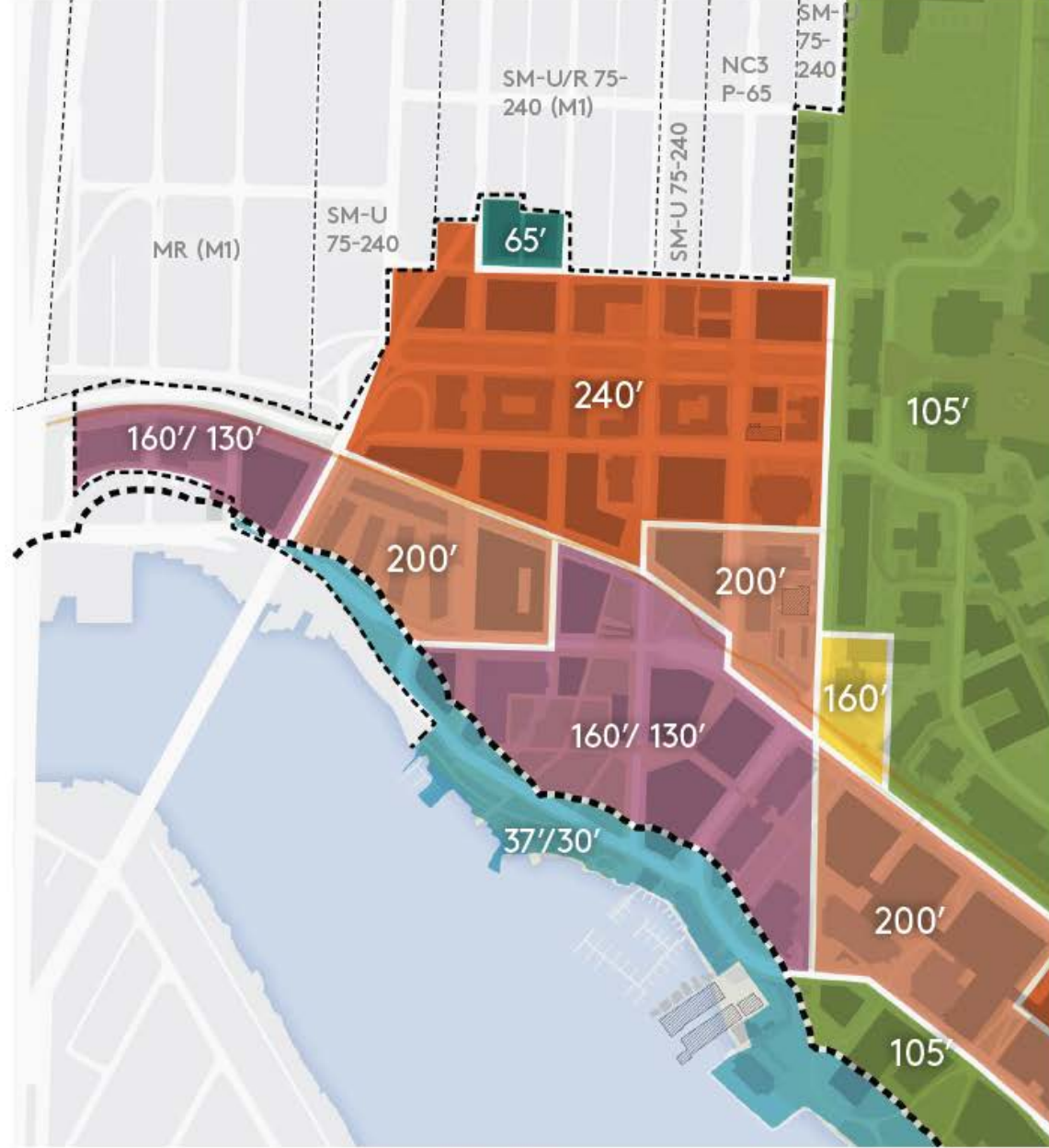






Figure 150. West Campus 2018 CMP Maximum Building Heights

West Campus Long-Term Vision

Figure 140. Graphics are for Illustrative Purposes Only



-  Existing Building
-  Potential Building
-  West Campus Boundary
-  200' Shoreline District Overlay 30ft

D. EIS Analysis

Looking west from I-5 Southbound



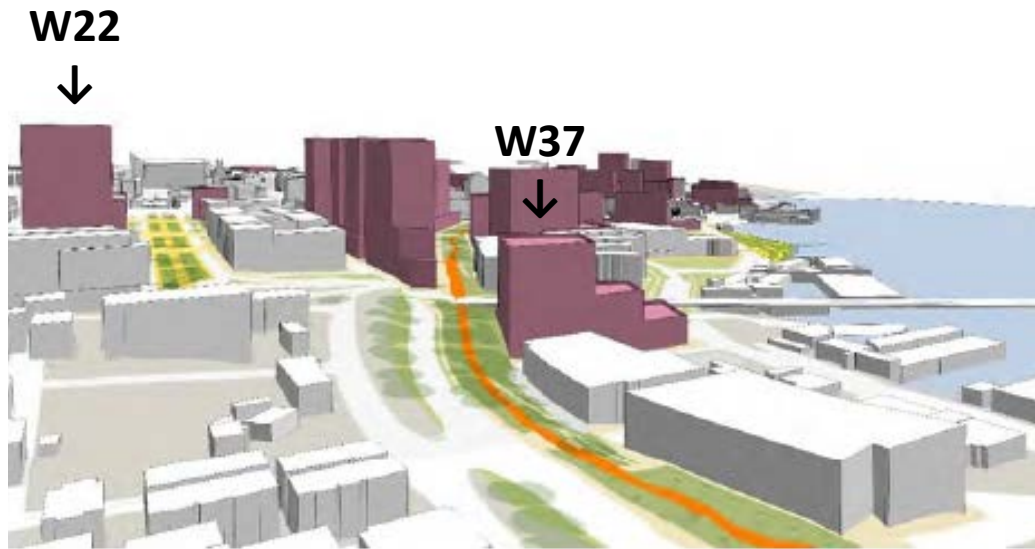
Alternative 1: with height increase



Alternative 2: no height increase

D. EIS Analysis

Looking west from I-5 Northbound



Alternative 1: with height increase

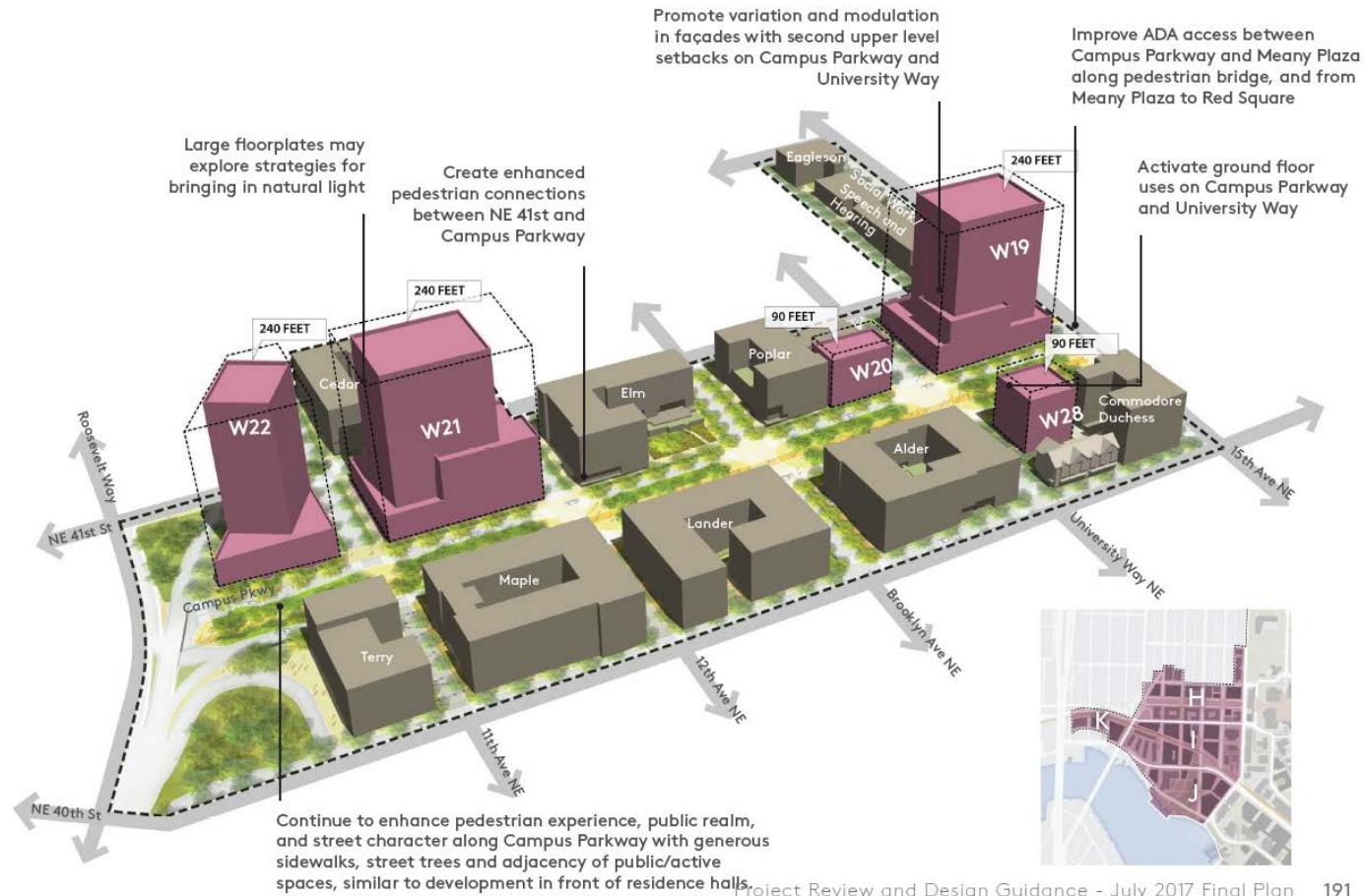


Alternative 2: no height increase

D1. Site W22

DEVELOPMENT ZONE H

Figure 153. Graphics are for Illustrative Purposes Only



D1. Site W22 (Matt Fox Testimony)



D1. Site W22 (Matt Fox Testimony)

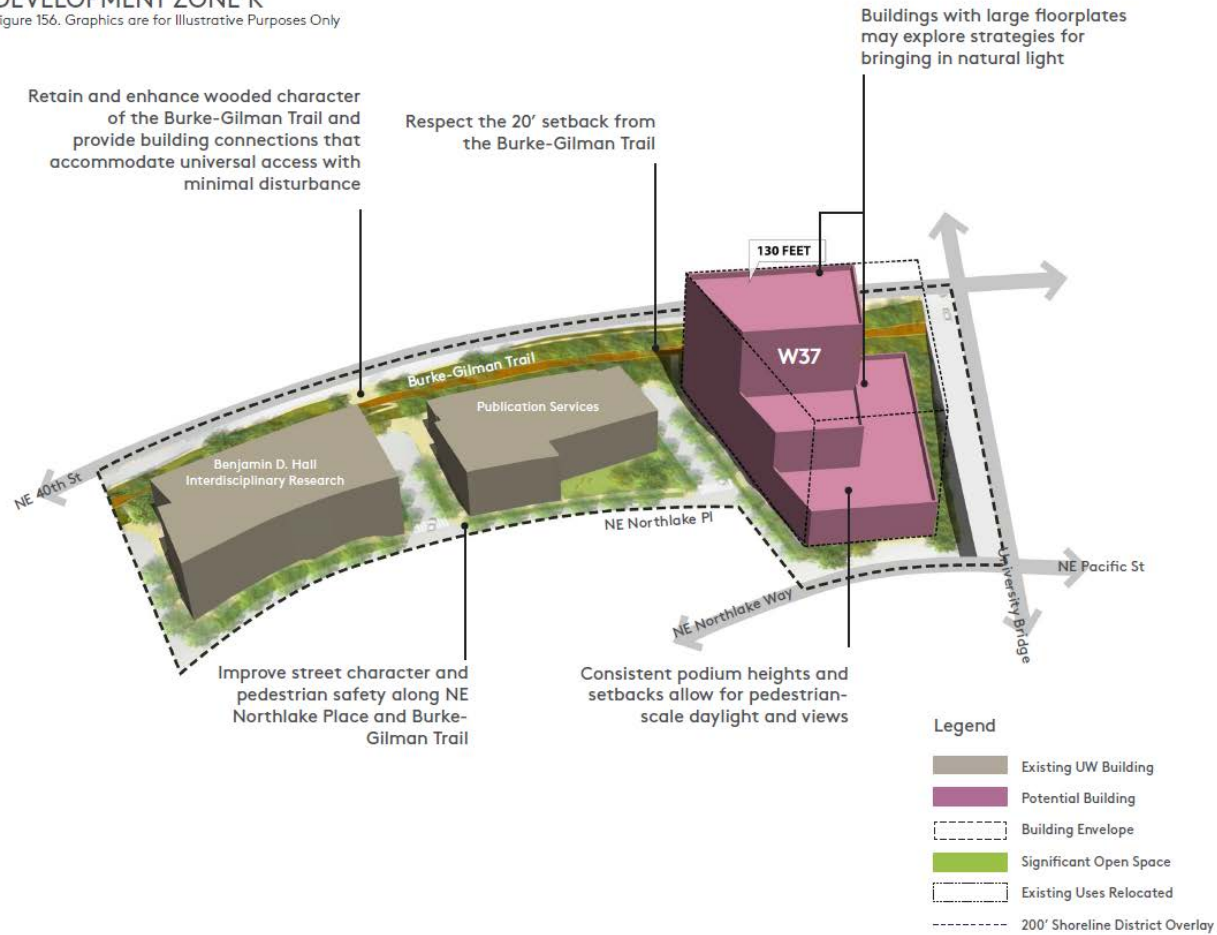


Looking north from Eastlake Ave. N

D2. Site W37



DEVELOPMENT ZONE K

Figure 156. Graphics are for Illustrative Purposes Only

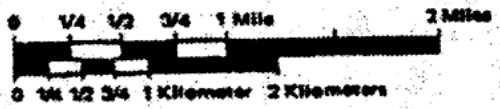




LEGEND

-  Scenic routes described by Seattle Engineering Department, Traffic Division map and designated by Ordinance 97025.
-  Scenic routes identified as protected view rights of way in the Seattle Mayor's April 1987 Open Space Policies Recommendation.

**EXHIBIT 1—SEPA SCENIC ROUTES MAP
NORTH SEATTLE**



D2. Site W37 (Matt Fox Testimony)



Looking southwest from east walkway of University Bridge

D2. W37 – EIS Analysis

Looking south @ 7th Ave NE and NE 40th St



Alternative 1: with height increase



Alternative 2: no height increase

D2. W37 – EIS Analysis

Looking south University Bridge & Peace Park



Alternative 1: with height increase



Alternative 2: no height increase

D2. Site W37 – View corridor in plan and Hearing Examiner amendment

Table 19. View Corridors

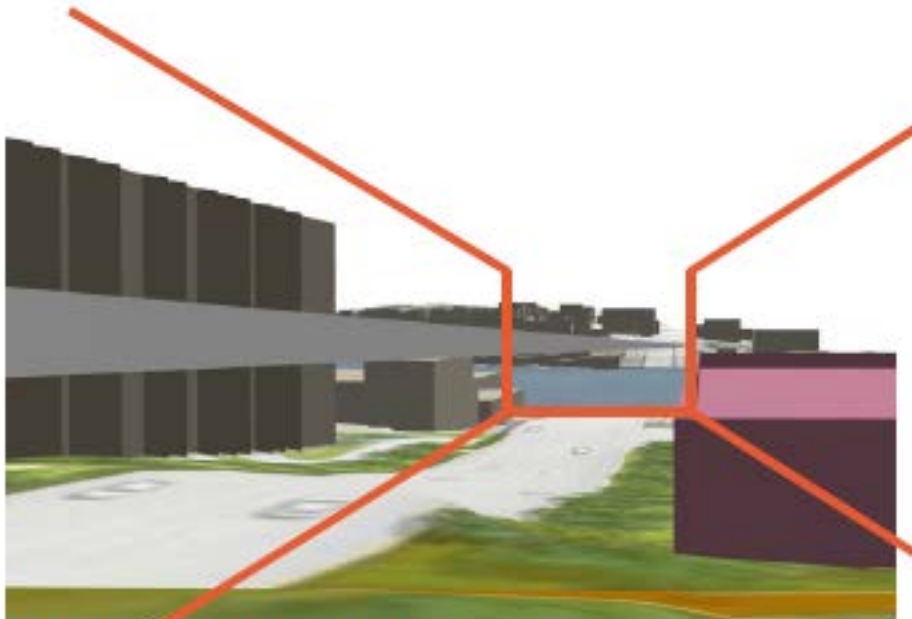
CAMPUS SECTOR(S)	VIEW #	VIEW NAME	DESCRIPTION OF EXTENTS OF VIEW CORRIDOR
WEST	8	Peace Park Vista	Elevation / Origin of View: NE 40th Street near the University Bridge, near the Peace Park View: Looking south at Portage Bay. The Mercer Court Apartments frame the east edge of the view corridor, with the tower of the proposed development site W37 framing the west edge.

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.

D2. Site W37

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.



View Corridor 8: Peace Park Vista

Old



New

E1. Priority Hire

“...One of [the] hallmark things [Laborers Local 242] did in the last five years is help develop a priority hire program in the city of Seattle. It gives the city of Seattle an opportunity, a great opportunity for local workers on these projects, these construction projects with great places to develop careers and build a trade.

“I'd ask the University of Washington as they go forward with this build-out to look at and develop a community workforce agreement or a hire program that's similar to the city of Seattle so we can give opportunity [to] members to have access to careers in the building trade.”

Dale Bright, Martin Luther King County Labor Council, Comments on Draft Environmental Impact Statement, Final Environmental Impact Statement, Volume 2, Commenter 25, page 814

F1. Space for small business



Figure 83. Active Public Realm

The phrase “growth allowance” refers to the 6.0 million gross square footage of net new development approved within the University’s MIO boundary under this CMP.

Campus Master Plan, page 255

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.

Hearing Examiner Recommendation, page 26

F2. Small business leases

“The University district contains over 300 small retail businesses many of which compete with the UW's Housing and Food Services. These small businesses and the University operation are thereby forced to up their games. Bringing small business competition into the University MIO will ensure the commercial vitality, and the small business competitiveness, expected in an Innovation District. The University's membership in community organizations which "support" small businesses does not address the issue raised here.

“Sea-Tac airport has shown the way on this issue. Building upon retail vendor agreements in its terminals, Sea-Tac has created diversity in retail ownership, including minority and women owned businesses. This collection of airport vendors provides a unique and local shopping experiences which would not be otherwise available to the flying public.”

City-University Community Advisory Committee, Recommendation 17, page 7

G1. Stormwater best practices

The University of Washington has a series of initiatives to handle stormwater:

- Public education and outreach on the impacts of stormwater pollution.
- Public involvement and participation.
- Detection and elimination of illicit discharges.
- Stormwater treatment infrastructure techniques including catch basin filtration as new development occurs (particularly in West Campus).
- Construction site stormwater runoff control.
- Post-construction stormwater management for new development and redevelopment.
- Pollution prevention and good housekeeping for facilities operations.

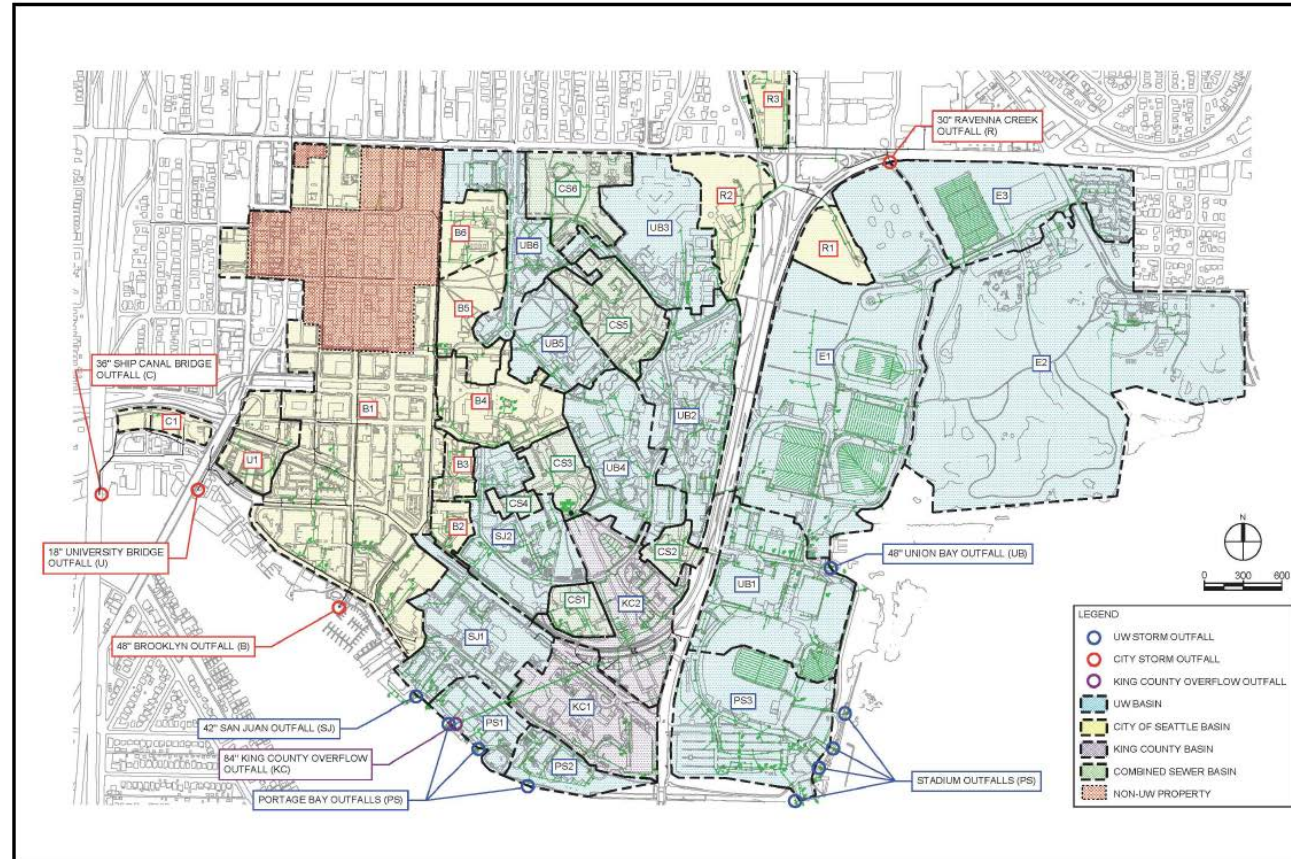
The majority of stormwater on campus either flows to University- or City-owned storm drain lines, before discharging into a nearby water body. Per the City of Seattle's 2016 regulations, on-site stormwater management practices shall be implemented to control the flow rate of the runoff and achieve water quality standards before the water is discharged...

“There are currently no known capacity issues with the University's storm drainage systems, but storm drainage shall be evaluated as new development occurs.”

Campus Master Plan, page 143

G1. Stormwater best practices

University of Washington 2018 Seattle Campus Master Plan Final Environmental Impact Statement



Source: KPF, 2017.

Figure 3.15-3

H1. City-University Agreement

This Agreement may be amended or terminated in whole or in part by agreement of the parties at any time. Any City action to amend or terminate will be authorized by City ordinance.

City-University Agreement, Section VIII.A.