

December 3, 2018

## MEMORANDUM

**To:** Planning, Land Use and Zoning Committee  
**From:** Lish Whitson, Council Central Staff  
**Subject:** University of Washington 2018 Seattle Campus Major Institution Master Plan  
(Council Bill 119426 and Clerk File 314346)

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On December 5, the Planning, Land Use and Zoning Committee (PLUZ) will consider and may vote on [Council Bill 119426](#) and [Clerk File 314346](#), which will be the Council's final decision on the [University of Washington 2018 Seattle Campus Master Plan](#) (CMP). Council Bill 119426 was built on the Council's preliminary decision on the CMP (Resolution [31839](#)), which was adopted in September.

This memo has three attachments:

- § Attachment 1 describes technical changes that have been made to the preliminary decision in drafting Council Bill 119426;
- § Attachment 2 summarizes the comments contained in the responses and replies to Resolution 31839; and
- § Attachment 3 contains amendments to Council Bill 119426 that Councilmembers have proposed after reviewing those responses and replies.

At the December 5 PLUZ meeting, the Committee will consider and may vote on Council Bill 119426 and the amendments contained in Attachment 3. If the committee does vote to recommend passage of Council Bill 119426, it should also vote to recommend that Clerk File 314346 be "granted as conditioned."

### Background

The CMP is a ten-year plan to guide the growth of the University of Washington. It would allow up to six million additional square feet of space on campus, in order to accommodate an additional 35,000 students, 1,900 staff and 840 faculty. The proposed growth cap provides for between 500,000 and 1,000,000 gross square feet of academic and research partnership space. Growth would be concentrated in the West Campus, west of 15<sup>th</sup> Avenue Northeast, and in the South Campus, south of NE Pacific Street.

On April 4, 2016 the University filed a [notice of intent](#) to prepare the Master Plan. On October 5, 2016, the University released a [Draft CMP](#), a [Draft Environmental Impact Statement](#) (EIS) and a [Draft Transportation Discipline Report](#) (TDR). On July 5, 2017, the University released a final [CMP](#), [Final EIS](#), and [Final TDR](#). The City-University Community Advisory Committee (CUCAC) published a [report and recommendations](#) on the CMP recommending adoption with changes and modifications on August 30, 2017. The Seattle Department of Construction and Inspections

published their [recommendation](#) to approve the CMP with conditions on November 16, 2017. In December 2017, the Seattle Hearing Examiner held an [open record public hearing](#), and [recommended approval](#) of the CMP and proposed modifications to Major Institution Overlay height limits subject to conditions on January 17, 2018.

The Council received [petitions for further consideration](#) of the Hearing Examiner's recommendation from 29 parties, including the University of Washington, the Seattle Department of Construction and Inspections and the University District Alliance for Equity and Livability. Four [responses](#) to those petitions were filed with the City Clerk. Three [replies](#) were filed to those responses. On July 18, 2018, the PLUZ Committee was briefed on the plan. The PLUZ Committee held a [hearing](#) on July 31 to receive testimony from the University, the petitioners and other parties of record to the plan. On August 1, the Committee was briefed on the petitions received in response to the plan. On September 5, the Committee began discussion of Resolution 31839 and potential amendments to the Hearing Examiner's recommended conditions. On September 19, the Committee considered voted on Resolution 31839 and amendments to the resolution.

Following Council's adoption of Resolution 31839 on September 25, it was sent to the University of Washington Board of Regents, the City/University Community Advisory Committee and other individuals and organizations that filed a petition with the Council (collectively, the "parties of record"). Parties of record had an opportunity to transmit written comments on the Council's preliminary decision. The Council received [twenty responses](#). Parties of record had the opportunity to reply to the initial responses. Five parties chose to reply. Their replies are available [here](#). Responses and replies are summarized in Attachment 2.

Council Bill 119426 incorporates many of the technical changes that have been recommended in the responses to Resolution 31839. Attachment 1 shows the differences between Council Bill 119426 and Resolution 31839.

After reviewing the responses, Councilmembers have suggested some amendments to Council Bill 119426. Those amendments can be found in Attachment 3.

If the Committee votes to approve Council Bill 119426, it could go to a full Council vote on Monday, December 10. If the Committee is not ready to vote, notice would be provided for an additional Committee discussion and possible vote at the next scheduled PLUZ Committee meeting.

cc: Kirstan Arestad, Central Staff Director  
Ketil Freeman, Supervising Analyst

## Attachments

Attachment 1: List of technical changes made to Resolution 31839 in drafting Council Bill 119426

Attachment 2: Summary of comments received in response to Resolution 31839

Attachment 3: Proposed amendments to Council Bill 119426

- A. Reporting
- B. Housing
- C. Transportation
- D. Zoning
- E. Bike plan

## Attachment 1: Technical changes included in Council Bill 119426

The following pages show changes made in converting Resolution 31839 to Council Bill 119426. Most changes were made to correct grammatical, spelling and numerical mistakes. Changes also update verb tenses and cross references between documents. Other changes were made to clarify intent, to clarify sequencing of activities, and to clarify the City's authority to condition the Campus Master Plan (CMP). More significant changes include:

### Council Bill

1. In the recitals, removing duplication, recognizing the University's work in preparing the CMP, and describing Resolution 31839.
2. Reordering the sections of the bill to state the Council's conditional approval of the CMP first.

### Attachment 1: Conditional Approval

1. In condition 18, clarifying the hierarchy of access points to off-street parking.
2. In conditions 28 and 36, clarifying that the 12% SOV rate does not apply if the Sound Transit Link extension has not been completed.

### Attachment 2: Amendments to the Official Land Use Map

No changes

### Attachment 3: Findings of Fact

1. New findings 1 and 2, which provide background and context regarding the University of Washington and its importance as a state institution of higher education.
2. In finding 5, adding the date of the creation of the University of Washington Major Institution Overlay.
3. In finding 7, providing more context regarding the City-University Agreement.
4. In findings 11-16, quoting more of the City-University Agreement.
5. In finding 17, clarifying that the CMP is not a subarea plan under the Growth Management Act.
6. In finding 50, quoting the Seattle Department of Construction and Inspection's transportation expert's discussion of SOV rates before the Seattle Hearing Examiner.
7. In finding 63, recognizing zoning heights adjacent to site W22.
8. In finding 71, providing a more complete picture of the Environmental Impact Statement's discussion of how growth in housing demand will be accommodated.
9. In finding 76, including the University's argument against requirements for affordable housing.
10. In finding 79, including the University's argument against requiring contributions toward RapidRide transit improvements, and referencing the University's later agreement.
11. In finding 82, including the University's argument against requiring capital improvements to support transit.

### Attachment 4: Conclusions

1. In conclusion 1, clarifying the City's authority to condition approval of the CMP.
2. Deleting conclusions 3-8, related to the City's authority, which are discussed in conclusion 1.
3. In conclusion 3, referencing regulations regarding essential public facilities.
4. In conclusion 15, including the University's argument regarding funding of RapidRide transit improvements.

Attachment 1: Technical changes included in Council Bill 119426

5. In conclusion 18, clarifying the relationship between SEPA authority and land use authority.
6. Deleting conclusion 25, related to SEPA authority to condition the CMP.
7. In conclusion 20, recognizing development standards in the CMP.
8. In conclusion 23, recognizing development standards and the City's authority to condition approval of the CMP.
9. In conclusion 28, recognizing that the Council drew different conclusions from the Examiner regarding appropriate heights on site W22.

CITY OF SEATTLE

RESOLUTION ORDINANCE

COUNCIL BILL \_\_\_\_\_

..title

~~A RESOLUTION making a preliminary decision on~~ AN ORDINANCE relating to land use and zoning; granting conditional approval of the University of Washington 2018 Seattle Campus Master Plan-; and amending Chapter 23.32 of the Seattle Municipal Code (SMC) at pages 61, 62, 63, 77, 78, 79, 80, and 81 of the Official Land Use Map.

..body

WHEREAS, in 1998 The City of Seattle and the University of Washington (UW) entered into an agreement regarding planning for the Seattle campus of the University of Washington, called the “City-University Agreement” (CUA); and

WHEREAS, the CUA was last amended by Ordinance 121688 in 2005; and

~~WHEREAS, on April 21, 2016, the UW filed a notice of intent to prepare a new Campus Master Plan (CMP) pursuant to the CUA; and~~

WHEREAS, in 2002, the City granted conditional approval of a ten-year Campus Master Plan (CMP), allowing for the development of up to ~~three million~~ 3,000,000 square feet of space on the University of Washington Seattle Campus; and

WHEREAS, on April 21, 2016, the ~~University~~ UW filed a notice of intent to prepare a new CMP ~~in 2016~~ pursuant to the CUA; and

~~WHEREAS, the UW developed a draft CMP, held public meetings, and prepared an Environmental Impact Statement on the proposed CMP before submitting a final CMP to the City on July 5, 2017; and~~

WHEREAS, the CMP has been reviewed by the City/University Community Advisory Committee (CUCAC), the Seattle Department of Construction and Inspections, and the Seattle Hearing Examiner, who recommended approval of the CMP with conditions; and

1 WHEREAS, the City Council received petitions for further consideration of the Seattle Hearing  
2 Examiner’s decision and held a public hearing on the CMP to receive testimony from  
3 parties of record; and

4 WHEREAS, the CUA requires that the City Council prepare a preliminary decision on the CMP;  
5 and

6 WHEREAS, on September 24, 2018, the City Council adopted Resolution 31839, containing the  
7 Council’s preliminary decision on the CMP; and

8 WHEREAS, the CUA provides that the University of Washington’s Board of Regents, the City-  
9 University-Community Advisory Committee (CUCAC), and any petitioning persons may  
10 respond to the Council’s preliminary decision by providing specific objections, the basis  
11 of the objections, and reasonable alternatives to the preliminary decision; and

12 WHEREAS, the City Council has considered the responses to Resolution 31839; and

13 WHEREAS, the City Council recognizes the University’s intent to increase access to child care  
14 ~~facilities~~ by adding space for up to 366 ~~child care slots~~ additional children on campus in  
15 the next eight years; and

16 WHEREAS, the City Council encourages the University and the City of Seattle Department of  
17 Education and Early Learning to explore opportunities to support access to high quality  
18 preschool and child care for University students, staff and faculty workers; and

19 WHEREAS, the Seattle City Council encourages the University of Washington to use a priority  
20 hire program to support the hiring of residents of underserved communities to work on  
21 construction projects; and

22 WHEREAS, the City Council encourages the University of Washington to explore innovative  
23 ways to support local economic development and the integration of woman and minority-

1 owned local businesses into the Campus, such as the Port of Seattle’s retail leasing  
2 program at Sea-Tac airport; and

3 WHEREAS, the City Council encourages the University of Washington to ~~engage in~~  
4 ~~negotiations to amend the City University in order~~ consider amendments to the CUA to  
5 bring the agreement up-to-date and respond to changes to the regulatory environment,  
6 including changes to the Growth Management Act, the Seattle Comprehensive Plan, and  
7 the City Council’s quasi-judicial rules; NOW, THEREFORE,

8 **BE IT ~~RESOLVED~~ ORDAINED BY THE CITY ~~COUNCIL OF THE CITY OF SEATTLE~~**  
9 **THAT AS FOLLOWS:**

10 Section 1. ~~The City Council intends to adopt findings regarding~~ The University of  
11 Washington 2018 Seattle Campus Master Plan, dated July 2017, contained in Clerk File 314346,  
12 is conditionally approved as ~~shown~~ modified by the provisions in Attachment 1 ~~to of~~ this  
13 ~~resolution.~~

14 ordinance. When the amendments to the proposed ~~Section 2. The City Council intends to~~  
15 ~~adopt conclusions regarding the University of Washington~~ 2018 Seattle Campus Master Plan,  
16 Clerk File 314346, are made as ~~shown in Attachment 2~~ required by the conditions of approval  
17 attached to this ~~resolution.~~

18 ~~Section 3. The preliminary decision of the City Council is to approve the University of~~  
19 ~~Washington 2018 Seattle Campus ordinance, the~~ Master Plan ~~with the amendments described in~~  
20 ~~Attachment 3 to this resolution will supersede.~~

21 ~~Section 4. The preliminary decision of the~~ 2002 Master Plan approved by Ordinance  
22 121041.



1            Section 2. ~~City Council is to amend~~ The Official Land Use Map, Chapter 23.32 of the  
2 Seattle Municipal Code, is amended to rezone properties identified on pages 61, 62, 63, 77, 78,  
3 79, 80, and 81 of the Official Land Use Map as shown in Attachment 42 to this ~~resolution.~~

1 ordinance.

2 Section 3. The City Council adopts findings of fact regarding the University of  
3 Washington 2018 Seattle Campus Master Plan, Clerk File 314346, as shown in Attachment 3 to  
4 this ordinance.

5 Section 4. ~~Adopted~~The City Council adopts conclusions regarding the University of  
6 Washington 2018 Seattle Campus Master Plan, Clerk File 314346, as shown in Attachment 4 to  
7 this ordinance.

8 Section 5. This ordinance shall take effect and be in force 30 days after its approval by  
9 the Mayor, but if not approved and returned by the Mayor within ten days after presentation, it  
10 shall take effect as provided by Seattle Municipal Code Section 1.04.020.

11

1            Passed by the City Council the \_\_\_\_\_ day of \_\_\_\_\_, 2018,  
2 and signed by me in open session in authentication of its ~~adoption~~passage this \_\_\_\_\_  
3 day of \_\_\_\_\_, 2018.

4 \_\_\_\_\_  
5            President \_\_\_\_\_ of the City Council

6            Approved by me this \_\_\_\_\_ day of \_\_\_\_\_, 2018.

7 \_\_\_\_\_  
8            Jenny A. Durkan, Mayor

9            Filed by me this \_\_\_\_\_ day of \_\_\_\_\_, 2018.

10 \_\_\_\_\_  
11            Monica Martinez Simmons, City Clerk

12 (Seal)

1 Attachments:

2 Attachment 1 – Conditions of Approval for the University of Washington 2018 Seattle Campus  
3 Master Plan

4 Attachment 2 – Amendments to the Official Land Use Map, Chapter 23.32 of the Seattle  
5 Municipal Code

6 Attachment 3 – Seattle City Council Findings of Fact Related to the University of Washington  
7 2018 Seattle Campus Master Plan

8 Attachment ~~24~~ – Seattle City Council Conclusions Related to the University of Washington 2018  
9 Seattle Campus Master Plan

10 ~~Attachment 3 – Seattle City Council Amendments to the University of Washington 2018 Seattle~~  
11 ~~Campus Master Plan~~

12 ~~Attachment 4 – Proposed amendments to the Official Land Use Map, Chapter 23.32 of the~~  
13 ~~Seattle Municipal Code~~

Attachment 31

~~Seattle City Council Amendments to~~ Conditions of Approval for the  
University of Washington 2018 Seattle Campus Master Plan

The City Council ~~intends to approve~~ approves the University of Washington 2018 Seattle Campus Master Plan, as found in Clerk File 314346, provided that the University of Washington makes the following changes to the Plan as recommended by the Seattle Hearing Examiner and amended by the City Council.

1. Amend page 276 of the Housing section to include the statement, “The University shall construct no fewer than 150 affordable housing units for faculty and staff earning less than 60% AMI and no fewer than 300 additional affordable housing units for faculty and staff ~~eraning~~ earning less than 80% AMI within the MIO boundary, Primary Impact Zone, or Secondary Impact Zone prior to the completion of 6 million net new gross square feet authorized by the CMP.”

2. A condition of the Master Plan shall state: “The University shall construct no fewer than 150 affordable housing units for faculty and staff earning less than 60% AMI and no fewer than 300 additional affordable housing units for faculty and staff earning less than 80% AMI within the MIO boundary, Primary Impact Zone, or Secondary Impact Zone. All the required housing shall be constructed prior to the completion of 6 million net new gross square feet authorized by the CMP.”

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~~ (be 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~~ Completion of the East Campus section of the continuous waterfront trail shall ~~align with~~ be completed by 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 ~~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. 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 Management Master Program and the University’s Shoreline Public Access Plan. The continuous waterfront trail design and implementation plan for the South and East campus sectors shall include convenient pickup and drop off facilities and signage throughout the length of the trail that reflects 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 shall be completed by the earlier of: completion of 3.0 million gross square feet of net new development 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 Site W29, it shall complete construction of the “Plaza,” and as” prior to completion of development of Site W29. The University completes development of Site W27, it shall complete construction of the “Belvedere,” both” prior to completion of development on Site W27. The Plaza and the Belvedere are identified on page 98.

7. Page 240: 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~~ (shall be completed by the time the University submits the first permit application for development of Site (~~Sites~~ S50, S51, S52, S41, S42, S45, or S46).

8. Page 240: Amend the third paragraph under “Continuous Waterfront Trail”:

~~Construction of the~~The East Campus section of the continuous waterfront trail shall align with be completed by 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. The University 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 that are adjacent to the following locations: City of Seattle right-of-way in the West Campus sector, mid-block corridors in all sectors, the West Campus Green Plaza and the Belvedere, the 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 shall provide transparency within 2-8 feet above the sidewalk along 60% of the building façade. Where active street level uses are required, street-level parking within structures, excluding driveway access and garage doors or openings, is ~~not allowed~~ prohibited unless the parking is separated from street-level street-facing facades by active street level uses ~~complying that~~ comply with the use and transparency requirements of this paragraph.

11. Amend the first two paragraphs under “Parking” on pages 240 and 241 to remove the student parking requirements, as follows:

#### PARKING

Parking is planned on a campus-wide basis, and needs for parking near new development are assessed concurrently with development planning. Parking spaces may be located in any sector to accommodate need. There is no minimum parking requirement. Overall, motor vehicle parking is limited to a maximum of ~~129,000~~ 12,300 spaces within the MIO (the “parking cap”). Service and load zones, ~~parking for student housing,~~ and accessory off-campus leased or owned spaces are not counted toward the parking cap. Above-ground parking is not counted against the net new 6 million square foot growth allowance in the CMP.

~~Minimum parking standards for new student housing will be one space per unit for family housing and spaces for up to 4 percent of total residents for single student housing.~~

12. Page 68: Under “Parking Lot Typologies,” amend the first paragraph as follows:

#### PARKING LOT TYPOLOGIES

Parking on campus is provided through surface, structured, and underground parking lots of varying sizes. As the campus has grown, surface parking lots have increasingly been replaced by buildings, sometimes without replacing lost parking capacity on that site. ~~In 1991, the University agreed to a parking space cap of 12,300 in the MIO, and that same cap is in place today, 25 years later. Twenty five years later, that cap is reduced to A parking limit of 9,000 spaces is established to better reflect actual parking use and to discourage single-occupancy vehicular access to the campus.~~

**13.** Amend the last paragraph on page 68 as follows:

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, and miscellaneous restricted parking spaces, and parking associated with residence halls.

**14.** Amend Table 5 on page 68 of the Master Plan to include parking associated with residence halls.

**15.** Page 68: Table 5. “Existing Parking Lots within Parking Spaces Cap, 2016” amend the notes at the bottom of the table as follows:

Total – 10,667                      Parking Cap – ~~12,300~~9,000    ~~Under~~Over Cap – ~~1,633~~1,667

**16.** Page 120: Under “Parking,” amend the first paragraph as follows:

**PARKING**

The existing parking cap of 12,300 parking spaces ~~remains unchanged~~ is reduced to 9,000 parking spaces to better reflect actual parking use. All new parking shall remain within the 9,000 ~~12,300~~ parking spaces cap.

**17.** Page 240: Under “Parking,” amend the first paragraph as follows:

**PARKING**

Parking is planned on a campus-wide basis, and needs for parking near new development are assessed concurrently with development planning. Parking spaces may be located in any sector to accommodate need. Overall, motor vehicle parking is limited to a maximum of 9,000 ~~12,300~~ spaces within the MIO (the “parking cap”). Service and load zones, parking for student housing, and accessory off-campus leased or owned spaces are not counted toward the parking cap. Above-ground parking is not counted against the net new 6 million square foot growth allowance in the CMP.

**18.** 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~~....~~. A determination on the final access location shall be made by SDCI, in consultation with SDOT, based on this hierarchy:

- ▲1. Alley
- ▲2. Local Access Road
- ▲3. Minor Arterial
- ▲4. Major Arterial Street
- ▲5. Major transit street or street with bicycle facility
- ▲6. A Designated Neighborhood Green Street

19. Page 260: Under “Introduction,” amend the last paragraph on the page as follows: To reinforce the University’s commitment to limiting auto travel, the University shall ~~continue to~~ cap the number of parking stalls available to commuters within the Major Institution Overlay boundary to ~~12,300~~ 9,000. ~~This parking cap has remained unchanged since 1984.~~

20. 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 Chapter 23.53 and the Street Improvement Manual, or functional successor. Where required, improvements to within the public realm allowance shall be completed in accordance comply with the adopted any applicable 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.

21. Page 251: Under “Upper Level Setbacks,” amend the first paragraph under “First Upper Level Setback”:

~~Sites with building~~ Buildings with 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~~ Buildings with 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.

22. 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.~~ for University property as

follows: ~~sites~~ sites with building buildings with footprints that exceed 20,000 square feet and whose building height exceeds 160’ that are located along University Way and Campus Parkway, ~~shall be~~ are 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~~ Buildings with footprints that exceed 20,000 square feet and whose building height exceeds 160’ that are located along Pacific Street, ~~shall be~~ bear required to step back an additional 20’ at 120’ in height along a minimum of one façade, generally the façade 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.

23. Page 239: Under “Ground Level Setbacks,” amend the third paragraph:

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

24. Page 156: Amend the paragraph under “Gateways”:

The University’s 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.~~

25. 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.~~

26. Page 233: Remove the two bulleted paragraphs.

27. Page 261: Amend the first bulleted item and the first sentence of the third bulleted item:

“Convene a transportation agency stakeholder meeting, at least quarterly, to review progress and discuss unforeseen transportation challenges and opportunities. ~~The group will~~ Meeting attendees may comment on but do not have oversight authority to set TMP priorities.”

“Conduct an annual survey and provide the results of its efforts to the City-University Citizen Advisory Committee (CUCAC), SDOT Director, SDCI Director, Seattle City Council members, transportation agency stakeholders, and transit agency partners.”

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

The University’s TMP SOV rate goal is 17% as of the date of this Plan. The goal shall decrease to 15% one year after the opening of the Northgate Link Extension. ~~The goal shall decrease further,~~ to 13% one year after the opening of the Lynnwood Link Extension, and to 12% by 2028 or upon the development of six million net new gross square feet, ~~whichever is if occurring earlier than 2028 (but no sooner than the opening of the two Link extensions identified above.)~~

If the University fails to achieve the applicable SOV rate goal, the University shall take steps to enhance the TMP to increase the likelihood that the goal ~~shall~~ will be achieved. Additional measures will be ~~set~~ chosen by the University and may 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~~ if the University has ~~not~~ failed to ~~timely~~ reached its SOV rate goal of 17%, ~~15% %~~, 13%, or 12% for a period of 24 months ~~after the deadlines identified above have been reached~~, the Director of Seattle Department of Construction and Inspections (SDCI) or its successor agency shall not issue master use permits or building permits ~~shall not be issued~~ for proposed 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 the Seattle Department of Construction and Inspections (SDCI) (or its successor agency) The SDCI Director shall withhold permits~~ deny permit applications until the University has ~~it has been~~ reasonably demonstrated to the satisfaction of the Director that it the University will implement additional mitigation measures shall be implemented that shall meet or restore the University

~~student, faculty, and staff to that will achieve the required SOV rate to 15%. This measure shall not be applied to maintenance, emergency repair, or other minor projects proposed by the University.~~

**29.** Pages 50-51: Under “Movement to and from Campus” amend this section as follows:

#### MOVEMENT TO AND FROM CAMPUS

The University of Washington has an extremely desirable mode split—a term used to describe the various ways students, faculty and staff travel to and from campus. Its single occupancy vehicle (drive-alone) rate is low at ~~20~~ 17 percent of campus commutes, while walking, biking and transit collectively account for ~~72~~ 76 percent of campus commutes. The introduction of light rail is anticipated to further modify the mode split. The mode split is discussed in greater detail in the Transportation Management Plan Chapter, the University of Washington Master Plan Seattle Campus Annual Reports, and the Transportation Discipline Report in the CMP EIS.

The mode split aligns with the findings from the campus wide MyPlaces survey as part of the Campus Landscape Framework, in which individuals were asked to identify key campus gateways, or locations at which individuals enter the campus. Details of the mode split analysis methods and history are provided in the Transportation Discipline Report of the CMP EIS. In the mode split analysis, the intersection of 15th Avenue NE and Campus Parkway emerged as the primary gateway to campus, which aligns with Campus Parkway’s identity as one of two significant transit hubs near campus (the second hub is located at the Montlake Triangle). Additional gateways are also located along 15th Avenue NE and at the intersection of 45th Street and Memorial Way, which further reinforces the need to better integrate the entrances to campus with the surrounding urban context. Fewer gateways were identified along the edges of East Campus, which signals the need to improve connections between the Central and East Campus sectors generally.

The campus wide mode split for faculty, staff and students is taken from a U-Pass survey of travel modes to the campus in the morning. The 2015 survey’s results ~~are~~ were consistent with survey results from the last decade, and showed the drive alone to campus rate ~~is~~ was approximately 20%; ~~however,~~ However, the 2016 survey’s results, which represent the conditions after the opening of the Husky Stadium light rail station, indicate a drive alone rate of only ~~18%~~ 17%. The Transportation Discipline Report describes the analysis and ~~is~~ was based on the more conservative 20% drive alone mode split from 2015. The Campus Master Plan is based on the ~~current~~2016 mode split of 17%.

**30.** Pages 51: Figure 32. 2015 Mode Split (Morning Arrivals to Campus):

Update Figure 32 to reflect the 2016 Mode Split from the 2016 U-Pass annual survey results.

**31.** Page 260: Under “Introduction,” amend the second paragraph:

Beginning in 1983, the University’s commitment to managing its transportation impacts was formalized in its Transportation Management Plan, which embodies the intent to expand commuting options for University students, staff, and faculty, and to shift travel habits away from single occupancy vehicles. The primary goal of the University’s TMP is to reach a 15%-12% single occupancy vehicle rate by 2028. Through its active and innovative efforts, the University has successfully kept single occupant vehicle trips under 1990 level despite a 35% increase in campus population.

**32. Page 260: Under “Transportation Management Plan Goal”**

Limit the proportion of drive-alone trips of student, staff and faculty to 15% by 2028, one year after opening of the Northgate Link Extension, to 13% one year after opening of the Lynnwood Link Extension and 12% by 2028 or the development of six million net new gross square feet, whichever is earlier: (but no sooner than the opening of the two Link Extensions).

**33. Maintain the existing MIO height limitations (~~105’~~) for properties along University Way north of Campus Parkway (Sites 105’ for Site W19 and 65’ for site 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 Site W19 and 65 ft. for Site W20.**

**34. Limit structure height on development sites W31 and W32 to 30 ft. and amend Table 10 “Conditioned Down Building Heights” accordingly.**

**35.**

(a) Pages 208 – 209 (Figure 169): Change to a Secondary Access Corridor the Priority Pedestrian Connector that extends southward from the northern end of Portage Bay Vista. Also change to Secondary Access Corridors two of the three northeast-southwest-oriented Priority Pedestrian Connectors (the three that are perpendicular to NE Pacific St.). List the symbols used to identify the Secondary Access Corridors in Figure 169’s key on page 209 under “Development Standards.”

(b) Page 240: Under “South Campus Green,” add the following to the end of the second paragraph:

The design and implementation plan for the Greens and South Campus section of the continuous waterfront trail shall include the final locations and dimensions of mid-block corridors, secondary access corridors and priority pedestrian connectors represented in Figure 169.

(c) Page 244: Add the following new development standard before “Shorelines”:

**Secondary Access Corridors**

Secondary access corridors are required in the approximate locations identified in Figure 169. Secondary access corridors are to be welcoming pedestrian corridors that provide public access,

and views where possible, from NE Pacific Street into the South Campus and South Campus section of the continuous waterfront trail. These corridors shall be a minimum width of 12’ and, where possible, open to the sky.

**36.** Page 251: After the last paragraph under “View Corridors,” add:

When proposing to develop sites adjacent to or within the 12 view corridors ~~documented~~described 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.

**37.** Page 252: Amend the View Corridor 8 description as follows:

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

**38.** 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.

**39.** 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 ~~balancees~~ provides for the preservation of historic campus assets with intensive investment.

**40.** Page 8: Amend the paragraph under “Guiding Principles”:

The CMP creates a framework designed to enable the UW’s continued evolution as a 21<sup>st</sup> century public higher education research and service institution. The CMP ~~balancees~~ provides for the 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:

**41.** Page 24: Amend paragraph Nos. 1, 3, and 5 under “Regulatory Authority and Planning Process”:

1. 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 that 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 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.~~

**42.** 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.

**43.** 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 may be permitted prior to future development where authorized by any required permit. 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.~~

**44.** 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.

**45.** Page 155: Amend the paragraph preceding “The Historic Resource Addendum (HRA)”:

The review of historic resources on the campus utilizes the process stated above. In 2017, the Washington State Supreme Court concluded:

The plain language of the current statutes provide that the Regents’ authority is subject to limitation by applicable state statutes, including the GMA’s provision that state agencies must comply with local development regulations adopted pursuant to the GMA. UW property that is located in Seattle is thus potentially subject to the [the City’s Landmarks Preservation Ordinance] absent a specific, directly conflicting statute.

University of Washington v. City of Seattle, 188 Wn.2d 823, 845, 399 P.3d 519 (2017). 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.<sup>†</sup>

<sup>†</sup>Arguments related to this topic have been heard by the Washington Supreme Court. A decision is pending.

**46.** Page 230: Amend the first paragraph under “Introduction”:

Consistent with SMC 23.69.006.B, ~~TthisisThis~~ chapter outlines the development standards of the underlying zoning that guide proposed regulate 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.

**47.** Page 238: Delete all text in its entirety and replace it with the following:

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.

**48.** Page 241: Delete the fifth, one-sentence paragraph under “Parking”:

~~All new development shall consider opportunities for bike parking facilities.~~

**49.** Page 267: “Bicycle,” amend as follows:

#### Bicycle

Bicycling is a reliable, active, space-efficient, and carbon-free commute option for UW students, faculty, and staff. For neighborhoods close to campus, bicycling commuting times can rival those of transit or driving. Reliable door-to-door travel times likely contribute to the popularity (according to U-PASS survey data) of bicycling among faculty, who are otherwise more likely to drive alone. The University of Washington has long supported bicycle commuting through infrastructure and programming. Continued investment in the capacity and security of campus bicycle parking, quality of campus bicycle routes, and innovative educational and encouragement programming shall accommodate growth in the number of bicyclists reaching the growing campus.

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. Bicycle routes on the Burke-Gilman Trail and University Bridge and elsewhere provide bike access to campus. The Burke-Gilman Trail provides excellent access to West, South and East Campus locations. Bike routes are outlined in the CMP. The University completed a corridor study and design concept plan for expansion of the Burke-Gilman Trail in 2012 and is working toward implementing these improvements as funding allows.

## POTENTIAL BICYCLE IMPROVEMENT STRATEGIES

1. Plan a comprehensive on-campus bicycle network that provides desirable bicycle facilities while reducing conflicts with other modes, enhancing the pedestrian experience throughout campus.
2. Work with partners to develop connections to and from key neighborhoods, regional bicycle facilities, and transit hubs.
3. Work with the City and transit agencies to improve sidewalks, transit stops, and other bicycle amenities near transit services and hubs including consideration of space for secure bicycle parking.
4. Coordinate with the City to create bicycle connectivity through the street network, particularly along the University Bridge, Montlake Bridge, Brooklyn north to Ravenna Park, and west over I-5.
5. Improve the connectivity and interfaces of the off-campus bike network, the Burke- Gilman Trail, and Central Campus.
6. Improve the capacity of the Burke-Gilman Trail as defined in the Burke-Gilman Design Concept plan as funding allows.
7. Provide adequate bike parking supply to serve demand.
8. Improve quality and security of bike parking through investments to expand covered and high-security parking, lighting, lockers, and shower facilities.
9. Develop a Bicycle Parking Plan that identifies a toolbox of parking solutions and design standards.
10. Investigate ways to reduce bicycle thefts.

11. Encourage transit agencies to identify strategies for accommodating increased bicycle travel demand on transit.
12. Consider integrating programs (like future bike share and secure bike parking) into the U-PASS and work with partner agencies to expand these mobility options with connections to transit hubs and other campus destinations.

**50.** 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 amendment.<sup>13</sup> 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.

<sup>13</sup> 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.”

**51.** 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 the maximum building height of ~~30 feet~~ specified in SMC Chapter 23.60A.

**52.** 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.

- 53.** 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 ~~Ordinance 112317~~ and subsequently amended.

- 54.** 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 that relate to the trail shown on pages 108-111. Refer to those pages 108 to 111 for more information about the Shoreline Public Access Plan.”~~

- 55.** 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.~~

- 56.** Delete the following statement on page 108, at the end of the South Campus discussion:

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

- 57.** 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. Please refer to pages 48 to 49 for information on existing shoreline access conditions. Any modifications to the Shoreline Access Plan will be processed pursuant to the City-University Agreement’s provisions for amendments to the CMP.”~~

- 58.** Page 240: Add text to the end of the final paragraph under the heading “Continuous Waterfront Trail”:

The University has proposed a Public Access Plan as part of the CMP that supports the continuous waterfront trail. Refer to pages 108 to 111 for more information about the Public Access Plan. The continuous waterfront trail design and implementation plans will show the existing and proposed shoreline public access plan improvements documented on pages 108-111 that are part of the trail.

**59.** Page 109: Add the following after the recommended text regarding the continuous waterfront trail:

Boat Launch Access Points

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

**60.** 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>

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

**62.** If SDOT determines that new traffic signals are warranted at the following intersections while the Master Plan is in effect, the University will pay the indicated proportional share of the cost of the new signals: University Way NE/NE 41st Street, 24.5%; and 6th Avenue NE/NE Northlake Way, 15.1%. The University will have one year following delivery of an itemized accounting from SDOT of the new signal cost for an intersection to pay its indicated share for that intersection. The amount of new signal cost for which the University will be required to contribute a proportional share will not exceed \$500,000 per intersection (adjusted upward by 3.5% annually from the date of final CMP approval to the date the University receives the accounting for the relevant intersection).

**63.** The University will contribute 9% of the costs of ITS improvements at the time of ITS implementation within the primary impact zone, and 3.3% of the costs of ITS improvements at the time of ITS implementation within the secondary impact zone. The University's contribution will be capped at \$1.6 million for ITS improvements in the primary impact zone, and \$293,000 for ITS improvements in the secondary impact zone. Both caps will be adjusted upward by 3.5% annually from the date of final CMP approval until the delivery to the University of an itemized accounting of improvement costs from SDOT. The University will have one year following delivery of an itemized accounting of improvement costs from SDOT to pay its contribution.

**64.** Upon development of six million net new square feet, the University will measure the demand-to-capacity ratio on routes serving Campus Pkwy near Brooklyn Ave NE. If the ratio on a route exceeds 96 percent, the University shall pay King County-Metro the operating costs for two 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. Operating costs for each additional bus transit coach is defined as the cost of the driver and the costs of maintenance and repairs.

**65.** The University shall fund SDOT capital improvements to facilitate transit performance within the primary and secondary impact zones at the time of implementation of the respective RapidRide project as follows:

- 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.

**66.** The University shall 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.

**67.** The University shall upgrade the campus gateway at 15th Ave NE/NE 43rd Street as adjacent sites redevelop to comply with the Americans with Disabilities Act, and, without undertaking an obligation to act, consult 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.

**68.** The University shall expand, or pay SDOT for transit stop expansion, at 15th Avenue NE/NE 42nd Street and NE Pacific Street/15th Avenue NE as part of the NE 45th St/15th Ave NE/NE Pacific St RapidRide implementation.

**69.** The University shall ~~construct~~ separate pathways for bicyclists and pedestrians on the Burke-Gilman Trail through the campus, and install lighting following the University's Facilities Design Guidelines and Campus Illumination Study, or successor documents, by 2024.

**70.** The University shall widen the Burke-Gilman Trail between Brooklyn Avenue NE and 15th Avenue NE (the Garden Reach) by 2028 or when site W27 develops. The University shall

widen the Burke-Gilman Trail north of Rainier Vista (the Forest Reach) when sites C8 or C10 develop, or as opportunities permit.

71. The existing trip cap shall be maintained.
72. The University shall correct for typographical errors in the Master Plan as follows:
  - a. Page 8, first sentence in top of third column: in the Development Standards ~~Chapter~~ Chapter
  - b. Page 27, last sentence: For underlying zoning within the University’s MIO boundary, please refer to the City of Seattle’s Official Zoning Map, copies of which are included on pages 290 and 291 (Figures 201-204).
  - c. Page 71, graphic change: remove extra line break before “Figure 55.”
  - d. Page 94, last bullet: Please reference the ~~Project Review and Design Guidance chapter~~ section on page 156.
  - e. Page 103, open space commitment text: The land inside the dotted line in Figure 98 is preserved for a future open space in Central Campus and East Campus, but is not intended to be completed within the 10-year conceptual plan.
  - f. Page 126, Transfer of Development Capacity: The growth allowance may be moved between development sites and between sectors as outlined on page ~~255-233~~ of the Development Standards chapter.
  - g. Page 130, second to last paragraph: For more information about partnership space needs, please refer to the space needs section on pages ~~34 through 35~~.
  - h. ~~H.~~ Page 154, second paragraph: Registered State and Federal Historic Buildings are identified ~~in~~ on page 92 (Figure 78).
  - i. Page 157, first sentence: The maps on pages 174, ~~189-195~~, 208, and 226 (Figures 137, 157, 169, and 185) identify priority pedestrian connectors....
  - j. Page 207, graphic change: modify building envelopes and labels for S38, S39, S40, S41 and S45 to be 200’.
  - k. Page 242, third bullet point: change “Pacific Avenue NE” to “NE Pacific Street.”
  - l. Page 243, Figure 189: change “Pacific Avenue” to “Pacific Street” in figure graphic and caption text.

- m. Page 319, update description of Figure 189 to say “Section through Pacific Street.”
- n. Page 251, View Corridors paragraph: Therefore, campus development is prohibited within designated view corridors that are depicted on ~~Figures 192 to 195~~ page 257 (Figure 193); on pages 174, 195, 208, and 226 (Figures 137, 157, 169; and 185); and in the table and accompanying graphics on pages 252 to 253.
- o. Page 264, Table 21: Change the top cell under “Faculty” to \$308 instead of \$150.
- p. Page 73 and 123, figures 59 and 111: clarify that current zoning on the north side of NE 41<sup>st</sup> Street between 11<sup>th</sup> Avenue NE and 12<sup>th</sup> Avenue NE allows heights up to 105’.

**73.** Page 255: Amend the paragraph under “Growth Allowance” as follows:

### **GROWTH ALLOWANCE**

The phrase “growth allowance” refers to the 6.0 million gross square footage of net new development approved within the University’s MIO boundary and authorized by ~~under~~ this CMP. Square footage of above-ground parking, space dedicated to child care uses, housing that is permanently affordable to households earning less than 80% of Area Median Income, and commercial spacesquare footage on the ground floor of buildings designed for and dedicated tocontaining small businesses are exempt from the growth allowance limit. ~~is not counted against the net new 6.0 million square foot growth allowance in the CMP.~~

**74.** Page 143: Amend the last paragraph under “Storm Drainage”

There are currently no known capacity issues with the University’s storm drainage systems, but storm drainage shall be evaluated as new development occurs. If capacity issues are identified, the University will use best management practices to reduce stormwater overflows and discharges into waterways, to the extent practicable.



Attachment ~~13~~

Seattle City Council Findings of Fact Related to the  
University of Washington 2018 Seattle Campus Master Plan

The City Council ~~intends to adopt~~adopts the following findings of fact regarding the University of Washington 2018 Seattle Campus Master Plan (Clerk File 314346), as proposed by the Seattle Hearing Examiner on January 17, 2018 and as amended by the Council.

BACKGROUND

**University of Washington**

1. The University of Washington is a state institution of higher education. The University is a fully accredited publicly-funded university. The University’s primary mission is “the preservation, advancement, and dissemination of knowledge.”<sup>1</sup> It carries out this mission and provides education, research and patient care.<sup>2</sup>

2. The University’s academic program is divided into 14 schools and colleges (containing approximately 125 academic departments and degree programs).<sup>3</sup> The University’s library system is one of the largest research libraries in North America, with over five million annual users.<sup>4</sup> In 2014, the University educated 43,724 full-time equivalent (“FTE”) students on its Seattle campus, and it conferred more than 15,000 degrees.<sup>5</sup>

**Legal Framework for Master Plan**

~~1.3.~~ 1. ~~Code.~~ Seattle Municipal Code (SMC) Section 23.84A.025 defines a "Major Institution" as “an institution providing medical or educational services to the community. A Major Institution, by nature of its function and size, dominates and has the potential to change the character of the surrounding area and/or create significant negative impacts on the area. To qualify as a Major Institution, an institution must have a minimum site size of sixty thousand (60,000) square feet of which fifty thousand (50,000) square feet must be contiguous, and have a minimum gross floor area of three hundred thousand (300,000) square feet. The institution may be located in a single building or a group of buildings that includes facilities to conduct classes or related activities needed for the operation of the institution.”

~~2.4.~~ 2. ~~The SMC~~ requires that each major institution have a Major Institution Master Plan approved by the City Council, as provided in Chapter 23.69. SMC 23.69.002 states that the purpose of the chapter is to regulate major educational and medical institutions in order to:

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<sup>1</sup> Exhibit D1 at 16

<sup>2</sup> Exhibits A26-27, A31

<sup>3</sup> Exhibit A19 at 2-9 to 2-10.

<sup>4</sup> Id.

<sup>5</sup> Id. at 3.7-2; Exhibit A26 at 3.

- A. Permit appropriate institutional growth within boundaries while minimizing the adverse impacts associated with development and geographic expansion;
- B. Balance a Major Institution's ability to change and the public benefit derived from change with the need to protect the livability and vitality of adjacent neighborhoods;
- C. Encourage the concentration of Major Institution development on existing campuses, or alternatively, the decentralization of such uses to locations more than two thousand five hundred (2,500) feet from campus boundaries;
- D. Provide for the coordinated growth of major institutions through major institution conceptual master plans and the establishment of major institution overlay zones;
- E. Discourage the expansion of established major institution boundaries;
- F. Encourage significant community involvement in the development, monitoring, implementation and amendment of major institution master plans, including the establishment of citizen's advisory committees containing community and major institution representatives;
- G. Locate new institutions in areas where such activities are compatible with the surrounding land uses and where the impacts associated with existing and future development can be appropriately mitigated;
- H. Accommodate the changing needs of major institutions, provide flexibility for development and encourage a high quality environment through modifications of use restrictions and parking requirements of the underlying zoning;
- I. Make the need for appropriate transition primary considerations in determining setbacks. Also setbacks may be appropriate to achieve proper scale, building modulation, or view corridors;
- J. Allow an increase to the number of permitted parking spaces only when it is 1) necessary to reduce parking demand on streets in surrounding areas, and 2) compatible with goals to minimize traffic congestion in the area;
- K. Use the TMP to reduce the number of vehicle trips to the major institution, minimize the adverse impacts of traffic on the streets surrounding the institution, minimize demand for parking on nearby streets, especially residential streets, and minimize the adverse impacts of institution-related parking on nearby streets. To meet these objectives, seek to reduce the number of SOVs used by employees and students at peak time and destined for the campus;
- L. Through the master plan: 1) give clear guidelines and development standards on which the major institutions can rely for long-term planning and development; 2) provide the neighborhood advance notice of the development plans of the major institution; 3) allow the city to anticipate and plan for public capital or programmatic actions that will be needed to accommodate development; and 4) provide the basis for determining appropriate mitigating actions to avoid or reduce adverse impacts from major institution growth; and

M. Encourage the preservation, restoration and reuse of designated historic buildings.<sup>6</sup>

~~3.5.~~ 3. —The SMC establishes a Major Institution Overlay (“MIO”) District to overlay each major institution and creates nine MIO designations and corresponding height limits to be used within an MIO District.<sup>7</sup> The MIO District for the University of Washington was created in 1985 by Ordinance 112317.

~~4.6.~~ 4. —SMC 23.69.006.A applies the major institution chapter’s regulations to “all land located within the Major Institution Overlay District “unless specifically modified by this chapter or an adopted master plan.” However, for the University of Washington, the first sentence of SMC 23.69.006.B states that “notwithstanding subsection A of this section above, the 1998 agreement between The City of Seattle and the University of Washington, or its successor, shall govern” the following matters:

- 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.<sup>8</sup>

The second sentence of SMC 23.69.006.B states that “[w]ithin 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.”<sup>9</sup>

~~5.7.~~ 5. —City-University Agreement. The 1998 Agreement between the City and the University (“City-University Agreement” or “Agreement”), as amended in 2003 and 2004 and adopted by Ordinance 121688; is a contract between the City and the University and a development regulation.<sup>10</sup> The agreement recites, in part, that both parties “recognize that the University is a major resource of the City, state, region and nation;” that its and that the presence of the University

<sup>6</sup> Emphasis added.

<sup>7</sup> SMC 23.09.004.

<sup>8</sup> Reformatted for clarity; emphasis added.

<sup>9</sup> Emphasis added.

<sup>10</sup> Laurelhurst Cmty. Club. v. City of Seattle, Central Puget Sound Growth Mgmt. Hrngs. Bd., Case No. 03-3-0016 2004 WL 327506, (“Laurelhurst II”)

within the confines of the City greatly enhances the cultural, social, and economic well-being of the City... [and that] the University will continue to develop its physical facilities and its teaching, research, and service programs.” The Agreement further states that both parties recognize that the University’s “continued development impacts the environment of the University and its surrounding neighborhoods and the City services which support the entire community,” and that there is a “need for coordinated, comprehensive planning of University development in order to allow the University to pursue its goals of instruction, research and service to Seattle and the broader society and, at the same time, to foresee, assess, and mitigate the direct, indirect and cumulative impacts of long-term development on the physical and human environment and on City services.”<sup>11</sup>

~~6.8.~~ 6. —Section II.A of the Agreement addresses “Formulation of the Master Plan,” and states that the University will prepare:

a 10-year conceptual Master Plan and Environmental Impact Statement (“EIS”) which will include the following elements:

- a. Boundaries of the University of Washington as marked on the [City’s] Land Use Maps ... and any proposed changes.
- b. Proposed non-institutional zoning designations for all areas within the boundaries.
- c. A site plan which will provide:
  - (1) the height and location of existing facilities;
  - (2) the location of existing and proposed open space, landscaping, and screening; and
  - (3) the general use and location of any proposed development and proposed alternatives.
- d. The institutional zone and development standards to be used by the University.
- e. 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.
- f. 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

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<sup>11</sup> Exhibit D5 at 2.

Master Plan, unless program revisions have been made in accordance with the provisions of this Agreement.

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

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

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

j. A description of any proposed street or alley vacation.

k. Information required by Section II.E.2.<sup>12, 13</sup>

~~7.9. 7.~~ Section II.A.2 of the Agreement provides that the Master Plan and EIS “will include information on its proposed developments” and a “proposed development schedule in sufficient detail to permit analysis of impacts on adjacent neighborhoods and City facilities and services. The Master Plan and EIS will include boundaries surrounding the University identified as Primary and Secondary Impact Zones” as defined in the map attached to the Agreement.<sup>14</sup> “The Primary and Secondary Impact Zones will be used to assess and monitor the direct, indirect, and cumulative impacts resulting from all proposed University developments.”<sup>15</sup>

~~8.10. 8.~~ Section II.B of the Agreement provides the procedures for review and approval of the Master Plan, which supersede those set forth in Chapter 23.69 SMC. The procedures provide for the formation of the City-University-Community Advisory Committee (“CUCAC”), which holds public hearings on, reviews, and provides comments and recommendations on both the Master Plan and EIS.<sup>16</sup> The Agreement also states that the Director of the Department of DPD (now SDCI) is to submit to the Hearing Examiner the Master Plan, EIS, and report of CUCAC, and a written report of findings and recommendations relating to:

(1) Consistency of the proposed final Master Plan with the objectives of the City’s Major Institutions Policy, SEPA, and other adopted land use policies and regulations of the City;

(2) Comments received from affected City departments and other governmental agencies;

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<sup>12</sup> Emphasis added.

<sup>13</sup> Section II.E.2 of the Agreement concerns the conduct of University academic and research activities in leased facilities.

<sup>14</sup> See Exhibit D5, Exhibit A.

<sup>15</sup> *Id.* at 4.

<sup>16</sup> The composition of the CUCAC is addressed in Section G of the Agreement, Exhibit D5 at 13.

- (3) Proposed conditions for mitigating adverse environmental impacts;
- (4) Reasons for differences, if any, between the findings of the Director and CUCAC;
- (5) Recommendations on whether the proposed final Master Plan should be approved as proposed, conditioned, or denied.<sup>17</sup>

9.11. 9.—Section II.B.8.d of the Agreement states that the Director’s “review and recommendation shall be based on the provisions of this Agreement, neighborhood plans and policies adopted by ordinance, SEPA, [and] other applicable land use policies and regulations of the City,” and “shall also consider~~---~~ the need for University development to allow the University to fulfill its mission of public instruction, research and 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 the livability and vitality of adjacent neighborhoods.”<sup>18</sup>

10.12. 10.—Section II.B.9 of the Agreement provides that following the Examiner’s hearing on the Master Plan, the Examiner is to submit “recommendations to the City Council based on the provisions of this Agreement, neighborhood plans and policies adopted by ordinance, SEPA, [and] other applicable land-use policies and regulations of the City”.<sup>19</sup>

11.13. 11.—Section II.B.10 of the Agreement provides that the City Council will “hold a public hearing on the University’s proposed final Master Plan. The Council held a hearing on the Master Plan on July 31, 2018.<sup>20</sup> Under Chapter 23.76 of the Seattle Municipal Code, the City Council’s review of the Master Plan is a quasi-judicial proceeding, governed by the Council’s Rules for Quasi-Judicial Proceedings. Under those rules, the Council’s decision must be “based solely on evidence in the record.”<sup>21</sup>

12.14. 12.—Section II.B.11 of the Agreement provides that the City Council will “consider the record before the Hearing Examiner and the comments received at its public hearing and will prepare a preliminary decision.” That preliminary decision ~~will~~has been be distributed ~~in order to elicit~~and the City Council received responses from parties of record.<sup>22</sup>

13.15. 13.—Section II.B.12 of the Agreement provides that “After considering the responses the Council will consider and act on the University’s final Master Plan.”<sup>23</sup>

16. 14.—Section II.B.13 of the Agreement provides that “The University’s Master Plan will not become final until the ordinance adopting it has become law pursuant to the City Charter and the Master Plan has been adopted by the University’s Board of Regents.”<sup>24</sup>

<sup>17</sup>Exhibit D5 at 4-5 (emphasis added).

<sup>18</sup> *Id.* at 6 (emphasis added).

<sup>19</sup> *Id.*

<sup>20</sup> *Id.*

<sup>21</sup> ~~*Id.*~~ City Council Rules for Quasi-Judicial Proceedings (2015 Rules) (Resolution 31602), Section VIII.A.

<sup>22</sup> ~~*Id.*~~ Exhibit D5 at 6

<sup>23</sup> *Id.*

<sup>24</sup> *Id.*

**14.17. Prior Litigation.** In responding to a challenge to the City’s adoption of the University’s existing (2003) Master Plan, the City and University argued to the Central Growth Management Hearings Board (“GMA Board”), and the GMA Board concluded, that the Master Plan is not a subarea plan, but instead constitutes a request for approval of a development plan that, although programmatic in nature, is a land use decision that establishes development requirements for specific pieces of property under one ownership. The Board used the analogy of a site plan approval, observing that the Master Plan “generally establishes the location, dimension, and function of major structures on the University campus.”<sup>25</sup>

**15.18. 15.**—In a subsequent challenge to a City ordinance that amended the City-University Agreement, the GMA Board rejected the City’s and University’s argument that the Agreement was not a development regulation and thus, was not subject to the goals and policies of the GMA. The GMA Board concluded that the Agreement “has the effect of being a local land use regulation”. Consequently, the Agreement met the GMA’s definition of “‘development regulations’ or ‘regulation’” (defined as “the controls placed on development or land use activities by a county or city”).<sup>26</sup> The challenge to it was therefore within the GMA Board’s subject matter jurisdiction.<sup>27</sup>

**16.19. 16.**—In a 2017 decision on the University’s challenge to the City’s authority to apply its Landmarks Preservation Ordinance to the Seattle campus, the Washington State Supreme Court determined that as a state agency, the University is included in the GMA’s requirement that state agencies “shall comply with the local comprehensive plans and development regulations ... adopted pursuant to” the GMA, but that a local development regulation could not be used to preclude the siting of an essential public facility, including state education facilities.<sup>28</sup>

## Existing Conditions

**17.20. 17.**—The University’s Seattle campus is generally bounded on the west by the University Bridge (with the exception of several buildings west of the bridge on the north side of the water); on the north by NE 41<sup>st</sup> Street between Roosevelt Way NE and 15<sup>th</sup> Avenue NE, and then by NE 45<sup>th</sup> Street; on the east by Union Place NE; and on the south by Lake Washington’s Union Bay, the Lake Washington Ship Canal, and Portage Bay.<sup>29</sup>

**18.21. 18.**—“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

<sup>25</sup> ~~Laurelhurst~~Laurelhurst Cmty. Club v. City of Seattle, Central Puget Sound Growth Mgmt. Hrngs. Bd., Case No. 03-3-008, 2003 WL 22896421, (~~Laurelhurst~~Laurelhurst I) at 5-8 (June 18, 2003).

<sup>26</sup> RCW 36.70A.030(7).

<sup>27</sup> ~~Laurelhurst~~Laurelhurst Cmty. Club v. City of Seattle, Central Puget Sound Growth Mgmt. Hrngs. Bd., Case No.03-3-0016, 2004 WL 3275206, (~~Laurelhurst~~Laurelhurst II) at 11-12.

<sup>28</sup> *University of Washington v. City of Seattle*, 188 Wn. 2d 823, 837-839, 399 P.3d 519 (2017).

<sup>29</sup> See, e.g., Exhibit D2, 2018 Seattle Campus Master Plan, at 7 (Figure 2).

separately in the South Campus, with extensions into West Campus.”<sup>30</sup> Recreation and athletic facilities, as well as the Center for Urban Horticulture and the Union Bay Natural Area, are located on the East Campus, east of Montlake Boulevard.

~~19.22.~~ **19.**—“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 ... the West Campus and the northeast portion of the Central Campus.”<sup>31</sup>

~~20.23.~~ **20.**—The University owns approximately 639 acres within the campus boundary, which includes approximately 12,000 linear feet of shoreline. Approximately 60 acres within the boundary are owned by the City (park land and street rights-of-way) and private entities (Jensen Motorboat Company, the Church of Jesus Christ of Latter-day Saints, and the College Inn.). Much of the East Campus (east of Montlake Boulevard) is constructed on a methane-producing former landfill and seismic liquefaction zone, and the area includes submerged land and unstable peat islands.

~~21.24.~~ **21.**—The campus includes approximately 307 permanent and temporary buildings that, together, equal approximately 17 million gross square feet of development and encompass a broad spectrum of sizes and vintages. The campus also includes both private and public roads and streets,<sup>32</sup> paved and unpaved walkways, parking areas, landscaping, natural open space, and bulkhead and natural shoreline.

~~22.25.~~ **22.**—Existing MIO height districts vary from 37 feet to a small area of 240 feet and are shown in the ~~proposed~~ Master Plan at page 73.

~~23.26.~~ **23.**—A detailed discussion and illustrations of existing conditions is contained in Chapter 4 of the Master Plan, at pages 38 through 146.

## ~~PROPOSED~~ MASTER PLAN

~~24.27.~~ **24.**—Under the Master Plan, the Seattle campus is forecast to add 15,676 students, faculty and staff to the 2014 campus population.<sup>33</sup>

### Potential New Development

~~25.28.~~ **25.**—Within the Master Plan, the University 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 six million net new

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<sup>30</sup> Exhibit D1, SDCI Director’s Analysis and Recommendations (“Director’s Report”) at 5.

<sup>31</sup> *Id.*

<sup>32</sup> See Exhibit D2 at 67.

<sup>33</sup> Exhibit A19 (FEIS), Appendix D at 2-6 (Table 2.2). This number is slightly higher than the number included in the Master Plan at page 30. The EIS analysis translates campus growth, as reflected in increased building square footage, to trips related to the three components of the campus population. *Id.* 2-5.



gross square feet (the “Growth Allowance”). New construction located below grade, areas associated with buildings that would be demolished in conjunction with new construction, and structured parking are not included in the net new gross square footage calculation.<sup>34</sup> Each potential development site is defined in terms of maximum height and total maximum gross square feet. However, not all sites will be developed. Over the lifetime of the Plan, the University will select the actual development sites through its annual capital planning and budgeting process.

**26.29. 26.**—Although a 10-year planning horizon was used to formulate the Master Plan, it will remain in effect until development of the Growth Allowance is complete or a new Master Plan is approved.<sup>35</sup>

**27.30. 27.**—In addition to accommodating projected enrollment increases, the Growth Allowance would help reduce existing space deficits and accommodate continued growth in the areas of research and service on the Seattle campus, thereby supporting the University’s innovation and industry partnerships.<sup>36</sup>

**28.31. 28.**—The following table (Table 13) is found at p. 232 of the Master Plan:

	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%
<b>TOTAL</b>	<b>11,896,760</b>	<b>6,000,000</b>	<b>100%</b>

**29.32. 29.**—Central Campus. Approximately 15 percent of the Growth Allowance, or 900,000 net new gross square feet of development, is allocated to Central Campus, for which there are 18 identified development sites, with a total net new development capacity of 1,631,941 gross square feet.<sup>37</sup> Potential uses could include academic, mixed-use, transportation, and housing.<sup>38</sup> Just over 1.1 million gross square feet would be demolished to accommodate full development within this sector.<sup>39</sup>

**30.33. 30.**—West Campus. Approximately 50 percent of the Growth Allowance, or 3 million net new gross square feet of development, is allocated to West Campus, for which there are 19 identified development sites, with a total net new development capacity of 3,762,199 gross square

<sup>34</sup> Exhibit D2 at 124 and 255.

<sup>35</sup>Exhibit D2 at 86.

<sup>36</sup> *Id.* at 34-35; Exhibit A19 at 1-2.

<sup>37</sup> *Id.* at 162-163.

<sup>38</sup> *Id.* at 164.

<sup>39</sup> *Id.*

feet.<sup>40</sup> Potential uses could include academic, mixed-use, transportation, and industry partnership/manufacturing.<sup>41</sup> Approximately 800,000 gross square feet would be demolished to accommodate full development within this sector.<sup>42</sup>

**31.34. 31.**—South Campus. Approximately 23 percent of the Growth Allowance, or 1.35 million net new gross square feet of development, is allocated to South Campus, for which there are 20 identified development sites, with the total net new development capacity of 2,208,735 gross square feet.<sup>43</sup> Potential uses could include academic, mixed-use, and transportation.<sup>44</sup> Approximately 2.8 million gross square feet would be demolished to accommodate full development within this sector.<sup>45</sup>

**32.35. 32.**—East Campus. Approximately 12 percent of the Growth Allowance, or 750,000 net new gross square feet of development, is allocated to East Campus, for which there are 29 identified development sites, with a total net new development capacity of 4,293,885 gross square feet.<sup>46</sup> Potential uses could include academic, mixed-use, industry partnership/manufacturing, academic conference center, and transportation.<sup>47</sup> Approximately 360,000 gross square feet would be demolished to accommodate full development within this sector.<sup>48</sup>

### **Proposed MIO Height District Changes**

**33.36. 33.**—Master Plan Figure 111, at page 123, illustrates the building heights requested within the MIO Height Districts.<sup>49</sup> The existing Central Campus sector height of 105 feet would be maintained. Within the West Campus sector, current mapped height limits of 37 – 105 feet would change to 37 – 240 feet, and heights would increase throughout most of the sector. Within the South Campus sector, current mapped height limits of 37 - 240 feet would be maintained, and heights would increase throughout most of the sector. Within the East Campus sector, current mapped height limits of 37 – 160 feet would be maintained, but the mapped height at the E1 parking lot would increase from 37 feet to a range of 65 – 160 feet.

**34.37. 34.**—The proposals for increased height limits include self-imposed conditions reducing maximum building heights for some specific development sites. All sites within the Shoreline District would be limited to 30 feet in height to comply with the City’s Shoreline Master Program.

**35.38. 35.**—The Master Plan and EIS point out that the increased height would reduce the number of potential development sites needed for building space, thereby allowing for the development of new open space areas.<sup>50</sup>

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<sup>40</sup> *Id.* at 186-188.

<sup>41</sup> *Id.* at 188.

<sup>42</sup> *Id.*

<sup>43</sup> *Id.* at 203-204.

<sup>44</sup> *Id.* at 204.

<sup>45</sup> *Id.*

<sup>46</sup> *Id.* at 217-218

<sup>47</sup> *Id.* at 218.

<sup>48</sup> *Id.*

<sup>49</sup> Figure 59, on page 73 of the Master Plan, illustrates the existing MIO Height Districts on campus.

<sup>50</sup> *See, e.g.*, Exhibit A19 at 3.6-54 to 3.6-56.

~~36.39.~~ ~~36.~~—The University’s requests for changes to MIO Height Districts were processed as rezones per Code requirements. The Director’s Report includes an evaluation of the rezone requests pursuant to the rezone criteria found in SMC 23.23.008, and the criteria found in SMC 23.34.124, “Designation of Major Institution Overlay Districts.”<sup>51</sup> The analysis is complete and accurate, and is therefore adopted by reference.

~~37.40.~~ ~~37.~~—The Master Plan also identifies “Development Areas,” which indicate responsibility for development of landscape and the public realm improvements connected with development of individual sites. Figure 113, at page 127, shows the general development area associated with each identified development site for purposes of project design and planning.

### **Open Space**

~~38.41.~~ ~~38.~~—The Master Plan proposes new and enhanced open spaces within the West, South, and East Campus sectors, including a continuous waterfront trail. An approximately four-acre park, called the “West Campus Green,” and the West Campus section of the waterfront trail, would be constructed within the West Campus.<sup>52</sup> Within the South Campus, a four-acre open space, called the “Upper South Campus Green,” and the “South Campus Green,” as well as the South Campus section of the waterfront trail, would be constructed.<sup>53</sup> A section of the waterfront trail also would be constructed within the East Campus.

~~39.42.~~ ~~39.~~—The Master Plan identifies a schedule for completion of the proposed open spaces, but the Department recommended conditions that would impose a more accelerated schedule. The University and the Department ~~have since~~ agreed on an alternative schedule for completion of the open space commitments, which is included within the ~~recommended conditions at the end of this document.~~

### **Design Guidelines and Development Standards**

~~40.43.~~ ~~40.~~—Both design guidelines, which are discretionary, and development standards, which are mandatory, are identified in the Master Plan. Some design guidelines apply campus-wide, and others are specific to each campus sector.<sup>54</sup> Design standards apply campus-wide<sup>55</sup> and address requirements for such features as podium heights, ground and upper-level setbacks, and tower separations.

### **Transportation Management Plan**

~~41.44.~~ ~~41.~~ The Master Plan proposes to maintain parts of the University’s existing Transportation Management Plan (“TMP”) and modify others.

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<sup>51</sup> Exhibit D1 at 39-59. The EIS includes a related discussion. Exhibit A19 at 3.6-49 to 3.6-72.

<sup>52</sup> See Exhibit D2 at 98-102.

<sup>53</sup> See *id.* at 102.

<sup>54</sup> Exhibit D2. at 156-227.

<sup>55</sup> *Id.* at 232-253.

42.45. 42.—Trip Caps. Under the City-University Agreement, the maximum allowable number of University-generated weekday AM peak period (7AM-9AM) vehicle trips to campus, and weekday PM peak period (3 PM-6 PM) trips from campus, were capped at 1990 levels unless revised in a new master plan. The Master Plan retains the trip caps at 7,900 during the AM peak period and 8,500 during the PM peak period.<sup>56</sup>

43.46. 43.—Parking Cap. The ~~TMP proposes~~Master Plan proposed to retain the cap on on-campus parking at 12,300 spaces, as established in 1990.<sup>57</sup>

44.47. 44.—Under SMC Chapter 23.54, off-street parking is not required in urban centers. Most of the University of Washington Campus is within the University Urban Center, except for portions of the East Campus. Portions of the East Campus that are not within the Urban Center are classified as being within a Frequent Transit Service area where frequent transit is readily accessible.<sup>58</sup>

45.48. 45.—On-campus parking is underutilized, with only 63% peak hour occupancy of those spaces that are subject to the cap. However, parking at the south, west and central campus is heavily used.<sup>59</sup> The Master Plan notes that demand for parking is strong when small parking facilities are located next to buildings.<sup>60</sup> The Master Plan proposes to close East Campus surface parking lots and build more parking with the development of the west and south campuses.

46.49. 46.—The Master Plan notes that “parking resources are managed holistically on a campus-wide basis.”<sup>61</sup>

47.50. 47.—Single Occupancy Vehicle (“SOV”) Rate. The TMP states that its primary goal is to reach an overall 15 percent SOV rate by 2028. In 2015, the overall University SOV rate was 20 percent. However, the mode split was surveyed again in 2016, and the SOV rate was shown to have dropped to 17 percent.<sup>62</sup> The Campus Master Plan indicates that the drop is timed to the opening of the Husky Stadium light rail station.<sup>63</sup> Testimony ~~at~~before the Hearing Examiner ascribed the change to a very low student SOV rate (approximately 8 percent)<sup>64</sup> that is generally attributable to the University’s “U-Pass” program, which is heavily subsidized for students.<sup>65</sup> The program adds a transit pass to a University member’s Husky card. The Department’s transportation planner testified before the City Council that “A decrease from 17% to 15% doesn’t seem great, but two factors need to be kept in mind. One is that mathematically going from 17% to 15% is still a 10% to 15% reduction in SOV trips; it is not simply a 2% reduction... but probably, the more important point is that those trips as you get closer and closer to a very low number may be the trips that are hardest to shift out of auto modes, it’s not saying that a good effort shouldn’t be made,

<sup>56</sup> These are addressed in Exhibit A19, Appendix D at 1-1.

<sup>57</sup> Exhibit D2 at 260.

<sup>58</sup> Seattle Department of Construction and Inspections Director’s Rule 15-2018, “Frequent Transit Service Area Map”

<sup>59</sup> Exhibit A19, Appendix D, “Transportation Discipline Report”, pages 3-82 and 3-84

<sup>60</sup> Exhibit D2, page 68

<sup>61</sup> Exhibit D2, page 265

<sup>62</sup> Exhibit A19, Appendix D at 2-11; Exhibit D2 at 265, Figures 194 and 195.

<sup>63</sup> Exhibit D2, page 51

<sup>64</sup> See Exhibit A19, Appendix D at 3-3, Table 3.2.

<sup>65</sup> See Exhibit D2 at 264, Table 21; Exhibit A19, Appendix D at 1-2.

but it isn't likely to be as easy to get the last 15% of any population than it would be to shift from a higher number to a lower number if there was a higher SOV rate at the outset."

**48.51. 48.**—The TDR notes that the share of employees who live within a quarter mile of a light rail station will more than double between the current day and 2024 when a second light rail station serving the University has opened, and light rail has been extended north to Northgate and Lynnwood, south to Federal Way, and east to Overlake and Redmond. The share of employees who are anticipated to live in zip codes adjacent to a light rail station is anticipated to increase from 24% to 59% over this time.<sup>66</sup> The Housing analysis in the FEIS indicates that when “transit access to campus is improved in the near future (and the very recent past) it is anticipated that shares of students choosing to live in neighborhoods with improved transit access will increase.”<sup>67</sup>

### **Vacations and Skybridges**

**49.52. 49.**—The Master Plan does not propose any new skybridges. It discusses a potential future vacation of NE Northlake Place, east of 8<sup>th</sup> Avenue NE, for disclosure purposes only. The University has not filed a street vacation petition for it.

### **Draft Shoreline Public Access Plan**

**50.53. 50.**—The University has included a proposed Shoreline Public Access Plan in the Master Plan, which is intended to reflect a coordinated approach to public access for the University’s 12,000+ linear feet of shoreline.<sup>68</sup> It is not required as part of the Master Plan and would take effect if adopted pursuant to the City’s Shoreline Master Program Regulations.

## **REVIEW AND PUBLIC PROCESS**

**51.54. 51.**—As the SEPA lead agency for its Master Plan,<sup>69</sup> the University was responsible for preparation of the EIS that evaluated the Plan’s environmental impacts.<sup>70</sup> The EIS studied the “no action” alternative and five “action” alternatives that were each designed to meet the Master Plan’s objective of six million net new gross square feet. Alternative 1 in the EIS is the preferred alternative.

**52.55. 52.**—SMC 25.05.660 authorizes the City to require mitigation of adverse environmental impacts identified in an environmental document. The mitigation must be based on the City’s policies, plans and regulations designated in SMC 25.05.665 through SMC 25.05.675 (SEPA Overview Policy, SEPA Cumulative Effects Policy, and topic-specific SEPA Policies).

**53.56. 53.**—The Director analyzed the Master Plan’s short-term and long-term adverse impacts, as disclosed in the EIS and related technical support documents, as well as any proposed mitigation

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<sup>66</sup> *Id.*, page 2-9

<sup>67</sup> Exhibit A19, page 3.8-32

<sup>68</sup> Exhibit D2 at 108-111.

<sup>69</sup> WAC 197-11-926; WAC 197-11-050. In addition, the City-University Agreement required the University to prepare an EIS for the Master Plan, including alternative proposals. Exhibit D5, §II.A.1.

<sup>70</sup> Exhibit A19.

measures.<sup>71</sup> The Director’s SEPA analysis is accurate and complete and is therefore adopted by reference, except as modified below. The Director recommended numerous conditions to mitigate disclosed adverse environmental impacts. The University ~~has~~ agreed to most of the recommended SEPA conditions. Those that are disputed are discussed below.

54-57. 54.—The Master Plan includes a public participation plan, which describes the various aspects of the University’s multi-year, public engagement process for the Plan.<sup>72</sup>

55-58. 55.—The University published the Draft Master Plan and draft EIS on October 5, 2016. A public meeting on the draft EIS was held on October 26, 2016, and the public comment period on the draft EIS ran from October 5, 2016 through November 21, 2016. The final Master Plan and final EIS were published on July 5, 2017.

56-59. 56.—The CUCAC held nine meetings, open to the public, to discuss the draft and final Master Plan and submitted comments on the draft Master Plan and draft EIS. The Department’s public comment period began on December 5, 2016. The CUCAC provided its final report on the Master Plan on August 30, 2017.<sup>73</sup> The University responded to the CUCAC’s recommendations on September 14, 2017.<sup>74</sup>

57-60. 57.—At the Examiner’s hearing, two representatives of the CUCAC ~~presented testimony~~ testified on the CUCAC’s work and recommendations. Eleven members of the public also testified at the hearing, and the Examiner allocated an extended period of time for testimony from representatives of the U-District Alliance for Equity and Livability, a coalition of many organizations with an interest in the University and the University District. The Examiner also received numerous written public comments, including the written statements of some of those who testified, and these were combined into one exhibit, Exhibit P1.

58-61. 58.—The CUCAC’s report included 33 recommendations for changes to the Master Plan, all of which ~~are were~~ addressed in the Director’s Report.<sup>75</sup> Some of the CUCAC recommendations ~~are were~~ incorporated within the Director’s recommended conditions. Others were determined to be inconsistent with the City-University Agreement,<sup>76</sup> or beyond the scope of the review associated with the Master Plan application,<sup>77</sup> or were rejected by the Director for other reasons explained in the Director’s Report.

59-62. 59.—At the Examiner’s hearing, the CUCAC representatives reiterated the CUCAC’s recommendation that the TMP be revised to require a reduction in the University’s overall SOV rate to 12% over the lifetime of the Master Plan in light of the expected increase in the availability of light rail during that time period.

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<sup>71</sup> Exhibit D1 at 68-95.

<sup>72</sup> Exhibit D2 at 280-285.

<sup>73</sup> Exhibit D3.

<sup>74</sup> Exhibit A20.

<sup>75</sup> Exhibit D1 at 10-17.

<sup>76</sup> *E.g.*, requirements that the University create a plan to integrate small businesses into the footprint of the physical expansion area, and requirements relating to increasing childcare.

<sup>77</sup> *E.g.*, a requirement that the City partner with the University to address the need for affordable housing.

~~60.63.~~ ~~60.~~—The CUCAC representatives also focused on concerns about increased heights in two specific locations on the campus. Site W22, which is west of Condon Hall, is considered by residents to be part of the gateway to the neighborhood. The proposed MIO height at that location is 240 feet, the same height allowed for high-rise development under adjacent zoning outside the MIO, but a newer multifamily residential building across the street is 65 feet high. The CUCAC ~~recommends~~recommended that site W22 be conditioned to 165 feet in height. Site W37 is directly west of the University Bridge, where the proposed MIO height is 160 feet conditioned to 130 feet. The CUCAC states that the proposed height for W37 is inconsistent with adjacent zoning and ~~recommends~~recommended that the height be reduced to protect views from the north end of the University Bridge.

~~61.64.~~ ~~61.~~—A consistent theme in public comments ~~is was~~ that the TMP should be revised to reduce the University’s overall SOV goal from 15 percent to 12 percent to mitigate the 6,195 new SOV trips forecast under the Master Plan. As noted, the Master Plan proposed achieving a 15 percent SOV rate by 2028 even though the present SOV rate is 17%. Based on SOV rates achieved by other Major Institutions, the Director supported the 15% SOV goal but recommended a condition that would require it to be achieved by January 1, 2024, approximately one year after the scheduled opening of Link light rail service to Lynnwood.

~~62.65.~~ ~~62.~~—After reviewing the proposed modifications to MIO height districts in the West, South, and East Campus in accordance with the applicable rezone criteria, the Director recommended conditional approval of them, with the exception of sites W19, and W20, which are located along University Way north of Campus Parkway. The Director determined that because of their adjacency at the MIO boundary to NC3-65 zoning, those two sites should maintain the existing MIO 105 height. The Director recommended conditional approval of the Master Plan.<sup>78</sup>

#### AREAS OF DISPUTE

~~63.66.~~ ~~63.~~—As noted above, the Director and the University ~~have~~ reached agreement on numerous conditions that would modify the ~~proposed~~ Master Plan. The areas listed below, and the related ~~recommended~~ conditions, are still remain in dispute and are addressed at greater length in the Conclusions ~~which follow~~, contained in Attachment 4.

#### **Authority for Master Plan to Modify City Development Regulations**

~~64.67.~~ ~~64.~~—The Director and the University ~~disagreed~~disagreed on the extent to which applicable law allows the Master Plan to modify or supersede City development regulations. (Recommended Conditions 29, 30, 34, 3541, 42, 46, 47, and 3952)

#### **Public Realm Allowance**

~~65.68.~~ ~~65.~~—The Master Plan includes a “public realm allowance” that would provide space for “rights-of-way, streetscapes, sidewalks, street lighting, street furniture, bioswales, pedestrian

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<sup>78</sup> Exhibit D1 at 96.

paths, trails, courtyards, plazas, parks, landscapes, skybridges and pedestrian bridges, and accessible open spaces.”<sup>79</sup> The Plan states that the “public realm allowances proposed are based upon and maintain the current street widths which the University understands to be sufficient.”<sup>80</sup> The Director ~~recommends~~recommended that this sentence be deleted and replaced with the following: “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.” (~~Recommended~~ Condition ~~1220~~) The University ~~objects~~objected to this revision.

### **Plan Amendment Process/Portability of Development Capacity**

~~66-69.~~ 66.—The Master Plan’s chapter on Development Standards includes language stating that a proposal for a new development site constitutes an exempt plan change in most circumstances, and other language addressing the University’s movement of gross square footage between campus sectors.<sup>81</sup> The Director ~~recommends~~recommended that most of the language be removed and replaced with the following sentence: “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.” (~~Recommended~~—Conditions ~~1725~~ and ~~1826~~) The University ~~objects~~objected to this revision.

### **Housing**

~~67-70.~~ 67.—The Master Plan’s housing chapter<sup>82</sup> restates the University’s “Student Housing Statement of Principles,” originally adopted in 1978, which provides direction for University decision-making related to providing student housing: “the primary source for student housing continues to be the off-campus private housing market.”<sup>83</sup> As of 2015, approximately 80% of students lived off campus.

~~68-71.~~ 68.—The University currently has capacity to house approximately 9,517 students on campus.<sup>84</sup> With the completion of a student housing project on the North Campus, the University expects to increase that number to 10,870 students and has a goal of housing an additional 1,000 students during the life of the Master Plan.<sup>85</sup> In addition, the University recently completed a housing project with Seattle Children’s Hospital, for faculty and staff, that includes 184 apartments, with 37 units priced to be affordable to those making 65% to 85% of area median income. The project, called “Bridges@11th,” is fully rented.<sup>86</sup> The University also has announced a partnership with the Seattle Housing Authority to develop at least 150 units of income-restricted housing on property owned by the University outside the MIO District, but within the City’s

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<sup>79</sup> Exhibit D2 at 242.

<sup>80</sup> *Id.*

<sup>81</sup> *Id.* at 232-233.

<sup>82</sup> Exhibit D2 at 272-277. *See, also*, Exhibit A19, Chap. 3.8.

<sup>83</sup> Exhibit D2. at 272.

<sup>84</sup> *Id.* at 272-274.

<sup>85</sup> *Id.* at 274.

<sup>86</sup> *Id.* at 276.



University District. The housing would be available to University faculty and staff earning less than 60% of the area median income.<sup>87</sup>

~~69.72.~~ ~~69.~~—The Master Plan does not propose demolition of any existing off-campus housing.<sup>88</sup>

~~70.73.~~ ~~70.~~—In the Fall of 2014, the University’s campus population was approximately 67,155 students, faculty and staff.<sup>89</sup> Based on historic trends, the Master Plan anticipates an increase in the University’s population of 20% between 2014 and 2028.<sup>90</sup> Between 2014 and 2028, the University forecasts a student population of approximately 52,399 (an increase of 8,675 FTE students), a faculty population of approximately 8,517, (an increase of 1,410 FTE faculty), and a staff population of approximately 19,563 (an increase of 3,239 FTE staff). Between 2018 and 2028, the University forecasts an increase of 5,180 students, 842 faculty, and 1,934 staff. “In total, the on-campus population under the 2018 ... Master Plan would increase to approximately 80,479 people (an increase of 13,324 over 2015 conditions.)”<sup>91</sup> The EIS acknowledges that the increase in campus population would lead to an increase in the demand for housing and various public services.<sup>92</sup>

~~71.74.~~ ~~71.~~—Generally, increased housing demand has the potential to displace low-income households, which find it difficult to compete in an increasingly competitive housing market. The EIS concludes that student, faculty, and staff housing demand impacts on off-campus housing can be accommodated by zoned capacity and anticipated housing growth within the University District, as well as overall housing supply in the Primary and Secondary Impacts Zones, and that additional housing supply is available beyond those zones.<sup>93</sup> The EIS also analyzed housing impacts based on the impacts of recent and anticipated investments in transit that are expected to provide increased commuting choices from areas with currently lower cost housing options. Finally, the EIS concluded that zoned capacity, anticipated growth, and City initiatives, such as the Mandatory Housing Affordability program, have accounted for the impact of increased housing demand on housing affordability.<sup>94</sup> However, City planning documents conclude that current and anticipated City regulations will not fully mitigate the affordable housing impacts of anticipated growth.<sup>95</sup>

~~72.75.~~ ~~72.~~—The Director analyzed the Master Plan’s “[c]onsistency ... with the objectives of the City’s Major Institutions Policy, SEPA, and other adopted land use policies and regulations.”<sup>96</sup> The City’s SEPA policies on housing are limited to minimizing impacts on the demolition, rehabilitation or conversion of existing low-rent housing units and minimizing the direct impacts of new commercial development.<sup>97</sup> The Director found no SEPA authority to impose conditions

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<sup>87</sup> Exhibit D14.

<sup>88</sup> Exhibit A19 at 3.8-35.

<sup>89</sup> Exhibit A19 at 3.7-1

<sup>90</sup> Exhibit D2 at 30.

<sup>91</sup> Exhibit A19 at 3.7-9.

<sup>92</sup> *Id.* at 3.7-10.

<sup>93</sup> Exhibit A19 at 3.8-26 - 3.8-36.

<sup>94</sup> *Id.* at 3.8-35 – 3.8-36.

<sup>95</sup> Exhibit 25 §3.1.4; Exhibit 26 at 3.1-20; and Exhibit 27 §3.6.3 and § 3.6.4.

<sup>96</sup> Exhibit D5 at 5.

<sup>97</sup> SMC 25.05.675.I.

to mitigate the housing impacts of new institutional development.<sup>98</sup> However, the Director identified Comprehensive Plan policy H5.19, which reads as follows: “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.”

~~73.76. 73.~~—The Director concluded that the Master Plan was not consistent with Policy H5.19, in that the Master Plan anticipates an increase of approximately 4,649, faculty and staff over its 10-year life, but does not provide for housing, including rent- or income-restricted housing, to accommodate that employment growth. The Director therefore ~~recommends~~recommended that the Master Plan be amended to require that the University construct 150 affordable housing units within the MIO boundary, Primary Impact Zone, or Secondary Impact Zone, for faculty and staff earning less than 60% AMI.<sup>99</sup> (~~Recommended~~ Conditions 1 and 2) Although the University has publicly committed to such a project in partnership with the Seattle Housing Authority, it ~~opposes~~opposed this requirement because it claims the City lacks authority to impose the Conditions.

## Transportation

~~74.77. 74.~~—The transportation analysis in the EIS reviewed the Master Plan’s transportation impacts assuming full buildout of six million net new gross square feet, a 20% SOV mode split, existing and future background traffic volumes, and planned and funded transportation improvements.<sup>100</sup>

~~75.78. 75.~~—The Director determined from the EIS that campus growth is expected to result in 17,541 new daily trips to and from the campus. Approximately 10,000 of the trips would be expected to use transit.<sup>101</sup> A key aspect of transit performance is the carrying capacity of buses relative to demand.<sup>102</sup> The EIS evaluated transit loads (the number of passengers in all buses passing a specific location, or “screenline”) across 11 screenlines in the University District. With additional transit ridership resulting from University growth, bus transit demand is expected to increase by 26 percent, and overall bus loads would increase from 41 percent to 51 percent.

~~76.79. 76.~~—The set of transfer routes serving Campus Parkway east of Brooklyn Avenue is forecast to have an overall demand to capacity ratio of 96%, compared to 82% in the no action alternative, as a result of 164 additional riders. The Director determined that because overall transit load is just slightly under 100 percent, reflecting both seated and standing passengers, it is reasonable to assume that the increased demand would cause some of the routes on the screenline to exceed capacity. The 164 additional riders were determined to be approximately equivalent to the capacity of three articulated Metro bus coaches. Therefore, the Director ~~recommends~~recommended that the University pay King County-Metro the operating costs for three additional bus transit coaches in both the AM and PM peak hours to provide additional

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<sup>98</sup> Exhibit D1 at 76.

<sup>99</sup> Exhibit D1 at 24.

<sup>100</sup> See Exhibit A19, chapter 3.16 and Appendix D.

<sup>101</sup> Exhibit A19 at 3.16-38, Table 3.16-11.

<sup>102</sup> Testimony of John Shaw, SDCI Senior Transportation Planner.

capacity on routes serving Campus Parkway near Brooklyn Avenue NE.<sup>103</sup> (~~Recommended~~ Condition ~~5164~~) The University ~~opposes~~~~opposed~~ this requirement because the Condition was not tied to a trigger based on exceedance of the demand to capacity ratio. The University has since agreed to this Condition with modifications that are incorporated into Condition 64.

~~77.80.~~ ~~77.~~—The EIS documents travel speeds on 11 corridors used by transit vehicles. Existing transit speeds range from 20 MPH on northbound Montlake Boulevard to 2.7 MPH on westbound Stevens Way NE. Transit speeds would decrease on almost all corridors under nearly all alternatives, which the Director determined would likely reduce transit reliability and thus, its desirability and the likely success of the University’s TMP.<sup>104</sup>

~~78.81.~~ ~~78.~~—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 Rapid Ride corridors are planned in the University District: 11<sup>th</sup> Avenue NE/Roosevelt Way NE; NE 45<sup>th</sup> Street/15<sup>th</sup> Avenue NE/NE Pacific Street; and Montlake Blvd NE. In the Primary Impact Zone, the EIS projects that UW growth from the Campus Master Plan would result in an 11% reduction in transit travel speeds on the 11<sup>th</sup> Avenue NE/Roosevelt Way corridor, a 30% reduction on the NE 45<sup>th</sup> Street/15<sup>th</sup> Avenue NE/NE Pacific Street corridor, and a 25% reduction on the Montlake Boulevard NE corridor; due to increased congestion. The EIS analyzed traffic volumes in the Secondary Impact Zone.<sup>105</sup> It did not analyze transit speed impacts in that zone; but does identify substantial adverse impacts to intersection operations there. The Director determined that this indicates that congestion-related impacts to transit speeds would also occur in that zone. The EIS does not identify mitigation to reduce the Master Plan’s impacts on transit travel speed.<sup>106</sup>

~~79.82.~~ ~~79.~~—Based on the reductions in transit travel speeds attributable to the University’s growth, the Director ~~recommends~~~~recommended~~ that the University fund SDOT capital improvements to facilitate transit performance within the Primary and Secondary Impact Zones at the time the respective Rapid Ride projects are implemented for the 11<sup>th</sup> Avenue NE/Roosevelt Way NE; NE 45<sup>th</sup> Street/15<sup>th</sup> Avenue NE/NE Pacific Street; and Montlake Blvd NE corridors. Within the Primary Impact Zone, the Director’s recommendation was that the University’s contribution to each project would be equal to the percentage reduction in transit travel speed attributable to the growth under the Master Plan. Although impacts on transit speeds within the Secondary Impact Zone were not analyzed in the EIS, the Director determined that they would likely be less than those in the Primary Impact Zone and ~~recommends~~~~recommended~~ reducing the required contributions there to half of the percentages required in the Primary Impact Zone.<sup>107</sup> (~~Recommended~~–Condition ~~5265~~) The University ~~opposes~~~~opposed~~ these requirements on several grounds, including contending that reduction in transit speeds is not the right metric to assess the funding contribution.

<sup>103</sup> Exhibit D1 at 85-86; Testimony of John Shaw. *See also*, Exhibit D17.

<sup>104</sup> Testimony of John Shaw.

<sup>105</sup> Exhibit A19 at 5-23 – 5-24.

<sup>106</sup> Exhibit D1 at 87.

<sup>107</sup> Exhibit D1 at 87-88; testimony of John Shaw.

~~80.83.~~ 80.—Noting that the University expects that transit will need to accommodate the majority of new trips generated by the Master Plan, the Director ~~recommends~~recommended that the University “dedicate space at new development 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.”<sup>108</sup> (~~Recommended~~-Condition 5366) The University ~~opposes~~opposed this requirement.

~~81.84.~~ 81.—Concerning pedestrian operations, the EIS evaluated capacities for transit riders at bus stops. With some exceptions, space available for pedestrians at transit stops is projected to remain adequate to meet both background growth and that attributable to the Master Plan. However, the transit stop at 15<sup>th</sup> Avenue NE/NE 42<sup>nd</sup> 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/15<sup>th</sup> Avenue NE is forecast to operate at LOS F (indicating extremely discomforting density and no possible movement). The Director therefore ~~recommends~~recommended that the University expand transit stops, or pay SDOT for transit stop expansion, at these two stops as part of the NE 45<sup>th</sup> Street/15<sup>th</sup> Avenue NE/NE Pacific Street RapidRide implementation.<sup>109</sup> (~~Recommended~~-Condition 5467) The University ~~opposes~~opposed this requirement but has since agreed to it.

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<sup>108</sup> Exhibit D1 at 89.

<sup>109</sup> *Id.* at 90.

Attachment 24

Seattle City Council Conclusions Related to the  
University of Washington 2018 Seattle Campus Master Plan

The City Council ~~intends to adopt~~adopts the following conclusions regarding Clerk File 314346, as promulgated by the Seattle Hearing Examiner on January 17, 2018 and as amended by the Council.

**Conclusions**

1. The City of Seattle ~~City Council~~ has jurisdiction over ~~this matter~~the University of Washington's proposed 2018 Seattle Campus Master Plan pursuant to RCW 36.70A, the Washington State Growth Management Act (GMA), the 1998 Agreement between the City of Seattle and the University of Washington, as amended, Chapters 23.69 and 23.76 SMC and as reflected in the City University Agreement, 25.05 of the Seattle Municipal Code (SMC), and RCW 43.21C, the State Environmental Policy Act (SEPA). All conditions of approval of the Master Plan are established pursuant to the City's exercise of ~~substantive SEPA~~ authority, ~~but that pursuant to the GMA, the City-University Agreement and SMC Chapters 23.69 and 23.76. Some conditions are also established pursuant to the City's SEPA authority is supplemental to the land use authority described above., RCW 43.21C and SMC 25.05.~~
2. The review process for development of the Master Plan met the process requirements in Section II.B of the City-University Agreement.

**Areas of Dispute**

3. ~~Authority for Master Plan to Modify City Development Regulations. The University maintains that the City University Agreement is "the development regulation governing the University's land use activities on campus,"<sup>1</sup> and that the Agreement allows the Master Plan to modify all City development regulations, not just the development standards of the underlying zoning. This position fails to take into account the entirety of the legal framework for the Master Plan.~~
4. ~~The statutory framework for the Master Plan begins with SMC 23.69.006, which includes two sentences that must be read together and harmonized.<sup>2</sup> The first sentence authorizes the Agreement to govern such things as the uses on campus and outside the campus boundary, permit~~

<sup>1</sup> The University cites the GMA Board's decision in *Laurelhurst II* as support for its position, but the Board's conclusion in that case was that the Agreement "has the effect of being a local land use regulation" and thus, qualified as a development regulation as that term is defined in the GMA. *Laurelhurst II* at 11.

<sup>2</sup> A statute or code must be construed to give effect to all the language used, *Danley v. Cooper*, 62 Wn.2d 179, 381 P.2d 747 (1963), and to give effect to each word if possible. *Chelan Cy. V. Fellers*, 65 Wn.2d 943, 400 P.2d 609 (1965).

~~acquisition and conditioning, and zoning and environmental review authority. The second sentence then states that within the MIO Boundaries, “development standards of the underlying zoning may be modified by an adopted master plan” or an amendment to the Agreement.<sup>3</sup>~~

~~5. The “development standards of the underlying zoning” are the limitations on physical development applied within each zone, such as height, floor area ratios, and setbacks, that ensure compatibility of development patterns within the zone.<sup>4</sup> The language in the first sentence of SMC 23.69.006.B, authorizing the City University Agreement to govern “zoning ... authority,” does not authorize the Agreement to supersede development regulations other than zoning. Zoning is a mapping exercise subject to Chapters 23.30 through 23.34 SMC, which establish zone designations, adopt a map depicting underlying zoning, and govern mapping amendments. It does not include other development regulations, such as the uses allowed within the zone; development standards for height, bulk, and scale; subdivision regulations; critical area regulations; historic preservation ordinances; etc. If zoning encompassed all development regulations, there would be no need for the same sentence to expressly authorize the Agreement to govern “uses” within and outside campus boundaries, or “permit acquisition and conditioning,” or for the second sentence of SMC 23.69.006.B to authorize the Agreement to “modify development standards of the underlying zoning”.<sup>5</sup>~~

~~6. The University’s reading of the Agreement conflicts with SMC 23.69.006.B. The University argues that the Agreement’s requirement that the Master Plan include the “institutional zone and development standards” to be used by the University” means that the Master Plan may designate the institutional zone and supersede all City “development regulations.” However if, as the GMA Board held, the Agreement is itself a land use regulation, codified as part of SMC 23.69.006.B, it must be read together with that Code section. Reading the two together, and harmonizing them, the Agreement requires that the Master Plan include the institutional zone and any modified development standards of the underlying zoning. It does not authorize the Master Plan to modify any other City development regulations.~~

~~7. Finally, the University’s reading of the Agreement’s requirement for the Master Plan to include “the institutional zone and development standards” to be used by the University, would create a conflict within the Agreement itself. The Agreement requires that the Department and the Examiner each base their recommendations on the Master Plan, in part, on “other applicable land use policies and regulations.”<sup>6</sup> But under the University’s reading of the Agreement, there would be no “other applicable land use ... regulations” for the Department and Examiner to assess. Again, reading the Agreement as a whole and giving effect to all of its provisions, and reading it together with SMC 23.69.006.B, the Master Plan must include the institutional zone and any modified development standards of the underlying zoning.~~

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<sup>3</sup>Emphasis added.

<sup>4</sup>The Master Plan depicts the zoning underlying the University's MIO at 290-91. The development standards for that zoning are found in SMC Chapters 23.43 through 21.51B, SMC 23.54.016.B, and SMC 23.54.030.

<sup>5</sup>See also SMC 23.69.002.H.

<sup>6</sup>Exhibit D5 at 6.

~~8. As proposed, the Master Plan would control all development regulations, including those not tailored to a zone. The Examiner recommends adoption of the Director’s recommended conditions, 29, 30, 34, 35, and 39. Those recommended conditions better align the Master Plan with the SMC but also include language that is consistent with the Washington Supreme Court’s recent ruling, which bars local jurisdictions from using development regulations to preclude the siting of state education facilities. Recommended condition 39 would add a common sense rule to address potential conflicts between definitions in the Master Plan and those in the SMC. Terms undefined in the Master Plan would default to definitions found in the SMC.~~

~~9.3. Public Realm Allowance. The Master Plan cannot control future City decisions regarding City rights-of-way. The University ~~is concerned~~expressed concern that ~~recommended Conditions 12~~Condition 20, which would acknowledge that the City is authorized to widen its rights-of-way, could impact the potential development capacity of the Master Plan~~–, and that the City cannot implement development regulations that preclude the siting of an essential public facility.~~ Although the concern is understandable, the City cannot, in the Master Plan process, appear to abdicate its authority to manage and, where necessary, expand City rights-of-way. If an expansion that reduced the University’s development capacity were proposed, the University and City could explore a Master Plan amendment to adjust public realm allowance requirements to the University’s needs.~~

~~10.4. The University also argues that the following sentence in ~~recommended~~ Condition ~~12~~20 should be removed as unnecessary: “Where required, improvements to the public realm allowance shall be completed in accordance with adopted [the] Greenstreet Concept Plan.” The Master Plan includes a statement of intent that the University “shall strive to follow the guidance provided” in the University District Green Street’s Concept Plan,<sup>7</sup> but ~~recommended~~ Conditions ~~12~~20 would mandate what is now written as discretionary.~~

~~11.5. The Examiner recommended adoption of the ~~Director’s recommended~~ Condition ~~12~~20.~~

~~12.6. Plan Amendment Process/ Portability of Development Capacity. Under SMC 23.69.006.B, the Agreement is to govern “the Master Plan process (formulation, approval and amendment).” Subsection II.C of the Agreement addresses changes to the Master Plan, with provisions defining exempt changes and addressing procedures for amendments that are not exempt. ~~As noted above,~~ language~~Language proposed~~ in the Master Plan’s chapter on Development Standards ~~includes~~included procedures that conflict with those spelled out in the Agreement. The University ~~states~~stated that the City Council which approved the existing master plan added the provisions that the University included in the proposed Master Plan. Nonetheless, nothing in the record explains the reason such provisions would have been added, and the Master Plan should be consistent with the Code and Agreement. The Examiner ~~recommends~~recommended adoption of ~~recommended~~ Conditions ~~17~~25 and ~~18~~26.~~

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<sup>7</sup> Exhibit D2 at 182.

~~13.7.~~ Housing. ~~As noted above,~~ The Director concluded that the Master Plan was not consistent with Comprehensive Plan Policy H5.19 because it would lead to an increase of approximately 4,649 faculty and staff over its 10-year life without providing for housing, including rent- or income-restricted housing, to accommodate that employment growth. The University ~~argues~~argued that the Master Plan is a specific development proposal and thus, need not be consistent with the Comprehensive Plan, but the City asserts that because the Master Plan is a nonproject action for purposes of SEPA, it is regulatory in nature and must comply with the Comprehensive Plan. ~~As noted above, in Laurelhurst I, the City and University argued, and the GMA Board agreed,~~The Growth Management Hearings Board has concluded that a University master plan is properly characterized as a land use decision that establishes development requirements for specific pieces of property. It is not a land use regulation that must be consistent with, and implement the Comprehensive Plan, except to the extent required by Chapter 23.69 SMC and the Agreement.

~~14.8.~~ The Agreement requires both the Director and the Examiner to assess the Master Plan based, in part, on “SEPA [and] other applicable land use policies and regulations of the City,” and the Director’s report is to include findings and recommendations on the Master Plan’s “[c]onsistency with “other adopted land use policies and regulations of the City”.<sup>8</sup> Contrary to the University’s position, nothing in the Agreement indicates that “land use policies” are limited to the policies found in the Land Use Element of the Comprehensive Plan. If the drafters of the Agreement had intended to so limit the Director’s and the Examiner’s consideration of “land use policies,” the limitation would be spelled out in the Agreement.

~~15.9.~~ In an unchallenged statement to the Seattle Hearing Examiner, the University District Alliance stated that “about half (13,387) of the 26,318 UW classified and professional (non-academic) employees workers earned less than 80 percent of Area Median Income (AMI), and about one-sixth (4,574) earn less than 50 percent of the AMI.”<sup>9</sup> Applying those ratios to the forecast growth, the University can be expected to add 944 employees earning less than 80 percent of AMI, including 322 employees earning less than 50 percent of AMI. The FEIS for the Seattle Campus Master Plan assumes that there will be an average of two adult residents per staff and faculty household.<sup>10</sup>

~~16.10.~~ Requiring development of housing for low-income and very-low income staff on or near the campus will mitigate transportation and housing impacts caused by the University’s growth permitted by this Plan. This required mitigation is imposed under the City’s land use authority to approve a Master Plan pursuant to SMC 23.69.006 B, the City-University Agreement, and SMC 23.69; it is not imposed pursuant to SEPA.

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<sup>8</sup> Exhibit D5 at 5-6.

<sup>9</sup> Exhibit P1, “U District Alliance Comments on UW Campus Master Plan”, undated, page 10

<sup>10</sup> See, for example, Exhibit A19, Volume 1, page 3.8-27



**17.11. Transportation.** Subsection III.C.6 of the Agreement provides that the City and University “will continue to act in partnership with King County Metro and Community Transit to provide a high level of transit service to the campus, University area, and nearby neighborhood business districts.”

**18.12. Recommended-Conditions 51, 5264, 65, and 5366** are consistent with SMC 25.05.675.R.1, the City’s Traffic and Transportation “Policy Background,” which states, in part, that “[e]xcessive traffic can adversely affect the stability, safety and character of Seattle’s communities,” and that the “University District is an area of the City which is subject to particularly severe traffic congestion problems ... and therefore deserves special attention in the environmental review of project proposals”. As noted above, the EIS documents that traffic generated by the Master Plan will cause substantial additional delay at intersections and reduce arterial speed for transit and general-purpose traffic. These impacts can reasonably be considered “excessive” within the meaning of SMC 25.05.675.R.1.a. The Master Plan anticipates major projects with substantial traffic volumes that will adversely impact surrounding areas,<sup>11</sup> and some individual projects anticipated by the Master Plan will create adverse impacts on transportation facilities serving those projects.<sup>12</sup> Further, the ~~recommended~~ conditions, which mitigate the Master Plan’s anticipated growth impacts on transit facilities, would increase the use of alternative transportation modes.<sup>13</sup>

**19.13.** The ~~recommended~~ conditions are also justified by the applicable SEPA transportation policies in SMC 25.05.675.R.2. Policy “a” is “to minimize or prevent adverse traffic impacts which would undermine the stability, safety and/or character of a neighborhood or surrounding areas.”

**20.14. Recommended-Condition 5164** would increase capacities on likely overcrowded transit lines, thereby enhancing the University’s ability to meet its TMP goal by providing sufficient space on buses for prospective riders, thereby minimizing destabilizing and unsafe traffic impacts. However, although it is reasonable to assume that the increased demand resulting from additional University riders would exceed capacity on some routes on the screenline, it is not clear how that increased demand would be allocated across the routes in question. Thus, while it is reasonably likely that the additional 164 riders would result in the need for at least two additional bus transit coaches during the AM and PM peak hours, it is not clear that three additional coaches would be needed to maintain capacity across all routes within the screenline. The Examiner ~~recommendsrecommended~~ that the condition be revised to provide that the University pay King County Metro’s operating costs for two additional bus transit coaches in both the AM and PM peak hours to provide additional capacity on routes serving Campus Parkway near Brooklyn Avenue NE. Condition 64 has been revised to reflect this modification.

**21.15. Recommended-Condition 5265** would help fund ~~proposedfuture~~ RapidRide lines in the University District, thereby increasing transit speed and reliability, increasing the attractiveness of

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<sup>11</sup> See SMC 25.05.675.R.1.b.

<sup>12</sup> See SMC 25.05.675.R.1.c.

<sup>13</sup> See SMC 25.05.675.R.1.d.

transit, and minimizing destabilizing and unsafe traffic impacts. Maintaining and improving transit performance is a necessary part of supporting an increase in transit service and meeting the University’s TMP goals. The University argued that this condition should be tied to the cause of an impact not the measure of its effect. The University agreed to a modified condition that ties the funding of improvements to the amount of development completed.

~~22.16. Recommended~~ Condition ~~5366~~ would provide on-campus opportunities to accommodate high volumes of transit riders and shared mobility services, better connections between modes, and information related to travel and transfer options that would encourage the use of alternative modes, supporting the University’s TMP and minimizing destabilizing and unsafe traffic impacts.

~~23.17. Recommended~~ Condition ~~5568~~ would increase the size of waiting areas at two highly congested bus stops, which would encourage use of transit, supporting the University’s TMP, and thereby minimizing destabilizing and unsafe traffic impacts, by decreasing discomfort from waiting in highly congested conditions. Such conditions at transit stops could also degrade the character of a neighborhood by causing congestion and blockages for pedestrians on sidewalks.

~~24.18.~~ The EIS documents the availability of public transit, existing vehicular and pedestrian traffic conditions, and other specific policy elements. The results of, and the impacts identified in, the EIS transportation analysis shaped ~~the Director’s recommended~~ conditions.<sup>14</sup> And the ~~Director’s recommended~~ conditions, with the exception noted for ~~Recommended Condition 51~~ Conditions 64 and 65, are attributable to the impacts identified in the EIS and generally based on a pro rata share of vehicle or transit trips generated by the growth anticipated under the Master Plan. The City’s SEPA authority supplements the City’s land use authority to establish development standards and conditions.

~~25. — The Examiner’s recommended conditions are reasonable and capable of being accomplished.<sup>15</sup> Like the uncertainty for the University and the surrounding community that is inherent in a Master Plan, the recommended transportation conditions are expressed in terms of percentages of future costs that cannot be defined with certainty at this time. The costs will be made certain in advance of the time payment is required, however, and the University may then negotiate and challenge costs it deems inconsistent with the conditions.~~

~~26.19.~~ The City Council adopts ~~the Examiner’s recommended Condition 51 as amended, and the Director’s recommended~~ Conditions ~~52, 53, 64, 65, 66 and 5568.~~

## Other Conclusions

~~27.20.~~ As conditioned, the Master Plan includes all elements required by Section II.A of the City-University Agreement, including appropriate development standards to regulate the University’s proposed growth.

<sup>14</sup> See SMC 25.05.675.R.2.b; SMC 25.05.060.A.2.

<sup>15</sup> ~~See SMC 25.05.060.A.3.~~

~~28.21.~~ As conditioned, the Master Plan is consistent with Section II.C of the Agreement concerning changes to the University master plan.

~~29.22.~~ As conditioned, the Master Plan is consistent with relevant Comprehensive Plan policies.

~~30.23.~~ As conditioned, the Master Plan appropriately establishes development standards and mitigates short- and long-term environmental impacts identified in the EIS and the Master Plan review process.

~~31.24.~~ As conditioned, the draft Shoreline public access plan is appropriate for SDCI's consideration. If the City Council approves the Master Plan, the University may submit a final Shoreline public access plan to the Director for consideration through the review and approval process in SMC 23.60A.164.K.

~~32.25.~~ The CUCAC's requested height reduction for Site W22 is ~~recommended~~adopted. Site W22, with the vacant sites across the street to the north and west, sit on the edge of the campus boundary and provide a gateway to the neighborhood. The relationship between site W22 and the University Bridge and the midrise area to the west make the current height limit of 105 feet more appropriate than the proposed 240 feet.

~~33.26.~~ The CUCAC's requested height reduction for Site W37 is not ~~recommended~~adopted. The University has identified a view corridor at this location, and because the topography rises to the north of the site, most of the square footage allocated to the site will be outside the view corridor.

~~34.27.~~ The suggestion that the Master Plan be amended to reduce the University's SOV rate to 12 percent has merit, particularly in light of the facts that the SOV rate is presently 17% and dropped after the opening of a new light rail station, access to light rail is planned to improve significantly through both new University-serving light rail stations and system improvements, the University proposes to replace parking lost in demolition under the Master Plan rather than reducing the parking cap, and the University commits only to consider revising its payment system for parking to reduce demand.

~~35.28.~~ Except for Site W22, the Council adopts the Examiner's recommendations on the proposed MIO height designations.<sup>16</sup>

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<sup>16</sup> Exhibit D1 at 45.

Attachment 2: Summary of written comments received regarding Resolution 31839.

The City-University Agreement provides an opportunity for the University of Washington Board of Regents, the City/University Community Advisory Committee, and other parties of record to file written comments in response to the Council’s preliminary decision on the Campus Master Plan. Comments were required to provide specific objections, the basis for the objections, and reasonable alternatives to the preliminary decision. The City Council received 20 [responses](#) to the preliminary decision, and five [replies](#) to those responses. The following table summarizes the alternatives to the Council’s conditions that have been proposed by the respondents.

<b>Topic</b>	<b>Council Proposal</b>	<b>UW Regents' Alternative</b>	<b>Other Respondents' Alternatives</b>
Housing	Require construction of 450 housing units for faculty and staff (150 up to 60% AMI and 300 up to 80% AMI.)	Voluntarily commit to construct 450 housing units for faculty and staff at the affordability levels suggested by the City Council with some modifications to the proposed condition language to allow for greater geographic location and to reference household income as the eligibility standard for housing.	Increase requirement to 944 or more units.
			Require 75 units for homeless students and 75 units for other young adults.
			Use a staggered approach to providing the housing (similar to SOV rate).
			Require a mix of housing unit sizes.
			If UW does not meet benchmarks, do not issue MUP or building permit.
			Specify 1/2 of units be near campus and 1/2 within 45 minutes of campus by transit and located in TOD.
			Require housing to be non-profit or publicly-owned, that UW pay for the housing, and provide housing exclusively for low-wage UW employees.
SOV Rate	Incrementally reduce the University's SOV rate goal to 12%.	Maintain the proposed 15% SOV rate goal that is reasonable and capable of being accomplished.	Achieve the 12% rate by 2024, not tied to light rail.
			Include a separate bike mode share rate.
			Maintain the 15% SOV rate.
Parking	Include student housing stalls in the University's parking cap and reduce the cap to 9,000 stalls.	Include student housing stalls in the University's parking cap, but maintain the existing 12,300 stall cap.	Include the Safeco building parking in the 9,000 stall parking cap.
		Current UW RPZ commitments are appropriate.	UW should pay RPZ costs.
Allowed Zoning Heights	Retain the existing 105-foot height limit on site W22.	Maintain the proposed 240-foot height limit on sites W22 and W37.	Retain the existing zoned height limits (105' on W22 and 65' on W37).

Attachment 2: Summary of written comments received regarding Resolution 31839.

<b>Topic</b>	<b>Council Proposal</b>	<b>UW Regents' Alternative</b>	<b>Other Respondents' Alternatives</b>
Transit Investments	Pay the City an incremental share of the cost of various RapidRide lines on the City's implementation timeline with no cost cap.	Adopt a proposed schedule for the University's contribution to RapidRide lines that is tied to University development and contains a cost cap, as agreed to with SDOT/SDCI.	Provide transit passes to all workers, not just represented.
			Design Brooklyn Avenue to accommodate transit.
Bicycle Facilities	Construct separate pathways for users on the Burke Gillman Trail by 2024.	Separate users on the Burke Gillman Trail by 2024.	Require a formal bike parking plan.
			Provide adequate parking to serve specific demand in each of the quadrants.
			Improve quality and security of bike parking.
			Widen and separate users on BGT by 2021 or 2024.
Childcare	Acknowledge University's plans and encourage partnerships.	Acknowledge Council's recital.	Provide childcare onsite with affordable housing.
			Joint City-University study and program to institute a child care voucher program.
			Affordable child care for lower-wage employees.
Findings, Conclusions and Conditions	Adopt the Hearing Examiner's "Findings, Conclusions, and Conditions" with modifications proposed by the City Council.	Adopt the Hearing Examiner's "Findings, Conclusions, and Conditions" with modifications proposed by the Regents reflecting the University's position as a state institution of higher education and the alternative conditions proposed in this response letter.	Require reporting on issues identified in the Council's recitals.
Other			Provide low-cost commercial space for social service organizations, like ROOTS.
			Require a \$1 million a year open space fund.
			Enact an inclusionary local small business program on campus.
			Require Priority Hire.

Attachment 3: Proposed Amendments to Council Bill 119426

#	Topic	Sponsor	Discussion
<i>A Reporting</i>			
A	Ask for annual reports on topics of interest to the Council and stakeholders	Johnson	Add a recital asking the University to include information in their annual Campus Master Plan reports regarding topics such as child care, priority hire, and other issues of interest to the Council and community.
<i>B. Housing</i>			
B1	Recognize the University's voluntary commitment to provide affordable housing with some housing provided near transit	Johnson and Herbold	Council Bill 119426 would require the University of Washington to provide 150 units of housing affordable to households earning up to 60% of the area median income and 300 units of housing affordable to households earning up to 80% of the area median income. The University has requested that the plan be amended to instead recognize a voluntary commitment to provide the housing, and to allow some of the housing provided to be located accessible to transit.
B2	Request that the University provide a range of unit types and commit to long-term affordability in their affordable housing projects	O'Brien	Add a recital asking the University to provide a range of housing unit sizes and commit to long-term affordability when they develop the housing described under topic B1.
B3	Request that the University incorporate childcare in affordable housing projects	Herbold	Add a recital asking the University to incorporate childcare into affordable housing projects that are described under topic B1.
<i>C. Transportation</i>			
C	RapidRide investments	Johnson	The University and the Seattle Department of Construction and Inspections have agreed on a timeline for payments toward RapidRide investments to address transit impacts of the University's development. This amendment would incorporate that timeline into the Campus Master Plan.
<i>D. Zoning</i>			
D	Site W22	Johnson	Allow heights up to 240', consistent with the proposed Campus Master Plan
<i>E. Bike Plan</i>			
E	Request that the University prepare a bicycle parking plan	O'Brien	Add a recital asking the University to prepare a formal bicycle parking plan based on the growth anticipated by the Campus Master Plan.

Attachment 3: Proposed Amendments to Council Bill 119426

#	Topic	Sponsor	Discussion
F. Childcare			
F	Request that the University work with the City to develop a child care voucher program.	Herbold	Add a recital requesting that the University work with the City of Seattle and its employees to develop a child care voucher program.

Attachment 3: Proposed Amendments to Council Bill 119426

Amendment A: Reporting on issues of community concern

Councilmember Johnson

Background:

In their response to Resolution 31839, the University District Alliance for Equity and Livability, along with many of the Alliance's members<sup>1</sup>, asked that the recitals to the legislation be amended to request the University of Washington to report on issues of community concern in their annual reports to the Council. This amendment would add such a request.

Notes:

Double underlines indicate new language to be added to a condition, finding, or conclusion.

~~Double strikeouts~~ indicate language proposed to be removed from a condition, finding, or conclusion.

**Amendments**

Amend the recitals to Council Bill 119426 by adding a new recital as follows:

\* \* \*

WHEREAS, the City requests that the University of Washington include information in its annual reports on the Campus Master Plan describing University actions taken to increase access to preschool and childcare, implement a priority hire program, support local economic development, to integrate minority and women-owned business into the campus, and to update and revise the City-University Agreement;

\* \* \*

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<sup>1</sup> The U District Alliance for Equity and Livability includes the American Association of University Professors (AAUP)-UW Chapter, Beacon Hill United Methodist Church, Church Council of Greater Seattle, Coalition of Immigrants, Refugees and Communities of Color (CIRCC), Eritrean Association in Greater Seattle, Feet First, Laborers Local 242, Low Income Housing Institute (LIHI), M.L. King County Labor Council, Puget Sound Sage, Roosevelt Neighborhood Association, Seattle Building Trades Council, Seattle Human services Coalition, SEIU Local 925, SEIU 6, SEIU Health Care 11999NW, Sierra Club, Teamsters Local 117, Transit Riders Union, United Students Against Sweatshops, UAW Local 4121 (Grad Students), University District Community Council, UNITE HERE (Hotel) Local 8, UW Faculty Forward, UW Young Democrats, Wallingford Community Council, WA Community Action Network, WA Federation of State Employees Local 1488, WA State Nurses Association.



## Attachment 3: Proposed Amendments to Council Bill 119426

### Amendment B1: Affordable housing commitment

Councilmember Johnson

#### Background:

The University of Washington plans to increase its staff and faculty by 11% between 2018 and 2028. This will add 1,934 staff members and 842 faculty members over this time period.<sup>2</sup> The University District Alliance for Equity and Livability, in their comments to the Seattle Hearing Examiner, estimated “that about half (13,387) of the 26,318 UW classified and professional (non-academic) employees workers earned less than 80 percent of Area Median Income (AMI), and about one-sixth (4,574) earn less than 50 percent of the AMI.”<sup>3</sup> The University’s Environmental Impact Statement and the Campus Master Plan (CMP) do not estimate the income levels of current or future faculty and staff. Applying the U District Alliance’s ratios to the planned growth in staff, the University would add 322 staff members in positions where they would earn less than 50% of Area Median Income and 622 staff members earning between 50 and 80% of area median income.

Council Bill 119426 would require the University to “construct no fewer than 150 affordable housing units for faculty and staff earning less than 60% AMI and no fewer than 300 additional affordable housing units for faculty and staff earning less than 80% AMI within the MIO boundary, Primary Impact Zone, or Secondary Impact Zone. All the required housing shall be constructed prior to the completion of 6 million net new gross square feet authorized by the CMP.” (Attachment 1, Conditions 1 and 2)

The University, in its response to Resolution 31839, recommends alternative language that reflects a voluntary commitment to provide the housing, clarifies that the housing should be affordable to households earning less than 60% and less than 80% of Area Median Income (AMI), and allows the housing to be built near light rail stations or frequent transit routes. SDCI’s reply to the University’s recommendation suggests that either the housing be built within the Primary Impact Zone [the U District], the Secondary Impact Zone [a broader area surrounding the University and U District], or within a quarter mile of light rail stations measured as the walking distance from the station lot line. Responses from the U District Alliance for Equity and Livability, SEIU Local 925, CIRCC, Emily Sharp, Shawn Williams, WFSE Local 1488, Kent Jewell, Tom Small, SEIU6, and MLK Labor recommended that “half the housing units be near or on campus, and half be within 45 minutes of campus by public transit and located in transit-oriented development.”

This amendment would accept the University’s proposed language regarding its voluntary commitment to provide affordable housing. However, in accepting that language, the City does not cede its authority to require affordable housing to offset impacts of the University’s growth on housing resources. The amendment would also accept the University’s proposed amendment regarding using household income as the basis for determining eligibility for the affordable housing units. Household income is the standard metric for affordable housing programs, and using household income would be consistent with all other housing programs.

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<sup>2</sup> Exhibit D2, page 30, note the Hearing Examiner’s Findings, particularly finding 64, conflate the growth between 2014 and 2018 shown in Table 1 and the growth between 2018 and 2028. Resolution 31839 corrects that error.

<sup>3</sup> Exhibit P1, “U District Alliance Comments on UW Campus Master Plan”, undated, page 10

The SDCI language regarding providing housing within a quarter mile walking distance of light rail stations is clear and has been incorporated into the amendment. Finally, the language from the U District Alliance, et al. regarding locating housing within 45 minutes of campus by transit is most reflective of the Council’s intent that the housing be transit-oriented and is also incorporated into the proposed amendment.

Notes:

Double underlines indicate new language to be added to a condition, finding, or conclusion.

~~Double strikethroughs~~ indicate language proposed to be removed from a condition, finding, or conclusion.

### Amendments

Amend Attachment 1 to Council Bill 119426 as follows:

1. Amend page 276 of the Housing section to include the statement, “The University ~~shall~~ commits to voluntarily construct no fewer than 150 affordable housing units for faculty and staff households earning less than 60% AMI and no fewer than 300 additional affordable housing units for faculty and staff households earning less than 80% AMI. The housing must be built within the City of Seattle (1) within the MIO boundary, Primary Impact Zone, or Secondary Impact Zone, (2) within ¼ mile walking distance of light rail stations, or (3) within 45 minutes of campus by public transit and located in transit-oriented communities as defined in the Seattle Comprehensive Plan. The housing must be completed prior to the completion of 6 million net new gross square feet authorized by the CMP.”

2. A condition of the Master Plan shall state: “The University ~~shall~~ commits to voluntarily construct no fewer than 150 affordable housing units for faculty and staff households earning less than 60% AMI and no fewer than 300 additional affordable housing units for faculty and staff households earning less than 80% AMI. The housing must be built within the city of Seattle (1) within the MIO boundary, Primary Impact Zone, or Secondary Impact Zone; (2) within ¼ mile walking distance of light rail stations; or (3) within 45 minutes of campus by public transit and located in transit-oriented communities as defined in the Seattle Comprehensive Plan. All the required ~~The housing shall must~~ be constructed prior to the completion of 6 million net new gross square feet authorized by the CMP.”

Amend Attachment 3 to Council Bill 119426 as follows:

75. The Director analyzed the Master Plan’s “[c]onsistency ... with the objectives of the City’s Major Institutions Policy, SEPA, and other adopted land use policies and regulations.”<sup>4</sup> The City’s substantive SEPA policies on housing are limited to minimizing impacts on the demolition, rehabilitation or conversion of existing low-rent housing units and minimizing the direct impacts of new commercial development.<sup>5</sup> The Director found no SEPA authority to impose conditions to mitigate the housing impacts of new institutional development.<sup>6</sup> However, the Director identified Comprehensive Plan policy

<sup>4</sup> Exhibit D5 at 5.

<sup>5</sup> SMC 25.05.675.I.

<sup>6</sup> Exhibit D1 at 76.

H5.19, which reads as follows: “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 provision of housing to reduce the impacts of the University’s proposed growth is also within the scope of the City-University Agreement.

76. The Director concluded that the Master Plan was not consistent with Policy H5.19, in that the Master Plan anticipates an increase of approximately 4,649, faculty and staff over its 10-year life, but does not provide for housing, including rent- or income-restricted housing, to accommodate that employment growth. The Director therefore recommended that the Master Plan be amended to require that the University construct 150 affordable housing units within the MIO boundary, Primary Impact Zone, or Secondary Impact Zone, for faculty and staff earning less than 60% AMI.<sup>7</sup> (Conditions 1 and 2) Although the University has publicly committed to such a project in partnership with the Seattle Housing Authority, it opposed this requirement because it claims the City lacks authority to impose the Conditions. However, the University has since volunteered to provide 450 units of housing.

Amend Attachment 4 to Council Bill 119426 as follows:

10. ~~Requiring development of housing for low-income and very-low income staff on or near the campus will mitigate transportation and housing impacts caused by the University’s growth permitted by this Plan. This required mitigation is imposed under the City’s land use authority to approve a Master Plan pursuant to SMC 23.69.006 B, the City-University Agreement, and SMC 23.69; it is not imposed pursuant to SEPA. The University has voluntarily agreed to provide at least 450 units of housing affordable to low-income and very-low income staff in locations accessible to the University. The City’s conditional approval of the CMP is, in part, in recognition of this voluntary commitment.~~

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<sup>7</sup> Exhibit D1 at 24.

Attachment 3: Proposed Amendments to Council Bill 119426

Amendment B2: Affordable housing guidelines

Councilmember O'Brien

Background:

Responses to Resolution 31839 from the U District Alliance for Equity and Livability and their members recommended that the City should "require the UW housing to include a mix of housing sizes to accommodate families..." They also recommended that the City require the University to include "employees and residents... in decisions on where to locate housing, and how housing should be constructed, maintained and administered." Finally, these groups and individuals suggested that the "housing must be non-profit or publicly-owned so rents are held affordable in perpetuity."

Notes:

Double underlines indicate new language to be added to a condition, finding, or conclusion.

~~Double strikethroughs~~ indicate language proposed to be removed from a condition, finding, or conclusion.

**Amendments**

Amend the recitals to Council Bill 119426 by adding a new recital as follows:

\* \* \*

WHEREAS, the City encourages the University of Washington to (1) consult with employees as it develops plans for the affordable housing it has committed to build, (2) consider the needs of a range of household types in planning for a mix of housing sizes, and (3) work with non-profit developers or other public agencies to keep rents affordable in perpetuity;

\* \* \*

If Amendment A passes, amend the Whereas statement added under Amendment A as follows:

WHEREAS, the City requests that the University of Washington include information in its annual reports on the CMP describing University actions taken to increase access to preschool and childcare, plan for and develop affordable housing, implement a priority hire program, support local economic development, to integrate minority and women-owned business into the campus, and to update and revise the City-University Agreement;

Amendment B3: Childcare associated with affordable housing

Attachment 3: Proposed Amendments to Council Bill 119426

Councilmember Herbold

Background:

Responses to Resolution 31839 from the U District Alliance for Equity and Livability and their members recommended that the City should require the UW to “provide childcare onsite for housing.” This amendment would request that the University include childcare when developing family-size housing units.

Notes:

Double underlines indicate new language to be added to a condition, finding, or conclusion.

~~Double strikethroughs~~ indicate language proposed to be removed from a condition, finding, or conclusion.

**Amendments**

Amend the recitals to Council Bill 119426 by adding a new recital as follows:

\* \* \*

WHEREAS, the City encourages the University of Washington to incorporate child care facilities in projects that include family-size housing units;

\* \* \*

If Amendment A passes, amend the Whereas statement added under Amendment A as follows:

WHEREAS, the City requests that the University of Washington include information in its annual reports on the CMP describing University actions taken to increase access to preschool and childcare, incorporate child care into housing projects implement a priority hire program, support local economic development, to integrate minority and women-owned business into the campus, and to update and revise the City-University Agreement;

Amendment C: RapidRide Investments

Councilmember Johnson

Background:

In assessing the impacts of the University's proposed growth on transit the Seattle Department of Construction and Inspections (SDCI) and Seattle Hearing Examiner recommended that a condition (Condition 65) be placed on the Campus Master Plan that the University provide funding for RapidRide transit investments planned to serve the Campus. The University objected to this requirement because there was not a clear monetary cap on the amount of funding they would be required to provide. The University has also argued that transit investments should be tied to the cause of the impact – development on campus – rather than tied to the uncertain timing of King County transit improvements.

In their response and reply to Resolution 31839, the University recommended changes to condition 65 to clarify the timing and amount of payments and to allow funding to go toward transit improvements generally, rather than specific RapidRide projects. SDCI concurred with these proposed changes. This amendment would (1) remove references to specific transit projects to be funded but require SDOT to consult with the UW regarding transit improvements that will be funded through these payments; (2) use a schedule of payments tied to dates and/or development on campus to determine how the funding should be dispersed, and (3) allow for renegotiation of payments if the University builds significantly less development than is planned.

Notes:

Double underlines indicate new language to be added to a condition, finding, or conclusion.

~~Double strikethroughs~~ indicate language proposed to be removed from a condition, finding, or conclusion.

**Amendments**

Amend Attachment 1 to Council Bill 119426 as follows:

**65.** The University shall fund ~~SDOT~~ capital improvements, proposed by SDOT in consultation with the University, to facilitate improve transit performance within the ~~primary and secondary impact zones at the time of implementation of the respective RapidRide project as follows: Primary and Secondary Impact Zones. Payments are due by the following dates or prior to completion of the following development increments, whichever occurs first:~~

- ~~• 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.~~

1. Issuance of certificates of occupancy for 500,000 net new gross square feet or by January 1, 2023: \$2.5 million
2. Issuance of certificates of occupancy for 1 million net new gross square feet or by January 1, 2026: \$2.5 million
3. Issuance of certificates of occupancy for 1.5 million net new gross square feet or by January 1, 2029: \$2.5 million
4. Issuance of certificates of occupancy for 2 million net new gross square feet or by January 1, 2032: \$2.5 million
5. Issuance of certificates of occupancy for 2.5 million net new gross square feet or by January 1, 2035: \$2.7 million

Payments are listed in 2017 dollars but will be adjusted upward by 3.5 percent on January 2 of each year to account for inflation. If the University develops significantly less square footage per phase than the amount described above, the University and the City may negotiate in good faith to adjust the payment schedule.

Amend Attachment 3 to Council Bill 119426 as follows:

82. Based on the reductions in transit travel speeds attributable to the University's growth, the Director recommended that the University fund SDOT capital improvements to facilitate transit performance within the Primary and Secondary Impact Zones at the time the respective Rapid Ride projects are implemented for the 11<sup>th</sup> Avenue NE/Roosevelt Way NE; NE 45<sup>th</sup> Street/15<sup>th</sup> Avenue NE/NE Pacific Street; and Montlake Blvd NE corridors. Within the Primary Impact Zone, the Director's recommendation was that the University's contribution to each project would be equal to the percentage reduction in transit travel speed attributable to the growth under the Master Plan. Although impacts on transit speeds within the Secondary Impact Zone were not analyzed in the EIS, the Director determined that they would likely be less than those in the Primary Impact Zone and recommended reducing the required contributions there to half of the percentages required in the Primary Impact Zone.<sup>8</sup> (Condition 65) The University opposed these requirements on several grounds, including contending that reduction in transit speeds is not the right metric to assess the funding contribution but the University has agreed to an alternative condition that ties its funding obligation to specific development thresholds.

Amend Attachment 4 to Council Bill 119426 as follows:

15. Condition 65 would help fund future RapidRide lines in the University District, thereby increasing transit speed and reliability, increasing the attractiveness of transit, and minimizing destabilizing and unsafe traffic impacts. Maintaining and improving transit performance is a necessary part of supporting an increase in transit service and meeting the University's TMP goals. The University argued that this condition should be tied to the cause of an impact not the measure of its effect. The University has agreed to a modified condition that ties the funding of improvements to the amount of development completed.

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<sup>8</sup> Exhibit D1 at 87-88; testimony of John Shaw.





Amendment D: Site W22

Councilmember Johnson

Background:

At the September 19 PLUZ Committee meeting, the committee considered the proposed zoning heights of two areas within the Major Institution Overlay: Site W22, which is located at the north end of the University Bridge; and, Site W37, which is located on the west side of the University Bridge. The Committee voted to maintain the current height limit (105') on site W22 and to allow additional height on site W37.

In their comments in response to Resolution 31839, the University argued for the higher height limit on Site W22 as follows:

*The City Council appears to have voted to retain the existing 105-foot height limit for site W22 because this site is viewed as a "gateway" by University District stakeholders who think a lower height is in keeping with this designation. However, approving the proposed 240-foot height will not prevent a development from incorporating "gateway" elements, and the design guidelines in the Plan recognize this is important. (See D2 at 195). The 240-foot height is the same height allowed in adjacent sites off-campus. The site is also in West Campus just a few blocks from the planned light rail station where it is appropriate to locate density.*

*Further, although Council did not discuss the development standards that will apply to site W22, they are important to understanding how future development of the site will be guided to ensure the building fits within its context and is comparable to adjacent development. Such development standards include:*

- *A site-specific gross floor area limit;*
- *A podium height limit of 45 feet;*
- *A 75-foot tower separation requirement from adjacent buildings; and*
- *Upper-level setbacks.<sup>9</sup>*

*Applying these development standards, the record indicates that site W22 would have a maximum theoretical tower floor plate size of approximately 12,100 square feet, which is comparable to the maximum floor plate limit for residential towers in the adjacent University District that are allowed between 10,700 and 11,500 square foot floorplates. See SMC 23.48.645.<sup>10</sup>*

Figure 186 from the Campus Master Plan shows the application of the development standards:

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<sup>9</sup> Upper level setbacks would be 20' along at least two edges of the podium above a height of 45 feet. Exhibit D2, page 251

<sup>10</sup> Letter from the University of Washington Board of Regents, October 26, 2018, page 11



Figure 186. Proposed Building Envelopes. Graphics are for Illustrative Purposes Only



### Attachment 3: Proposed Amendments to Council Bill 119426

The City/University Community Advisory Committee, in their response to Resolution 31839, supported the height reduction on site W22, and asked for a height reduction on site W37 as well.

The University District Community Council replied to the University's comments on Resolution 31839. Their reply stated:

*Notwithstanding the UW's assertions to the contrary on page 10 of the attachment they provided, the University did NOT modify height limits on "many development sites" in response to CUCAC or other community concerns. While some heights were lowered from 240' to 200' in the West Campus, this was not in response to requests CUCAC or the community made and was evidently done for the convenience of the UW (as I recall, they stated that they were stepping down heights as they went toward the water, which is ironic considering their stated position that Site 37W can be increased to double the height of the zoning to the immediate north and this is somehow "consistent" because it's downhill from it).*

*Indeed, CUCAC requested that some of the heights along the frontage of Pacific Avenue in the South Campus be reduced and that in exchange some heights further south be increased, and this did not occur. The UDCC requested a height reduction from the 130' proposed for the East Campus along the full length of Montlake Boulevard, which is an unprecedented height increase for that stretch (the closest non-UW properties have 65' height limits), and the UW was not responsive to this either.*

*The only significant height reductions made in the plan were those along University Way NE, and that is because they were so egregiously out of keeping with the existing Ave zoning that even DPD/SDCI recommended they be lowered after CUCAC pointed out how inconsistent they were with the rest of the area. The UDCC (and, for that matter, CUCAC) remain adamant that the height limits at 22W and 37W must be reduced to protect the public interest and consistency with surrounding zoning - while the UW is certainly a public institution, there are other areas of public concern that it ought not be able to simply roll over because it finds it inconvenient to do so.*

*We take serious issue with the UW's characterization of the 240' building proposed for Site 22W as a suitable gateway to our neighborhood. You can put some architectural lipstick on that pig, but at the end of the day it is still a 240' tall pig across the street from a brand new 65' building, and is of a height and scale that will present a virtual wall to those entering the neighborhood from the south. There is a 20+ year history of both City and UW plans that call for this to be a key gateway location to the neighborhood, and a few setbacks and signs are not going to be sufficient to achieve that goal.*

Notes:

Double underlines indicate new language to be added to a condition, finding, or conclusion.

~~Double strikethroughs~~ indicate language proposed to be removed from a condition, finding, or conclusion.

#### **Amendments**

Amend Attachment 2 to Council Bill 119426 as follows:

Change zoning on site W22 from MIO-105-C1-65 to MIO-240-C1-65 and from MIO-105-MR to MIO-240-MR as shown on figure 1:

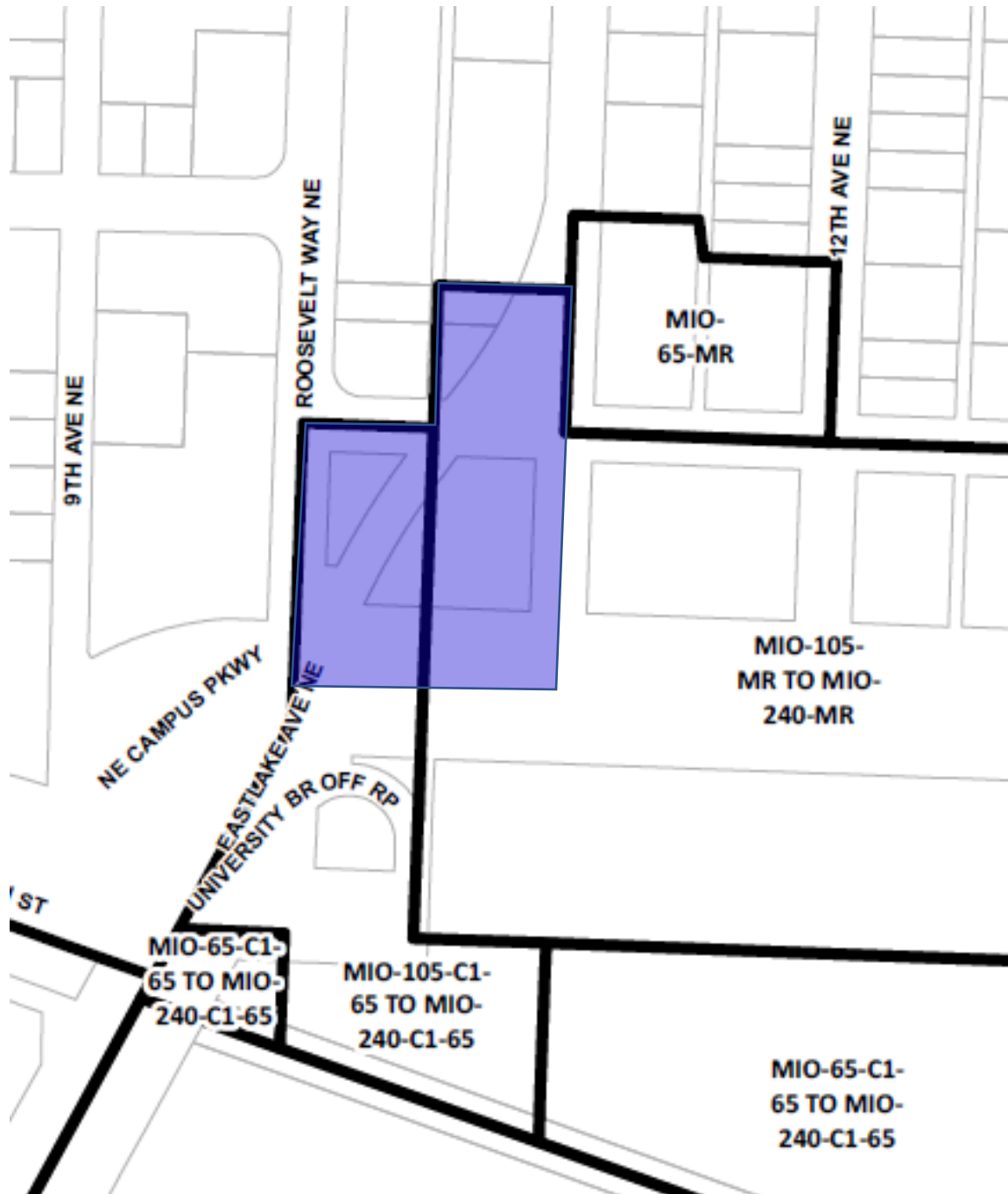


Figure 2: Excerpt of page 6 of Attachment 2 as proposed. Site W22 is shown in blue.

Attachment 3: Proposed Amendments to Council Bill 119426

Amend Attachment 4 to Council Bill 119426 as follows:

25. The CUCAC's requested height reduction for Site W22 is denied ~~adopted~~. ~~Site W22, with the vacant sites across the street to the north and west, sit on the edge of the campus boundary and provide a gateway to the neighborhood. The relationship between site W22 and the University Bridge and the midrise area to the west make the current height limit of 105 feet more appropriate than the proposed 240 feet. The height limit of 240' is consistent with the zoning immediately to the north and west of site W22. The development standards placed on site W22 under the CMP, and the distinctive shape of Site W22 provide opportunities for a distinctive gateway to the neighborhood at this site, without requiring a lower height limit.~~

\* \* \*

28. ~~Except for Site W22, the~~ The Council adopts the Examiner's recommendations on the proposed MIO height designations.<sup>11</sup>

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<sup>11</sup> Exhibit D1 at 45.

Attachment 3: Proposed Amendments to Council Bill 119426

Amendment E: Bicycle Parking Plan

Councilmember O'Brien

Background:

In their response to Resolution 31839, Cascade Bicycle Club asked that the University prepare a formal bicycle parking plan. The formal bicycle plan would “ensure that as campus grows, bicycle parking capacity will grow in accordance with geographic demand rather than by overall capacity. This is essential to both growing bicycle mode share and maintaining it: even if bicycle mode share remains stagnant, as the institution grows, net bicycle trips will also grow and necessitate additional parking that is convenient, secure, and available for users when and where they need it.”

The University’s data regarding parking shows that bicycle parking appears to meet demand, however, given the amount of development planned on campus, a bicycle parking plan would help to make sure that the University is considering how and where bicycle facilities will be provided as part of development of the campus.

Notes:

Double underlines indicate new language to be added to a condition, finding, or conclusion.

~~Double strikethroughs~~ indicate language proposed to be removed from a condition, finding, or conclusion.

**Amendments**

Amend the recitals to Council Bill 119426 by adding a new recital as follows:

\* \* \*

WHEREAS, the City encourages the University of Washington to prepare a bicycle parking plan to ensure that adequate bicycle parking is provided on campus;

\* \* \*

If Amendment A passes, amend the Whereas statement added under Amendment A as follows:

WHEREAS, the City requests that the University of Washington include information in its annual reports on the CMP describing University actions taken to increase access to preschool and childcare, develop and implement a bicycle parking plan, implement a priority hire program, support local economic development, to integrate minority and

Attachment 3: Proposed Amendments to Council Bill 119426

women-owned business into the campus, and to update and revise the City-University Agreement;

Attachment 3: Proposed Amendments to Council Bill 119426

Amendment F: Child care voucher program

Councilmember Herbold

Background:

Resolution [31732](#), related to the University District Urban Design Framework, called for the development of a joint City-University partnership to explore opportunities for an employer/employee childcare voucher fund:

The City recognizes a common interest with the community to support opportunities to increase access to childcare within the U District and for children of employees working within the U District. The City will explore opportunities to create a joint multi-employer/employee childcare voucher fund based on an assessment of the need of the employees of organizations in the U District, including the University of Washington, for quality, accessible, and affordable child care. In conducting the assessment, the City shall consult with the City of Seattle's Department of Education and Early Learning and the Human Services Department; the University of Washington and employees of the University, including the collective bargaining representatives for UW employees and child care providers; child care providers in the U District; the U District Partnership; and other appropriate persons or organizations.

In their letters in response to Resolution 31839, the University District Alliance for Equity and Livability and its members reiterated their call for this type of study. This amendment reaffirms the Council's support for such a study.

Notes:

Double underlines indicate new language to be added to a condition, finding, or conclusion.

~~Double strikethroughs~~ indicate language proposed to be removed from a condition, finding, or conclusion.

**Amendments**

Amend the recitals to Council Bill 119426 by adding a new recital as follows:

\* \* \*

WHEREAS, the Council encourages the University of Washington to work with its employees to develop an employer/employee child care voucher program;

\* \* \*