



UNIVERSITY OF WASHINGTON

2018 SEATTLE CAMPUS MASTER PLAN

FINAL ENVIRONMENTAL IMPACT STATEMENT

VOLUME II

JULY 2017



FINAL

ENVIRONMENTAL IMPACT STATEMENT

for the

UNIVERSITY of WASHINGTON

**2018 SEATTLE CAMPUS
MASTER PLAN**

VOLUME II

University of Washington

Capital Planning and Development

The Final EIS (FEIS) for the University of Washington *2018 Seattle Campus Master Plan* has been prepared in compliance with the State Environmental Policy Act (SEPA) of 1971 (Chapter 43.21C, Revised Code of Washington); the SEPA Rules, effective April 4, 1984, as amended (Chapter 197-11, Washington Administrative Code); and rules adopted by the University of Washington implementing SEPA (478-324 WAC). Preparation of this FEIS is the responsibility of the University's Capital Planning and Development Office. The Capital Planning and Development Office and the University's SEPA Advisory Committee have determined that this document has been prepared in a responsible manner using appropriate methodology and they have directed the areas of research and analysis that were undertaken in preparation of this FEIS and the Draft EIS (DEIS). This document is not an authorization for an action, nor does it constitute a decision or a recommendation for an action; in its final form, it will accompany the *Proposed Action* and will be considered in making the final decisions on the proposal.

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Chapter 5 – COMMENT LETTERS AND RESPONSES

Key Topic Areas

CHAPTER 4

KEY TOPIC AREAS

Consistent with the Washington State Environmental Policy Act (SEPA) and the City-University Agreement, a public comment period was provided for the October 2016 Draft EIS and Draft CMP. During the public comment period, a total of thirty-seven (37) letters and 129 emails were received. All of the comments received, as well as responses to comments, are provided in Final EIS **Chapter 5**.

A number of comments were received that identified common subjects; these have been termed “key topic areas”. Rather than reiterating a similar response to each comment that shares a common theme, this chapter of the Final EIS identifies the key topic areas and provides a detailed discussion related to each key topic area. Responses to specific comments provided in Final EIS **Chapter 5** that pertain to these topic areas refer back to the corresponding discussion in this chapter.

The following key topics are discussed in this **Chapter 4** of the Final EIS:

- 4.1 - Housing
- 4.2 - Building Height Relationship to Surrounding Area
- 4.3 - Utility Demand Estimate Methodology and Cumulative Utilities Conditions
- 4.4 - Overall Cumulative Conditions
- 4.5 - Innovation District Assumptions
- 4.6 - Climbing Rock
- 4.7 - Transit Subsidy Provisions
- 4.8 - Historic Preservation
- 4.9 - Space Demand
- 4.10 - University of Washington Capital Budget
- 4.11 - Commitment to Open Space (Greens), Waterfront Trail and View Corridors
- 4.12 - Urban Forestry Management Plan
- 4.13 - Relationship between Proposed Shoreline Access Plan and Seattle SMP
- 4.14 - Transportation
- 4.15 - Childcare

4.1 Housing

Summary of Draft Environmental Impact Statement

Population – All Action Alternatives

Under all of the action alternatives, the 2018 Seattle Campus Master Plan anticipates continued University population growth at the rate of 20 percent between 2014 and 2028; from 67,155 to 80,479. Population growth of 13,324 is divided into three groups: students (8,675), faculty (1,410), and staff (3,239).

Housing, Students – All Action Alternatives

Current on-campus housing includes 11 residence halls with capacity for 7,009 students, and student apartments with capacity for 2,508 beds (1,811 single students and 697 family apartments). In total, the University currently has the capacity to house approximately 9,517 students on campus. The University's North Campus Student Housing Project is also currently under construction, which will add a net increase of 1,353 student beds on campus¹ and increase the capacity for student housing to approximately 10,870 students.

Under all of the action alternatives, housing to accommodate the anticipated student population growth will be located both on-campus and off-campus. On-campus, 1,000 additional beds will be added under the 2018 Seattle Campus Master Plan. These additional beds increase the current share of students housed on-campus from 21 percent to 22 percent. Under the no action alternative, only 21 percent of students would be housed on campus with the planned completion of the North Campus Student Housing Project.

The *University of Washington Student Housing Statement of Principles* was adopted by the Board of Regents in 1978 and states that "the primary source for student housing continues to be the off-campus private housing market." Therefore, the remaining students have and will continue to reside off-campus. Existing data suggests that of students who currently reside off-campus, 33 percent live within the Primary Impact Zone; 12 percent live within the Secondary Impact Zone; 22 percent live in other Seattle areas; and 33 percent live outside Seattle. This pattern is anticipated to continue for the purposes of the analysis in the draft EIS. Thus, under all of the action alternatives, 3,453 students would seek housing within the Primary and Secondary Impact Zones. If all of these students resided only within the boundaries of the University District Urban Design Final EIS and one of the proposed plans were approved, then students would occupy 65 to 69 percent of units, a decrease from the current 77 percent.

¹ The North Campus Student Housing Project includes the demolition of McCarty Hall and Haggett Hall (1,480 beds) and the construction of new housing facilities with approximately 2,833 beds. The current phase that is under construction will add approximately 2,133 beds and the proposed next phase will add approximately 700 beds.

Housing, Faculty and Staff – All Action Alternatives

All faculty and staff reside off-campus. Existing data suggests that 8 percent reside within the Primary Impact Zone; 23 percent within the Secondary Impact Zone; 37 percent in other Seattle areas; and 32 percent outside of Seattle. This pattern was anticipated to continue for the purposes of the analysis in the draft EIS. Thus, under all of the action alternatives, 1,441 faculty and staff would seek housing within the Primary and Secondary Impact Zones. If all of the staff and faculty resided only within the boundaries of the University District Urban Design Final EIS and one of the proposed plans were approved, then they would occupy 29 to 37 percent of units.

Summary of Supplementary Analysis from the Final Environmental Impact Statement

Background Information

Many and diverse factors weigh into the residential housing choices of students, faculty, and staff associated with the University of Washington. For students, these include but are not limited to, whether they moved to the area to attend University, if they have family to live with, if they have dependents of their own, their financial situation as a result of parental support, grants, loans, savings, partner's income, or work income, the frequency of travel to campus, and neighborhood amenity preferences.

For faculty and staff, these decisions are often more complex as their relationship to the UW is not as time limited in nature compared to students, and employees are older and more likely to be making residential choices jointly with other members of their household. Their income and accessibility to campus also play a central role.

The University of Washington understands housing decisions and opportunities impact not only the wellbeing of the individual, but that they must also be addressed as housing concerns are a critical factor in attracting talented students and employees necessary to fulfill its mission as a premier educational institution.

While the primary source for student housing will continue to be the off-campus private housing market, the University of Washington, through the *2018 Campus Master Plan*, is directly addressing this concern through the 1,000 additional student housing beds that are intended to accommodate a higher share of students on campus than exists currently. In addition to the expansion of on-campus housing, the University of Washington offers discounts and access to counseling services for eligible employees purchasing a home, rental opportunities affordable to employee's households making 65 percent to 85 percent of the area median income, and competitive salaries to secure housing in the private market.

Existing Conditions Housing Summary

To better understand where students, staff, and employees live, a comprehensive residential choice analysis was conducted that demonstrated several key points:

- Nearly 95 percent of on-campus housing is occupied by undergraduate students, the majority of which are freshmen.
- For students who reside off-campus, they are more likely than staff or faculty to live near campus.
- For students who do not live near campus, they are widely dispersed throughout the city and many (43 percent) live outside of Seattle.
- Only 5 percent of staff and faculty live in the U District.
- Many staff and faculty live outside Seattle (43 percent).
- More classified staff live outside Seattle compared to academic and professional staff.

Population Summary – All Action Alternatives

Under the 2018 Seattle Campus Master Plan, it is anticipated that the campus population (student, staff and faculty) would continue to grow, similar to current and prior trends over the 10-year planning horizon. The anticipated growth was planned according to and falls in line with overarching policies, plans and investments. In Washington State, growth management planning is structured in a manner that advances coordination amongst jurisdictions. In the central Puget Sound region this process begins with long run forecasts of population and employment for the four county region. These forecasts, developed by PSRC, then support small area (Forecast Analysis Zones) forecasts of future population and jobs which in turn support both regional and local planning efforts. The population and employment forecast of the central Puget Sound includes approximately 630,000 in added household population between 2015 and 2030. During this period, the region also expects to add about 460,000 new jobs. Of those jobs nearly 19,000 are anticipated to be in the state education sector².

According to Seattle's long-range plan, Seattle 2035, between 2015-2035 an additional 70,000 housing units will be added while jobs will increase by over 115,000. This reflects Seattle's continued role as a regionally significant employment center. In the City of Seattle, a neighborhood-level planning process supports long-range planning. Neighborhood plans have been adopted for urban neighborhoods throughout the City including the University District. Neighborhood plans are approved by the City and go through the state's environmental review process; which identifies social and environmental impacts and

2 State employment in education is predominantly in state higher education institutions

mitigation measures. In addition, the University District is part of a regionally designated Urban Growth Center³.

The employment growth anticipated in the 2018 Seattle Campus Master Plan, which is relatively modest at just over 4,600, is within the growth expectations for “Forecast Analysis Zones” 6214 and 6215. Similarly, expected increases in on-campus student population and a share of the non-campus student population are also within the growth projections for Forecast Analysis Zones 6214 and 6215 even before the *2018 Seattle Campus Master Plan* and University District zoning changes are taken into account.

Housing Summary – All Action Alternatives

The City of Seattle recently adopted new zoning following publication of the *University District Urban Design Framework Plan*. The new zoning increases density and building heights in the area, and encourages a range of housing types and housing affordability levels. The *University District Urban Design Final EIS* assumed growth levels of 5,000 housing units for the purposes of studying the impacts of increased density, and found that both levels of assumed housing growth could be accommodated in the University District study area⁴ under all of the alternatives studied, including the no action alternative. The *University District Urban Design Final EIS* also disclosed the amount of development capacity available in the U District study area, and found that that 9,800 units⁵ could be accommodated in the District under the action alternatives studied.

UW student and employment growth could impact housing dynamics but there are many uncertainties as to how. The following provides two analyses - one that outlines future residential patterns after current preferences, and one that takes the impact of major transportation infrastructure on housing choices into account.

1) Future residential patterns following current preferences:

Based on existing residential location preferences, there is ample capacity for additional housing units within the Primary and Secondary Impact Zones. University of Washington home zip code data indicates that approximately 35 percent of current students living off-campus reside in the Primary and Secondary Impact Zones. Applying this same percentage to the estimated 8,675 new students accommodated on campus under the *2018 Seattle Campus Master Plan*, and considering the proposed 1,000 new student housing beds on campus under the *Plan*, approximately 2,661 new students⁶ would be anticipated to search for housing in the Primary and Secondary Impact Zones. Under the *2018 Seattle Campus Master Plan* approximately 641 new

3 <http://www.psrc.org/growth/centers/>

4 The University District study area was generally bounded by Ravenna Avenue NE to the north, 15th Avenue NE to the east, Portage Bay to the south, and I-5 to the west.

5 To provide a conservative analysis, the subsequent discussions analyze the lower end of the development capacity (9,130 units).

6 This total also assumes the completion of the North Campus Student Housing Project, which is under construction.

faculty and staff would also be anticipated to search for housing in the Primary and Secondary Impact Zones. Given the recent adoption of proposed zoning changes in the U District, this leaves 3,348 housing units available to non-UW affiliated residents.

2) Future residential patterns follow different preferences.

The previous analysis assumes that new students, faculty and staff will make residential location choices similar to the choices made currently. This is a reasonable approach for understanding housing needs related to campus growth. However, major transit investments that will be completed within the 10-year planning horizon of the *2018 Seattle Campus Master Plan* will very likely influence future residential housing choices. There are uncertainties as to how much influence transit investments will have on housing choices. Improved transit services could expand the rental housing market search area to include more distant and affordable housing options. For example, accessing campus from Northgate during the morning commute on a weekday currently involves a 26-minute bus trip, and would involve a similar trip home for a resident of Northgate at the end of a school day. Once the Northgate Link Light Rail Station is operational, the transit travel time is expected to be reduced to 5 minutes during peak travel times. This means that accessing the campus from Northgate will be comparable in travel time to accessing campus from within the University District itself. Therefore, an analysis was developed based on current residential location patterns, but accounts for improvements in transit accessibility (see Section 3.8 for further details on the analysis methodology). The analysis results predict that a lower share of new students will locate in the Primary Impact Zone than is true for the current student population. Instead, some students and employees will likely choose other neighborhoods with improved transit access, as illustrated from the table below.

ESTIMATED OFF-CAMPUS HOUSING DISTRIBUTION FOR NEW STUDENTS, STAFF, AND FACULTY BASED ON TRANSIT ACCESS IMPROVEMENTS

	Baseline New Student Locations	Transit Access Induced Change in Location	Updated New Student Locations
Primary Impact Zone	2,280	-543	1,737
Secondary Impact Zone	381	128	509
Other Seattle Areas	1,694	414	2,108
Outside of Seattle	3,320	0	3,320
Total	7,675¹	0	7,675

Source: University of Washington, 2016, ECONorthwest.

Housing Impacts – All Action Alternatives

Housing choice is a complex decision driven by many factors such as whether people are relocating to the region to work or study, or simply shifting jobs or schools while remaining in their residence. A such, the simple quotient of population divided by two (for average number of people per unit) is an incomplete measure for housing demand and does not account for the fluidity of choice based on supply conditions. Furthermore, how and where the demand will materialize is unclear. What it does indicate is that the population associated with the University of Washington is widely disbursed throughout Seattle, and to a large extent, beyond the City.

Housing Mitigation – All Action Alternatives

For on-campus housing, the University of Washington has committed to adding 1,000 beds to accommodate a larger share of students and decrease demand for housing off-campus in surrounding neighborhoods. For off-campus housing, it is difficult to know with precision what the exact number of housing units needed to meet future demand is likely to be based on the 2018 Campus Master Plan. As stated previously, housing choice is a complex decision driven by factors such as whether people are relocating to the region to work or study or simply shifting jobs or schools while remaining in their residence. Furthermore, how and where the demand will materialize is unclear, what this analysis does indicate is that the population associated with UW is widely disbursed throughout Seattle and to a large extent beyond its borders and the extension of light rail north from the existing station has the ability to extend the reach of housing markets to the campus.

As demonstrated in the previous analysis in Section 3.8, any positive new demand for housing generated by anticipated population growth has already been planned for at the regional, city and neighborhood level through a prescribed long-range planning process. To this end, impacts of associated actions to accommodate future population and housing growth have been identified along with appropriate mitigations measures through efforts such as Sound Transit's LINK light rail system, King County Metro Connects, U District rezone, and City of Seattle's Mandatory Housing Affordability program.

4.2 Building Height Relationship to Surrounding Area

Building height concerns, as communicated through the emails, comment letters and the public hearing transcript on the Draft EIS and Draft *2018 Seattle Campus Master Plan* largely focused on the potential development sites where University property abuts non-University property, as well as along University Way NE, NE Campus Parkway, and NE Pacific Street. Comments expressed concern about the creation of street walls, as well as shadows cast by tall structures. Based upon various sources of feedback, the following modifications have been made to the maximum building heights and massing proposed within the *2018 Seattle*

Campus Master Plan. All associated graphics in the *2018 Seattle Campus Master Plan* and this Final EIS have been updated to reflect these modifications.

- To promote variation and modulation in façades, as well as to create a more gradual transition between University and non-university property, a second upper level setback would be required on Pacific Street, University Way NE (the Ave), and Campus Parkway under the *2018 Seattle Campus Master Plan*. For development with ground-level floorplates that exceed 20,000 gsf and whose building height exceeds 160', two upper level setbacks would be required: a 20' setback at 45', and a second 20' setback at 90' (for development along University Way and Campus Parkway) or at 120' (for development along NE Pacific Street). The second upper level setback would create a more gradual transition in massing, and allow greater access to light and air on sites W21, W23, W28, W29, S39, S40, S41, S43, S44, S45, S57, and S58. The second upper level setback would be required along a minimum of one façade, generally the façade facing the more prominent street edge.
- The configuration of site W25 has been modified so that its maximum height steps up from 45' to 90' to 240' (west to east), similar to W24, to provide a more incremental transition into the West Campus.
- The maximum building heights on sites S47, S48 and S49 in the South Campus have been reduced from 240' to 200' to provide additional light and air access to S43, S44 and S45. This change would also provide a more gradual transition in heights as buildings get closer to Portage Bay.
- Additional discussion has been included in Chapter 6 of the *2018 Seattle Campus Master Plan* to complement the graphic "potential building envelopes" that identifies the percentage of each theoretical building envelope to which development is limited. This percentage varies on a site by site basis, and highlights the degree to which light and air are introduced on each site.
- The following discussion has been added to the development zone graphic for the South Campus in Chapter 6 of the *2018 Seattle Campus Master Plan*: "Building heights of future development shall be sensitive to the daylighting needs of the sundial mounted on the south face of the Physics-Astronomy Tower, and the Life Sciences Building greenhouses."
- A new graphic has been added to Chapter 5 of the *2018 Seattle Campus Master Plan* that illustrates the proposed CMP development in West Campus adjacent to potential development in the recently-approved U-District upzone along NE 41st where the U-District and West Campus converge.
- The maximum building height for S52 and S54 on the South Campus development table (page 198) has been modified from 105' to 30'.
- The following new development sites have been added to the 2018 Seattle Campus Master Plan:
 - E64 – (30,000 gsf)

- E66 – (30,000 gsf)
- E73 – (30,000 gsf)
- E74 – (30,000 gsf)
- In West Campus, on the same block as site W36, and north of W35, a new development site has been added. The site is W37
- Parking underneath the Dempsey Indoor Facility for 300 parking spaces. (When the building was built it was built to accommodate parking)
- Development site E82 (in Laurel Village) has been removed.
- For sites E80 and E81 (in Laurel Village), the maximum building height along NE 45th and Mary Gates Way would remain at 65', while maximum building height on the east edge that abuts residential development would be reduced to 30'.
- The area where the School of Social Work is located on 15th between NE 41st and NE 42nd (which is not a development site) has been lowered from the 240' to the current 105'.
- The area behind development site W23, the new Cedar Hall apartments (which is not a development site) has been lowered from the 240' to the current 65'
- Site W39 (formerly W38) has been lowered from 200' to 130' to provide a more gradual transition.

4.3 Utility Demand Estimate Methodology and Cumulative Utilities Conditions

The following provides a summary of the information provided in the Draft EIS and Final EIS in regards to utility service (electricity, water supply and sewer service), methodologies utilized to estimate utility demands, capacity of existing systems to serve proposed campus development and proposed mitigation, and cumulative utility conditions with proposed campus development in conjunction of development in the Primary and Secondary Impact Zones.

Existing Utility System Conditions

Electricity

- Electricity for the University of Washington campus and surrounding area is provided by Seattle City Light (SCL).
- Electricity is provided to the University of Washington campus at two University-owned receiving stations; the East Receiving Station and West Receiving Station.
- Electricity is distributed to the majority of campus via the University system, with portions of the West, South and East campus served directly by the SCL system (see Figure 3.4-1 of this Final EIS).

- Between 2000 and 2015, building area on campus increased by 21 percent with only a 15 percent increase in electrical use, indicating increased energy efficiency in newer buildings.
- The majority of electricity consumed on the campus is for building lighting, building ventilation, lab equipment and office equipment.
- SCL has indicated that the existing system is adequate to serve current demand, although the substation and distribution system demand is approaching system capacity and the ability to serve additional demand is limited.
- Electricity in surrounding Primary and Secondary Impact Zone, including University District, is provided by SCL.

Water Supply

- Water supply for the University of Washington campus and surrounding area is provided by Seattle Public Utilities (SPU).
- Uses on the University of Washington campus currently consume approximately 198 million gallons of water annually.

Sewer Service

- Sewer service at the University of Washington campus is provided by a series of systems owned by the University, King County Metro and SPU.
- In general, the Central, South and East Campus served by the University, with West Campus served by University and SPU systems.
- All sewer flows directed to King County Metro trunk line.
- Uses on the University of Washington campus currently generate approximately 181 million gallons of sewage annually.
- Isolated areas of Central Campus are served by older combined sewer/stormwater systems, which can result in overflows of sewage into Portage Bay from the Metro trunk line at certain times, including periods of considerable stormwater runoff.

Utilities Demand Estimate and Methodologies

Electricity

- In 2015, the approximately 17 million gsf of building space on campus generated an annual electricity demand of approximately $987 \text{ Btux}10^9$; resulting in an electricity demand of approximately $0.000058 \text{ (Btux}10^9\text{) per gsf of building space}^7$.
- Assuming up to 6 million gsf of new building space and a per gsf measure of electricity consistent with 2015 conditions, up to $348 \text{ Btux}10^9$ of additional electricity demand is assumed under the *2018 Seattle Campus Master Plan* (a 24 percent increase from existing conditions).

Water Supply

- Based on a sample of representative metered buildings, annual existing water demand is estimated to be 12 gallons per gsf of building space.
- Assuming up to 6 million gsf of new building space, annual demand could increase by approximately 72 million gallons, an approximately 36 percent increase over 2015 campus levels.

Sewer Service

- Based on available water meter data and known irrigation demands, annual sewer service demand is estimated to be 11 gallons per gsf of building space.
- Assuming up to 6 million gsf of new building space, annual demand would increase by approximately 66 million gallons, an approximately 36 percent increase over 2015 campus levels.

Ability of Existing Utilities Systems to Serve Proposed Development and Identified Mitigation

Electricity

- The existing electrical system has capacity to serve approximately 1.5 to 2.0 million gsf of additional building space on campus. This estimate is based on extrapolated historical energy use for the existing buildings on campus with an accommodation for conditions associated with higher efficiency in new buildings. This estimate includes assumption for research and academic focused buildings (primarily in the South and West Campus Sectors) which can exhibit a higher demand for electricity.

⁷ This estimate is conservative given that energy demand from older, less energy efficient. Buildings comprise a substantial proportion of existing building space.

- Accommodating additional growth beyond 1.5 to 2.0 million square feet (up to the total 6.0 million gsf of building space identified in the *2018 Seattle CMP*) would require improvements to the existing University system. Options for providing increased capacity include a combination of the following:
- The types of land uses anticipated on campus would be intended to provide a mix of uses similar to those currently located on campus, such as instructional uses, administrative uses, student housing and student services, and innovation district type of uses. Innovation District uses are defined by the University as places that promote collaboration where experts in social work, public health, engineering, life sciences and performing arts can partner with government, education, business, and non-profit organizations. Current examples of innovation district collaborations on campus include Microsoft contributions to the Computer Science & Engineering Program, the Automobili Lamborghini Advanced Composite Structures Laboratory, the Population Health Initiative, CoMotion and StartUp Hall. Innovation District type uses are not anticipated to reflect electricity demand substantially different from other University uses.
- The overall SCL substation and distribution system serving the University District, including the University of Washington campus, has limited capacity to serve future growth in the area. Accordingly, the University of Washington and SCL are coordinating to address both short-term and long-term solutions for serving growth in electrical power demand in the area. Options for providing increased capacity include a combination of the following:
 - Provision for expansion of the existing SCL substation serving the campus.
 - Provision of an additional substation on or in the vicinity of campus.
 - Upgrades to the existing East and West Receiving Stations.
 - Serving additional buildings directly from the existing SCL grid where available.
- The pace of development during the last 15 years (2003 to 2018) has been around 200,000 gsf per year. Some years has seen more development and some years, less. On page 85 of the 2003 CMP, it says the following: *“...Because the funding of capital projects depends upon the State Legislature and/or private sources, the University’s development program is difficult to predict. Based on past development trends, need and funding sources, it is anticipated that during the life of the plan the University will build approximately 600,000 gsf of new buildings every biennium up to 3 million gsf. However, there may be some biennia where the development is less than 600,000 gsf or more than 600,000 gsf.”* The same assumption is being made for the *2018 Seattle Campus Master Plan*. In Chapter 6 of the *2018 Seattle Campus Master Plan* it says: *“... Based on past development trends, need, and funding sources, it is anticipated that during the life of this Plan the University will build on average 600,000 gsf of net new buildings annually for a*

total development of 6 million net new gsf over the life of the 2018 CMP. However, there may be some years where the development is more or less than 600,000 net new gsf.” If the 2018 Seattle CMP takes the same 15 years to complete as the 2003 CMP did, then the average pace of development during a 15 year period would be 400,000 gsf a year instead of 600,000 gsf. If this plan takes longer to complete due to funding constraints, the amount of development per year would decrease accordingly.

The University desires to continue to work with SCL to help with long term planning of load forecasting and power demand. The University believes best way to do that is to continue to work closely with SCL staff as new information about building funding is received. The University currently reports through the Campus Master Plan Annual Report on efforts to obtain legislative funding and identify which sites buildings will be built on once funding is secured.

- The University of Washington would coordinate with SCL and monitor electrical demand and capacity as development under the *2018 Seattle CMP* proceeds (initial options for providing increased capacity listed above).

Water Supply

- Water distribution system on campus considered adequately sized to meet current and anticipated demands under the *2018 Seattle CMP*.
- The University of Washington would implement measures to reduce water supply demand, including low-flow fixtures, reuse of stormwater for non-potable uses, and low-water landscape irrigation systems.

Sewer Service

- The existing systems serving the campus considered adequately sized to meet current and anticipated future demands, although specific improvements could be required when individual projects are proposed.
- Consistent with current University of Washington policy, as individual development projects in areas currently containing combined sewer/stormwater piping systems occurs, the combined systems would be converted to separated sewer and stormwater systems, as feasible.

Cumulative Utilities Conditions

Electricity

Development under the *2018 Seattle CMP* would contribute to the amount of overall energy use (electricity and fuel) in the area and, in combination with future new development in the area, would contribute to the overall SCL power generation and distribution system. To the extent that increased campus population and development increase the pressure for supporting development in the area (primarily in the University District), campus growth could contribute to energy demands in the area.

Recent changes in the zoning and development capacity of the University District could result in increased development and associated electricity demand in the vicinity of the University of Washington campus. Although the level, timing, and specific location(s) of future development in the University District is not known, it is possible that some level of concurrent development, and associated energy demand, would occur over a concurrent timeframe and in proximity to development under the *2018 Seattle CMP*, especially given the proposed focus of development in the West Campus under the *2018 Seattle CMP*. The *University District Urban Design EIS* indicates that “the existing substation and transmission infrastructure may be adequate to meet future needs. Further studies are required to determine whether major upgrades to the substation infrastructure will be required.” There is a potential for cumulative energy-related impacts associated with concurrent demand increases on the University of Washington campus and in the University District.

Continued coordination between the University of Washington and SCL will be necessary to determine the improvements required to adequately serve development on the University of Washington campus and the University District.

Water Supply and Sewer Service

Development under the *2018 Seattle CMP* would contribute to the amount of overall demand on water supply and sewer service in the area and, in combination with future new development in the area, would contribute to demand on these utility systems. To the extent that increased campus population and development increase the pressure for supporting development in the area (primarily in the University District), campus growth could contribute to water and sewer utility demands in the area.

Recent changes in the zoning and development capacity of the University District could result in increased development and associated water and sewer utilities demand in the vicinity of the University of Washington campus. The *University District Urban Design EIS* indicates that “development under any of the alternatives would create additional load on the utility infrastructure in the U District”. The *University District Urban Design EIS* also indicates that “no significant unavoidable adverse impacts to utilities are anticipated.” Development on the University of Washington campus under the *2018 Seattle CMP* in combination with

development in the surrounding area would not be anticipated to result in significant impacts to the overall water supply and sewer service systems.

4.4 Overall Cumulative Conditions

As indicated in Chapter 2 (Description of Proposed Action & Alternatives) of the Draft EIS, *“the State Environmental Policy Act (SEPA) requires that cumulative effects be considered in an EIS (WAC 197-11-792). Although SEPA does not specifically define the term cumulative effects, the term is defined under the National Environmental Policy Act (NEPA) as “the impact on the environment which results from the incremental impact of the action when added to other reasonably foreseeable future actions. Cumulative effects can result from individually minor but collectively significant actions taking place over a period of time (40 CFR 1508.7)”.*

Each element of the environment analyzed in Chapter 3 of the Draft EIS includes discussion of the cumulative effects to which the EIS Alternatives could contribute. The primary foreseeable action in the vicinity of the University of Washington campus is increased development in the University District consistent with the University District rezone and Urban Design Project. The *University District Urban Design EIS* identifies three primary alternatives for the zoning and development character of the U District, including: Alternative 1, medium tower heights with a more dispersed development pattern; Alternative 2, taller towers with a focused development pattern; and, Alternative 3, current zoning with most dispersed development pattern. The University District Upzone was approved by the City of Seattle in March 2017 and is discussed further below.

As also stated in Chapter 2 of the Draft EIS, the *City-University Agreement* indicates that the Primary and Secondary Impact Zones are to be utilized to assess and monitor direct, indirect and cumulative impacts from University development (see **Figure 2-3** of the Draft EIS and this Final EIS for a map illustrating the Primary and Secondary Impact Zones). Accordingly, the Draft EIS includes discussion on impacts to the Primary and Secondary Impact Zones under the EIS Alternatives for each element of the environment.

Summary of Cumulative Effects Information in Draft EIS

Cumulative Effects

As indicated above, each element of the environment analyzed in Chapter 3 of the Draft EIS includes a discussion of the cumulative effects to which the EIS Alternatives could contribute. As an example of the discussion provided for each element of the environment in Chapter 3 of the Draft EIS, **Section 3.6 - Land Use** indicates that *“the scale of campus development under Alternatives 1 through 5 could further continue the existing and planned trend toward more intensive development in the University District, consistent with current and evolving goals and policies of the University District Urban Design Framework, as well as the Urban Center strategy associated with the City’s Comprehensive Plan. The University District Urban Design*

EIS indicates that the study area is expected to experience new growth and development, but the overall mix of uses is not expected to significantly change from the existing mixed-use pattern. In addition, increases in campus population would further increase pedestrian activity on the streets surrounding the campus, particularly in the University District and University-Village areas.

Development under Alternatives 1 through 5 would contribute to cumulative employment and population growth in the area surrounding the University of Washington campus, particularly contributing to the planned increase in the intensity of land uses in the University District. In addition, surrounding businesses (particularly in the University District and University Village) could experience an increase in demand for goods and services as a result of increased campus population. To the extent that increased campus population and development under Alternatives 1 through 5 increase demand for business uses in the campus vicinity (retail uses, restaurants etc.), campus growth could influence timing associated with redevelopment of properties in the campus vicinity.”

Section 3.9 – Aesthetics of the Draft EIS indicates that *“the 2015 University District Urban Design EIS indicates that overall, the development pattern in the University District would reinforce the highly urban visual character. To the extent that campus development under the 2018 Seattle Campus Master Plan contributes to growth in the University District, campus development could contribute to this visual character.”*

Section 3.7 – Population and Housing of the Draft EIS indicates that *“to the extent that increased on-campus population creates an increased demand for housing, additional pressure to develop new housing in the surrounding off-campus areas could occur.”*

Primary and Secondary Impact Zone

As indicated above, each element of the environment analyzed in Chapter 3 of the Draft EIS includes discussion on conditions in the Primary and Secondary Impact Zones under the EIS Alternatives. As an example of the discussion provided for each element of the environment in Chapter 3 of the Draft EIS, **Section 3.6 – Land Use**, indicates that *“within the Primary Impact Zone identified in the City-University Agreement, it is anticipated that potential land use impacts under Alternative 1 would be as described for adjacent off-campus land uses above for each of the campus sectors and primarily include changes in land use character associated with increased density and building heights (primarily to portions of the Primary Impact Zone adjacent to the West Campus and South Campus where the majority of potential development would occur under Alternative 1), as well as increased activity levels associated with development within the campus sectors. Due to the distance between the Secondary Impact Zone and the campus, potential impacts to the Secondary Impact Zone would be primarily related to indirect impacts from increased density and activity levels within and adjacent to the campus (i.e., increased traffic, noise, air emissions, etc.).”*

Updated Assumptions Regarding U District Urban Design Upzone

In early 2017, the Seattle City Council and Mayor approved the U District Urban Design Upzone (U District Upzone). The U District Upzone consists of four main elements:

- **Zone changes allowing greater height and density** in the core of the neighborhood near light rail and campus. The new zoning allows a limited number of new towers, up to a maximum of 240 feet or 320 feet tall in certain areas.
- **New design standard requirements** including setbacks, landscaping and tower separation.
- **Mandatory Housing Affordability (MHA)** requirements require all new development to provide affordable housing on site or pay a fee for affordable housing consistent with the City's Housing Affordability and Livability Agenda.
- **New requirements and incentives for amenities** including open space, historic preservation, family-sized housing, and childcare.

Summary of Additional Cumulative Conditions Information Subsequent to Draft EIS

Based on comment received on the Draft EIS and changes in conditions subsequent to issuance of the Draft EIS (i.e. approval of the U District Upzone), additional discussion of cumulative conditions under the EIS Alternatives has been provided for this Final EIS. The additional cumulative conditions information provided for this Final EIS includes:

- Figures illustrating the height relationship of potential building development in the University District under the U District Upzone compared to potential building development on the University of Washington campus under the 2018 Seattle CMP are provided in **Section 3.9 (Aesthetics)** of this Final EIS.
- **Section 3.7 (Population and Housing)** provides updated analysis and discussion regarding housing availability and affordability conditions in the area with increased density in the University District and transit investments in combination with the anticipated student, faculty and staff increases under the proposed 2018 Seattle CMP.

4.5 Innovation District Assumptions

Existing Inclusive Innovation Framework

The University of Washington has been and continues to be an innovator, which is integral with its mission of education, research and service. Faculty, staff and students at the UW

tackle big issues like curing cancer, disease prevention, climate change, wage inequality, affordable housing, and paid family leave.

In 2015, the UW was ranked as the most innovative public university by Reuters. UW regularly is the top recipient of federal research dollars in the nation, among public universities, and second overall. Collectively, the University spurs \$12.5 billion annually in economic impact for the State of Washington and ranks among the top universities for tech startups. In 2014 alone, the University helped launch more than 100 new companies, 18 of which were a direct result of its research technologies.

Throughout the University's 150-year history, schools and departments within the University have collaborated with other departments, organizations, and companies; facilitated or incubated many successful startups and accelerators; and connected educated, intelligent and valuable talent with some of the most innovative organizations and businesses in the region and world. The diversity of research funding and the University's record of partnering reveal its strength and ability to bring people and organizations together for a common purpose. A few examples of such collaborations that have occurred at the University include:

- **Boeing** – One of UW's longest and most collaborative partnerships started with a gift from the fledgling Boeing Company. William Boeing made a large donation to the UW in 1917 to construct a wind tunnel for testing plane models. In return, the University offered courses within the engineering department to develop skills that would be valuable to aeronautics companies, and Boeing in particular. Through much of the 20th century, the popularity of engineering and technology-related courses at the University grew alongside the success of the aerospace company. Numerous research collaborations, partnership opportunities and grants were made possible by the continued support of the Boeing Company. The investment of the company led to an educated workforce that contributed to larger innovations and opportunities in astronautics, aerospace, and government-sponsored research.
- **Microsoft** – Microsoft has contributed to the growth of computer science-related education at UW over the past several decades. The company has both funded and collaborated on a number of initiatives that support the innovation and growth of computer science. In 2003, the Paul G. Allen Center for Computer Science & Engineering opened with support from Microsoft's co-founder, and helped to transform the department into one of the nation's top computer science programs. In the last few years, Microsoft also partnered with the University to expand the computer science program and contributed \$10 million towards the new Computer Science and Engineering II Building (CSE II). In 2017, Paul Allen and Microsoft established a \$40 million endowment which will provide \$2 million per year in seed funding for new initiatives in computer science and engineering.
- **Gates Foundation and Population Health Initiative** – Launched in 2016 by UW President Ana Mari Cauce, this initiative addresses challenges in human health, environmental resilience, and social and economic equity through partnerships with local, national, and global communities. The executive council engages faculty and staff facilitates collaborations across the University of Washington system, including

Global Health to Public Policy, Engineering to Medicine, Computer Science and Anthropology.

- **PATH and Nifty Cup** – The University’s School of Dentistry worked with the non-profit global health organization PATH, and Seattle Children’s Hospital Cranio facial Center to design a feeding cup to prevent starvation among premature or high-risk babies in developing countries. The partnership has supported the distribution of several hundred of the cups to hospitals in Africa.
- **One Bus Away** – Created by PhD students, the One Bus Away open source project is a real time application that provides a user-friendly interface built on existing bus route data from Sound Transit (along with King County Metro and Pierce Transit). The application provides bus arrival times and produces meaningful data about the attitudes and behaviors of transit users. Various non-profit, government, and business entities contributed to the development and continued research behind transit use in the greater-Seattle region.
- **West Coast Poverty Center** – The West Coast Poverty Center is an antipoverty collaborative started by the UW School of Social Work, the Daniel J. Evans School of Public Affairs, and the College of Arts and Sciences. The Center encourages meaningful exchange between professionals in the realms of research, policy, and action in the west coast region. The Center enables the next generation of poverty researchers and practitioners through grant funding, research opportunities and training. Outside of the campus, the Center works to bring poverty-relevant knowledge to policymakers and practitioners to help alleviate poverty.

In 2014, the University appointed a Vice Provost for Innovation to facilitate the transfer of innovation gained from discoveries made by UW student, staff and faculty (termed “tech transfer”), and direct CoMotion, a hub for expanding the societal impact of the UW’s work. Fluke Hall, StartUp Hall, Urban@UW, and the Future Earth Lab strengthen the University’s commitment to innovation and entrepreneurship. The University is at an important milestone as a research institution. New opportunities have emerged for UW to take an active role in the development of an innovation district that will continue its legacy as an innovator, spur connections, and facilitate the production of ideas in a cross-disciplinary and dynamic manner.

As a nationally recognized innovation generator that propels research and drives startups in the Seattle region, the UW is uniquely positioned to cultivate a cutting-edge innovation district. Its location in Seattle, the economic heart of the Pacific Northwest, and its contributions to a highly educated workforce, positions UW to attract new partnerships, expand research efforts and create jobs. UW’s proximity to regional transportation systems including fast-growing light rail transit, high quality student housing, cafes, retail and jobs, and an attractive urban waterfront area, all support its identity and potential as a center for innovation.

An innovation district is a physical place that promotes collaboration. The University sees an innovation district as a place where experts in social work, public health, engineering, life

sciences, and the performing arts can partner with government, education, business, non-profit organizations and the Seattle community to solve critical challenges. From public safety to homelessness to curing diseases – it is intended to be a place to find answers to big questions important to the people of Seattle the world.

To better understand the program elements and types of spaces that support innovation districts, UW prepared case studies of existing innovation districts as part of the campus master planning process, including those developing at Massachusetts Institute of Technology and Kendall Square in Boston; Drexel University, University of Pennsylvania, and the Keystone Innovation District in Philadelphia; Washington University – St. Louis, St. Louis University, and University of Missouri St. Louis and the CORTEX Innovation Community; and the University of California San Francisco-Mission Bay campus. The study looked at the amount of land used, buildings square footage, programmatic elements and amenities, the mix of tenants and the development process. Many innovation districts provide a diverse mix of programmatic elements including prototyping spaces, manufacturing facilities, incubators, social spaces, and event spaces that are shared by start-ups, research labs, incubators and accelerators within a typically dense, mixed-use environment. These spaces are already represented on a small scale across the University’s campus in the form of fabrication and maker spaces such as CoMotion, and StartUp Hall.

The study also showed that each innovation district is closely tied to a particular industry: biotech for Kendall Square, technology for CORTEX and Keystone, and health sciences for UCSF Mission Bay. “Inclusive Innovation” differentiates an innovation district at UW—it will bring together all fields of study, support a wide range of students and faculty, and take on problems challenging our world. All of these endeavors will have critical ties to UW’s institutional mission. Arts and sciences, technology, public policy, business, design, health sciences, and engineering are all welcome – and needed – in order to find the most creative solutions to local, national and global problems.

The University plans to focus development space on campus to create an inclusive innovation district. The Campus Master Plan envisions between 500,000 to 1,000,000 net new gsf of space to support the development of an innovation district. These spaces will serve both the University community and its partners and are all related to the academic mission of the University. The majority of employees working in this space will be UW students, staff and faculty with the balance being employees of partner organizations. For more information about partnership space needs, please refer to Section 4.11 of this chapter (Space Demand).

Proposed Inclusive Innovation District Framework

The creation of an inclusive innovation district is important for a number of reasons. It will position and sustain UW as a leader in innovation, and maintain its relevance to the students and the community it serves. Every day, the pioneering work of the UW faculty and students is growing along with the partnerships needed to make such work happen. Government, business, and the public are increasingly reliant upon academic institutions, including UW, to

conduct research, evaluation and clinical trials. Federal funding for research is limited, so collaboration is critical. Private companies know that partnering with research-focused institutions is the best way to develop new ideas and work with a pool of exceptionally talented people. Students know that they need access to new ways of learning in order to find a job and have the tools needed to solve real world problems.

Taking UW's innovative work to the next level requires changing the way education is delivered to better reflect how students learn, teachers teach, and researchers work. Traditional campus buildings and lecture halls must evolve into spaces where students, faculty, researchers and others can easily connect and work together. The UW is committed to creating an inclusive innovation district within its campus that will give students the hands-on experiences and tools they need to succeed, and will reinforce the UW as a major innovation and economic hub in the region and a top-tier place for learning and professional growth.

The *2018 Seattle CMP* accounts for the space needed to create a robust innovation district. Both the West and East Campuses have benefits that can support a thriving innovation district connected to the University's institutional mission, encourage collaboration, and give students the tools they need to solve big problems. The West Campus has roughly 70-acres and a development capacity of over 3.2 million square feet that could be developed during the 10 year conceptual plan. East Campus has even greater potential in the long-term; but during the 10 year conceptual plan, only .75 million net square feet of development is envisioned. The East Campus has the capacity to house 4.6 million square feet on 27-acres of mostly undeveloped land under the long term vision for the campus. While overall development capacities are significant on both the West and East Campuses, the growth allowance during the 10 year conceptual plan for the West Campus is larger at 3.0 million net new gross square feet, versus 750,000 net new gross square feet for the East Campus.

The West Campus is the most urban of the four campus sectors and already includes many functions that emerging innovation districts around the country either have or are working to include, like a dense core of undergraduate and graduate student housing, and existing facilities for Health Sciences, School of Social Work, College of the Built Environment and College of the Environment. The West Campus is easily accessible by car and public transportation, and is well-served by bike lanes and a walkable public realm. The vision for West Campus is anchored by a new large open green space, the planned West Campus Green, which will provide views and access to Portage Bay and a front yard of sorts for most of the proposed development in this campus sector.

The inclusive innovation framework of West Campus encourages exploration and engages social connectedness. The *2018 Seattle CMP* envisions activated ground floor functions and programmed public spaces to showcase inventions and developments in research. The public realm is supported by development opportunities that can accommodate a range of functions, including academic and research partnerships, discovery centers, fabrication and prototyping spaces, incubators and startup accelerators, and university research. The long-term future of the West Campus is supported by plans for a rich new open space network

that reinforces its diverse urban context and enhances the pedestrian experience within West Campus and connects to South and Central Campus.

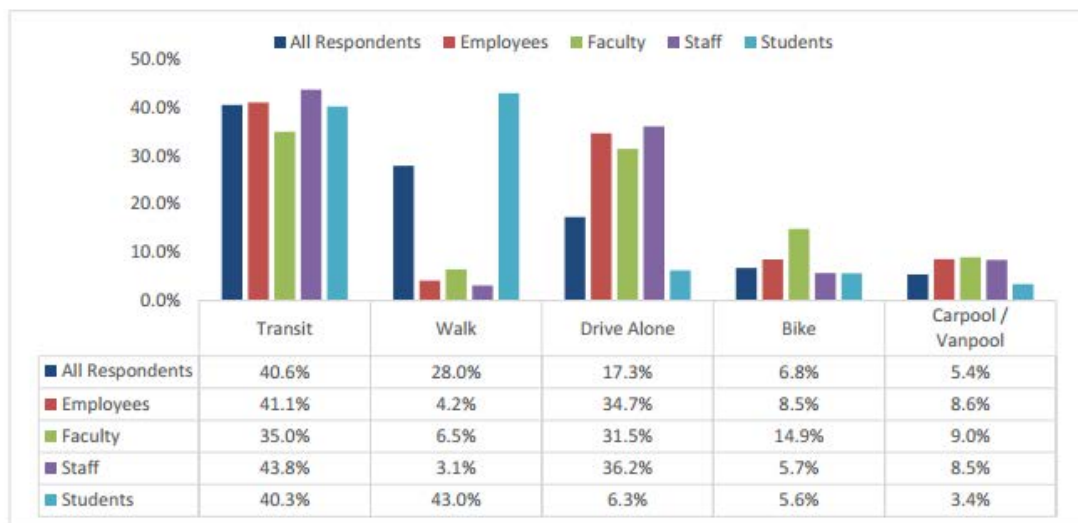
Although both the West Campus and East Campus can support significant development capacity, only a small percentage of that overall capacity is earmarked for partnership spaces. The 2018 Seattle Campus Master Plan allocates between 500,000 to 1,000,000 net new gross square feet of space to facilitate the development of an innovation district within the 10-year planning horizon. For more information about partnership space needs, please refer to Section 4.11 (Space Demand) of this chapter.

4.6 Climbing Rock

The climbing rock is a valued recreational asset for the University of Washington and broader community. Development site E85 has been shifted further to the west to fully accommodate the existing climbing rock in its current location.

4.7 Transit Subsidies

The University of Washington has been committed to managing its transportation impacts on surrounding neighborhoods and the region for over four decades. These efforts have resulted in one of the lowest single occupancy vehicle (drive-alone) rates in the region. As noted in the figure below⁸, in 2016, the drive-alone rate was 17.3%, compared to 30% for all businesses in downtown Seattle. The University's exemplary efforts in transportation demand management (TDM) have earned local recognition, including three consecutive Commute Trip Reduction Champions awards at the gold or platinum level from the City of Seattle. (2015, 2016 and 2017)



⁸ Within this figure, "Respondents" includes all students, staff and faculty. "Employees" is a combination of both faculty and staff.

The University's drive-alone rates are among the lowest amongst large, urban university campuses as seen in the chart below of 12 urban campuses.

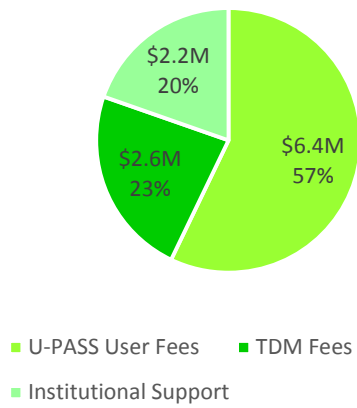
	Student drive-alone rate	Employee drive-alone rate	Year
UC Berkeley	6%	43%	2015
Loyola – Chicago	6%	24%	2014
University of Washington	6%	31%	2016
Univ. of Illinois - Urbana	10%	62%	2015
Colorado Univ. – Boulder	10%	45%	2014
Western Washington Univ.	11%	55%	2013
University of Oregon	12%	46%	2014
University of Michigan	13%	76%	2015
University of Florida	15%	59%	2011
UC Los Angeles	25%	53%	2011
Univ. of Arizona	33%	69%	2012
Arizona State Univ.	37%	71%	2014
Univ. of Utah	53%	67%	2011

Source: STARS reports, Association for the Advancement of Sustainability in Higher Education, <https://stars.aashe.org/>

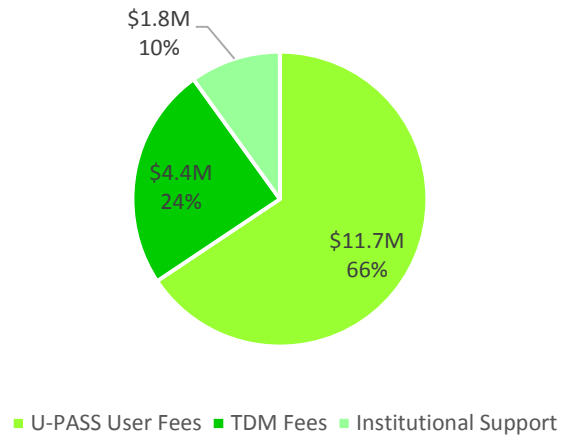
The U-PASS program is the keystone of the University's Transportation Management Plan (TMP). The program's 25-year history of success has allowed the University to pursue its mission, offering world-class education, research, and healthcare, while reducing the need for capital investment in parking facilities and construction. Implementation of the U-PASS program in 1991 helped to increase the use of transit by students, faculty and staff. This reduced the dependence on SOV trips to and from campus during peak hours. The chart below shows how the introduction of U-PASS in 1991 dramatically changed the travel behaviors between transit riders and drive-alone commuters. See Figures 194 and 195 in Chapter 8. Today, as University employees and students continue to use the U-PASS to access six regional transit providers, the program's costs have become a concern for some users. Transit costs represent between 94% and 97% of all program costs. The University pays for every trip taken using U-PASS – around 12 million annually – through a combination of user fees, administrative subsidy, and parking surcharges. The costs for each U-PASS trip are based on the full fare one would pay out-of-pocket, and the University receives no bulk or volume-based discounts from the ORCA transit agencies. This model leaves the program particularly sensitive to changes in transit fares. The 2015 U-PASS rate increases for students and employees, for example, were largely the result of fare increases by King County Metro, Sound Transit, and Community Transit that all occurred in 2015. The following charts⁹ below provide a summary of U-PASS revenue splits and program costs for faculty/staff and students.

⁹ TDM fee refers to the fee that supports the University's Transportation Demand Management programs.

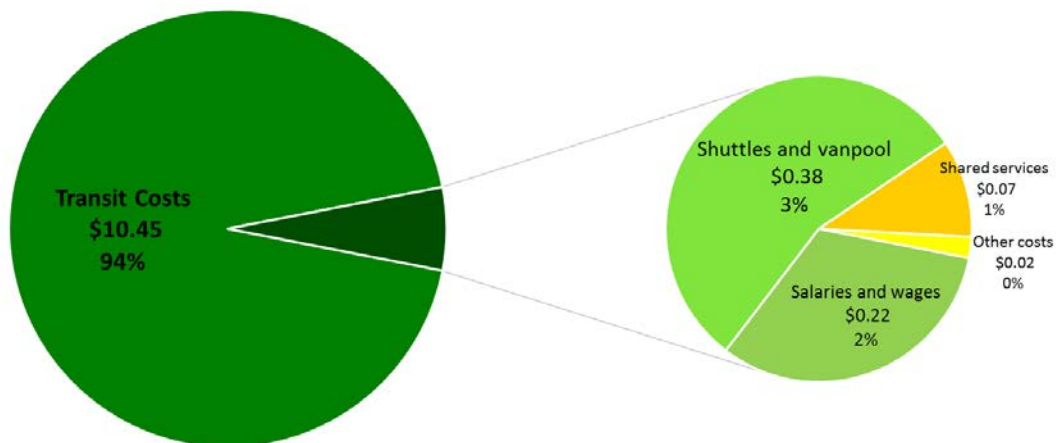
Faculty/Staff U-PASS revenue splits
FY18 (projected)

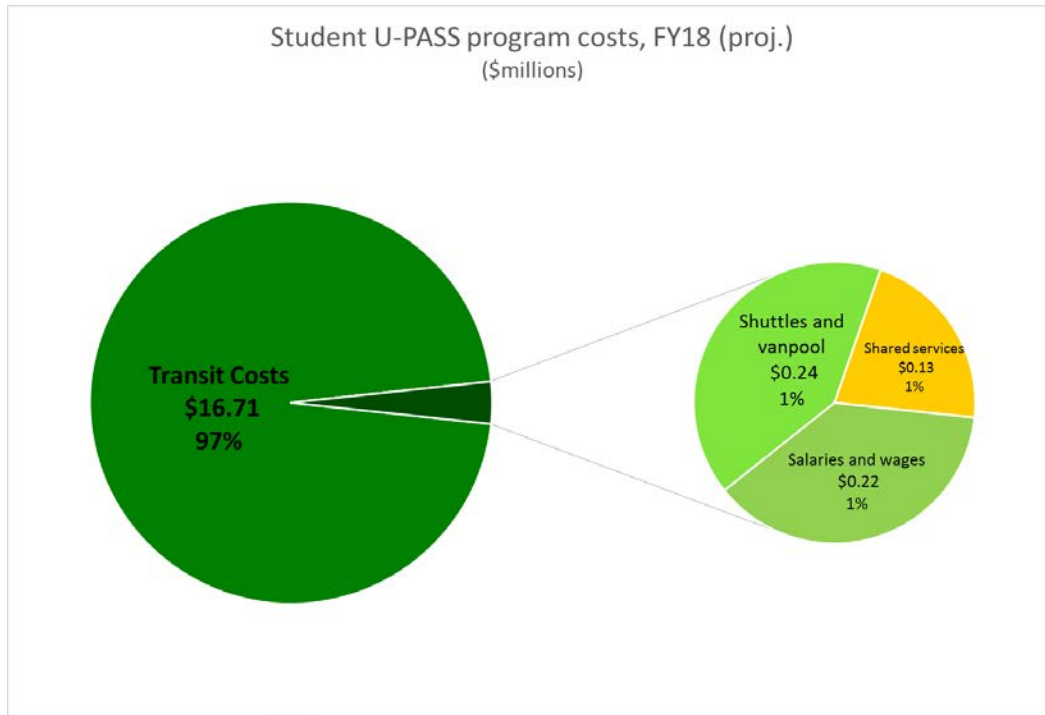


Student U-PASS revenue splits
FY18 (projected)



Faculty/staff U-PASS program costs, FY18 (proj.)
(\$millions)





The U-PASS does not fund service purchases (e.g. additional busses on specific routes) for the Seattle campus; instead, the University works to empower students and employees to advocate for service decisions that improve their transit options.

Even with increasing costs to the University for the U-PASS program, the University continues its commitment to supporting and maintaining the program. The large buying pool socializes the purchasing power of the University and makes the U-PASS program's average cost per participant well below the retail cost of transit travel as indicated in the chart below.

2016 Quarterly Cost of U-PASS	Student	Staff	Faculty
Average Transit Pass*	\$303	\$314	\$150
U-PASS Cost (per quarter)	\$84	\$150	\$150
Savings	\$219	\$164	\$158
Savings %	72%	52%	51%

*Weighted average of cash fares and passes needed to cover the average transit user's costs.

The University administration carefully considers all decisions involving fees paid by its employees or students. At the same time, Transportation Services is a self-sustaining unit of the University and is required to have a balanced budget. All decisions around U-PASS rates are discussed and vetted in the appropriate University committees in an open public process before coming to the Board of Regents for final approval. Such transparency will continue in the future.

The University is committed to continuing a U-PASS program. There will be continued collaboration with faculty, staff and students to deliver a financially sustainable, individual fare-free pass program to the growing University community. The future of the U-PASS program will be determined by the collaborative relationship between the University, ride stakeholders and its six transit partners, and ultimately on the cost of the transit service our partners provide.

4.8 Historic Preservation

The University acknowledges the diverse values and needs of the University's community along with that of the greater community beyond the campus's boundaries. At the same time, the University strives to meet the continually expanding academic and research needs of present day and future generations. The University also strives to protect historically significant and culturally valued assets.

Finding a balance between these frequently competing priorities is challenging as advancement of knowledge often requires renovation of existing facilities and construction of new facilities. The University's long-established approach has provided flexibility in meeting the mission of the UW, while at the same time preserving buildings, landscapes, and other campus elements as sites of historical, aesthetic, and architectural significance. Plans for new buildings have been sensitive to historic plans and have ensured the preservation of the context created by nearby buildings, open spaces, view corridors, and artwork. Since the establishment of the University in 1861, this careful approach has been successful and has improved the aesthetic, academic, and economic vitality of the campus.

The University works to ensure that the historic significance, value and association of the campus is preserved for the community, City, State and nation. To ensure that appropriate preservation occurs on a project-by-project basis, the University utilizes a multi-step process, outlined in the University President's Executive Order No. 50, involving several review points: the Design Review Board, the Campus Landscape Advisory Committee, the University Architectural Commission, and the Board of Regents. Each body reviewing the project is responsible for raising issues for consideration and balancing the desirability and means of protecting, enhancing, and perpetuating historical (person, event or structure), cultural, engineering and architectural campus resources in terms of buildings, spaces and elements of the environment, with the desirability of fostering continuous use, required improvements and innovations for significant buildings.

The University's State Environmental Policy Act (SEPA) review process (WAC 47-324), and preparation of Historic Resources Addenda, where appropriate, also ensure appropriate consideration of historic and cultural resources and potential impacts.

Historic Asset Survey Underway

As mitigation for the State's SR 520 expansion project impacts on portions of the Arboretum, a historic asset survey was scoped and funded through an agreement associated with the sale of the University's Bryant Building and site to the State, for use by the City of Seattle as a public waterfront park, Portage Bay Park.

The survey's steering committee includes representatives from the City of Seattle, Washington State Department of Archaeology and Historic Preservation, and the University. The steering committee solicited, interviewed and selected the multi-firm consultant team that is conducting this study. The survey is to include the UW Seattle campus' historic buildings, landscapes and cultural artifacts predating 1975. The survey will state the preparer's opinion of the resource's eligibility for listing on the National Register.

As of writing of this discussion, the University had received preliminary draft surveys that include the background history of each resource. It is anticipated that in the Summer of 2017, the surveys will be completed and posted to the DAHP's online WISAARD database.

The University will receive the surveys and have the opportunity to use the information to form the basis of future Historic Resource Addenda that will inform work on and development of facilities and sites on or adjacent to historic facilities.

The University and the City of Seattle Landmarks Preservation Ordinance

The legislature has granted the University's Board of Regents "full control of the university and its property of various kinds, except as otherwise provided by law." RCW 28B.20.130. The University's position is that the Regents' authority supersedes any restrictions imposed by the City of Seattle's Landmarks Preservation Ordinance (LPO)(SMC Ch. 25.12). Unlike other entities to which the LPO has been applied, state universities are encumbered with a public purpose that is essential to the future of the State, and this public purpose requires that the campus continue to be developed to meet the growing and changing education needs of the State. The King County Superior Court recently confirmed that the University is not subject to the LPO, and the City has appealed (see Washington Div. I Court of Appeals Case No. 75204-9-1). The Washington Supreme Court has heard argument on this topic, and a decision is pending.

4.9 Space Demand

The identified growth allowance in the *2018 Seattle CMP* of six million net new gross square feet of space was determined by modeling the University's future space need, and by analyzing the University's historic rate of growth. The requested growth allowance applies to the Seattle campus area situated within the MIO. The identified space need addresses the following space types, all of which support and contribute to the advancement of the University's educational, research, and service missions:

- Classrooms
- Teaching labs
- Research labs
- Offices
- Sports and recreation
- Student life space
- Student housing
- Innovation Partnership Space (office, lab and collaboration space for UW's academic and research partners)

Space Needs Model

The space needs model compares the University of Washington's existing space on its Seattle campus against projected need for the identified space types. The difference between the two numbers reveals a space surplus or deficit for each category. The projected space need not only helps accommodate future growth, but it helps to offset any existing space deficits.

The space needs model is based on national space guidelines, notably guidelines developed by the Council of Facilities Planners, International (CEFPI). Inputs in the model include existing and projected UW student, faculty and staff counts, weekly student contact hours (WSCH) for instructional spaces, best practices for classroom and office sizes, and assumptions around utilization and occupancy levels. The model does not account for the demand for the University's academic and research partnership space, which is analyzed separately below and can be found in Chapter 3 on pages 34 and 35. Inputs, assumptions and space deficits for the various space categories are as follows:

- Classrooms Deficit: $375,500 = (\text{future classroom weekly student contact hours} * 26 \text{ asf station size}) / (65\% \text{ of } 45 \text{ hours} * 65\% \text{ station occupancy rate}) + 10\% \text{ service factor}$
- Teaching labs Deficit: $98,500 = (\text{future teaching lab weekly student contact hours} * 50 \text{ asf station size}) / (30\% \text{ of } 45 \text{ hours} * 80\% \text{ station occupancy rate}) + 15\% \text{ service factor}$
- Research labs Deficit: 727,000 = assume a 2.5% increase in expenditures, which translates into a comparable increase in research space (not dependent on FTE figures)
- Office space Deficit: $1,912,000 = (\text{future faculty FTE} * 155 \text{ asf per station}) + (\text{future staff FTE} * 120 \text{ asf per station})$
- Library/Study space Deficit: $953,000 = 28 \text{ asf} * (30\% \text{ of future faculty FTE} + 30\% \text{ future student FTE}) + 10\% \text{ service, Library stack space} = .07 \text{ asf} / \text{volume at } 2.5\% \text{ collection growth rate per year} + 10\% \text{ service factor}$
- Recreation Deficit: $222,000 = 10.5 \text{ asf per student FTE} + (10 \text{ asf} * 65\% \text{ student FTE for spectator seating})$
- Student Life Deficit: $367,000 = 16 \text{ asf per FTE}$
- Housing and Food Services Deficit: 245,000 to retain 22% housing goal
- Innovation partnership space: Deficit: 500,000 to 1,000,000 gsf

Partnership Space

The space needs model does not project the square footage need for innovation partnership space. The *2018 Seattle CMP* allocates between 500,000 to 1,000,000 gsf of space for future partnerships. This is sufficient space to generate a critical mass of activity in support of a thriving innovation district. Within that 500,000 to 1,000,000 gsf of space, it is anticipated that one-quarter to one-half of the people in the buildings or buildings would be non-University employees. These could be employees associated with University governmental partners at the National Oceanic and Atmospheric Administration or the Pacific Northwest National Laboratory or other private partners.

Population Projections for Students, Staff and Faculty

The projected space need corresponds with the projected future student, faculty and staff figures for 2028 as identified on the following table. Total student population in 2014 was 43,725 full time equivalent students (FTE). Looking forward, total student enrollment is projected to grow by 8,675 FTE to 52,400 FTE students in 2028. Future enrollment was projected using a straight line trend analysis of historic enrollment data, an analysis of the State of Washington's graduation rate data, and feedback from UW's Enrollment Committee.

As of fall 2014, the University employed roughly 16,325 FTE staff and 7,100 FTE faculty. Future faculty and staff figures were determined by maintaining the 2014 student to faculty and student to staff ratios over the 2015 to 2028 timeframe. This methodology generates a total future faculty of roughly 8,517 FTE faculty, and a future staff population of roughly 19,563 FTE staff.

The numbers in the table below show the projected increase from 2014 to 2028 which is a 15 year time period. This 10 year conceptual plan is looking at the projected growth over the 2018 to 2028 time frame which shows a 15% increase over that 10 year time frame. The table below illustrates the projected increase over a 15-year period which shows a 20% increase even though the 2018 to 2028 increase is only 15%.

University Student, Faculty and Staff Figures

Table 1. Student, Faculty and Staff Figures

	2014	2018	2028	2014 - 2028 DIFFERENCE	% CHANGE
Total Student Population (FTE)	43,724	47,219	52,399	8,675	20%
Staff (FTE)	16,324	17,629	19,563	3,239	20%
Faculty (FTE)	7,107	7,675	8,517	1,410	20%
Total Population (FTE)	67,155	72,523	80,479	13,324	

Existing Space

As of 2014, the University of Washington recorded roughly 17 million gross square feet of space on its Seattle campus. This figure accounts for structures located within the Major Institutional Overlay (MIO). This space does not account for any space associated with parking structures within the MIO.

Space Needs Projections

The model compares existing space against projected need to support the 2028 population. The difference between the two figures quantifies the space deficit. The collective space deficit associated with the 2028 population approaches 3,115,000 assignable square feet, or 5,065,000 gross square feet assuming an average net to gross ratio of 61.5 percent, which is a standard average building efficiency.

4.10 University of Washington Capital Budget

During the public review of the draft *2018 Seattle CMP*, questions were raised regarding the University's operating funds and competitiveness in the higher education market. The University of Washington's (UW) operating budget represents many months of collaboration between deans, faculty, students, and staff along with executive and academic leadership. The final budget which will be approved by the Board of Regents in June or July of 2017 will incorporate changes in state funding and revenue projections, including tuition and fees, grants and contracts to support research, restricted funds, UW Medicine, and auxiliary/self-sustaining activities. The operating budget provides the Regents and the public with a sense of scale for total revenue projections. To find more detailed information about the budget, see the presentation to the Board of Regents from May of 2017: <https://www.washington.edu/regents/files/2017/05/2017-05-B-3.pdf>

At the UW, incremental revenues in core operating budget groupings are distributed to units formulaically, as determined by Activity Based Budgeting (ABB). Under ABB, central resources, such as tuition revenue and indirect cost recovery (ICR) from research, are allocated directly to the unit responsible for the activity. First, however, a tax is taken to fund central administrative operations, strategic investments in student and faculty experience, and critical compliance efforts – shared expenses that would otherwise have no direct source of funds. These activities are taxed at a rate outlined by ABB. The tax is part of the funds the administration uses to address the President's and Provost priorities for the University and deployment of these funds is the result of a lengthy and highly consultative budget development cycle with the faculty leadership.

In the fall of 2016, the Provost Budget Development cycle was initiated, which included a rigorous budget review and consultation process involving students, faculty, staff, and executive leadership. This nine-month process required that each unit provide detailed expenditure plans for FY17 and FY18, prepare and enact immediate administrative

efficiencies, detail their use for carryover and temporary reserves, and detail their plans in regards to hiring and compensation. School, college and administrative unit leaders were asked to redeploy resources, rather than ask for budget increases. University priorities for the coming fiscal year were developed in consultation with academic, student and administrative leadership and were identified as follows:

- Provide competitive compensation
- Transform administration
- Fund areas of critical compliance
- Invest in the student experience

University priorities were clear, but influenced by factors external to the UW, including uncertain funding levels from both the state and federal governments; shifting global and national financial markets; and, importantly, local market conditions, including rising regional wages and cost of living. Consequently, new investments were minimal, and targeted toward the most critical initiatives and projects.

Key Focus Areas FY 2018 Operating Budget

In Fall, 2016, the Bill and Melinda Gates foundation awarded \$210 million to fund construction of a new building to house several UW units working in the Population Health space. This budget provides funding for this program, including funds for pilot awards, grants, bridge funds, and general program support. At the May meeting of the Board of Regents, site 21C of the 2003 Campus Master Plan was chosen as the site on which to build the Population Health facility.

In the summer of 2017, the administration hopes to initiate fiscally responsible merit increases for faculty, librarians and professional staff that provide much needed relief in areas of salary compression and external competition. The actual increase authorized will be determined once final appropriations from the 2017 legislature are known. However, for planning purposes, salary increases are assumed at the 2.5 percent level in this document and in planning documents furnished to deans, vice presidents, vice provosts and chancellors.

In the summer of 2017, the UW will launch Workday, a new Human Resources (HR) Payroll system and will embark on a new shared services center, known as the Integrated Services Center, to support integrated employee Human Resources, Academic HR, and Payroll inquiries and transactions in an efficient, accurate, and compliant manner. This budget contains both new permanent funding for this effort and contributed funding from existing units. The 2018 budget contains new funding for critical research and learning investments in UW Libraries, Office of Research, and Health Sciences Administration.

Publication of the University budget can be found at <https://www.washington.edu/regents/files/2017/05/2017-05-B-3.pdf>, and is made in the interest of promoting a greater understanding of the University of Washington's operating budget and the processes through which it is annually determined. This document provides the Board of Regents with the following operating plans: 1) state operating budget revenues and proposed uses; 2) gross and net tuition operating fee revenue projections and proposed uses; and, 3) self-sustaining and auxiliary revenues, expenditures and projected ending balances. Not included are carryover fund balances from prior fiscal years, or unit-level expenditures related to grants and contracts. Auxiliary, self-sustaining and other University units, working closely with the Provost's office, prepare and submit the information compiled in this publication. Every effort has been made to provide accurate information in this publication; however, this document represents the best and most accurate projections at a given moment in time.

University of Washington Fast Facts: 2017

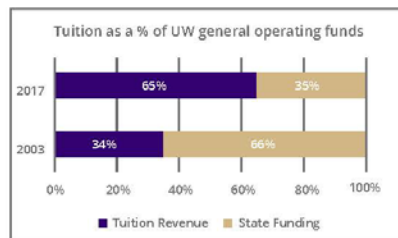
The University's Office of Planning and Budgeting produces an annual document called Fast Facts, which provides information about the University's annual operating budget and general information and key indicators. Fast Facts provides some background into the University's budget process and priorities as well as key indicators of the University's success. The most recent version of the University's Fast Facts document (Fast Facts 2017) is provided below.



FAST FACTS: 2017

PROFILE

- The University of Washington has three campuses that offer over 579 degree options across 306 programs
- The UW's fiscal year 2017 (FY17) budget totals nearly \$7.1 billion
- Tuition revenue comprises 65 percent of the UW's general operating fund** resources (state funds plus tuition revenue), compared to 34 percent in 2003. This number is down from 71 percent in FY15, due to legislatively mandated tuition reductions and increases in state funding



- Across all campuses, 74.5 percent of UW undergraduate students are residents of Washington
- The UW's 2016-17 resident undergraduate tuition and fee rate is \$10,753, which is **below the mean and median of our U.S. News Top 25 Public Research University peers**

BE BOUNDLESS
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ENROLLMENT AND DEGREES

FALL 2016 TOTAL ENROLLMENT				
	SEATTLE	BOTHELL	TACOMA	ALL UW
UNDERGRAD	31,418	5,113	4,301	40,832
GRAD/PROF	14,663	622	702	15,987
TOTAL	46,081	5,735	5,003	56,819

The UW's **average time to degree is four years**, and 82 percent of entering freshmen graduate within six years, the highest percentage of any public university in the state.

The UW is increasingly competitive:

- 18 percent** – increase in the number of Seattle freshman applications over the past year
- 45 percent** – admission rate for Seattle freshmen, and UW's lowest admission rate ever (down from 53 percent last year)
- 3.78** – average high school GPA of the Seattle entering class
- 1840** – average SAT composite score for the Seattle entering class (out of 2400)

In fall 2016, 39.2 percent of UW students were pursuing at least one science, technology, engineering and mathematics (STEM) major and in 2015-16, **the UW awarded 6,007 STEM degrees, 4 percent more than 2014-15**. Over 40 percent of students who have declared STEM majors are women.

DEGREES AWARDED 2015-2016				
	SEATTLE	BOTHELL	TACOMA	TOTAL
BACHELOR'S	7,772	1,495	1,322	10,589
MASTER'S	3,598	220	264	4,082
DOCTORAL	778	N/A	25	803
PROFESSIONAL	518	N/A	N/A	518
TOTAL	12,666	1,715	1,611	15,992

UW Continuum College (formerly Educational Outreach) educates more than 50,000 students annually through UW Professional & Continuing Education, International and English Language Programs, Summer Youth, Summer Quarter, UW in the High School, and the Osher Lifelong Learning Institute.

AFFORDABILITY AND ACCESS

- Since before the recession, the number and proportion of **underrepresented minority students at the UW has increased, comprising 19.7 percent of the 2016 incoming domestic freshman class**
- The UW Tacoma student body has been ranked among the **top-50 most diverse campuses** in the nation (Best College Reviews)
- In 2016-17, **34 percent of all domestic UW students** entering college for the first time would be the **first generation in their families to attain a bachelor's degree**. That number is **49 percent at UW Bothell and 64 percent at UW Tacoma**
- In 2016-17, **27 percent of undergraduates are eligible for Pell Grant funding**
- As of the most recent data (2014-15), **the UW has more Pell Grant recipients than 21 of our 24 U.S. News Top 25 Public Research University peers**
- In 2016-17, **30 percent (or about 9,900) of UW undergraduate residents were eligible for Husky Promise¹**, which provides free tuition to students with financial need
- In 2016-17, about 56 percent of UW undergraduates are receiving some form of financial aid, totaling over \$410 million
- Over half of all UW undergraduates graduate with no known debt, and those who borrow graduate with less debt than the national average
- In 2016-17, 2,800 and 7,400 UW students are projected to receive funds from the College Bound Scholarship Program and the Washington State Need Grant, respectively.
- In 2016-17, the UW is giving over \$100 million in institutional grants and scholarships to Washington residents

AWARDS AND HONORS

- The UW is one of the best universities in the world, ranked No. 11 globally by *U.S. News & World Report* (No. 3 among public institutions), No. 15 globally by the Academic Ranking of World Universities (Shanghai Jiao Tong University) and No. 14 nationally by *Washington Monthly*
- The UW has 52 graduate programs among the nation's top 10; 26 of which (12 in health, nursing and medicine, 14 in public affairs and science) are in the top 5 (*U.S. News*)
- *Kiplinger's* ranks the UW as the No. 9 best value in the nation for in-state students, and *Washington Monthly* ranks the UW campus in Seattle No. 36, UW Bothell No. 22, and UW Tacoma No. 4 in its "Best Bang for the Buck" rankings
- The UW is home to 7 Nobel Prize winners, 15 MacArthur Fellows, 171 members of the National Academies of Sciences, Engineering & Medicine and 172 fellows in the American Association for the Advancement of Science

RESEARCH AND SERVICE

- The UW **receives more federal research dollars than almost any other public university** in the nation — in FY16, the UW received \$1.37 billion in total research awards
- According to the 2014 UW Economic Impact Report, the UW is one of the top five largest employers in Washington, supporting over 79,000 jobs, with an annual economic impact of \$12.5 billion.
- In FY15, CoMotion **launched 21 new startups** and the UW was recently rated the **No. 5 most innovative university** in the world by *Reuters*, which examined patent applications and impact
- Over the last 10 years, the UW has produced **more Peace Corps volunteers than any other U.S. university**

uw.edu

¹Through a combination of state, federal and UW local funds

4.11 Commitment to Open Space (Greens), Waterfront Trail and View Corridors

Open space plans presented in the Campus Master Plan reinforce the University's commitment to the creation and stewardship of campus open space and landscape features. The Campus Master Plan builds upon and preserves the existing open space structure, which includes Red Square, Rainier Vista, the Liberal Arts Quad, Olympic Vista, Parrington Lawn, Denny Field, Denny Yard, the HUB Yard, Portage Bay Vista, and the Union Bay Natural Area, among others. New open spaces introduced in this Campus Master Plan include the West Campus Green, South Campus Green, East Campus open space, and the Continuous Waterfront Trail. In addition to open spaces, the Campus Master Plan situates development in a manner that preserves and reinforces the following view corridors: Rainier Vista, Olympic Vista, and Portage Bay Vista; the view toward the Portage Bay waterfront across the South Campus Green; the view south to Portage Bay across the West Campus Green; and the mountain and water views east from the UW Faculty Club, across and from the East Campus connection, and along and from the pedestrian walk on Snohomish Lane between Mechanical Engineering and Computer Science Engineering II. View corridors are identified on the Development Standards maps in Chapter 7. Development sites are also limited throughout the Central Campus to maintain the traditional campus setting.

In terms of open space commitments:

- The 4-acre West Campus Green would be completed co-terminus with the three million net new gross square feet of development allocated to West Campus in the 10-year conceptual plan. This timeframe is consistent with the 10-year conceptual plan for the West Campus. A plan for the Green will be completed by the time 1.5 million net new gross square feet of development has occurred in West Campus. The area in the West Campus defined as the "West Campus Green" will be preserved for open space. (page 89 of the CMP)
- The 2.9 acre South Campus Green would be completed co-terminus with the development of sites S50, S51, S52, and S53. The 1-acre Upper South Campus Green would be completed co-terminus with the development of sites S41, S42, S45, and S46. A design and implementation plan for these two 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. The area in the South Campus defined as the "South Campus Green and Upper Campus Green" will be preserved for open space. (Page 102 of the CMP).
- The East Campus Land Bridge is not part of the 10-year conceptual plan but is shown in the Campus Master Plan to illustrate a long-term vision for that area. While this connection will not be created during the life of this plan, the area defined as "East Campus Connection" will be preserved for open space. (Page 103 of the CMP)
- The Continuous Waterfront Trail design would be created by the time 1.5 million net new gross square feet of development has occurred in West Campus. The trail would

be completed in whole or in segments that are co-terminus with the development of three million net new gross square feet of development in the West Campus, co-terminus with the development of sites S51, S52, S53 and S54 in the South Campus, and co-terminus with the development of 750,000 net new gross square feet in East Campus.

4.12 Urban Forestry Plan

The University of Washington developed an Urban Forestry Management Plan (UFMP) in 2015 which is intended to govern how the University manages tree and vegetation removal on the campus. (See Appendix B for further details on the UFMP). The campus has an integrated open space network, which necessarily must be managed on a campus-wide basis by the University as the responsible public agency. Therefore, the University has indicated in the *2018 Seattle CMP* that the UFMP is a revegetation plan that qualifies as an exemption from the City's Tree Ordinance (SMC 25.11.030.D) for tree removal activities associated with vegetation management on campus and not associated with the development of a particular development site. In the future, the code could be amended to allow the UFMP to qualify as an exemption for tree removal associated with development activities as well. Section 3.6.5 (Relationship to Plans and Policies) of this FEIS includes a discussion on such a code amendment as a potential non-project action associated with the Campus Master Plan. University's compliance with the Tree Ordinance through the UFMP could be considered a benefit to the City as it will further the goals of the Ordinance on campus and prevent a wasteful redundancy in the City's development approval process as it applies to campus development.

UFMP Consistency with the City of Seattle Tree Ordinance

The UFMP has been prepared to qualify as a revegetation plan within the meaning of the City's Tree Ordinance to allow tree removal and replacement across campus in accordance with the Plan. The University's UFMP meets the goals of the City's Tree Ordinance by preserving and enhancing the aesthetic character of the campus through effective tree and vegetation management. In addition, the UFMP includes many of the same protections as the Tree Ordinance. For example, the UFMP requires tree replacement on a 1:1 basis, and it restricts activities within the dripline of existing trees (See Appendix B of this Final EIS for further details on the UFMP).

The University's UFMP also goes beyond the requirements of the Tree Ordinance to preserve urban trees and enhance Seattle's urban forest. The UFMP sets a University goal for tree canopy coverage of almost 23%, which is greater than the City's 20% goal for institutions (see Appendix B for further details on the UMFP). The UFMP further allows for flexibility in vegetation management to control and treat tree diseases that could, and do, infect campus trees and threaten the urban forest (see Appendix B for further details on the UMFP).

Effective treatment and prevention of tree diseases is necessary to meet the University's canopy goal. The UFMP also promotes increasing the diversity of trees on the campus as a tool to increase the resiliency of the urban landscape (see Appendix B for further details on the UMFP). Further, the University is the best steward of trees on its campus because it has substantial resources already dedicated to this task. The University's Grounds Management department coordinates maintenance activity; the University's Campus Arborist conducts tree pruning, removal, tagging, inoculations, mulching and staking, and coordinates tree assessments with third-party arborists; and the University's Campus Tree Advisory Committee, Architect, and Landscape Architect all advise on tree retention for development projects on Campus. Through these measures, the University's management of trees through the UFMP goes beyond the protections of the Tree Ordinance and will result in a net increase of trees on campus.

UFMP and the City of Seattle's Approval Process

The use of the UFMP as the guiding regulation for campus tree management also will prevent a redundancy in the City's approval process for University development. Without UFMP adoption and recognition of the University's exemption from the Tree Ordinance, the Ordinance requires University development that proposes tree removal to go through an "early design review process." That process is intended to determine whether there are alternatives to tree removal that could be accomplished through development standard departures (SMC 25.11.040-.080). However, because campus development is governed by the Campus Master Plan, not development standards of the underlying zoning, the result of the "early design review" process is always the same: that tree removal is allowed because the City cannot modify the development standards in the Campus Master Plan through a departure (e.g., Streamlined Design Review Decision for SDCI Project No. 3012183 [*"No adjustment or departures have been identified...DPD has determined there are no adjustable or deportable development standards that are applicable to development at this site. Development at this site is governed by the Campus Master Plan and not by the development standards of the underlying zoning. Therefore, protecting the trees through a development standard adjustment or departure is not possible in this instance. Therefore removal of the exceptional trees is permitted."*]). Since the 2003 Campus Master Plan was adopted, the City and the University have engaged in sixteen "early design review" processes at great expense to the University and the City. It is proposed that a better use of the City and the University's resources would be for the University's UFMP to constitute a revegetation plan within the meaning of the exception allowed in the Tree Ordinance and for the City to allow tree removal and tree replacement pursuant to the Plan.

4.13 Relationship between Proposed Shoreline Access Plan and City of Seattle Shoreline Master Program

The University of Washington manages approximately 12,000 linear feet (approximately 2.2 miles) miles of shoreline on Portage Bay, Union Bay, and the Lake Washington Ship Canal. This area is varied in character, ranging from the marshy northeastern portion of the campus in Union Bay, to the more developed commercial waterfront areas along Portage Bay. These areas support the University' mission of teaching, research, and public service in myriad ways. Wetland areas in Union Bay are used for teaching and nature studies, while areas in Portage Bay are a working waterfront for moorage of University research vessels. These areas are key amenities for both the University and the Seattle community. The public nature of most of the shoreline provides physical use and access and well as visual enjoyment for the campus population and thousands of Seattle residents. The importance of these shoreline areas to the University's mission are reflected in past Master Plans and continued in this Campus Master Plan.

This Campus Master Plan has created a shoreline public access plan that was included in the Draft Campus Master Plan and DEIS for public review and comment. The access plan and policies are contained in Chapter 7 of the *2018 Seattle Campus Master Plan* and would govern public access within the six Shoreline Environments which include: Conservancy Preservation, Conservancy Management, Urban Commercial, Conservancy Waterway, Conservancy Navigation, and Urban Maritime. Based on review of the shoreline public property managed by the University, it is believed that these shoreline access policies are consistent with the applicable principles and substantive standards set out in the Shoreline Management Act's implementing regulations, WAC 197-26-221(4). The access policies are also consistent with the access principles in the City's Shoreline Master Program. The Public Access Plan will govern shoreline public access requirements within the MIO if it is adopted through the process outlined in SMC 23.60A.164.k.

4.14 Transportation

Multi-Modal Transportation Context

The *2018 Seattle CMP* has been developed in a transportation context that:

- Extends the success of current mobility programs,
- Continues to reduce reliance on overall single occupant vehicles,
- Adapts to changing transportation technologies and
- Can be monitored and measured during implementation and development.
- Creates a commitment to reach a 15% SOV goal by 2028

Several comments on the Draft *2018 Seattle CMP* and Draft EIS emphasized the need to evaluate the broad multi-modal system that supports the University. As an employer and major institution, the University has an exemplary track record in minimizing drive alone behavior. New and anticipated transportation investments will support the University’s sustainability goals, including the recent opening of the University of Washington Station and the opening of the U District station in 2021. Many comments asked for a deeper analysis and better understanding of how the University measures and monitors the success of the transportation systems that serve the University students, staff and faculty. The EIS and more specifically, the Transportation Discipline Report, have been updated to include several additional measures of effectiveness (MOE’s) to reflect the multi-modal transportation system that serves the University. The measures of effectiveness that were evaluated in the Transportation Discipline report include an analysis of:

**University of Washington
has been a CTR (Commute
Trip Reduction) Champion
award winner taking home
Platinum in 2015 and Gold in
2016 and 2017.**

1. Capacity for pedestrians crossing arterials at the campus edge, specifically with a new Light Rail Station coming on line (pages 3-17 to 3-21 and 4-8 to 4-9 and 5-7 to 5-9 of the TDR)
2. Transit loads on key routes throughout the University District (pages 3-52 to 3-54, 4-31-4-32 and 5-16-5-18 of the TDR)
3. Transit travel times on arterial corridors (pages 3-50 to 3-52, 4-26 to 4-29 and 5-15 to 5-17 of the TDR)
4. Transit stop capacity for pedestrians waiting for buses and for buses attempting to enter stops (page 3-21 to 3-25, 4-8 to 4-9, and 5-9 to 5-11 of the TDR)
5. Availability of bike parking (page 3-37-3-39 of the TDR)
6. Secondary impact zone comparative vehicle volumes (page 3-62-3-63 and 4-33 and 5-19 to 5-20 of the TDR)
7. The quality of the bike and pedestrian environment and available parking in the secondary impact zone (page 3-16 and 3-40 of the TDR)

The Transportation Discipline Report includes these details, and the calculation methods and assumptions on how background data was used in the Campus Master Plan. The Environmental Impact Statement includes summary results, potential impacts and potential mitigation from for these measures. Specifically, the Transportation Discipline Report includes methods for calculating the University trip and parking “caps” that are how the City and the University monitor the success of the transportation management programs on the Campus during the *2018 Seattle CMP*.

A major element of evaluating modes is the evaluation of drive-alone mode split. Surveys of students, staff, and faculty suggest that the drive alone mode for all campus commute trips has been around 20%. While the proportion of drive alone will be reduced as new transit

investments come on line, all of the analysis conducted for the EIS and documented in the TDR, is based on a conservative 20% drive alone mode split. However, the University's TMP goal is to reach a 15% drive along mode split by 2028.

Finally, the University's agency partners including Metro, Sound Transit, Community Transit, WSDOT and the City of Seattle all provide transportation services or infrastructure that integrates with University of Washington Transportation system investments. For the purposes of evaluating the CMP growth, the analysis assumes investments that are programmed and planned for such as extension of light rail proposed in ST 2 and 3, a second bascule bridge over the Montlake cut (WSDOT) and items identified in the City of Seattle Modal (like Bike and Pedestrian) Master Plan implementation plans. In addition, the reallocation of transit service identified in the Metro Connects Long Range Plan (2025 Service Concept) and ending Community Transit service to the University from Snohomish County communities after light rail extends to Lynnwood while not officially approved yet, have been included in our analysis as if these were approved.

Emerging transit technology and policy trends, and changing transportation context

Several comments note some emerging policy and technology trends that could influence the transportation system and travel behavior in general. Some of these trends/technologies include:

- Millennial Travel Behavior - There is evidence that the generation coming of age in the early 21st century is open to alternative transit modes and is less reliant on auto ownership.
- Adaptive and smarter traffic signals - Traffic signal operations and control are being improved through better real time information, data fusion that improves the understanding of travel patterns, and improved traffic signal operations to better respond to actual traffic patterns and vehicle types.
- Shared Use, Ride-Hail and Transportation Network Companies - Ride share programs through Transportation Network Companies like Lyft and Uber and car share programs like Car2Go, Zipcar and ReachNow are popular as travel alternatives.
- Bike Share – Like the now terminated Pronto program, bike share offers opportunities for members or one-time users to rent a bicycle for travel.
- Autonomous and semi-autonomous vehicles – New vehicle technologies including driver assist and braking are currently available, and fully autonomous (driverless) vehicles are on the horizon and are expected to greatly reduce collisions.

These trends are expected to have positive impact on travel, decreasing the need for auto ownership, improving safety and moving vehicles more efficiently. However, quantitative

outcomes and results are largely speculative at this time so while they are described in the Transportation Discipline Report, no potential outcomes results are identified.

Additionally, several comments noted the following potential projects and policy changes:

One Center City – This project considers options for ending joint operations in the Downtown Seattle Transit Tunnel, bus transit from the Eastside using SR 520 may be integrated with light rail at the University of Washington Link Light Rail Station. This transit service change could happen as early as 2018, and Metro, City of Seattle and Sound Transit are collaborating on how this could be implemented. This service change does not coincide with a development year for the Campus Master Plan (2028) and service is anticipated to go through several changes resulting from new extensions of light rail. For the Campus design year of 2028, service is expected to operate closer to the Metro Connects plan for 2025.

Mobility Hubs – As part of the development of the One Center City multi-modal planning effort, the City is exploring the development of Mobility Hubs, where planning for modes is integrated to meet City objectives of reducing the proportion of drive alone trips and improve the efficiency of connecting people to transit. Elements within the hubs include connections and amenities, improved travel experience and demonstrations and partnerships. The City is in the process of establishing how these will function, what constitutes a hub and how they will be developed, and evaluated.

Transportation Management Plan (TMP) and Coordination

The Transportation Management Plan included as part of the CMP, remains the primary tool for ensuring that the University minimizes its impact on traffic and meets its TMP goal. Through annual surveys, the University measures and monitors modal use and communicates potential strategies and options revisions or additions to continue to meet high standards and low drive-alone travel. The TMP strategies have been revised and expanded to include more details under each of the categories and a 15% SOV goal that will be reached by 2028.

Historic efficacy of the TMP is noted in the Transportation Discipline Report and methods for evaluating the caps are described in the Methods Appendix of the Transportation Discipline Report. Through discussions with partner agencies on specific modes, it was noted often that there is a need for on-going collaboration and coordination on transportation issues. The University, through the TMP, is committing to convening quarterly meetings with agency partners using a “Stakeholders Group” to work through transportation issues as they arise with the goal of improving the integration of transportation modes to improve travel choices other than drive alone within and accessing the Campus.

4.15 Childcare

Summary

The University of Washington recognizes the importance of quality childcare to its community of students, staff, and faculty. Balancing work, studies and family life is not an easy task. To this end, UW's WorkLife division provides a wide range of resources for parents that are available on their web-site. The UW Worklife office has also established a Child Care Advisory Committee that is committed to providing quality child care options for the UW community. This committee includes representatives from students, staff and faculty as well as unions that represent University employees.

In considering the amount of childcare provided by the University of Washington, it is important to consider the overall context of availability and access to child care at the University as well as within the city and region. According to the U.S. Bureau of the Census, only 23.4% of children nationally under the age of 5 are in some form of an organized child care arrangement. Family care remains the most common type of childcare arrangement across all marital and employment statuses. For those who do use child care centers, there are many options located on-campus, near campus, and within the region. Many parents select a center based on the proximity to their homes or partners' employer, which may not be located near the UW.

For students and employees who seek child care services near the UW, the most widely used resource is the University of Washington Children's Centers (UWCC). This includes four child care centers subsidized by the UW through the use of campus space free of charge. These savings are passed on directly to students and employees in the form of discounted tuition. Currently, the UW offers 334 subsidized child care slots on-campus and within the Laurel Village family housing complex. To measure the relative level of service, this analysis uses a ratio of UW students to child care slots, of which the UW is currently at 137:1. This ranks the UW in the middle when compared to peer universities. Fulfilling an access initiative set by President Cauce in 2015, the UW is planning to add 266 to 366 slots in the next eight years. This would reduce the current ratio to somewhere between 74:1 and 87:1, which is highly competitive when compared to peer universities; in order to maintain the current service ratio with the planned 20% growth anticipated for all action alternatives in the CMP, only 67 slots would need to be added.

In addition to the UWCC, the University also offers staff and faculty priority access and a 10% discounts at several off-campus child care centers, including Bright Horizons. Within the Primary Impact Zone and Secondary Impact Zone, there are 548 slots at 9 centers, including a Bright Horizons center with 170 slots. Priority access is also provided at locations outside the immediate vicinity of the Seattle campus.

In addition to providing direct childcare and priority access to childcare, the UW provides backup- and sick-child care for employees. The University contracts with several child care centers such as Bright Horizons and Kindercare to provide childcare to sick children. By using this program, University employees and students saved 520 days of work/school in 2016.

The City also leads several programs to address the availability and affordability of child care to University students, staff and faculty on the Seattle campus. Particularly relevant to UW employees and students are the commercial development incentives offered through the U District rezone which could produce up to 103 child care slots or as much as \$2.7 million in revenue for child care centers. The City currently funds preschool for three and four year olds through a recently passed City levy. One of the 24 schools included in the program is the Experimental Education Unit at the UW which offers full day care at no cost to parents in 2016-17. Lastly, the Seattle Department of Education and Early Learning provides low and moderate income families with assistance in locating and paying for child care services.

Background

The University of Washington recognizes the importance of quality childcare to its community of students, staff, and faculty. Balancing work, studies and family life is not an easy task. These challenges are particularly difficult for parents. To help ease this stress, the UW's WorkLife division has developed a number of resources including subsidizing child care on campus, backup and sick child care, child care assistance for students, and priority access at off-campus centers. These collectively serve as a fringe benefit to retain current students and staff and are important recruitment and retention tools. The UW Worklife office has also established a Child Care Advisory Committee that is committed to providing quality child care options for the UW community. This committee meets regularly and includes representatives from students, staff and faculty as well as unions that represent University employees.

This assessment focuses exclusively on daycare centers providing services on or around the Seattle UW campus, however it is important to consider the overall context when examining availability and access. According to the U.S. Bureau of the Census, only 23.4% of children under the age of 5 are in some form of an organized child care arrangement. Family care remains the most common type of childcare arrangement across all marital and employment statuses. Additionally, many more daycare centers and in home daycares are available outside the primary and secondary impact zones, many of which students, staff, and faculty prefer to use due to the proximity to their homes or spouses' employers.

Existing Conditions

The University of Washington currently provides subsidized childcare to students, faculty and staff both on campus and adjacent to a family housing development. In addition, there are several licensed childcare centers near campus which serve students, faculty, and staff. This analysis considers child care centers subsidized by the University of Washington and those

provided by the private market in the primary and secondary impact zones. Factors when choosing a child care center include not just availability and location, but cost. Tuition rates vary considerably for child care. For nearly every center rates are set by age with younger children at the higher end and older children at the lower end. Many locations also offer part-time care which is prorated. For our analysis below, we considered only full-time care.

University of Washington Children's Center

The University of Washington Children's Centers (UWCC) currently provide 334 child care slots to eligible student parents, faculty, and staff across their four locations – The West Campus, Radford Court, Laurel Village, and Portage Bay. These childcare centers are subsidized by the University of Washington as reflected in their current tuition rates which range from \$1,329 to \$1,848. This is, on average, nearly 10% less than other nearby childcare centers.

Childcare near the UW Seattle Campus

In addition to the UWCC there are 548 child care slots provided within the vicinity of the Seattle Campus, defined by the primary and secondary impact zones. Like UWCC, these centers serve a wide range of ages with monthly tuitions that range from \$1580 to \$1873. UW staff, faculty and students also receive priority access at select Bright Horizons and KinderCare centers, back-up care for use when a regular care provides isn't available, a 10% tuition discounts at select KinderCare and Champions centers as well as discounts for nanny and au pair placement services.

NAME	DISTANCE TO UW (miles)	TOTAL SLOTS	AGE RANGE	FULL TIME TUITION, MIN (month)	FULL TIME TUITION, MAX (month)
University of Washington Children's Centers (UWCC)					
Portage Bay	On Campus	140	3 mo - 5 yrs	\$1,420	\$1,865
Radford Court	On Campus	79	2 mo - 18 mo	\$1,355	\$1,830
The West Campus	On Campus	54	12 mo - 5 yrs	\$1,355	\$1,830
Laurel Village (UW family housing)	1.4	61	2 mo - 6 yrs	\$1,185	\$1,865
TOTAL		334	AVG PRICE	\$1,329	\$1,848
Child Care Centers Near UW¹⁰					
Child Learning and Care Center	0.5	72	15 mo - 6 yrs	\$1,341	\$1,535

¹⁰ Additional childcare options are available at in-home daycares near UW however, due to the voter approval of Initiative 1501 in November 2016, the State is not permitted to disclose information for in-home caregivers. This survey reflects childcare centers only.

NAME	DISTANCE TO UW (miles)	TOTAL SLOTS	AGE RANGE	FULL TIME TUITION, MIN (month)	FULL TIME TUITION, MAX (month)
Cooperative Children's Center	0.7	42	12 mo - 6 yrs	\$1,470	\$1,814
University Temple Children's School	0.3	70	12 mo - 6 yrs	\$1,499	\$1,827
University Child Development School	1.1	23	2 mo - 4 yrs	\$2,124	\$2,529
Bright Horizons, U Village	1.4	170	1 mo - 6 yrs	\$1,955	\$2,625
Childrens Center/Burke Gilman Gardens	1.3	50	12 mo - 5 yrs	\$1,330	\$1,550
Leahs School	1.1	34	15 mo - 5 years	\$1,700	\$1,800
Seattle Hebrew Academy	2.3	66	12 mo - 6 yrs	\$1,025	\$1,210
Seattle Learning Center Montlake Branch	1.1	21	3 mo - 2 yrs	\$1,780	\$1,965
TOTAL NUMBER OF SLOTS		548	AVG PRICE	\$1,580	\$1,873

UW Slots Compared to Peer Universities

To determine an equivalent number of slots the UW provides on-campus as compared to its peers, a survey was conducted to collect relevant statistics. To standardize measures across universities, the number of students enrolled and number of child care slots were used to produce a ratio. While many staff and faculty also utilize University provided child care, the peer universities used student data because it was more widely available and provided a better standardized measure.

Currently, the University of Washington's ratio ranks in the middle – 137 students for each childcare slot – with four universities with lower ratios and three with higher ratios.

	University of Chicago	University of Kansas	Ohio State University	University of Wisconsin	UW	WSU	Oregon State University	Purdue
Students	14,467	28,401	45,289	43,193	45,870	29,686	28,886	38,770
Child Care Slots	248	297	430	400	334	154	148	182
Ratio	58:1	95:1	105:1	107:1	137:1	192:1	195:1	213:1

Future Conditions

University of Washington Children's Center

The 2018 CMP is projected to see a 20% growth between 2014 and 2028 in students, faculty and staff. During the 10 year conceptual planning period the projected growth is 15%. The result of a 20% increase is an increase of 13,324 people on campus under all action alternatives. This projected growth is anticipated to generate a 20% increase in demand for childcare services, in other words a need for 67 additional slots.

The UW child care access initiative has indicated plans to grow capacity in the next 5-8 years to 600-700 total slots. This represents an increase of between 266 to 366 slots, an increase of 79-110% of current capacity. This far exceeds the 67 slots needs to address the anticipated 20% increase in demand for child care services. Once complete the ratio of students to slots will be one of the lowest (between 74:1 and 87:1) when compared to its peers.

Future Childcare near the UW Seattle Campus

In addition to the expansion of the UWCC, the City of Seattle recently adopted land use changes as part of the U District Urban Design rezone to incent developers to include childcare facilities in new non-residential developments in the U District. This is accomplished by allowing roughly 8,000 additional square feet of bonus area for non-residential developments for every child care slot created. Developers also have the option to pay a fee-in-lieu of \$3.25 per gross square foot of bonus floor area. This land use code, once adopted, is expected to create up to 103 child care slots or generate \$2.7 million in revenue¹¹. A portion of those created on-site or through revenue generation will be set aside for low-income families, defined by the City as those making at or below 80% of the Area Median Income.

In addition, Seattle voters approved a four-year levy to fund city-wide high quality preschool for three and four year olds. This pilot program was rolled out in 2015 – 2016 and has expanded in recent years to serve more students at more schools. The Experimental Education Unit at the UW is one of the 24 schools offering full day care at no cost to parents in 2016-2017. The Seattle Preschool Program builds on the work the Seattle Department of Education and Early Learning has done to provide low and moderate income families with assistance.

¹¹ Based on alternative 2B: 1,269,803 bonus non-residential square feet, 65% of the bonus based on the child care incentive (825,372 gross square feet) with one slot per 8,000 square feet results in 103 slots. \$2,682,459 revenue projection based on the fee-in-lieu for South Lake Union, \$3.25 per gross square foot, multiplied by the 825,372 bonus gross square feet. In reality, it is likely a combination performance and payment-in-lieu.

City of Seattle Childcare Assessment

The University of Washington will also be participating in a City of Seattle effort to create more child care in the University District. The City of Seattle Resolution 31732 reads, “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. The City Council’s Planning, Land Use and Zoning Committee will review findings and proposals resulting from this assessment in January of 2018 or a later date agreed upon by the Chair of the committee.”

This group has not met yet but when it does, the UW will be actively involved in the discussions.

Other EIS Comments

In response to the Draft Environmental Impact Statement, formal comments were received which voiced a desire for the UW to provide financial support to low-income staff to arrange childcare in the communities in which they reside. Non-merit based pay, as described, generates complicated legal questions and is not within the scope of the environmental impacts addressed in this EIS. The UW does currently offer eligible employees tax-free childcare contributions through the dependent care assistance program (DCAP).

Comment Letters and Responses

CHAPTER 5

COMMENT LETTERS AND RESPONSES

This chapter of the *2018 Seattle Campus Master Plan* Final EIS (Final EIS) contains comments received on the Draft *2018 Seattle Campus Master Plan* (Draft CMP) and Draft EIS, and provides responses to the comments.

Thirty-seven (37) letters and 129 emails with comments regarding the Draft CMP and Draft EIS, and the analysis of environmental impacts were received during the public comment period on the Draft CMP and Draft EIS. Each letter is included in this section of the Final EIS. Comment letters/numbers appear in the margins of the letters commentary and are cross-referenced to the corresponding responses. Responses are provided directly after each letter/email/transcript commentary.

In addition, verbal comments were received during the Draft EIS public meeting held on October 26, 2016 and are included and responded to in this chapter. The following comment letters and emails regarding the Draft CMP and Draft EIS were received:

Draft EIS Comment Letters

Letter 1:	Association of King County Historical Organizations (page 5-4)
Letter 2:	Bader, Jorgen (page 5-6)
Letter 3:	Colman, McCune (page 5-19)
Letter 4:	Community Transit (page 5-22)
Letter 5:	CUCAC (page 5-26)
Letter 6:	Washington State Department of Archaeology and Historic Preservation (page 5-44)
Letter 7:	Docomomo WEWA (page 5-47)
Letter 8:	Feet First (page 5-49)
Letter 8a:	Feet First, Cascade Bicycle Club and Transportation Choices Coalition (page 5-54)
Letter 9:	Hart, Karen - SEIU Local 925 (page 5-60)
Letter 10:	Historic Seattle (page 5-65)
Letter 11:	Cohen, Jennifer – UW Athletics Department (page 5-69)
Letter 12:	Eglick, Peter - Jensen Motorboat (page 5-74)
Letter 13:	Fran, Joseph Mary & Stanislaus, Mike (page 5-79)
Letter 14:	King County DOT (page 5-84)
Letter 15:	Laurelhurst Community Club (page 5-93)
Letter 16:	Livable U District Coalition (page 5-108)
Letter 17:	Muckleshoot Indian Tribe (page 5-112)
Letter 18:	Nixon, Shirley (page 5-115)
Letter 19:	Ravenna Bryant (page 5-124)

Letter 20:	Seattle DOT (page 5-127)
Letter 21:	Seattle DCI (page 5-165)
Letter 22:	Seattle Displacement Coalition (page 5-196)
Letter 23:	Smoot, Jeffrey (page 5-199)
Letter 24:	Sound Transit (page 5-201)
Letter 25:	U District Alliance for Equity and Livability (page 5-207)
Letter 26:	UAW Local 4121 (page 5-221)
Letter 27:	University District Community (page 5-223)
Letter 28:	University Park Community Club (page 5-239)
Letter 29:	UW Department of Biology (page 5-248)
Letter 30:	UW Professional Staff Organization (page 5-253)
Letter 31:	UW Department of Psychology (page 5-261)
Letter 32:	UW Recreational Sports Programs (page 5-274)
Letter 33:	Volkman, Kevin (page 5-279)
Letter 34:	Ward, David (page 5-281)
Letter 35:	Wilkins, Steve (page 5-283)
Letter 36:	City of Seattle DCI (page 5-286)
Letter 37:	Seattle Urban Forestry Commission (page 5-368)

Draft EIS Email Comments

Email 1: Ashworth, Justin (page 5-371)	Email 24: Fox, John (page 5-428)
Email 2: Bader, Jorgen (page 5-373)	Email 25: Fucoloro, Tom (page 5-432)
Email 3: Baratuci, Bill (page 5-376)	Email 26: Ganter, Tyler (page 5-434)
Email 4: Bartlett, Erika (page 5-378)	Email 27: Genereux, Garrett (page 5-436)
Email 5: Bennett, John (page 5-382)	Email 28: Gibbs, Cynthia (page 5-438)
Email 6: Best, Brooke (page 5-584)	Email 29: Grubbs, Kathryn (page 5-441)
Email 7: Bollinger, Daniel (page 5-387)	Email 30: Gustafson, Joshua (page 5-443)
Email 8: Branch, Trevor (page 5-389)	Email 31: Harnett, Erika (page 5-445)
Email 9: Bressler, Ryan (page 5-391)	Email 32: Harniss, Mark (page 5-447)
Email 10: Brod, Brooke (page 5-393)	Email 33: Harris, Kameron (page 5-450)
Email 11: Clare, Joe (page 5-396)	Email 34: Hatch-Ono, Ann (page 5-452)
Email 12: Coney, Russel (page 5-399)	Email 35: Hays, Matt (page 5-456)
Email 13: Crocker, Cory (page 5-402)	Email 36: Helt, Mike (page 5-458)
Email 14: Dailey, David (page 5-405)	Email 37: Howard, Nick (page 5-460)
Email 15: Doherty, Theresa (page 5-407)	Email 38: Hubbell, Nathan (page 5-462)
Email 16: Eames, Karen (page 5-409)	Email 39: Jarvi, Jessica (page 5-464)
Email 17: Eckard, Sterling (page 5-411)	Email 40: Jiambalvo, James (page 5-466)
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Email 23: Foltz, Mark (page 5-426)	Email 46: Knapp, Curtis (3) (page 5-479)

Email 47: Krannick, John (page 5-482)
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 Email 52: Linda (page 5-495)
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 Email 54: Lowy, Josh (page 5-499)
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 Email 63: Matthaei, Dianne (page 5-519)
 Email 64: Matthaei, Fredrick (page 5-521)
 Email 65: Matthaei, Jake (page 5-523)
 Email 66: Matthaei, James (page 5-525)
 Email 67: Matthaei, James (2) (page 5-528)
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 Email 89: Perkins, Alexandra (page 5-576)
 Email 90: Perlot, Rachel (page 5-578)
 Email 91: Poalgye, Brian (page 5-580)
 Email 92: Price, Dylan (page 5-582)
 Email 93: Prince, Kevin (page 5-584)
 Email 94: Reynolds, Dylan (page 5-586)
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 Email 96: Saxby, Chris (page 5-590)
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 Email 115: Vogt, Jenna (page 5-632)
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 Email 121: Welch, August (2) (page 5-644)
 Email 122: Whang, Linda (page 5-646)
 Email 123: Wilcock, William (page 5-648)
 Email 124: Wilkins, Steve (page 5-650)
 Email 125: Wright, Yugala Priti (page 5-654)
 Email 126: Yantis, Susan (page 5-656)
 Email 127: Yim, Gibbs (page 5-658)
 Email 128: Zhou, Weibin (page 5-660)
 Email 129: Climbing Rock Petition (page 5-662)

Public Meeting Commentary: (page 5-664)



**Association of King County
Historical Organizations**
PO Box 3257
Seattle, WA 98114

November 21, 2016

Ms. Julie Blakeslee
Environmental & Land Use Planner
Capital Planning & Development
University of Washington
PO Box 352205
Seattle, WA 98195-2205

Re: Draft 2018 Campus Master Plan and DEIS

Dear Ms. Blakeslee:

I am writing to offer comment on behalf of AKCHO, the Association of King County Historical Organizations, a 39-year-old group comprised of 70+ history-related associations and institutions.

While our organization has no reservations about the overall intent and public-service mission represented by the proposed master plan, its Board of Trustees was deeply disappointed by a troubling lack of serious recognition in it for the values of historical preservation. We were concerned, too, by the absence of a comprehensive inventory of the University's historical assets tied to long-range preservation. We believe no master plan will be complete without it.

Without a more credible and specific historic-preservation plan, it will be difficult for AKCHO to support the master plan.

Thank you for hearing our concerns.

Sincerely,

Kent Sturgis, Chair
Advocacy Committee

RESPONSE TO LETTER 1

Association of King County Historical Organizations

1. The comment regarding historic preservation is noted. Please refer to Chapter 4, Key Topic Areas, Section 4.8 (Historic Preservation) for a discussion on historic preservation goals and policies of the University of Washington (UW). The UW is a steward of campus resources and has a rigorous historic review process for potential projects. The proposed *2018 Seattle CMP* includes as Guiding Principle #5 “Stewardship of Historic and Cultural Resources” and identifies significant landscapes and historic properties, as well as historic resources (*2018 Seattle CMP* Chapter 5). The UW is a workgroup member for a historic asset survey being conducted under City of Seattle SHPO and DAHP for all campus buildings over 45 years old and this information will be utilized in the future as part of the University’s historic review process. The initial results of the survey are described in Section 3.13 (Historic Resources) of this Final EIS.

Jorgen Bader
6536 – 29th Ave. N.E.
Seattle, WA 98115

October 23, 2016

Theresa Doherty
Senior Project Director

Leslie Stark
Outreach Coordinator

Capital Planning and Development
Box 352205
Seattle, WS 98195-2203

RE:RE: 2018 Seattle Campus Master Plan
University of Washington
October 2016 Draft Plan

Dear Project Director and Outreach Coordinator:

The October 2016 Draft Plan of the 2018 Seattle Campus Master Plan (the “Plan”) needs modifications. This letter comments on themes that permeate the Plan and on the East Campus. It incorporates the comments of the University District Community Council by reference on the other areas and on the impacts on the University District.

The Plan envisions massive growth and construction projects, almost like building a small city atop of an existing one. It describes potential development of 85 sites and 12.9 million square feet of development (Plan, p. 7). The net total new square footage matches 78 buildings the size of the Odegaard Undergraduate Library (165,975, Plan, p.); 82 Husky Stadia (157,591 square feet); or 187 of the Burke Museum (68,916 sq. ft.). Six sites (E 78 and E 79) with 65’ height limits are north of University Village by Blakeley Village (Development zone Q, Plan p. 217, p. 81, p. 115) abutting the Burke Gilman Trail and 30th Avenue N.E. Twenty of them (E 59 – E 76), are east of Montlake Boulevard and most of those abut Montlake Boulevard (Development zones M and N, Plan p. 213 and 214, Plan p. 214). The height limits of five of the twenty are 130; feet; four are at 90 feet; and five are at 65’ (Plan, p. 214). It anticipates 80,479 students, staff and faculty --- not counting contractors in the “innovation district.” (Plan, p. 32. 38) – a 20% increase. The incremental growth in square footage alone is just a small amount more than the University’s total capacity (including the Magnuson Health Sciences complex) at its centennial in 1961 (Plan, p. 264-6); the next ten of growth is projected to

exceed the UW's first 100 years. It is bigger than some of Washington's four year colleges and the University's own branch campuses.

This letter groups its comments into these general topic areas:

- + Mitigation due to the northeasterly neighborhood
- + University Slough, an environmental asset
- + Coordination with SR 520, Transit and traffic flow
- + Vacation of N.E. Boat Street
- + A bouquet of barbs

Many of its comments apply to the Draft Environmental Impact Statement on the Plan.

Mitigation due to the Northeasterly Neighborhood

The proposed development will severely impact the neighborhood lying south of Calvary Cemetery, east of University Village and Blakeley Village, west of 35th Avenue N.E., and north of Union Bay Place N.E. (platted as "Exposition Heights"), called South Bryant in this letter, e.g.

Blakeley Village will add 140,610 square feet of capacity – about double its existing capacity (Plan, p. 210-211) and Laurel Village to the immediate south across N.E. 45th St./Sand Point Way will add another 230,000 square feet. Many of the residents of the existing student housing communities currently park in the South Bryant neighborhood. The parking congestion will increase.

The major development of East Campus will bring in students, staff, and faculty, who will seek housing close to their offices and classrooms. Many will settle in the South Bryant neighborhood and housing further east nearby. A substantial number will walk to East Campus --- it's close enough and the bus service on Montlake Boulevard N.E. is slow. The most convenient route for many pedestrians would involve walking or cycling on N.E. 50th St. south of the Cemetery and through University Village.

The new East Campus (Plan, p. 116-117) buildings will generate vehicular traffic on Montlake Boulevard N.E. as a destination during regular working hours. The Plan, p. 117, shows 4,708,885 square feet of capacity verses 750,000 square feet now. The Plan, p. 112, PL 12-14, shows 2,646 more parking spaces than currently there. The traffic flow from the several buildings will involve left turns (south bound entry and exits) and right turns at multiple buildings. The added traffic and turning movements will congest traffic. Already during peak hours, southbound cars and trucks back up on Montlake Boulevard N.E. from the Montlake Bridge to University Village. Before SR 520 tolling, back-ups would extend to "Five Corners" (the intersection of Sand Point Way N.E., Mary Gates Drive, Union Bay Place N.E., and N.E. 35th Pl. N.E.). It is gradually creeping back now. The traffic congestion has a spill back effect on the South Bryant neighborhood. Traffic cuts through South Bryant between 35th Ave. N.E. and N.E. 30th Ave. N.E. to get to and from University Village.

When traffic congests on Montlake Boulevard N.E. and/or N.E. 45th St., vehicles also detour around it by using Union Bay Place N.E. / N.E. Blakeley St. between Sand Point Way N.E. and 25th Ave. N.E. It's faster. The heavier flow impedes pedestrians walking parallel on Blakeley Ave. N.E. and/or trying to cross the arterial.

To offset these adverse impacts, the Master Plan should commit the University to make specific mitigation measures, such as

+ Pledging a financial commitment to constructing sidewalks on N.E. 50th St. from 35th Ave. N.E. to N.E. Blakeley St. This is a long standing goal of the neighborhood and of the Ravenna-Bryant Community Association. This stretch of N.E. 50th St. is an asphalt roadway; it has no sidewalks. Pedestrians walk along the south edge of the roadway. Calvary Cemetery cuts off all north-south streets, and makes each intersection a "T." It has a grade. Westbound cars feel protected by the cemetery hillside on their right and have the right of way. As a result, vehicles speed at or above the limit. Drainage from the hillside and roadway runs to the walking strip on the south. In the wintertime, the surfaces sometimes ice over and can be slick; cars may lose traction and slide towards and into the walking area. Some neighbors place boulders by the roadside to protect their properties from the vehicles. The Plan's pages on pedestrian circulation, p. 104-105, should make constructing sidewalks there a mitigation measure.

+ Pledging support for a residential preference parking zone in the South Bryant neighborhood. The Plan, p. 147, supports residential preference parking zones. An eighth paragraph should be added that would be more specific and promise to work with University Village to develop an RPZ for South Bryant. Up to now, University Village has acknowledged that its shoppers cause spill over parking during the holiday shopping season, but it says that the primary intrusion comes from University goers. The University's administrators acknowledge that some students park there, but they say that most of the intrusive parking comes from University Village employees. The two should work together for a just resolution..

+ Get better lighting at the crossing of the Burke-Gilman Trail and Union Bay Place N.E./30th Ave. N.E. Motorists on the roadway have the right of way. However many hustling cyclists on the Trail slow rather than stop at the signs. The motorists are but sometimes are distracted by traffic to and from the north east portals of University Village and Nordheim Court nearby. To slow traffic, the City built an island at the trail crossing, hung an overhead "Trail X-ing" sign, and put in a raised pavement. Near collisions still occur. The University's improvement of the Burke-Gilman trail on campus, its construction of bike racks, and its programs to increase bicycle commuting will augment the current flow; and ut East Campus development will augment vehicular traffic.. Better lighting may reduce the frequency and potential for accidents.

University Slough, an environmental asset

Ravenna Creek joins Lake Washington through University Slough, its reach lying south of N.E. 45th St. Although it is short, the Slough is a precious environmental asset. The Plan needs to recognize its high value by calling it out in its own right.

The Plan submerges University Slough into the "Union Bay Natural Area." The maps and diagrams show University Slough on pp. 13, 49, 83, and 125-129, but it is not labeled as such. It's not seen on the maps at pps. 45, 82, 133, 214, 245, among others. Page 126 fails to mention it as part of its discussion of "Ecological Systems,," which is supposed to cover "ecology, landscape, vegetation, and habitat" (Plan, p. 124); it is also

absent in its discussion of “Unique and Significant Landscapes” (Plan, p. 45-49) and “Public Realm” (Plan, p. 204).

10
cont.

About twenty years ago, King County made a thorough study about bringing Ravenna Creek to the surface (“daylighting”) from its source in Cowen Park to Lake Washington. The Ravenna Creek Alliance had mustered strong public support for the concept. Those studies brought out the importance of University Slough to the wetlands and salmon migration through Union Bay.

11

Union Bay is an eco-system that links with Portage Bay through the Montlake Cut. Fingerling salmon from the Lake Washington and Lake Sammamish watersheds swim to and through Union and Portage Bays en route to Puget Sound. The fingerlings spend several months there, feeding, growing, and gathering strength for their long journey to sea. The marshes are their prime habitat. Several creeks feed the eco-system: Arboretum Creek on the south; Yesler Creek on the northeast; and Ravenna Creek to the northwest. Ravenna Creek cools, flushes, and helps feed the Union Bay natural area. Ravenna Creek is particularly clean, constant in flow, and cool during warm summer months. Its flow mixes the waters; otherwise, the prevailing southerly winds would tend to stagnate the shallows. Its actions augment nutrients for the larvae and insects, which nourish the salmon fingerlings.

12

In the 1990’s, an overflow of stormy rainfall on slush lingering after several inches of snowfall was drained from University Village and from the adjoining arterials into University Slough. A thin sheen covered its surface; a film clung to the stalks and lower leaves in the marsh. The vitality of the eco-system suffered. It took months for its vigor to be restored and for the waterfowl to return.

13

Coordination with SR 520, Transit and traffic flow

Transportation issues loom large in the Plan; its maps and diagrams show streets, roads, paths, directional arrows, and connectivity patterns. These recommendations would assist coordination with SR 520, with the Sound Transit Station, with METRO, and on the campus bikeway.

SR 520 ---

The Plan, p.25, shows SR 520 as part of its Neighborhood Planning Context. Thereafter, its maps and diagrams are cut off at the south shore of the Montlake Cut. The Plan’s sole direct statement as to the Montlake Bridge and connections to the new SR 520 appears on page 149 in the section labeled “Pedestrian.” It states in part, as follows “Coordinate with the City ... increasing *non-motorized* capacity of Montlake Bridge, removing ADA barriers, improving lighting, etc.” (emphasis supplied). The Record of Decision of the U.S. Department of Transportation, Federal Highway Administration, SR 520, I-5 to Medina: Bridge Replacement and HOV Project,” August 2011, page 10, states:

“A new bascule bridge will be constructed over the Montlake Cut parallel to the existing Montlake Bridge, and Montlake Boulevard will be restriped for two general purpose lanes and one HOV lane in each direction between SR 520 and the Montlake Cut.”

Exhibit 3, Montlake Area, shows a Second Bascule bridge parallel to the historic Montlake Bridge with two general purpose lanes and an HOV lanes in each direction between the mainline SR 520 and Pacific Place N.E. The legislature appropriated funds for such a configuration. The second bridge would create capacity for HOV's and buses only and for bicycles and pedestrians.

Data developed during the WSDOT community mediation process (2008) and the SR 520 Legislative Workgroup (2009) fully document the need for the added vehicular capacity. Without it, the intersections at and between Roanoke St. on the south of the Montlake Cut and on the north side 15th Ave. N.E. and N.E. Pacific Place on the northwest and Montlake Boulevard N.E. and N.E. 45th St. would be in gridlock during extended peak hours. These projections were made based on the density and growth anticipated by the 2003 UW Master Plan, the zoning in effect for the University District under the University District neighborhood plan, and University Village as it then existed before the construction of the parking garage along N.E. 45th St. and took into account SR 520 tolling. Traffic flows are much greater and the need more urgent now. The Plan, p. 149, needs to strike the word “non-motorized” from the text. The various maps throughout the Plan need revision to show the second parallel bridge.

14

Transit ---

The Plan, p. 145-6, entitled “Transit,” identified “Potential Transit Improvement Strategies” and “Potential Shared Use Transportation Strategies” and p. 108 “Transit Network,” list various ideas and by omission, pass over and implicitly reject two proposals made by community representatives of communities north of the Montlake Cut during the 2008 SR 520 mediation process. The Plan should call for implementing them.

15

The first recommendation would widen Montlake Boulevard N.E. to the east with a bus/van pull-out at the east shoulder of the northbound lane on Montlake Boulevard N.E. by the UW Sound Transit Station for high-occupancy vehicles to load and unload passengers. The freeway design plan approved by the Washington State Department of Transportation and the Federal Highway Administration allows for it.

16

The second recommendation favored a van turn-around so that HOV vehicles coming from the north on Montlake Boulevard or from the west on N.E. Pacific Place could drive into the Stadium parking lot, then go north east of and by the Sound Transit Station, stop and pick up or drop off passengers and then exit to Montlake Boulevard N.E. The University's representative told the panel that this proposal was too early; the University and Sound Transit would work out an arrangement of mutual benefit through a lease process. Such a maneuver is possible now, but not facilitated as it ought to be. The development plan for Zone M (Plan p. 213) aborts it.

17

The Plan, p. 145, should call for construction of bus shelters at the intersection of Rainier Vista and Stevens Way on campus as Strategy # 7. It is the only bus stop shown on the "Existing Transit and Shuttle Network" (Plan, p. 61 and 109) without a shelter.

18

The "Transit Improvement Strategies" should consider two others:

The University should set up a map of campus buildings and locations at the overpass over Montlake Boulevard N.E. Visitors coming to campus sometimes know the name of their destinations, but not its location on campus. Sound Transit are not very helpful. The UW has such way finding boards in Red Square and elsewhere.

19

The University should persuade Sound Transit to lease space for handicapped parking and pay for toilet privileges for passengers at Husky Stadium. Sound Transit has seven parking spaces for its own use at the UW Station ---- but nothing whatever for the disabled. It has no toilet for its riders anywhere north of downtown. No common carrier (train, intercity buses, airline, airport etc.) is so callously indifferent to the toilet needs of its riders.

20

Vacation of N.E. Boat Street

The vacation of N.E. Boat Street should be dropped. The University District Community Council explains fully the reasons for rejecting it. If it goes forward, the Plan should provide for relocation assistance to businesses displaced.

21

A bouquet of barbs

Like picking wild flowers, these come in the order of first appearance.

The Plan, p. 105, labels Brooklyn Ave. N.E. north of NE 43rd St. as "The Ave/University Way." This is confusing.

22

The Plan, p. 129, shows the Washington Park Arboretum. The Washington State Department of Transportation ("WSDOT") paid the UW many millions for arboretum properties north of the 1961 SR 520. The State under the authority of RCW 28B.20.350-.364 conveyed the property to the UW for "arboretum and botanical garden purposes and for no other purposes." RCW 28B.20.356 reverts the land to the State of Washington should the University divert use of the property to another usage. Chapter 164, Laws of 1959, Section 2 made an exception for construction of SR 520, but stipulated that the funds received be used for arboretum and botanical garden purposes. The UW relies on this 1959 legislation to make the conveyance to WSDOT. The Plan should stipulate that the moneys received will be devoted for those purposes, such as acquiring the WSDOT Peninsula for the Arboretum. The WSDOT Peninsula describes the area south of SR 520 between Lake Washington Boulevard and Foster Island Drive, now occupied by the Arboretum Ramps and the R.H. Thomson ramps to nowhere.

23

The Plan, p. 129, (third bullet), should include among the best practices to be pursued in insect control, the introduction of bats. In areas without trees and snags, bat boxes on poles serve well. Bats often eat their weight in insects during a day.

24

The Plan, p. 203, shows the full build-out of the East Campus. What will happen to the tailgating parties before Husky football games? It's a tradition that many Husky fans enjoy. Tailgating sometimes involves bar-b-ques; parking in a covered garage falls short of cooking in the open air on a dry autumn afternoon.

25

The Plan, p. 204, bullet two, states "Siting of development should discourage formation of a street wall along Montlake..." To follow through, the Plan, p.240 Tower Separation, should stipulate that its minimum tower separation of '75 apply to buildings 60' or more in height on the East Campus. Its text now says 85' high and on the following page, it measures the 75' spacing between the towers at a level above the third floor ("podium") where setbacks occur. Development Zone N, p. 214, shows buildings on sites E 63, E 65, E 67, E 69, and E 71 would qualify for the tower spacing. Buildings on sites E-73 and E-76 at 80' just miss. However, immediately to their east, E-64, E-66, E-68, E-70, E-72 and E-75 are all 65'. As a result, the tower separation principle at best would open up a view from Montlake Boulevard of the back buildings rather than Lake Washington. The separation measurements should be made at eye level of a person on the ground. Over the years, citizens led by Laurelhurst and Hawthorne Hills, representing commuters, have fought to maintain the views of motorists by lowering the profile of proposed athletic facilities. That concept should be respected and the prospect of a street wall along Montlake prevented.

26

The Plan, p.220, Development Standards, fourth bullet, statement of purposes should go on to include mitigation of adverse impacts that occur.

27

The Plan, p. 228-230, Review Process, ought to mention CUCAC with at least a cross-reference to the discussion at page 255. The current arrangement placing CUCAC solely in an appendix makes CUCAC participation seem like an afterthought.

28

The Plan, p. 248, should define "Natural Area." It does not fit within "Open Space."

29

The Plan, Temporary Uses, p. 248, should provide for emergencies. In areas where hurricanes occur, colleges have offered their gymnasiums and unoccupied dormitories as over night shelters and cafeterias for emergency food services. The Plan needs to discuss earthquake and disaster preparedness. It should be a factor for consideration in locating and designing buildings and other structures.

30

The Plan, p. 259, should give a postal address as well as an e-mail address for submitting comments on the document.

31

The Plan document should contain an index to assist in finding topics.

32

The Growth Management Act contemplates that major urban development decisions be made by public officials in conjunction with the public in an open enlightened process. The Plan is too cryptic with these two parameters:

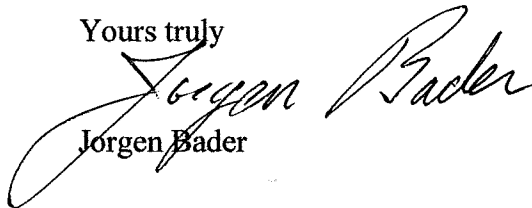
(1) Pg. 33, Growth Allowance, on Existing Space mentions that 8 % of the UW capacity (1.4 million gross square feet) fall outside the Plan boundary; nothing further is said about it. The Plan should reveal to the public and the decision-makers the UW's plans for its properties outside the MIO so that they can better evaluate the range of the possible UW's responses to decisions made in reviewing the Plan, e.g. Will a constriction on campus prompt more intense construction off campus? If so, where?

33

(2) Pages 38 and 132-3 designate potential sites for "innovation districts." "Innovation districts" raise underlying policy issues, e.g. How much government involvement with private enterprise is appropriate? When does a joint venture amount to a subsidy? Does government support amount to unfair competition? The Plan should prompt such a conversation before the University commits so much of its resources in entrepreneurial endeavors.

34

Yours truly

A handwritten signature in cursive script that reads "Jorgen Bader". The signature is written in dark ink and is positioned below the typed name.

Jorgen Bader

RESPONSE TO LETTER 2

Bader, Jordan

1. The comment regarding the adjacency of the South Bryant neighborhood, Calvary Cemetery and University Village to the northern edge of the East Campus Sector is noted.

As indicated on page 3.6-18 of the Draft EIS (Land Use), potential development sites identified in the Draft CMP located along the north and east boundary of the East Campus Sector would be adjacent to off-campus uses (including the South Bryant neighborhood) and would have the potential for indirect impacts to adjacent areas due to proximity to off-campus uses. Development standards for the East Campus Sector are intended to minimize the potential for impacts related to increased building height and intensity on campus.

Please note that the illustrative allocation of campus development under the 10-year Conceptual Plan (as reflected in Alternative 1) does not include any new building development north of parking Lot E14 and the potential for new development adjacent to the cited areas is low.

As also indicated on Figure 3.6-4, the portion of the University of Washington campus located adjacent to the South Bryant neighborhood (across NE 45th Street from the East Campus Sector) is considered to represent a “Medium” potential for land use impacts, and additional measures could be implemented during the individual project approval process to further reduce the potential for impacts.

2. The updated 2018 *Seattle CMP* reflects a reduction in total building gsf compared to that under the Draft EIS (although the 10 year Conceptual Plan total, as reflected in the EIS Alternatives remains 6 million gsf), the illustrative allocation of campus development as reflected in Alternative 1 does not include any new development in Blakely Village. Additional data and analysis is provided in the 2018 *Seattle CMP* Transportation Management Plan (TMP) noting where unrestricted on-street parking is available in the primary and secondary areas. The TMP identifies potential mitigation with the City of Seattle to implement including Residential Parking Zones or other strategies.

The updated 2018 *Seattle CMP* reflects significant changes to proposed development in Laurel Village compared to that under the Draft CMP and Draft EIS. The updated CMP reflects a reduction in building height for a portion of Laurel Village to 30', a reduction in total building gross square feet (gsf) for Laurel Village by 80,000 gsf, and eliminated a building site in favor open space. The allocation of campus development as reflected in Alternative 1 does not include any new development in Blakely Village. Additional data and analysis is provided in the 2018 *Seattle CMP* Transportation Management Plan (TMP) noting where unrestricted on-street parking is available in the primary and secondary

areas. The TMP identifies potential mitigation with the City of Seattle to implement including Residential Parking Zones or other strategies.

3. Comment noted. The illustrative allocation of building space (Alternative 1) limits development in East Campus to 750,000 gsf. Students have choices to use the Burke-Gilman trail among other pathways and streets. Please refer to Section 3.16 (Transportation) for additional detail on traffic conditions in the East Campus and surrounding area.
4. The illustrative allocation reflected in Alternative 1 limits new development in East Campus to 750,000 gsf. Students in the East Campus have choices to use the trail and other pathways. Please refer to Section 3.16 (Transportation) for additional detail on traffic conditions in the East Campus and surrounding area.
5. The comment regarding existing traffic conditions in the vicinity of the East Campus Sector is noted. The traffic operational analysis provided in the Transportation Discipline Report (Appendix D to this Final EIS) includes analysis of intersections on NE 45th St and Montlake as well as 47th Ave NE and Sand Point Way NE, and 25th Ave NE at NE 65th Street with and without the development under the EIS Alternatives. Please refer to Section 3.16 (Transportation) and Appendix D of this Final EIS for detail.
6. The comment regarding off-campus sidewalks is noted. Consistent with the City-University Agreement, the *2018 Seattle CMP* provides guidance and standards for the area within the boundaries of the University of Washington campus. However, growth on the campus alone is not anticipated to exacerbate or contribute substantially to the sidewalks needs on NE 50th St.
7. The comment regarding RPZs in the South Bryant neighborhood is noted. As indicated in the Transportation Management Plan in the *2018 Seattle CMP*, the University has committed to RPZs or other methods of neighborhood access, which are ultimately under the control of the Seattle Department of Transportation.
8. The comments regarding safety aspects of the Burke-Gilman Trail are noted. Separate from the *2018 Seattle CMP*, the University has developed the Burke-Gilman Trail Plan and within that plan identifies expansions of the trail. The University will implement recommendations for safety (including lighting) as the plan is implemented and funds are available. Please note that the cited roadway intersect with the Burke-Gilman Trail (80th Avenue NE) is not located on the University of Washington campus and any improvements would be the responsibility of the City of Seattle.
9. The comment regarding the importance of Ravenna Creek and University Slough is noted. The University of Washington highlights the importance of the University Slough as an environmental asset as part of the Union Bay Natural Area and identifies the Slough in

the Sustainability Framework under Ecological Systems in Chapter 5 of the *2018 Seattle CMP*.

10. The University does not differentiate the Slough as a separate unique and significant landscape and views the Slough as part of a larger, recognizable, ecological system called the Union Bay Natural Area.
11. The comments regarding previous restoration efforts for Ravenna Creek and the importance of the University Slough and wetlands is noted. The *2018 Seattle CMP* proposes retention of the Union Bay Natural Area (including the University Slough). As indicated on Figure 3.3-2 of the Draft EIS, the Union Bay Natural Area is identified as an area of campus with a High Sensitivity level. As such, additional measures have been identified in the Final EIS for implementation during the individual project approval process to further reduce the potential for impacts in this area.
12. The comment regarding Ravenna Creek and the Union Bay Natural Area is noted. Please refer to response to comment 11 of this letter.
13. The comment regarding the University Slough is noted. Please refer to response to comment 11 of this letter.
14. The comments regarding traffic system conditions in the University District area, including the University of Washington, are noted. Please note that the Transportation Discipline Report (Appendix D to this Final EIS) assumes completion of the second Bascule Bridge as identified by WSDOT and includes enhanced capacity for non-motorized modes. No changes to the overall system are proposed under the *2018 Seattle CMP*.
15. The comment regarding the discussions during the 2008 SR-520 mediation process are noted.
16. The comment regarding widening Montlake Boulevard NE is noted. The widening of the roadway is not included as part of the *2018 Seattle CMP*.
17. The comment regarding van turn-around access in the Husky Stadium parking lot is noted. The University will continue to review transit-related issues during the life of the plan.
18. The comment regarding bus shelters at Rainier Vista is noted. The bus stops at Rainier Vista on Stevens Way are temporary stops and therefore do not have shelters included.
19. The comment regarding campus wayfinding is noted. The University recently installed 23 double-sided wayfinding maps throughout campus and plans for additional signage, which is part of a multiphase approach to enhance wayfinding for visitors.

20. The comment regarding public restroom facilities and handicapped parking at the Sound Transit Husky Stadium is noted. The University of Washington has signed an easement with Sound Transit for their use of the space around the Sound Transit station at Husky Stadium. It is Sound Transit's decision on how that area is used to support their activities. Any decisions about how Sound Transit allocates space is determined by the Sound Transit Board of Directors.
21. The comment regarding not implementing the identified potential vacation of NE Boat Street is noted. Please note that Alternative 5 (No Street, Alley or Aerial Vacations) analyzes conditions under the *2018 Seattle CMP* without any of the identified potential vacations. Please also note that the previously identified vacation of NE Boat Street, as well as the East Campus land bridge over Montlake Boulevard NE are no longer included in the *2018 Seattle CMP*, and are not assumed under the alternatives analyzed in this Final EIS.
22. The "Proposed Pedestrian Circulation" map in the *2018 Seattle CMP* has been corrected to remove the incorrect label along Brooklyn Avenue N.E. north of NE 43rd Street.
23. The comments regarding the Arboretum are noted. The Arboretum is outside the MIO, and is therefore not part of the *2018 Seattle CMP*. The City of Seattle owns the property and the UW owns the woody plant collections. WSDOT has sent a letter to the City of Seattle stating its intention to convey the WSDOT peninsula back to the City to be used for Arboretum purposes once the SR 520 project is complete and the ramps to no-where are no longer needed for construction staging.
24. The suggestion for environmentally friendly insect control on and around campus is noted. The suggestion will be considered as insect control for integrated pest management.
25. A goal of the East Campus vision is to preserve athletic and recreation uses while transforming underutilized land within the East Campus, creating the opportunity to provide space for learning, academic partnerships and research. While the overall development capacity within East Campus is identified as 4.7 million net square feet, permitted development under the *2018 Seattle CMP* in East Campus will not exceed 750,000 square feet (please refer to Chapter 5 of the Plan). The University values tailgating as part of the game day experience.
26. The comment regarding potential development along Montlake Boulevard in the East Campus is noted. The Campus Master Plan seeks to "discourage the formation of a street wall along Montlake," through spacing between buildings and upper level setbacks and a development setback from Montlake Boulevard. The structure and location of buildings in East Campus as identified in Chapter 6, Development Zone N, set guidelines to provide porosity and work counter the creation of a street wall.

27. The statement of purposes in Chapter 7 of the *2018 Seattle CMP*, under Development Standards are intended, in part, to address the mitigation of adverse impacts, identified in the Environmental Impact Statement (EIS). Please refer to Chapters 1 and 3 of this Final EIS for discussion on potential impacts of mitigation.
28. The comment regarding CUCAC is noted. The *2018 Seattle CMP* includes CUCAC as one of the identified partners in the “Project Review Process” in Chapter 6 of the 2018 Seattle CMP in the “Development Process and Phasing” paragraph. CUCAC also participates in the review of SEPA documents as also mentioned Chapter 6 within the description of the SEPA Advisory Committee.
29. Natural areas are defined within Open Space under “uses” in Chapter 7 of the *2018 Seattle CMP*.
30. The comment regarding temporary uses is noted. The University has a recently updated their Comprehensive Emergency Management Plan that forms the foundation for the University’s entire disaster and crisis mitigation, planning, response and recovery activities. We are aligned with the City of Seattle, King County and State of Washington emergency operations centers for responding to emergencies in our area in terms of assistance and shelter should the need arise.
31. The comment to add a postal address and email address for written or emailed comments/ responses is noted.
32. The suggestion for an index to assist in finding topics is noted. A detailed table of contents is provided on pages 2 and 3 of the *2018 Seattle CMP*.
33. The comment regarding growth allowance is noted. Please refer to Chapter 4, Key Topic Areas, Section 4.9 (Space Demand) for a detailed discussion on growth allowance. The *2018 Seattle CMP* provides the growth allowance and standard for University development within the MIO only in accordance with the 1998 City-University Agreement. Decisions made on property that is owned by the University but outside of the MIO is outside of the purview of the *2018 Seattle CMP*.
34. The comment regarding the Innovation District is noted. Please refer to Chapter 4, Key Topic Areas, Section 4.5 (Innovation District) for a detailed discussion on Innovation District Uses.

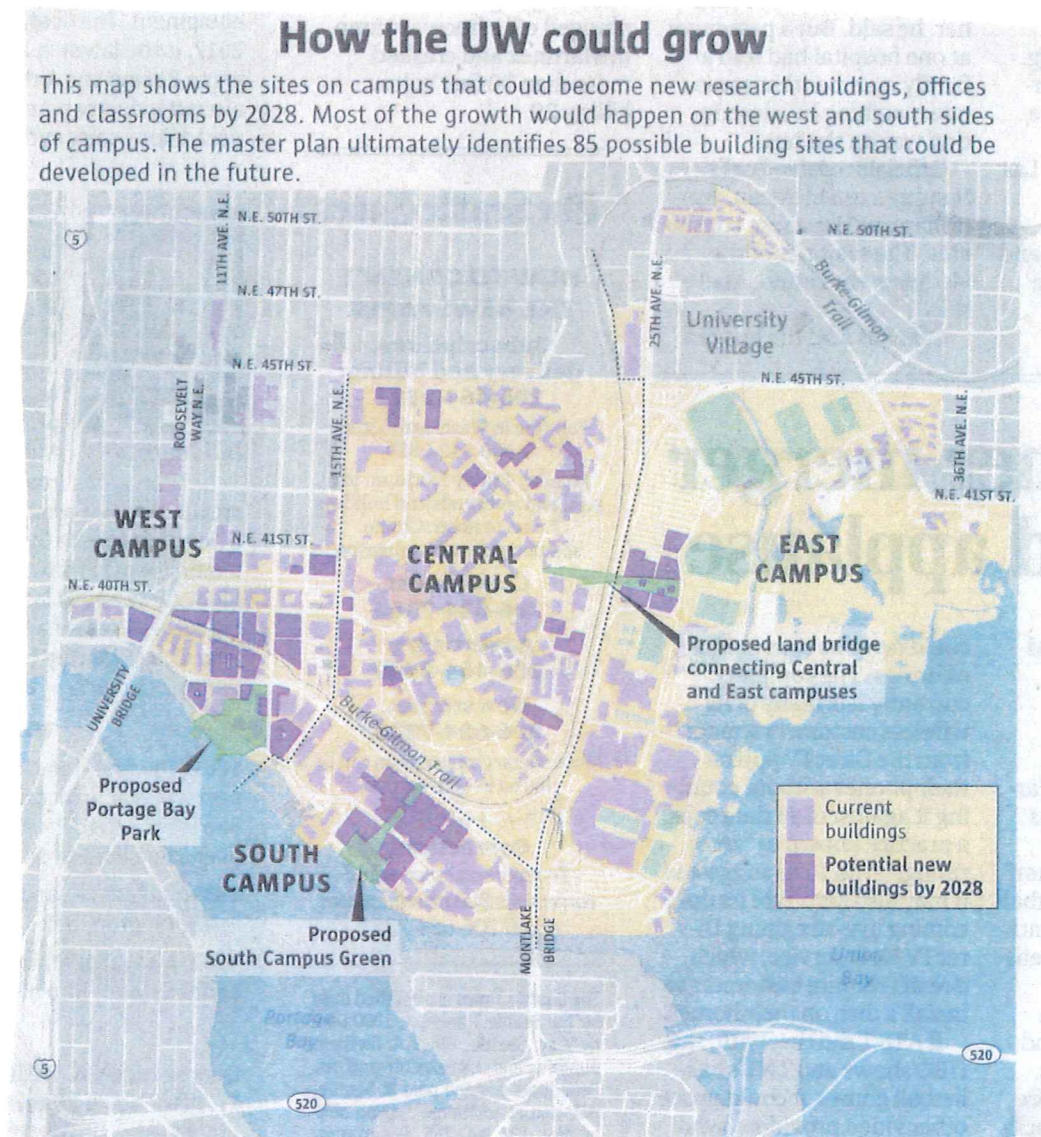
October 24, 2016

UW President

UW Senior Planner

Seattle Times Higher Education Reporter, Katherine Long.

There is a UW growth potential that may be attractive many years from now and this letter describes what it is. Someday the UW may expand by advocating a special program, partly ecological and partly academic. When you look at the newspaper drawing below you see a great deal of open land adjoining Union Bay. That land may sit atop an old dump. It also sits atop a former marsh.



The idea is to apply engineering concepts to allow the UW to expand to that area. The idea is to propose a program:

1. To remove all residual garbage; and.
2. To fully restore the swamps; and,
3. To use engineering knowledge to expand UW over same area.

How is this possible, swamps and buildings? It is easy. Even if there were 2,000 feet of mud it is easy. Piles can be hammered down into mud either until hard ground is reached or until the pilings move down so slightly that the support is same as solid ground. Buildings would rest on such pilings and the buildings would start at an elevation of about 60 feet and the buildings would be arranged to be spaced apart to allow sunlight in and to allow fresh air for marsh animals. The buildings could be many stories high---all figured beforehand by engineers.

1

What a win-win situation that would be—restored swamp, more area for migrating birds, and, above, an expanded UW. At some places the existing grass meadows would remain. Some sports fields would simply be lifted up into a given area in a building.

2

I grew up in Montlake and remember the trains on what is now the Burke-Gilman Trail. My Dad, Calmar M. McCune, was a lawyer in the U District for 56 years. We used to get rid of garbage by driving to the UW dump. My Mom was born on Capital Hill 1909 and her father, Austin Edwards Griffiths, was a judge, Seattle Police of Chief, playground promoter and he left his summer beach home to the State of Washington for what is now huge ocean beach park at Copalis.

3

Good luck,

Calmar Austin McCune

RESPONSE TO LETTER 3

McCune, Colman

1. The comment regarding the use of piles and other techniques for building construction in the East Campus Sector is noted. As indicated on page 3.1-34 of this Final EIS, soldier piles and/or other slope stability techniques could be used as necessary in areas of unconsolidated soils.
2. The comment regarding potential development in the East Campus being compatible with the Union Bay Natural Area is noted.
3. The comment regarding the former landfill use in the East Campus Sector is noted. As indicated in Section 3.1 (Earth), a portion of the East Campus Sector is designated Landfill Area under the City of Seattle Critical Areas Ordinance (CAO) and any development in this area would comply with applicable provisions of the CAO. Please refer to Section 3.1 (Earth) for detail on the former landfill use. As indicated in Chapter 7 of the *2018 Seattle CMP*, the University of Washington complies with the City of Seattle CAO.



Julie Blakeslee
 University of Washington
 Capital Planning & Development
 Box 352205
 Seattle, WA 98195-2205

November 18, 2016

Re: Draft 2018 Seattle Campus Master Plan and Draft Environmental Impact Statement (DEIS)

Dear Julie:

Community Transit appreciates the opportunity to provide comments on long range planning projects and current development proposals being considered by our partners. It is our policy to evaluate projects for their compatibility with Community Transit's current operations and Long Range Transit Plan to ensure the agency can continue to provide public transportation and services in an efficient manner.

Community Transit currently operates six routes from various cities in Snohomish County to the University District, including seven bus stops on the University of Washington's (University) Seattle campus. These six routes had a total of 709,271 boardings in 2015, with a total weekday average of 2,817 boardings. During the last U-Pass contract period (10/1/2015 – 9/30/2016), the Seattle Campus U-Pass participants accounted for 46 percent of total U-Pass boardings on Community Transit bus routes.

Based on Community Transit's current long range planning assumptions, the agency will continue to provide direct bus service between Snohomish County and the University District, including the University's Seattle campus, until Lynnwood Link opens in 2023. After Lynnwood Link opens, Community Transit plans to truncate all King County commuter routes at the Lynnwood and Mountlake Terrace Transit Centers. Link will provide a faster and more reliable trip for Snohomish County commuters to the University's Seattle campus. Until this occurs, Community Transit will continue to rely on coordination with the University of Washington, King County Metro and the City of Seattle to provide service to the University's Seattle campus. We strongly encourage the University of Washington to complete the Campus Mobility Framework, which began as a coordinated effort with all transit agencies to address current and future transportation options for the Seattle campus.

Staff is providing the following comments regarding the Draft EIS and 2018 Seattle Campus Master Plan.

1. Community Transit supports the alternatives being considered to increase the densities and land use intensifications proposed for the Seattle campus. In general these types of changes support transit use.
2. The DEIS lacks information regarding the future local bus network, including layover space; unless, it is the University's intent to retain the existing stops, stations and layover spaces currently being used by King County Metro and Community Transit. As stated above, Community Transit plans to continue direct service to the University's Seattle campus until 2023, which is five years into the planning horizon of this Draft Master Plan. Existing layover

space needs to be retained at a minimum, and could be improved for Community Transit to continue service to the Seattle campus.

3
cont.

3. The DEIS and Draft Plan are silent regarding the first and last mile transit connections between the high capacity transit (HCT) stations (i.e. Link and future Rapid Ride) and the Seattle Campus, which will become even more important for Snohomish County commuters who no longer have access to bus stops along Stevens Way. The documents only includes information regarding the walk shed for the two Link Stations. How does the University plan to connect transit riders with mobility challenges between the HCT stations and campus once the local bus routes are removed from Stevens Way?
4. The cost for Community Transit to provide service to the University's Seattle campus continues to grow with increasing congestion on Interstate 5 and the surface streets in the University District. We encourage the University to work with the City of Seattle to provide bus priority infrastructure such as Business Access and Transit (BAT) lanes and transit priority signals (TSP) to improve the speed and reliability of bus service to the Seattle campus. These types of improvements are needed for high capacity transit services, such as Rapid Ride.
5. As stated throughout the DEIS, Draft Master Plan and Transportation Technical Report, the U-Pass program is a major contributor to the success of the University meeting and exceeding the vehicle trip limits and parking caps established by the 1998 City University Agreement (CUA) between the University and City of Seattle. This program is successful because it keeps transit costs low for the end user. Any increases in price, reduction in access and/or changes in bus service can significantly impact the success of this program.

4

5

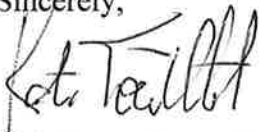
6

Since the launch of the region's coordinated electronic fare media program, ORCA, the transit agencies have been able to evaluate the impacts to programs when changes are made. In general, programs that increase costs and/or decrease availability for the end users see decreases in use. Additionally, as bus service changes in the University District, riders may need additional incentives to continue using the bus, when on-campus service is eliminated along Stevens Way.

7

Community Transit is an important part of the transportation solution for the University of Washington's Seattle campus, we look forward to continued coordination as the Seattle Campus grows. Please feel free to contact me if you have any questions.

Sincerely,



Kate Tourtellot, AICP
Senior Transportation Planner
Community Transit
Kate.tourtellot@commtrans.org
(425) 348-2314

cc: Community Transit Development Review Team

RESPONSE TO LETTER 4

Community Transit

1. The comment regarding Community Transit's service planning related to the Lynnwood Link (Sound Transit) is noted. For the purposes of transit measures of effectiveness noted in the Transportation Discipline Report (Appendix D to this Final EIS), specifically transit loads, it is assumed that Community Transit no longer directly serves University of Washington as those routes may be redundant to light rail service.

Please note that development of the Campus Mobility Framework is not moving forward. The TMP includes the creation of a transit stakeholders group that would meet quarterly to discuss transit-related issues.

2. The comment regarding support for increased density and land use intensification on the University of Washington Seattle campus is noted.
3. Future planned and programmed transit investments were identified as part of ST2 and ST3, Metro Connects and the Seattle Transit Master Plan. These systems are described in the Transportation Discipline Report (TDR) Existing Conditions and No Action Alternative sections on how they may affect the local bus network including new transit metrics related to bus speeds, loads, and stop capacity. Please refer to Section 3.15 (Transportation) and Appendix D to this Final EIS for detail. The University does not have specific plans to change layover space and will continue to work with transit agencies on layover space as potential changes arise over the life of the Campus Master Plan. The University proposes to convene a transportation agency stakeholder meeting, at least quarterly, to review progress and discuss transportation challenges and opportunities.
4. The Transportation Discipline Report (TDR) provided in Appendix D to this Final EIS includes Transit and First Last first and last mile access in new measures of effectiveness including Proximity to Light Rail and Rapid Ride and in the Pedestrian Station and Stop Capacities.
5. The Transportation Discipline Report (TDR) provided in Appendix D to this Final EIS includes investments identified as funded in the City Modal Master Plan Implementation Plans (e.g. Bike Master Plan Implementation Plan) and Move Seattle as per direction from the City. The Metro Connects plan from King County Metro identifies a 2025 service plan that indicates NE 45th St, 15th Ave NE, NE Pacific St and Montlake Blvd NE will include Rapid Ride. The TDR assumes Rapid Ride is in place but no other TSP/ BAT or Red Bus lanes are in place as per City request. New measures of effectiveness include transit travel time to assess impacts.
6. The comment regarding the cost of the U-Pass is noted. The U-Pass program has been the centerpiece of the UW's Transportation Management Plan. The University is committed to maintaining the program. How the program is structured and funded will continue to

be reviewed by the University Transportation Committee (UTC), the University's administration, and the Board of Regents. If an increase in cost is considered, the University will follow the process for fee increases which includes opportunities for input from internal and external stakeholders. Please also note that off-campus street improvements are the responsibility of the Seattle Department of Transportation.

7. The Transportation Discipline Report (TDR) included as Appendix D to this Final EIS includes new transit and other mode measures of effectiveness. Transit ridership at the University has seen an increase due in part to the recent opening of the light rail station (at Husky Stadium) and anticipates further increased transit use when service extends north. The University is committed to the U-Pass as an incentive along with other programs noted in the TMP.



City of Seattle
Edward B. Murray, Mayor
Seattle Department of Neighborhoods
Kathy Nyland, Director



UNIVERSITY of WASHINGTON
OFFICE OF REGIONAL & COMMUNITY RELATIONS

MEMBERS

Yvonne Sanchez
Eastlake Community Council

Douglas Campbell
University District Partnership

Kay Kelly
Laurelhurst Community Club

Tomitha Blake
Montlake Community Club

John Gaines (Co-chair)
Portage Bay/Roanoke Park Community Council

Joan Kelday
Ravenna Springs Community Group

Brett Frosaker
Ravenna Bryant Community Assoc.

Eric Larson
Roosevelt Neighbors Alliance

Scott Cooper
Roosevelt Neighbors Association

Matthew Fox (Co-chair)
University District Community Council

Barbara Quinn
University Park Community Council

Brian O'Sullivan
Wallingford Community Council

Kerry Kahl
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University of Washington Students

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Alternates

Timmy Bendis
Eastlake Community Council

Louise Little
University District Partnership

Leslie Wright
Laurelhurst Community Club

Miha Sarani
Montlake Community Club

Barbara Krieger
Portage Bay/Roanoke Park Community Council

Pamela Clark
Ravenna Springs Community Group

Jorgen Bader
Ravenna Bryant Community Assoc.

Natasha Rodgers
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Ex-Officio

Maureen Sheehan – DON
City of Seattle, Dept. of Neighborhoods

Sally Clark – UW
University of Washington, Office of Regional Affairs

December 16, 2016

Julie Blakeslee
Environmental and Land Use Planner
University of Washington
Box 352205
Seattle, WA 98195
via e-mail: jblakesl@uw.edu

Dear Ms. Blakeslee,

The City University Community Advisory Committee (CUCAC) appreciates the opportunity to review the Draft Campus Master Plan (DCMP) and Draft Environmental Impact Statement (DEIS). CUCAC is made up of community council representatives and neighbors of the University District who care deeply about the University and surrounding neighborhoods. The following comments are provided, consistent with the City University Agreement, Ordinance 121688.

GENERAL

The University should recognize that it is first a learning institution for future generations and it sets a model for future generation as to how educational institutions interface with the community and its social fabric. The nexus between the community and institution is an opportunity for the University to show students how the two can productively co-exist.

While this is a University CMP, the City and other agencies have responsibilities as well, particularly regarding transportation and housing, that must be fulfilled.

We endorse the vision of a West Campus and University District that is vibrant, supports mixed uses, and student focused. However, mechanisms must be put in place by both the City and the University to ensure this vision is realized. Without this, the University District risks becoming a high-tech office park that operates only during the day catering only to high income earners.

The University should consider developing a dispersed, multi-nodal growth plan. By locating facilities and/or departments within communities outside of the University District or even the city, it may allow students, faculty and staff to work closer to more affordable housing options and may economically benefit more communities within Seattle and/or other regions within the state. The University must find ways to support all employees by offering assistance for those who commute to jobs on campus, such as affordable childcare and U-pass transit subsidies.

University employees of all income levels must be able to live within a reasonable commute time from their place of work and have access to services and amenities such as childcare, open space, and affordable housing within the walk-shed, as well as commercial and institutional services. The University's vision for an innovation district must be balanced with other essential aspects of integrated urban life if it is to be successful.

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This may be the last CMP to be developed within the current planning format. Beyond the 2018 CMP, growth may need to be accommodated in Central Campus by infilling open space, building below grade and replacing existing buildings with taller buildings. Outside the Central Campus, larger towers built closer together may be needed, or the campus may need to expand further into the surrounding neighborhoods. None of these options are appealing and, in several cases, they are unfeasible. To adequately address these issues conceptual planning for growth beyond the 2018 plan must commence soon as it will be a lengthy process with requirements for legislative action and guidance.

DRAFT CAMPUS MASTER PLAN

CHAPTER 5 – 2018 Seattle Campus Master Plan

Planning Framework – Public Realm

Green streets are a welcome introduction. CUCAC supports pockets of greenery and pedestrian plazas in addition to the proposed nine acres in larger plots across campus.

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Open space needs to be added to the north end of the University Bridge. The high apartment buildings north of 40th and Roosevelt, and development sites W-38 and W-25 as well as the dorms along Campus Way create a canyon-like effect that could be relieved with additional open spaces.

Consider landscaping the "cloverleaf" exit off the University Bridge northbound, turning east, and using as public open space. Connecting the cloverleaf area to the Peace Park at the north end of the University Bridge (near the Burke Gilman Trail) would make the open space feel more impactful than the actual open space footprint.

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Open Space and Landscape Features

West Campus Green and Plaza

- The design for the West Campus Green/Portage Bay Park is appealing because of its shore access for people, non-motorized boat access, and wetlands with walkways. We urge that the West Campus Green be designed to prevent crime and camping (crime prevention through environmental design) and promote safety in all public amenities, such as public restrooms and picnic shelters. Parking should be included in the design to expand the range of users.

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East Campus Land Bridge

- The planned East Campus Land Bridge links well to both the proposed development area and University Village. When developing East Campus, balance development with preservation of the Union Bay Natural Area.

Continuous Waterfront Trail

- We applaud the continuous waterfront trail along East Campus. The University must ensure the public's access to it will be well-signed and obvious. A good model to follow is the Chesiahud Lake Union Loop.
- A continuous Waterfront Trail is important open space not only for campus, but for the public that wishes to enjoy the campus and the waterfront. The Waterfront Trail signage should be coordinated with adjacent neighborhoods such as Portage Bay/Roanoke Park and Montlake who are planning a "water trails" kayak journey with WSDOT and the City of Seattle.
- Signage on the Waterfront Trail should reflect the important role of the Native American people and their land along Portage Bay on both the south and north shorelines. Signage and monuments/gardens should be coordinated with the City of Seattle.

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Additional Landscape Improvements

Stevens Way Improvements

- p. 101 – Stevens Way Improvements – the last sentence should read "Stevens Way **will be** considered for potential bike improvements."

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Planning Framework – Circulation and Parking

Transit Network

- p. 108 - There are three instances of the word "should" that need to be replaced with "shall" or "will": Sidewalks shall be designed to meet capacity needs...Bus improvements shall be explored...Improvements along NE 45th St and Montlake Blvd. NE shall also be explored.

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Vehicular Circulation

- Montlake Blvd. NE serves approximately 3,000 vehicles per hour north of NE Pacific St. and 4,000 to 4,500 vehicles per hour near the SR 520 interchange. It is essential that the University partner with SDOT, Metro and Sound Transit to ensure the increases in campus population yield increases in pedestrian, bicycle and transit mode-shares rather than increased vehicular traffic.
- The University must develop an EIS alternative for the West Campus Green that does not require the vacation of Boat Street.

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Parking

- All above-ground structured-parking should be counted toward the developable square footage.
- Surface and underground parking should be excluded to encourage its incorporation into new structures.
- Detail How the 800+ parking spaces currently located on East Campus will be replaced when new development sites are utilized.

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Planning Framework - Sustainability

- p. 128 – 3rd bullet point should read “Strengthen the effectiveness and relationship between South Transit, **King County Metro**, and UW.”

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Planning Framework - Innovation

- An innovation district needs to be more clearly defined by the University. Identify its defining characteristics and goals and present examples from other universities or areas to illustrate them.
- Describe an effective strategy for engaging developers in the broader University District community. The UW must exert its influence so that independent academic programs and developers work cooperatively and in a coordinated way to mitigate commercial and residential displacement and ensure that the University District evolves as a vibrant, mixed-use community that serves the University and its neighbors.
- Independent small business inclusion in campus growth should be integral to the campus master plan. Small business is integral to the economic fabric of the University District area and a vital contributor to Seattle’s unique identity. Small business inclusion in University development is especially important in the West Campus area adjacent to the University District neighborhood business area and should be included to serve the retail, shopping, café, and food service needs of the University community.

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Planning Framework – Utility

Primary Campus Utilities – Steam and Chilled Water

- The University must evaluate the feasibility of expanding and modernizing the existing district energy systems to incorporate renewable resources for heating and cooling.

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Primary Campus Utilities - Primary Power

- Electrical power provision needs to be expanded to accommodate the proposed new 6 million sq. ft. Under the proposed plan, the increased shading of buildings would prevent effective use of photovoltaics for generation of electricity. The University should orient all new buildings to not preclude new development from utilizing photovoltaics. Commitment to solar energy, passive as well as photovoltaics, will greatly mitigate the environmental impacts of the University's development.
- The University should follow best practices regarding energy conservation and efficiency in new developments.

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Primary Campus Utilities - Sanitary Sewer & Storm Drainage

- During the development of each University expansion and/or building project, the water, sewer and sanitation infrastructures need to be evaluated for age, condition, possible additional lines, connection points, and ability to support proposed population growth, as well as sustainable future improvements. Solid waste review should include data on the number of vehicle runs per week, recycling procedures and education, additional vehicle trips during semester ends, spring/fall move-in, and pest control.

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Primary Campus Utilities - Storm Drainage

- The University must take the lead and work towards developing a storm water collection system that protects adjacent bodies of water. It must follow best practices that go beyond current regulations.
- Green roofs do not appear to be explicitly considered for heavy rain mitigation and sewer overflow to Seattle's sewer system, Lake Washington, and Portage Bay. Green roofs should be included in the design standards for the current CMP.

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Planning Framework – Transportation Management Plan

Background

- The 2018 CMP forecasts greatly increased populations on and around the University. While we applaud the University's commitment to minimizing the use of automobiles by capping parking on campus, this is not nearly enough to address the challenges, including micro-housing, that includes little or no parking. The University must engage at an unprecedented level of negotiation, coordination and collaboration with SDOT, Metro and Sound Transit if the plan is to succeed. While the University's transportation goals are admirable they must yield actual strategies, plans and results which can be measured against pre-defined mode shift goals. A strong cooperative effort is required to:
 - Restore or implement new east/west transit routes within the primary and secondary impact zones, including south of the Montlake Cut, as soon as feasible and before the scheduled opening of the University District Light Rail Station in 2021.
 - Prioritize transit/bicycle routes connecting East and West Campus and the University District.
 - Restore or introduce new east-west transit/bicycle routes to residential areas between NE 65th St. and NE 45th St.
 - Increase north/south use of the University of Washington station by implementing alternatives to a 12-minute walk from bus stop to station. This is a hardship for the elderly, handicapped, other physically challenged commuters and families.
- Performance measures are poorly chosen and only consider distance of new campus facilities to transit as described by a 10-minute walk-shed. Other quality metrics must be added: convenience of access, number of

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obstacles such as street crossings, pedestrian safety, adequate lighting, protection from the weather, frequency and reliability of the transit mode, and the capacity and crowding of buses and rail cars. Rather than just showing "Potential Transit Improvement Strategies" in the CMP, a set of specific goals and metrics should be included. Data must be collected to measure use of transportation facilities, such as number of boardings/disembarkments, wait times at crosswalks, wait times for transit, travel time for buses along specific corridors (e.g. NE Pacific St.). This data must be used to determine problem areas and guide future improvements.

- The University should provide alternative mode incentives to encourage populations not already included in the University trip counts, such as, but not limited to: UWMC patients, prospective students, innovation district tenants, etc.

Transit

- Consider improving safety around bus stops by removing foliage and install shelters and benches for the disabled, elderly and others waiting for buses.
- The University of Washington Rail Station should be better integrated with a bus transit center on the east side of Montlake Blvd. NE. A kiss-and-ride drop-off area should be included if feasible.
- Potential Transit Improvement Strategies: #6 – University District Station should be explicitly called out as a focus for future efforts with regards to multimodal access. Include specifics about bike access, bike parking, bicycle path lighting, pedestrian access, safe street crossings, integration with bus system and bike share, etc. (p 145)

Parking Management

- Potential Parking Management Improvement Strategies are overly generalized. The University has considerable historical data and experience, more detail should be provided.

Restricted Parking Zones (RPZ)

- While University support for RPZ permits is welcomed, a more thorough discussion of existing and prospective RPZ program impact areas based on historical data and observation should be included. Additional details concerning the City's RPZ review intentions are also needed. It is understood that the burden for seeking/extending city-approved RPZs falls on unidentified neighborhood sections in the primary and secondary impact zones, and that the University's participation is largely financial. Areas such as Wallingford are currently non-RPZ designated neighborhood areas and are likely to be impacted by University-destined parkers. The proposed East Campus development has potential to generate spillover parking and as a result, an increase in pedestrian traffic safety concerns. The University must be prepared to support RPZs in the areas south of NE 75th, west of 35th Ave NE and east of 15th Ave NE as it has in other neighborhoods, should this prove to be necessary. The University's financial contribution to RPZs should not be constrained by the primary and secondary impact zones, and should be increased as needed.

Bicycle

- Potential Improvement Strategies: #1 should read "Plan **and build** a comprehensive on-campus bicycle network that provides desirable **and safe** bicycle facilities, **including lighting...**".
- Potential Improvement Strategies: #5 should read "**Increase** the capacity of the Burke-Gilman Trail".

Pedestrian

- Potential Improvement Strategies: #2 - Remove "Work to" from the first sentence.
- Illustrate the current pedestrian connectivity across NE 45th St. at the Pend Orielle gateway and commit to improving access to and from campus and University Village at this point.

Bicycle & Pedestrian

- Bicycle safety needs to be addressed where bicyclists and pedestrians share communal paths. Rules of the Road must be posted addressing safety and appropriate behavior by all parties. Allocate separate lanes for cyclists and pedestrians on the Burke Gilman Trail, especially at the University of Washington Light Rail Station and at all pedestrian cross-trails and Blakeley/25th Ave NE where two senior citizen homes are located. Safety signage should have top priority since co-use problems already exist. 37
- East/west travel along the major corridors of NE 45th and NE 50th Streets is particularly congested. Bicycles and pedestrians are unsafe on these roads. Analysis of innovative pedestrian solutions, including all way pedestrian crosswalks, along NE 45th St. at pedestrian choke points is recommended. 38
- A pedestrian/bicycle bridge across I-5 must be considered in transportation planning and the University must be a financial partner in this plan. 39
- The CMP and EIS should include more specifics on pedestrian and bicycle safety and improvements, including lighting, in the primary and secondary impact zones. 40
- The CMP focuses on vehicles coming to campus, but data on bicycles and pedestrians must be gathered and analyzed as well, so that adequate resources for access, safety, and parking are provided for these alternative modes. 41
- Define LOS for pedestrians and bicycles. How do you measure the quality of transportation for pedestrians and bicycles. Substantial analysis has been provided for vehicles. Equivalent analysis needs to be provided for pedestrians, bicycles, and transit. 42

CHAPTER 6 – Campus Sectors

The height allowable in neighborhoods adjacent to the MIO is dependent upon the type of development together with height bonuses for public benefit resulting in a range of possible heights. In order to provide a fair comparison between zoned heights in the MIO and adjacent neighborhoods, the EIS and CMP should show both the upper and lower height limits of the adjacent neighborhoods. 43

Variation in height, adequate building spacing, and modulation along the edges of campus, where the public generally interacts with the campus, such as 15th Ave. NE, NE Pacific St., and Montlake Blvd. NE should be required, and not just a goal, so that amenities beyond the buildings are visible and accessible to the public. The primary concern is the “wall of buildings” along NE Pacific St. is not replicated when this area is redeveloped. 44

The CMP recognizes there are tradeoffs to preserve the Central Campus character, one being density in West and South Campus. CUCAC supports preserving Central Campus, in conjunction with better development of waterfront edges in South and West Campus.

West Campus

- W-21 & 22: existing zoning shall be retained.
- A recognizable gateway into campus is needed at the west end of Campus Parkway. Add sidewalks between building sites W-24 & 25 to address pedestrian and bike safety.
- W-24: lower to 160'
- W-25 development site should be carefully planned so that it is a gateway to the campus. Sites that are potential gateways should be designed as such. 45
- W-28 & Gould Hall: lower to 200' from 240'
- W-30: lower to no more than 90' to respect the historic status of the College Inn along 15th Ave. NE and University Way
- To transition to University Ave, the height in zone H should be 105' or no higher than the current maximum height, not 240'

- The University should study the impacts of the loss of parking on existing maritime businesses along Boat St. and Northlake Pl. If a decision is made to vacate Boat St., a condition should include a plan for public access, including parking. 45 cont

South Campus

- Implement varied heights, modulation, and building spacing along NE Pacific St. in South Campus to avoid an unrelieved wall. The height is acceptable in return for pedestrian pass-throughs to the water from Main Campus, creating a “porous” building environment.
- Maximize building spacing to allow for additional light and space between buildings S-42 & 46, S-43 & 47, and S-45 & 49. 46
- Verify that development site S-58 is not in the Mt. Rainier view corridor.
- p. 198 - South Campus parking should be broken down by development site to be consistent with all other campus sectors.

CHAPTER 7 - Development Standards

Historic Preservation Policies and Practices

The plan acknowledges the value of the historic central campus by limiting the number of new structures as well as their height and maintaining green spaces.

Leasing and Acquisition

When the University is acquiring property off-campus, it should be required to provide substantial financial contributions to be used to develop public benefits directed to the neighboring communities, in lieu of property taxes, for the benefit of the community. This is intended to mitigate the loss of taxable property. 47

Light and Glare

- The current glare and light shining out over Portage Bay and to Laurelhurst is disruptive to birds and wildlife, as well as garish for neighbors to observe. The proposed additional building heights and waterfront trail activities will add to this effect. It is important that additional lighting, including lighted streets and pathways, be soft and directed down to light paths and pedestrians - not out, towards the water, or residential areas. This type of lighting is generally referred to as 'Dark Sky' lighting and is increasingly mandated by code. 48
- Building surface materials should be attractive and welcoming, and reduce glare and recede into the greenery, rather than stand out. Studies should be done from the view-point of communities off campus looking at the buildings, e.g. Portage Bay, including views from the water, as part of planning for each new building. 49

MIO

The purpose of the CMP process is to capture the impacts of University growth on the surrounding communities. If calculations exclude part of that growth, the University's growth and its impacts are not accurately captured. All University owned and leased off-campus space within the primary and secondary impact zones should be included in calculating the University's development capacity limit as stated in the CMP. Cumulative impacts should be considered even when that development is happening outside the MIO. 50

Review Process - Departures

Departures from design standards as defined in the CMP shall be required to go through the minor plan amendment process. 51

Structure Height Limits

CUCAC recognizes the University's request for height is predicated upon the University being able to provide open space, as well as other public benefits. This commitment must be detailed in terms of the specific public benefits, including, but not 52

limited to, the West Campus Green and the Burke Gilman Trail, to be provided simultaneously with and in relation to the execution of new development. | 52 cont

Site Design Standards

Mid-Block Passages - Careful consideration of bulk, scale, and transparency at street level as well as designs that provide pedestrian thru access are critical to the CMPs success - especially in West Campus. Some of the new student housing along Campus Parkway – particularly Lander and Maple Halls and the reopening of 12th Ave NE - provide an outstanding precedent and should be emulated. It must be embedded in design guidelines and standards | 53

Protected View Corridors - A designated view corridor should be added at the north end of the University Bridge looking to the west and the height of development site W-38 should be limited to preserve that designated view corridor. | 54

A view study of Montlake Blvd. NE looking to the south from street level should be completed. | 55

Public Realm Allowance - The public realm allowance of 22' along Brooklyn Ave. NE and 24' along NE Pacific St. are not large enough. At a height of 240', the setback should be increased to ensure a positive pedestrian environment. | 56

Tower Separation - Tower separation of 75' should be increased to 125' minimum separation on West, East and South Campuses. | 57

DRAFT ENVIRONMENAL IMPACT STATEMENT (DEIS)

CHAPTER 2 - ALTERNATIVES

The EIS is flawed in that it does not analyze the impacts of locating all or part of the proposed innovation district in a geographic area other than West Campus. The EIS should analyze the impact of the 3 million GSF proposed for West Campus on the primary and secondary impact zones, and the alternative impacts of locating some or all square footage in other areas of campus. While we understand the University's interest in creating an innovation district that is integrated with the city, siting it on West Campus will have a dramatic impact on the University District's already significant housing and transportation challenges. These impacts should be compared to those resulting from locating the innovation district on East Campus and/or other locations. With or without using the West Campus as the primary growth zone, West Campus growth should be evaluated in relation to its cumulative impacts with the expected growth of the University District, including the upzone. | 58

CHAPTER 3 – AFFECTED ENVIRONMENT, SIGNIFICANT IMPACTS, MITIGATION MEASURES AND SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS

The CMP focuses primarily on existing and projected vehicle traffic levels and congestion during peak times in the study area. However, there is substantial off-peak traffic into and through campus affecting surrounding neighborhoods. Traffic congestion can be severe on the major through routes (e.g. Montlake Blvd. NE, NE 45th St., and NE Pacific St.) The EIS must include a discussion of congestion on heavily traveled roads with mitigation measures to improve transit reliability in these corridors. | 59

Potential cumulative impacts must be analyzed for all elements of the environment, especially utilities. (Draft EIS Chapter 3) | 60

EDITORIAL

- The Master Plan lays out well the University’s vision of campus to 2028. Illustrations, maps, and tables, etc., are generally plentiful and helpful however many of the viewpoints are presented from high up or do not reflect the experience from ground level. Locations where views would be blocked are not reflected in the illustrations. | 61
- Add names of streets immediately outside MIO borders to aid identification of location on maps with small print. | 62

- | | |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----|
| <ul style="list-style-type: none"> • The design of the CMP documents is excellent - information is accessible and well-illustrated through use of graphics and maps. | 63 |
| <ul style="list-style-type: none"> • DCMP p. 227 - University is misspelled | |
| <ul style="list-style-type: none"> • DCMP p. 240 - Add a graphic for smaller sites on upper level setbacks | |
| <ul style="list-style-type: none"> • DCMP p. 240 - Upper level setbacks are very confusing and should be clearer. More explanation is needed so it can be understood to a lay person. | 64 |
| <ul style="list-style-type: none"> • The University's substantial widespread efforts to obtain feedback on the Master Plan and EIS are appreciated and highly commendable. | 65 |
| <ul style="list-style-type: none"> • The University should have built a scale model of the proposed plan and had it on display. | 66 |
| <ul style="list-style-type: none"> • DCMP p. 252 - The North of NE 45th St. Group, convened by the Office of Regional and Community Affairs, provides a very valuable communications link between immediately adjacent neighborhoods and the University's administration. departments, offices, and services. | 67 |

Thank you for the opportunity to review the documents. We look forward to working with the University to create an effective and useful tool for both the University and the neighboring communities.

Sincerely,



Matt Fox (Co-chair)



John Gaines (Co-chair)

cc: Sally Clark, University of Washington

RESPONSE TO LETTER 5

Seattle Department of Neighborhoods - CUCAC

1. The comment regarding a vibrant, mixed-use and student-focused West Campus with mechanisms in place to create the West Campus Green is noted. The University agrees that implementation mechanisms are essential for successful implementation of the West Campus vision to create a vibrant, mixed use district. Please refer to Chapter 4, Key Topic Areas, Section 4.11 (Commitment to Open Space) for detail.
2. The comment regarding the University of Washington considering a dispersed growth plan is noted. The Major Institutional Overlay (MIO) boundary defines the extent of the campus governed by the Campus Master Plan, as required by the 1998 City-University Agreement. The Campus Master Plan purview is only for University assets within the MIO boundary, and does not consider multi-nodal development, or development outside of the MIO. Development of a dispersed growth plan would not meet the mission of the University of Washington.

The comment regarding childcare, open space and affordable housing is noted. Please refer to Chapter 4 – Key Topic Areas, Section 4.1, 4.11, and 4.15 of this FEIS, as well as Section 3.8 (Housing) and Section 3.11 (Recreation and Open Space) for further details.

3. The comment regarding open space opportunities at the north end of University Bridge is noted. Green streets and open spaces are essential components of the *2018 Seattle CMP* and are described in Chapter 5 of the CMP.
4. The land within the cloverleaf exit off the University Bridge northbound is not owned by the University and is outside of the purview of the Campus Master Plan.
5. The comment regarding the West Campus Green concept is noted. The West Campus Green is an opportunity to increase views to Portage Bay and connect to the Portage Bay Park. Campus safety is very important to the University of Washington and elements to promote safety in the West Campus Green will be considered and implemented through deliberate design. Please note that parking on campus is coordinated on a campus-wide basis and will adhere to the established parking cap. The East Campus land bridge is no longer included in the *2018 Seattle CMP* and the Union Bay Natural Area is preserved in this plan.
6. The comments concerning connections between the on-campus trail and off campus neighborhoods and opportunities for coordination with the City of Seattle are noted. The Continuous Waterfront Trail would be a community and University asset and as such would incorporate appropriate University wayfinding strategies and signage.

7. The comment regarding Stevens Way is noted and the *2018 Seattle CMP* has been updated to reflect the suggested wording.
8. The wording comment is noted and the *2018 Seattle CMP* has been updated accordingly.
9. The comment regarding need for multi-partner coordination to address multi-modal transportation solutions. The Transportation Discipline Report (TDR – Appendix D) takes into account programmed investments by the partner transportation agencies and addresses many of these modal measures in the TDR. The University is committed to maintaining or improving its use of alternative modes into the future, and is committed to a reduced single-occupant vehicle rate. The TMP includes the convening of a transit agency stakeholder group to evaluate infrastructure needs and investment coordination.
10. The *2018 Seattle CMP* no longer includes the vacation of NE Boat Street and this vacation is not included in the alternatives analyzed in this Final EIS.
11. The 2003 Campus Master Plan established the precedent for the exclusion of above-ground structured parking as developable square footage. The 2018 Seattle CMP incorporates language to the Development Standards, Parking section in Chapter 7 of the CMP, stating that above-ground parking is not counted against the net new 6 million square foot growth allowance.
12. The illustrative allocation of development under the *2018 Seattle CMP* for the 10-year horizon, as reflected in EIS Alternative 1, does not include any development in the E1 parking lot. If any development were to occur in the E1 lot, the replacement of existing surface parking in the E1 parking lot in East Campus would be studied and completed through project proposals as individual sites are developed. Replacement parking would be consistent with all provisions of the *2018 Seattle CMP*, including adherence with the parking space cap.
13. Comment noted. The mobility section of the *2018 Seattle CMP* Sustainability Framework has been modified to include King County Metro.
14. The comment regarding the Innovation District is noted. Please refer to Chapter 4, Key Topic Areas, Section 4.5 (Innovation District Assumptions) for a detailed discussion of Innovation District Uses.
15. The comment indicating that the University of Washington should engage with developers in the University District is noted. The University is an active member of the University District Business Improvement Association (BIA) as well as the University District Partnership (UDP). Both of these organizations are charged with creating a vibrant, mixed-use community. The UW pays, as do other businesses in the BIA boundaries, to fund these organizations' activities and has active members on each of

these Boards. Staff of the UDP are working to engage developers in creating the vision outlined in the UDP's Strategic Plan.

16. The comment regarding small business inclusion in campus growth in the West Campus is acknowledged. A small business plan is outside the purview of the 2018 Seattle CMP; however, the University is proud of its involvement in the U District Partnership and Business Improvement Area (BIA), which supports small businesses. Active edges in the West Campus are an important creation of a vibrant innovation district. Please also refer to Chapters 6 and 7 of the *2018 Seattle CMP* for further details.
17. The comment regarding the importance of renewable resources is noted. Please refer to the Sustainability Framework of the *2018 Seattle CMP* for more information about the innovative work that the University is doing to support green infrastructure and sustainable development.
18. The comment regarding the need to expand electricity capacity to serve proposed 2018 Seattle CMP is noted. Please refer to Chapter 4 (Key Topic Areas), Section 4.3 (Utility Demand Estimate Methodology and Cumulative Utilities Conditions) for discussion on electrical system upgrades.
19. The University is supportive of the use of photovoltaics and passive heating and cooling, as appropriate and commensurate to particular sites, designs, and funding availability. One of the *2018 Seattle CMP* Guiding Principles relates to “extending UW’s commitment to sustainable land use”.
20. The comment regarding infrastructure maintenance is noted. It is standard practice for the UW to review the adequacy of existing infrastructure on a project-by-project basis and to make necessary investments to support the development as part the project program.
21. The UW is an environmental steward as demonstrated by becoming a Salmon Safe Certified campus. In addition, all future UW projects are required to conform to the new City of Seattle Stormwater Manual, which is a leader in the State for progressive stormwater strategies to protect our environment.

Green roofs have been part of UW's stormwater management strategy and will continue to be where its application is best applied. Please note that green roofs are not UW's solution for mitigating combined sewer overflows. Separating storm runoff from combined sewers as the opportunity arises on a project-by-project basis is UW's strategy and is more effective than implementing green roofs.

22. With a proposed new Transportation Management Plan (TMP), the University is committed to a 15% single-occupant vehicle (SOV) goal by 2028. We are currently at 19% SOV, which is low compared to other universities and other major institutions. The

Transportation Discipline Report (TDR – Appendix D to this Final EIS) reflects the impacts of proposed development in several modes. The TMP includes the creation of a transit stakeholders group (including SDOT, Metro and Sound Transit) that would meet quarterly to discuss transportation-related issues.

23. Comments noted. The Transportation Discipline Report (TDR – Appendix D to this Final EIS) includes several transit measures of effectiveness these are described in the Affected Environment, No Action and Alternative 1 scenarios
24. The *2018 Seattle CMP* and Transportation Discipline Report (TDR – Appendix D to this Final EIS) include plans for transit and bicycle networks showing connections and integration with the City Modal Master Plans (Bike Master Plan, Transit Master Plan and Pedestrian Master Plan).
25. The *2018 Seattle CMP* and Transportation Discipline Report (TDR – Appendix D to this Final EIS) include plans for transit and bicycle networks showing connections and integration with the City Modal Master Plans (Bike Master Plan, Transit Master Plan and Pedestrian Master Plan).
26. The comment regarding transit stop walk times is noted. The TMP portion of the *2018 Seattle CMP* recommends ongoing coordination with SDOT and other agency partners to improve pedestrian connections to transit stops.
27. The comments regarding performance standards are noted. The Transportation Discipline Report (TDR – Appendix D to this Final EIS) includes several transit, bike and pedestrian measures of effectiveness including bus and rail crowding (loads) these are described in the Affected Environment, No Action and Alternative 1 scenario discussions of the TDR.
28. The comments regarding transit metrics are noted. The Transportation Discipline Report (TDR – Appendix D to this Final EIS) includes several transit, bike and pedestrian measures of effectiveness including pedestrian crowding at transit stations, screen lines, transit speeds and stop capacity, and these are described in the Affected Environment, No Action and Alternative 1 scenarios.
29. Comments noted. The Transportation Management Plan included in the *2018 Seattle CMP* identifies strategies for incentivizing alternative modes and reducing drive alone modes.
30. The comments regarding transit stop safety is noted. The TMP included in the *2018 Seattle CMP* recommends ongoing coordination with SDOT and other transit agency partners regarding transit stops through a transit stakeholders group.
31. The Transportation Discipline Report (TDR Appendix D of this Final EIS) includes several transit, bike and pedestrian measures of effectiveness including pedestrian crowding at

transit stations, screenlines, transit speeds and stop capacity, and these are described in the Affected Environment, No Action and Alternative 1 scenarios. Additionally, the 2018 Seattle CMP TMP recommends ongoing coordination with SDOT and other transit agency partners through a transit stakeholders group.

32. The University District Station is considered a multi-modal focus in the *2018 Seattle CMP*. The TMP recommends ongoing coordination with SDOT and other transit agency partners regarding multi-modal operations.
33. The Transportation Discipline Report (TDR – Appendix D to this Final EIS) provides detailed discussion on parking impacts and context.
34. The comments regarding RPZs are noted. The Transportation Discipline Report (TDR – Appendix D to this Final EIS) describes parking impact and the Transportation Management Plan describes support for City RPZ programs in Primary and Secondary Impact zones. The University impact does not extend past those areas.
35. The *2018 Seattle CMP* TMP has been revised consistent with the wording edit comments.
36. The *2018 Seattle CMP* TMP has been revised consistent with the wording edit comments.
37. The comments related to bicycle and pedestrian safety are noted. The Transportation Discipline Report (TDR – Appendix D to this Final EIS) addresses current bicycle and pedestrian safety, as well as safety conditions under the EIS Alternatives.
38. The Transportation Discipline Report (TDR – Appendix D to this Final EIS) includes several transit, bike and pedestrian measures of effectiveness including pedestrian crowding across screenlines around the campus edge and transit stop capacity these are described in the Affected Environment, No Action and Alternative 1 scenarios. Additionally, the TMP recommends ongoing coordination with SDOT and other transit agency partners regarding bike, transit and pedestrian operations through a transit stakeholders group.
39. The comment regarding the need to consider a pedestrian/bicycle bridge across I-5 is noted. This area is outside the University of Washington MIO. If this is a project being discussed by the local and regional transit agencies, the University is open to participating in those discussions.
40. The Transportation Discipline Report (Appendix D to this Final EIS) focuses on the impact of growth on the transportation system. Lighting is not part of the traffic impact analysis. Provisions for lighting safety are provided in the *2018 Seattle CMP*.
41. The Transportation Discipline Report (TDR – Appendix D to this Final EIS) includes several transit, bike and pedestrian measures of effectiveness including transit speeds, stop capacity, and pedestrian crowding at transit stations and screenlines, these are described

in the Affected Environment, No Action and Alternative 1 scenarios. Additionally, the *2018 Seattle CMP* TMP recommends ongoing coordination with SDOT and other transit agency partners.

42. Measures of effectiveness for pedestrians, transit and bicycle systems are included and described in the TDR (Appendix D to this Final EIS).
43. Section 3.6 (Land Use) of this Final EIS has been updated to present a Figure (Figure 3.6-3) showing proposed building development reflecting heights under the proposed CMP along with recently approved heights in the adjacent University District (utilizing building height illustrations provided for the City of Seattle U District Urban Design Alternatives EIS). Thus, height limits of neighborhoods adjacent to the University Major Institutional Overlay (MIO) boundary are being tested in the Environmental Impact Statement (EIS). Please also refer to Chapter 4 (Key Topic Areas) for further discussion on the relationship between proposed *2018 Seattle CMP* building heights with allowable building heights in the University District.
44. The University of Washington shares the goal to increase porosity through any new development on the campus. Please refer to the Development Standards in Chapter 7 of the *2018 Seattle CMP* for more information. Please also refer to Chapter 4 (Key Topic Areas), Section 4.2 (Building Height Relationship to Surrounding Area) for a detailed overview of the building height modifications made to the Campus Master Plan.
45. The comments regarding West Campus are noted. Regarding the gateway at W-25, a gateway symbol to that site has been added to Chapter 7 of the *2018 Seattle CMP*. The recent West Campus investment sets a precedent for the type of pedestrian amenities anticipated in the future.

Please note that based on various sources of feedback, modifications to the *2018 Seattle CMP* have been made relative to building heights. For example, the second upper level setback would create a more gradual transition in massing, and allow greater access to light and air on sites W21, W23, W28, W29, S39, S40, S41, S43, S44, S45, S57 and S58. Please refer to Chapter 4 (Key Topic Areas), Section 4.2 (Building Height Relationship to Surrounding Area) for a detailed overview of the building height modifications to the Campus Master Plan.

46. The comments regarding the South Campus are noted. Please refer to the Chapter 4 - Key Topic Areas (Section 4.2 Building Height Relationship to Surrounding Area) for a detailed overview of the building height modifications to the Campus Master Plan. Please refer too response to comment 45 of this letter.
47. The RCW 84.36.050 exempts the University of Washington and any nonprofit schools or college from paying property tax. While the UW does not pay property taxes, it contributes a significant amount of funds to local and state general fund due to its

significant economic impact as outlined in the 2014 Economic Impact report. Additional information on the University's positive economic impact on the City, Region and State can be found at: <http://www.washington.edu/externalaffairs/eir>.

48. Please refer to the lighting in development standards - light and glare provided in the *2018 Seattle CMP* for measures to control lighting. As indicated on Chapter 7 of the *2018 Seattle CMP*, dark sky language has been added to the CMP light and glare development standard. In alignment with City of Seattle pedestrian lighting citywide plan, the *2018 Seattle CMP* includes light and glare recommendations related to night sky friendly fixtures and to restrict the use of up lighting. Some lighting on campus, such as lighting of pathways, is necessary to maintain safety.
49. Page 220 of the *2018 Seattle CMP* provides information on the building development process and design review, including review by the UW Design Review Board, Architectural Commission, Landscape Committee, and SEPA Committee, as appropriate. All proposals will be evaluated for consistency with *2018 Seattle CMP* development standards. Studies from the viewpoint of communities off campus looking towards new development are addressed in Section 3.10 (Aesthetics) of the FEIS; however, these simulations are intended to reflect building massing and cannot represent the specific design of any individual future project.

Please refer to the Development Review Process section on Chapter 6 of the *2018 Seattle CMP* for more information about the building development process and design review. Studies from the viewpoint of communities off campus looking towards new development are addressed within the EIS. Please also refer to the visual simulations in Section 3.10 (Aesthetics) of this Final EIS.

50. The comment regarding the potential for impacts to surrounding communities is noted. The Major Institutional Overlay (MIO) boundary defines the extent of the campus governed by the CMP as required by the City-University Agreement. The Campus Master Plan purview is only for University assets within the MIO boundary, and does not consider development outside of the MIO. Please also note that this EIS analyzes cumulative impacts with development within the MIO and development within the broader University District, including potential University of Washington and non-University development, where applicable.
51. The City University Agreement specifies that the development standards applicable within the Seattle campus MIO will be set out in the CMP. The development standards outline the process to amend the *2018 Seattle CMP*, which is consistent with the City-University Agreement so any change would follow that agreement. The language in the Draft CMP was confusing and has been deleted. The City and the University will continue to follow the City-University Agreement in determining whether a particular departure would constitute a minor plan amendment.

52. The comment regarding provision of identified open space features is noted. Information on the development of the West Campus Green and South Campus Green are outlined in the *2018 Seattle CMP*. The University of Washington is committed to establishing new open spaces on campus and has identified details regarding implementation - please refer to Chapter 4, Key Topic Areas, Section 4.12 (Commitment to Open Space) for additional detail.
53. The comment regarding mid-block corridors is noted. Mid-block corridors across campus are a proven way to create safe pedestrian connections and enhance the public realm. Please refer to the Mid-block passages in Chapter 7 – Development Regulations of the *2018 Seattle CMP* for more information about how the University requires these pedestrian corridors in specific locations on campus.
54. The maximum building height of the W38 development site has been reduced from 200 feet to 130 feet. Please refer to Chapter 4 (Key Topic Areas), Section 4.2 (Building Height Relationship to Surrounding Area) for a detailed overview of the building height modifications to the *2018 Seattle CMP*. A view corridor looking toward University Bridge has been added and view corridors are protected and described in Chapter 7 of the *2018 Seattle CMP*.
55. The Aesthetics section of the Draft EIS (Section 3.9) analyzes visual conditions under the EIS Alternatives from various viewpoints. Draft EIS Figure 3.9-8 illustrates the view south along Montlake Boulevard NE from the NE 45th Street Bridge. Thus, a similar view from the 45th Street Bridge looking south was provided in the Draft EIS; please refer to Section 3.9 (Aesthetics) of this Final EIS.
56. The public realm allowances in the *2018 Seattle CMP* identified for Brooklyn Avenue NE and NE Pacific Street integrate previous planning and public realm plans, as well as previous University green streets initiatives.
57. The comment requesting a tower separation increase to 125 feet is noted. The requested increase in tower separation in the West, East and South Campuses from 75 feet to 125 feet would diminish the University's development capacity and impact the University's ability to provide significant open spaces. The tower separation standards outlined in the *2018 Seattle CMP* align with the City of Seattle's precedent for tower spacing for the University District approved by the Seattle City Council in March 2017.
58. The comment regarding need for more information on the proposed Innovation District is noted. Please refer to Chapter 4, Key Topic Areas, Section 4.5 (Innovation District Assumptions) for a detailed discussion on potential Innovation District use. Please also note that this EIS evaluates a range of alternatives reflecting different development densities in various campus sectors, differing building heights (i.e. new heights and retention of existing heights), and with and without identified street vacation.

59. The Transportation Discipline Report (TDR – Appendix D to this Final EIS) includes an assessment of transit speeds. Peak analysis is included as it represents the worst case traffic conditions.
60. The comment regarding the need for a cumulative impacts analysis for all elements is noted. Each element of the environment analyzed in the Draft EIS included an analysis of potential indirect/cumulative impacts as well as anticipated conditions in and surrounding Primary and Secondary Impact Zones. Please refer to Section 3.4 (Energy) and 3.15 (Utilities), and Chapter 4 (Key Topic Areas) Major Issues, of this Final EIS for discussion on cumulative utilities conditions.
61. The comment indicating that the *2018 Seattle CMP* should include ground level views is noted. Ground level views and other views of the future potential campus are provided in the Aesthetics Section (Section 3.10), Figures 3.10-13 through 3.10-16 of this Final EIS.
62. The 2018 Seattle CMP has been updated to reflect street labels immediately adjacent to the Major Institutional Overlay boundaries.
63. The misspelling of University has been corrected on Chapter 6 of the *2018 Seattle CMP*.
64. The comment regarding the need to clarify upper level setbacks is noted. Please refer to Chapter 7 of the *2018 Seattle CMP* for more information about upper level setbacks. Please refer to Chapter 4 (Key Topic Areas), Section 4.2 (Building Height Relationship to Surrounding Area) of this Final EIS for additional detail.
65. The comment regarding the substantial public feedback opportunities provided under the *2018 Seattle CMP* and EIS process is noted.
66. The comment regarding providing a physical scale model is noted. Please note that Section 3.6 (Land Use) includes 3-D visual simulations of potential development under the *2018 Seattle CMP*.
67. The comment regarding the Office of Regional and Community Affairs providing a valuable communications link is noted.



Allyson Brooks Ph.D., Director
State Historic Preservation Officer

November 21, 2016

Ms. Julie Blakeslee
Environmental and Land Use Planner
University of Washington
Capital Planning and Development
Box 352205
Seattle, Washington 98195-2205

In future correspondence please refer to:
Project Tracking Code: 2016-11-08372
Property: University of Washington Seattle Campus
Re: Draft 2018 Campus Master Plan and DEIS

Dear Ms. Blakeslee:

The Washington State Department of Archaeology and Historic Preservation (DAHP) has taken the opportunity to review the Draft 2018 University of Washington Campus Master Plan and Draft Environmental Impact Statement (DEIS). The Draft Plan and DEIS have been reviewed on behalf of the State Historic Preservation Officer (SHPO) under the auspices of the State Environmental Policy Act (SEPA). As a result of our review we are providing the following comments/recommendations for your consideration:

- | | |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---|
| 1. We note and appreciate that the Plan includes as one of its Guiding Principles Stewardship of Historic and Cultural Resources. | 1 |
| 2. Our review did not find a reference or acknowledgement of the current survey and inventory effort being undertaken by the UW in coordination with the Seattle Landmarks Preservation Office and DAHP. The results and recommendations from this long anticipated comprehensive inventory of the campus built environment constructed prior to 1975 are recommended as a critical element in formulating the campus plan. Not including this information in the plan and future direction of campus planning would represent a key missed opportunity for the Plan. | 2 |
| 3. In view of comment (2), we recommend that the Plan include revised procedures for how the campus survey and inventory data can be incorporated into UW's master and project planning process. | 3 |
| 4. On pages 224-226, we note and support the UW's several review points such as the SEPA Advisory Committee, Design Review Board, Board of Regents, and others as well as preparation of the Historic Resources Addendum (HRA) for "any project that makes exterior alterations to a building or landscape or adjacent to a building or landscape feature more than 50 years in age." | 4 |
| 5. However, an overall concern about the text in this section is that these project reviews appear to be reactive to the impacts on historic properties from new construction. We recommend that the Master Plan include discussion that articulates a UW project | 5 |



planning process that begins with building preservation, reuse, and rehabilitation as a starting point rather than assuming new construction.

6. We also recommend that the project review points include representation with cultural and historic resource expertise and that the HRA be prepared for resources that are 40 years of age and older. | 6
7. We note and support the research devoted to archaeological and cultural resources on campus and nearby areas. However, while the predictive model may indicate low to moderate potential for finding such resources at project sites, we recommend that archaeological and cultural resource investigations be conducted prior to project design. Given the scale of the projects being constructed during the planning timeframe and the likelihood of large excavations, a thorough analysis of archaeological site and cultural resource potential should be undertaken. | 7
8. We also reiterate that project planning should include contact with Tribes that may have an interest in how specific projects affect sites of cultural importance. | 8

Finally, please note that in order to streamline our responses, DAHP requires that all documents related to project reviews be submitted electronically. Correspondence, reports, notices, photos, etc. must now be submitted in PDF or JPG format. For more information about how to submit documents to DAHP please visit: <http://www.dahp.wa.gov/programs/shpo-compliance>. To assist you in conducting a cultural resource survey and inventory effort, DAHP has developed guidelines including requirements for survey reports. You can view or download a copy from our website. | 9

Thank you for the opportunity to review and comment. If you have any questions, please contact me at 360-586-3073 or greg.griffith@dahp.wa.gov.

Sincerely,



Gregory Griffith
Deputy State Historic Preservation Officer

C: Cecile Hansen, Duwamish Tribe, Chair
Dennis Lewarch, Suquamish, THPO
Chris Moore, Director, WTHP
Steven Mullen Moses, Snoqualmie Nation, Archaeology & Historic Preservation
Sara Sadt, City of Seattle, Historic Preservation Officer
Eugenia Woo, Historic Seattle
Richard Young, Tulalip Tribes, Cultural Resources



RESPONSE TO LETTER 6

Washington State Department of Archaeology and Historic Preservation

1. The comment regarding support of the Stewardship of Historic and Cultural Resources Guiding Principles is noted.
2. The initial results of the cited survey are described in Section 3.13 (Historic Resources) of this Final EIS. These surveys, when complete, will be used for the University's HRAs and historic review process. Also, see Chapter 5 of the *2018 Seattle CMP* for an illustration and discussion on identified historic resources. Please also refer to Chapter 4 (Key Topic Areas), Section 4.10 (Historic Resources) for additional detail.
3. The University will use the information contained in the historic asset surveys in combination with the HRA as one of the elements to consider and weigh in project site selection and review processes. Please refer to Chapter 6 of the *2018 Seattle CMP* for a detailed discussion regarding the review process for new development projects on campus.
4. The comment regarding support of the University of Washington's HRA process requiring the review of all structures or features over 50 years of age is noted. The *2018 Seattle CMP* governs campus development. Campus building preservation, reuse and rehabilitation efforts are not within the preview of the *2018 Seattle CMP* consistent with the City-University Agreement. Instead, such efforts are incorporated into other overarching University programs, such as the HRA process.
5. Please refer to Chapter 4 – Key Topic Areas (Section 4.10 Historic Preservation) for a detailed overview of LPO and the University's legal position related to historic structures and historic preservation.
6. The comment regarding preparing HRAs for all structure over 40 years old is noted. The HRA process is consistent with the successful current HRA process, and the *2018 Seattle CMP* proposes retention of the existing 50 year age for HRA preparation.
7. The comment supporting archaeological research and further investigations prior to the design of specific projects is noted. Additional measures for specific projects in areas that could have a medium to high potential for cultural resource conditions are indicated in Section 3.12, Cultural Resources.
8. The University of Washington will continue to contact and consult with interested tribes during individual project review.
9. The comment regarding DAHP's process for document submittal is noted.



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 EMBRACING NORTHWEST MODERNISM

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November 21, 2016

Ms. Julie Blakeslee
 Environmental & Land Use Planner
 Capital Planning & Development
 Box 352205
 Seattle, WA 98195-2205

Re: Comments on the Draft 2018 Campus Master Plan and DEIS

Docomomo WEWA promotes appreciation and awareness of Modern architecture and design in Western Washington through education and advocacy. Founded in Seattle in 1998, as a chapter of DOCOMOMO US, we are dedicated to the Documentation and Conservation of the Modern Movement in Western Washington.

Docomomo WEWA has reviewed the draft campus master plan and DEIS. We offer the following comments.

With the 2018 draft plan, the University has an opportunity to shape the future of the Seattle campus in a way that allows for anticipated growth *and* respects historic resources. We appreciate that one of the guiding principals is the stewardship of historic and cultural resources. However, we have concerns as to the level of proposed development and impact to the campus, particularly at the expense of post-WWII resources. There seems to be a lack of acknowledgement that modern resources may be significant—there is no mention that several buildings have been determined eligible for listing in the National Register of Historic Places by the State Department of Archaeology and Historic Preservation.

1

We understand the University is working with the City of Seattle to prepare a survey/inventory of the campus. The completed survey/inventory should be incorporated into the 2018 campus master plan and include determinations of eligibility for the National Register of Historic Places.

2

With the UW's growing needs, we see opportunities for expansion and new construction as well as preservation. As a public university with a considerable amount of resources at its disposal, we ask you to do better when it comes to the treatment of historic and cultural resources, particularly the mid-century modern buildings.

We appreciate the opportunity to comment.

Sincerely,
 Docomomo WEWA Board of Directors

RESPONSE TO LETTER 7

Docomomo WEWA

1. The comment regarding need for additional information regarding post-WWII resources is noted. Please refer to Section 3.13 (Historic Resources) of this Final EIS for information regarding post-WWII architecture added subsequent to issuance of the Draft EIS.
2. The results of the historic resources survey were not available at the time of the publication of the Draft EIS. Section 3.13, Historic Resources, has been updated to identify those buildings that were identified in the survey as potentially eligible buildings/structures. The surveys will be used for the University's HRAs and historic review process. Please also refer to page 86 of the *2018 Seattle CMP* for an illustration and discussion on identified historic resources.

The University will use the information contained in the historic asset surveys in combination with the HRA as one of the elements to consider and weigh in project site selection and review processes.



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November 21, 2016

Dear Ms. Theresa Doherty,

Thank you for the opportunity to comment on University of Washington's 2018 Draft Campus Master Plan (CMP). The University of Washington is often hailed as a leader in sustainability, especially with respect to its transportation programs, and the CMP is a chance to affirm the institution's commitment to healthy, safe, affordable, and environmentally sound ways to get to and around campus. While we applaud the University's success to date at reducing single-occupancy vehicle trips, we believe there are opportunities to strengthen UW's CMP, as well as additional information that can be provided and clarified in the CMP.

Feet First works to ensure all communities across Washington are walkable to people of all ages and abilities. We commented on the CMP as part of a coalition of advocacy organizations in a recent letter. We would like to take this opportunity to further elaborate in the areas of pedestrian experience, multimodal integration and pedestrian traffic forecasts.

Pedestrian Experience:

Feet First recommends that UW strengthen and expand the section on Pedestrian Circulation. With huge numbers of staff, faculty, students and the general public getting to and from campus by either walking or transit, Feet First recommends that UW evaluate the pedestrian environment from the end-user perspective. These evaluations, called walking audits, shed light on other pedestrian-related matters, such as the origins and destinations of pedestrian trips, wayfinding and lighting.

1

Many pedestrian trips on campus have origins and destinations off campus - especially after the opening of the Link UW Station - and these trips interlink with bicycle and/or transit modes. The CMP's Circulation and Transportation Management Plan should explicitly consider pedestrian trips to and from transit as part of a larger, interconnected whole. These two sections need to account for transfers between pedestrian, transit, and bicycle trips, plus the design and placement of multimodal facilities for intuitive and easy transfers between these modes. For example, bike racks should be placed in plain view of Link Station entrances for ease of mode transfers, as opposed to being across the street or 1-2 blocks away, which lengthens transfers and increases wayfinding requirements.

2

Wayfinding is of great importance for a campus with a large number of activity centers, destinations, multimodal transportation infrastructure and footpaths. This importance is underscored by the large number of international students at UW who may not be familiar with the region and may have limited English proficiency.

3

Therefore, the CMP's Circulation plan should include high-quality, ADA-compliant, language neutral wayfinding infrastructure to make it simple and easy to get around campus and the proximate destinations, such as the U District and the University Village areas. Examples of wayfinding infrastructure include signposts with pictograms pointing people of various linguistic backgrounds to destinations such as transit stops, libraries, stadiums and major shared-use or footpaths.

3
cont.

Lighting is vital. There are several sections of campus with high pedestrian traffic that lack adequate lighting, like Red Square and the Fountain. Any new construction on campus must include pedestrian-scale lighting to aid safety and security, both at night and during the many overcast and short daylight hours of fall and winter. Moreover, while Feet First appreciates the UW's improvements to the Burke-Gilman trail, there are still significant areas on the eastern edge of campus, adjacent to Montlake Blvd., with needs for additional pedestrian-scale lighting.

4

Pedestrian Forecasts:

On a longer-term, broader basis, Feet First recommends that UW reevaluate the pedestrian traffic forecasts they use in planning efforts such as this. As it stands, the CMP's projections for pedestrian traffic growth seem low given the changes in travel habits due to the opening of the UW Station and the upcoming U-District Station on Brooklyn Ave., not to mention regular projected student growth. In addition, the CMP Campus Way-West Campus area and the U-District will be upzoned to perhaps as much as 240 to 320 feet. This added density will precipitate a large increase in foot traffic and the pedestrian infrastructure should be rebuilt or renovated to accommodate this future traffic, such as wider pedestrian footpaths that are ADA-compliant or universally accessible. UW should update the pedestrian travel forecasts every two years, or as major changes to transport and/or the built environment occur, such as the opening of large student housing complexes. These updates will help increase the accuracy of forecasts and ensure the pedestrian infrastructure has enough capacity to accommodate peak hour pedestrian traffic as the campus and U District area densify.

5

Since getting more people to walk/bike/use transit has positive sustainability, transportation and environmental benefits, Feet First has additional comments on the CMP regarding sustainability, parking cap and UW's SOV trip mode share.

Environmental Impacts of Transportation:

Feet First advises UW to explicitly state the connections between the environmental impacts of transportation and the campus sustainability objectives. Although the front of the CMP mentions "sustainability" as one of the five guiding principles, there appears to be no overt recognition in the CMP of the environmental impacts of transportation. Where carbon impacts are mentioned explicitly in the CMP (two sentences in the entire document), it is only in relation to the built environment or energy generation. Linking the environmental impacts of transportation more explicitly to UW's sustainability goals would add weight and urgency to elevating planning and encouragement for non-motorized forms of transportation. A carbon footprint audit for campus, showing the proportion of carbon emissions that is generated by motor vehicles for all types of trips (not just commuting) would be useful in setting sustainable priorities for future campus development and operations. An example would be using the carbon footprint audit as a way to justify a reduction in the number of parking stalls.

6

Parking Cap:

UW's ability to limit the number of parking stalls to a 1984 level and single-occupancy vehicle (SOV) commute trips to a 1990 level is very commendable. Feet First recognizes policies such as these put UW at the forefront of transportation management planning among large universities nationwide. As commendable as this policy is, in the light of the impending climate change crisis, further reductions are urgently needed. The UW should consider strategies for reducing both future parking and SOV trips to below the benchmark levels. This includes reevaluating the practice of exempting parking spaces from the 12,300 stall cap, as the graphic on page 69 shows a number of parking facilities in the campus area that don't count towards the limit, yet undoubtedly, induce SOV trips. Eliminating this exemption will help UW's SOV trip reduction objective and strengthen commitment towards more walking, biking and transit use.

7

SOV Mode Share:

While UW has made great strides in reducing SOV use among faculty, staff and students over the longer-term, the data presented in the CMP show that there has been little additional change in the SOV mode split since 2009. This suggests that new approaches, both in facility planning and in operational strategies, must be considered to continue the downward trend in SOV trips. The 2018 CMP represents an opportunity to better elucidate the UW's commitment to shifting student, staff, faculty and visitor transportation behaviors that are friendlier to the environment. This document should offer examples of possible novel approaches, such as research on innovative multimodal shared mobility terminals, to show concrete proof of the UW's commitment to shift people away from SOV trips. Moreover, Feet First believes that further increasing the mode share of walking/biking/transit trips represents great untapped potential for UW to realize its sustainability, SOV trip reduction and equity goals.

8

Feet First thanks UW for the opportunity to comment on the 2018 PMP. If there are any questions or concerns pertaining to the content of this letter, please do not hesitate to contact Feet First for clarification. In addition, Feet First welcomes opportunities to collaborate with the UW on matters of improving pedestrian planning, ADA-compliance/universal accessibility, multimodal interconnections and end-user experiences for pedestrians. Please feel free to reach out to us at any time. Many thanks for your hard work.

9

Sincerely,



Becca Aue
Interim Executive Director
Feet First

RESPONSE TO LETTER 8

Feet First

1. The Transportation Discipline Report (TDR – Appendix D to this Final EIS) includes several transit, bike and pedestrian measures of effectiveness including measures related to pedestrian crowding at transit stations and screenlines and transit speeds, and stop capacity; these are described in the Affected Environment, No Action and Alternative 1 scenarios. Additionally, the *2018 Seattle CMP* TMP recommends ongoing coordination with SDOT and other transit agency partners to improve the pedestrian experience.
2. The Transportation Discipline Report (TDR – Appendix D to this Final EIS) includes several transit, bike and pedestrian measures of effectiveness including pedestrian crowding at transit stations and screenlines and transit speeds, and stop capacity; these are described in the Affected Environment, No Action and Alternative 1 scenarios. Additionally, the TMP (in the CMP) recommends ongoing coordination with SDOT and other transit agency partners to improve the pedestrian experience and specific pedestrian and bicycle improvement strategies.
3. The comment regarding campus wayfinding is noted. The University recently added 23 double-sided wayfinding maps throughout campus and plans for additional signage, which is part of a multiphase approach to enhance the existing wayfinding system for visitors. The University of Washington has developed a Campus Landscape Framework that addresses ADA conformity and plans for transition. Chapter 4 of the CMP discusses Universal Access on campus.
4. As indicated in Chapter 7 of the *2018 Seattle CMP*, lighting is important for the campus to function and to ensure the safety of students, faculty, staff and visitors. Pedestrian-scale lighting will be incorporated into all new campus developments.

In alignment with City of Seattle pedestrian lighting citywide plan, the *2018 Seattle CMP* includes light and glare recommendations that include night sky friendly fixtures and restrictions on the use of up lighting.

5. The comment regarding pedestrian traffic forecasts is noted. The Transportation Discipline Report (TDR – Appendix D to this Final EIS) includes several transit, bike and pedestrian measures of effectiveness including pedestrian crowding at transit stations and screenlines and transit speeds, and stop capacity. These conditions are described for the Affected Environment, No Action and Alternative 1. Additionally, the TMP recommends ongoing coordination with SDOT and other transit agency partners to work toward improved pedestrian conditions.
6. In 2007, the University signed the American College and University President's Climate Commitment (ACUPCC), which prompted the creation of the Climate Action Plan (CAP).

The CAP includes a greenhouse gas inventory, referenced Chapter 5 of the *2018 Seattle CMP*. In order to reinforce the connection between transportation and emissions, the *2018 Seattle CMP* includes additional information (Chapter 5) within the Sustainability Framework.

7. The comment regarding the University of Washington's transportation planning being in the forefront of universities nationwide is noted. The UW has several types of parking spaces on campus and is always reviewing these spaces to determine if they are needed. Spaces that are exempt from the parking cap include spaces used for UW business such as load zones and fleet car parking. These spaces serve critical UW business needs but are always part of any evaluation done by the University. A goal of the overall campus Transportation Management Plan is to encourage walking, biking and transit use, and decrease the SOV rate to 15 percent by 2028.
8. As evidenced by the gold and platinum CTR awards to the University of Washington, the University of Washington has been and is committed to a sustainable transportation future that keeps drive alone modes low. The TDR includes several transit, bike and pedestrian measures of effectiveness including pedestrian crowding at transit stations and screenlines and transit speeds, and stop capacity these are described in the Affected Environment, No Action and Alternative 1. Additionally, the *2018 Seattle CMP* TMP recommends ongoing coordination with SDOT and other agency partners like Sound Transit, Metro, WSDOT and Community Transit. In addition, the TMP identifies a goal to decrease the SOV rate to 15 percent by 2028.
9. The comment regarding appreciation of ability to comment on the *2018 Seattle CMP* is noted.

To: Theresa Doherty, Senior Project Director
From: Feet First, Transportation Choices Coalition and Cascade Bicycle Club
Re: Comments on UW Campus Master Plan and Draft Environmental Impact Statement
Date: November 21, 2016

Dear Ms. Doherty,

Thank you for the opportunity to comment on University of Washington's Campus Master Plan (CMP) and related Draft Environmental Impact Statement (DEIS). The University of Washington is often hailed as a leader in sustainability, especially with respect to its transportation programs, and the CMP is a chance to affirm the institution's commitment to healthy, safe, affordable, and environmentally sound ways to get to and around campus.

Transportation Choices Coalition advocates for more and better transportation options in Washington state; Feet First is working to ensure all communities across Washington are walkable; and Cascade Bicycle Club aims to improve lives through bicycling. While we applaud the University's success to date at reducing single-occupancy vehicle trips, we believe there are opportunities to strengthen UW's transportation management plan, as well as additional information that can be provided and clarified in these documents. We offer the following comments on the CMP and EIS:

- Transportation Management Plan
 - **Strengthen overall language to ensure UW remains a leader on transportation.** The TMP should move beyond "recommendations" and set targets just like the CMP does around overall development square footage.
 - Evaluate alternatives using Multi-modal Level of Service (MMLOS) to better understand the movement of people (vs. just cars) in the primary impact zone.
- Transportation Demand Management
 - **Further analysis of TDM recommendations.** The alternatives in the CMP focus largely on extent and location of development on campus. Because the Transportation Management Plan portion of the document is intended to help mitigate the growth impacts, there should be included a description and an analysis of the anticipated impacts, effectiveness and extent of mode shift of the different TDM tools listed. For example, what is the intent and anticipated work that will go into reevaluating the U-PASS pricing structure? What are the different possible outcomes of that work, and what would their impact be on current travel trends?
 - **Ensure the sustainability of the U-PASS.** The U-PASS program is widely renowned as one of the most important parts of UW's transportation demand management work. There are concerns that with the recent decision around UW's commercial parking tax that the staff and faculty U-PASS program in particular is no longer financially stable or sustainable. We would like to see in the CMP/TMP an honest discussion of the current financial situation, and an exploration of what needs to happen to ensure the viability of the program, ways to encourage more robust adoption as well as a projection of what impacts would occur if the program fails. Additionally, the CMP should explore the pros and cons of providing a U-PASS to all staff and faculty as a benefit of employment, rather than free

parking. This would help improve the drive alone rate for this segment of the population (which currently lags behind students); send a clear signal to both UW employees as well as the general population about UW's priorities; and free up UW funds dedicated to replacing parking stalls across campus.		4 cont.
<ul style="list-style-type: none"> Transit <ul style="list-style-type: none"> Meet transit needs of all workers. As UW works closely with King County Metro to ensure sufficient and intuitive service to and near campus, UW should take particular care to survey and speak with employees, especially shift workers, and those who work atypical hours, about where and when they most need service. Continue to plan for expanded light rail. The CMP should better address plans for the new UW light rail station. How will students and employees get to the new light rail station projected to open in 2021? How will the UW address pedestrian, bike, and local transit access, and how can the UW direct people between the station and the campus safely and easily? 		5
		6
<ul style="list-style-type: none"> Husky Stadium <ul style="list-style-type: none"> Consider transportation impacts of Husky Stadium. The CMP should more substantively address transportation issues with Husky Stadium. Although Husky Stadium has its own TMP, it is approximately 30 years old, and the CMP does not include a description of the relationship between the two documents. At the very least, the CMP should give a very brief overview of the Husky TMP, how special events affect overall campus transportation issues, and how they will work with Intercollegiate Athletics. We suggest that the CMP work very closely with the Husky TMP to update as soon as possible, given the recent changes to transportation in that area. In order to provide true transit connections between light rail and bus service, UW and Husky Stadium should continue to look for ways to use current parking areas for safer, quicker, and easier bus transfers for riders. 		7
<ul style="list-style-type: none"> Parking <ul style="list-style-type: none"> Revisit the parking cap. We are glad that the UW has continued to meet the parking cap under the City-University Agreement (CUA). Related to this, the map on page 69 of the CMP shows a substantial number of parking stalls that do not contribute to the parking cap. Can you please explain why, and how many are exempt from this? More specifically, please include a discussion about whether these parking caps are still relevant: should the cap (and the overall number of parking spaces) be lowered as the transportation system has been changed radically? Reconsider current RPZ program. The parking impacts in the University District can no longer be attributed to the UW alone. The availability of RPZs in an urban neighborhood are a benefit to residents, and we believe it no longer makes sense for the institution to subsidize them. The cost structure to UW is complicated, and we believe the money spent subsidizing RPZs could be better spent on reducing off-campus parking impacts, such as increasing the transit subsidy. Subsidizing parking also goes against equity principles that disproportionately benefit households that can afford to own a car. 		8
		9
<ul style="list-style-type: none"> Bicycle Experience <ul style="list-style-type: none"> With 73% of students and 47% of employees living within 5 miles of campus, there are huge opportunities to make it easy and comfortable for people to ride. Identify specific actions to improve bike circulation. The CMP offers very little in terms of improving bicycle circulation as the campus develops. Brooklyn Ave and the Burke-Gilman Trail are the only two specific locations named, and no specific improvements are offered. The plan does not offer any more detail except the Figure 104, 		10

which shows potential routes, but has limited options for south campus and east campus. Additionally, it does not show the current East Campus Bicycle route.

- **Identify a mix of long-term and short-term bicycle parking and the range needed based on different alternatives.** The CMP offers up alternatives for square footage in each area of campus and should evaluate a range of bicycle parking needed based on those alternatives to meet projected demand.
- **Include a more robust discussion of bikeshare and how it could improve campus circulation.** With two new light rail stations and ever expanding campus, bikeshare provides a convenient way to get around the larger campus and should be included in the planning.
- **Improvements associated with each alternative should be more specific.** Language such as “Connection Between West Campus Park and Burke-Gilman Trail” does not provide a range of detail to understand how different alternatives compare.
- How will the expansion of the Burke-Gilman Trail and associated construction affect transportation for each of the alternatives?

10
cont.

- Pedestrian experience

- **Strengthen the section on Pedestrian Circulation.** With huge numbers of staff, faculty and students getting to and from campus by either walking or transit, the pedestrian experience should be elevated.
- The projections for pedestrian growth seem low given the changes in travel habits due to light rail stations that are now at Husky Stadium and coming to the U-District station on Brooklyn Ave.
- **Recognize that many pedestrian trips on campus have origins and destinations off campus.** This will be even more true when the next light rail station opens. It's already true with the Husky Stadium Station. Planning needs to consider pedestrian trips to and from transit as part of a larger, interconnected whole. Transfers between pedestrian, transit, and bicycle trips need to be carefully considered, and facilities should be placed strategically for intuitive and easy transfers.
- **Wayfinding is of great importance.** This is true given the points above, as well as the large number of international students at UW who may not be familiar with the region. The long-term planning process should strive to provide high-quality wayfinding tools to make it easy to get not just around the campus, but also to and from proximate destinations, particularly directions to transit.
- **Lighting is vital.** There are several sections of campus already, including Red Square and the Fountain, that lack adequate lighting. Any new construction on campus must include pedestrian-scale lighting to aid safety and security, both at night and during our many gray and dark days.

11

12

Overall, the concepts and potential recommendations identified in the TMP portion of the CMP and DEIS should be substantially strengthened and tied to measurable outcomes. These could include mode split for the chosen alternatives, number or range of bicycle parking in each area of campus or MMLOS for the chosen alternative.

13

Thank you for the opportunity to share these comments. This is a very important planning process, and we look forward to working with you to ensure the success of the Campus Master Plan. Please do not hesitate to contact us with any questions you may have.



Sincerely,

A handwritten signature in black ink, appearing to read 'Shefali R'.

Shefali Ranganathan
Executive Director
Transportation Choices
Coalition

A handwritten signature in blue ink, appearing to read 'Blake Trask'.

Blake Trask
Senior Policy Director
Cascade Bicycle Club

John Stewart
Policy Committee Chair
Feet First

RESPONSE TO LETTER 8a

Cascade Bicycle Club/Feet First/Transportation Choices

1. The comment regarding the goal of providing more transportation choices for the community is noted.
2. As evidenced by the gold and platinum CTR awards to the University of Washington, the University of Washington has been and is committed to a sustainable transportation future that keeps drive alone modes low. The TDR includes several transit, bike and pedestrian measures of effectiveness including pedestrian crowding at transit stations and screenlines and transit speeds, and stop capacity these are described in the Affected Environment, No Action and Alternative 1. Additionally, the *2018 Seattle CMP* TMP recommends ongoing coordination with SDOT and other agency partners like Sound Transit, Metro, WSDOT and Community Transit. In addition, the TMP identifies a goal to decrease the SOV rate to 15 percent by 2028.
3. The University remains committed to outcomes from the *2018 Seattle CMP* TMP. As evidenced in the TDR (Appendix D to this Final EIS), the University has achieved consistent and relatively low drive alone modes as compared to other Major Institution and other Colleges/Universities. The TMP includes proposed progressive Drive Alone Mode Split Measures. See response to comment 4 of this letter below for a discussion on the U-Pass program.
4. The U-Pass program has been the centerpiece of the UW's Transportation Management Plan. The University is committed to maintaining the program. How the program is structured and funded will continue to be reviewed by the University Transportation Committee (UTC), the administration, and the Board of Regents. If an increase in cost is considered, the University will follow the process outlined in the Washington Administration Code for fee increases which includes opportunities for input from internal and external stakeholders. The TMP identifies the actual costs for the U-Pass.
5. The comment regarding need for transit survey is noted. The University currently conducts an extensive annual survey with representation from faculty students and staff; the University will continue to conduct surveys in the future.
6. The *2018 Seattle CMP* describes the existing and proposed pedestrian, bicycle and transit networks, connections and improvements on campus during the life of the Plan. The University meets regularly with transit providers and SDOT to discuss transportation challenges and opportunities and will continue to do so on a regular basis. The new U District Link light rail station will be surrounded by City-owned streets and under the jurisdiction of SDOT.

7. The *2018 Seattle CMP* reflects no changes to the Husky Stadium facility. Husky Stadium is subject to its own event TMP. Development in the East Campus Sector is proposed to be limited to 750,000 gsf and is not anticipated to impact Husky Stadium operations.
8. Service and load zones and parking for student housing are not counted toward the parking cap because these uses do not add to the peak-hour trips. The parking section of the Transportation Discipline Report (TDR – Appendix D to this Final EIS) describes the parking inventory and uses including more about the cap. The University has been able to meet the parking cap and anticipates being able to meet the caps into the future through operational and other strategies.
9. The *2018 Seattle CMP TMP* includes options for contributing funding to the City of Seattle for parking strategies including RPZs or other neighborhood access strategies.
10. The Transportation Discipline Report (TDR – Appendix D to this Final EIS) includes an assessment of the future planned and programmed bicycle network and describes the history with bike share (which has since been discontinued) and other measures of effectiveness such as the Burke-Gilman Trail Capacity Plan. Other improvements with each alternative are also described in the TDR.
11. The comment regarding request for stronger TMP efforts is noted. Please refer to response 2 through 12 of this letter. The Transportation Discipline Report (Appendix D to this Final EIS) includes an assessment of all modes including measures of effectiveness that evaluate the adequacy of pedestrian access and circulation.
12. The comment regarding campus wayfinding is noted. The University recently installed 23 double-sided wayfinding maps throughout campus and plans for additional signage, which is part of a multiphase approach to enhance wayfinding for visitors. As indicated in Chapter 7 of the *2018 Seattle CMP*, lighting is important for the campus to function and to ensure the safety of students, faculty, staff and visitors. Pedestrian-scale lighting will be incorporated into all new campus developments.
13. The comment regarding the ability to comment on the *2018 Seattle CMP* is noted. In addition, the TMP identifies a goal to decrease the SOV rate to 15 percent by 2028.

Karen Karen Hart

10/26/2016

Letter 9

Talking Points on the UW Master Plan for Campus Expansion

Good Evening, I am Karen Hart, President of SEIU Local 925, a union of more than 7,000 members at the UW and I am also a proud member of the U District Alliance for Equity and Livability, representing more than 50,000.

We have serious concerns about the UW Master Plan.

- The expansion plan uses the narrowest possible definition of sustainable development in its "Guiding Principles." Sustainable development includes environmental, social and economic factors, including equal opportunity, poverty alleviation and societal well-being. The plan omits any discussion of these factors, even though the U District has some of the highest percentages of people living in poverty in Seattle. 1
- This expansion plan will make housing and other costs even more expensive for low-wage workers and students. Yet the Campus plan neither acknowledges this reality, nor makes any attempt to mitigate these effects. U District renters are some of the most cost-burdened renters in Seattle. 2
- The campus expansion calls for expanding the campus buildings by one-third, and population by 20 percent, yet the University is not providing affordable housing, child care or transportation options for many of its current staff and students, let alone new staff trying to live in a more expensive city. 3
- The most new construction is planned for the west campus, adjacent to the high rise buildings planned for the U District upzone, yet the plan does not clearly answer the question how this small area of the neighborhood will accommodate the additional combined growth. 4
- The expansion will worsen already bad traffic congestion problems in the U District, making longer commutes for UW staff and students using bus transit. 5
- From the President on down, the University claims it is committed to racial justice but nowhere does this plan acknowledge that low-wage workers of color and students of color at the UW will be affected the most by the plan, from rising rents, displacement and even more difficulty in finding affordable accessible child care and transit. 6
- The UW plan for additional child care is not adequate. Low-wage UW employees need financial support from the UW to arrange child care in their own communities, not expensive slots on a long waiting list. 7
- The big winners from the campus expansion and the upzone will be the University's bottom line, the tech companies and their employees who can afford higher rents from new construction. The losers will be low wage workers and students facing higher housing prices and commuting from further distances. 8

Thank you.

The UW should go out of its way to meet Community Needs.





Respectfully Submitted,
Karen Hart

Percent of Cost-Burdened Renters by Census Tract, with Cities, King County, 5-year Average 2007-2011

Legend

-  King County border
-  Cities

Cost-burdened renters

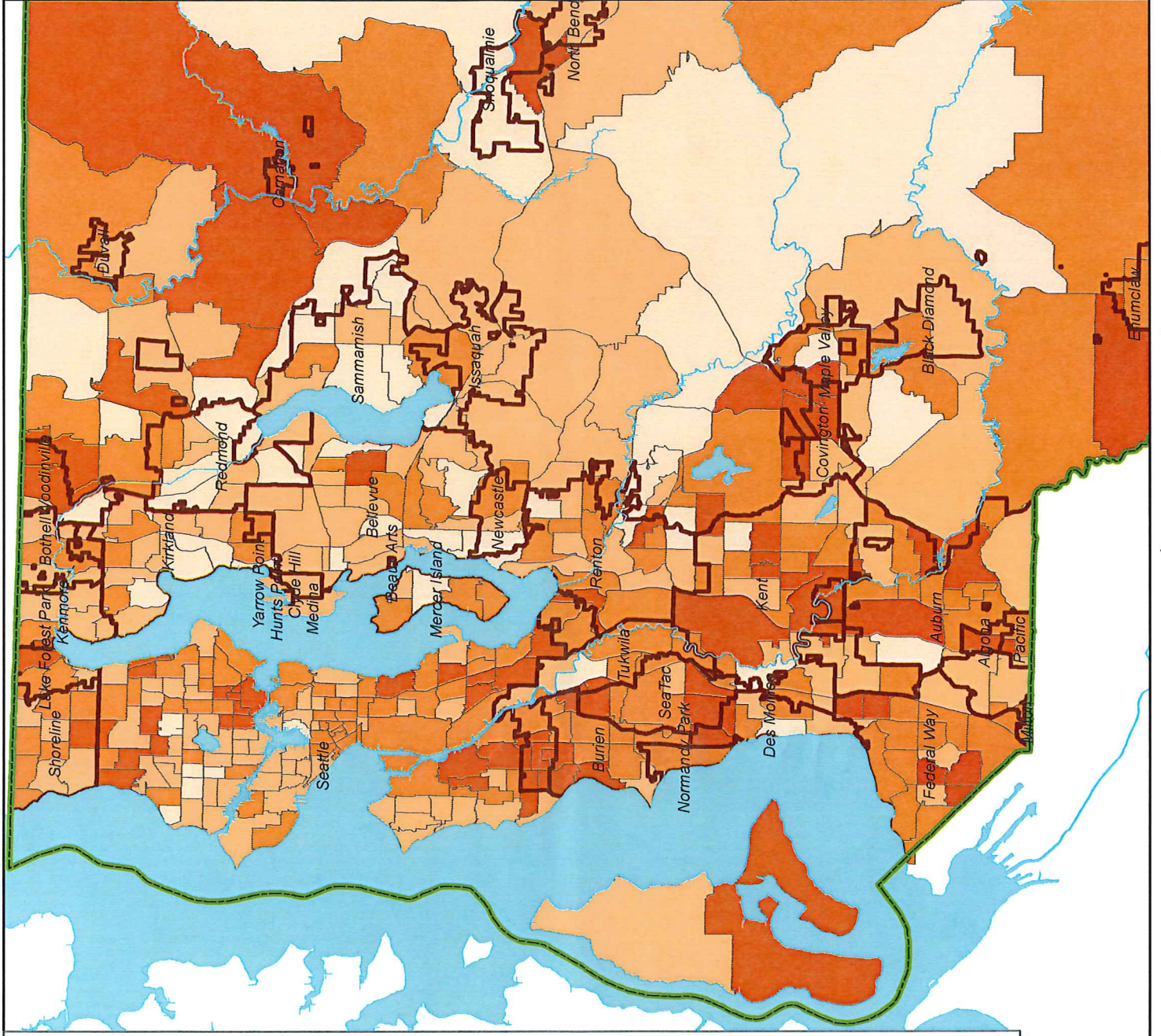
-  60.1% - 100%
-  45.7% - 60%
-  29.9% - 45.6%
-  0% - 29.8%

King County average: 47%

0 1 2 4 6 8 Miles



Cost burdened renter households are those that spend 30% or more of household income on rent.
 Data Source: US Census Bureau, 2007-2011 American Community Survey
 Produced by: Public Health - Seattle & King County; Assessment, Policy Development & Evaluation Unit,

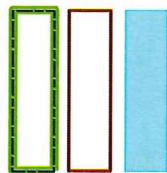


From Karen Hunt 10/20/2016

Tkora Kaylen Hart 10/26/2016

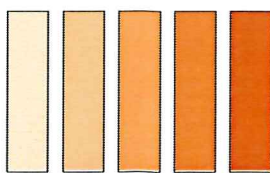
Percent in Poverty,
by Census Tract, with Cities,
King County, Washington,
5-year Average 2006-2010

Legend

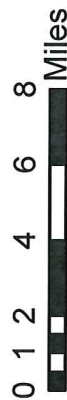


King County border
Cities
Water

Percent in Poverty

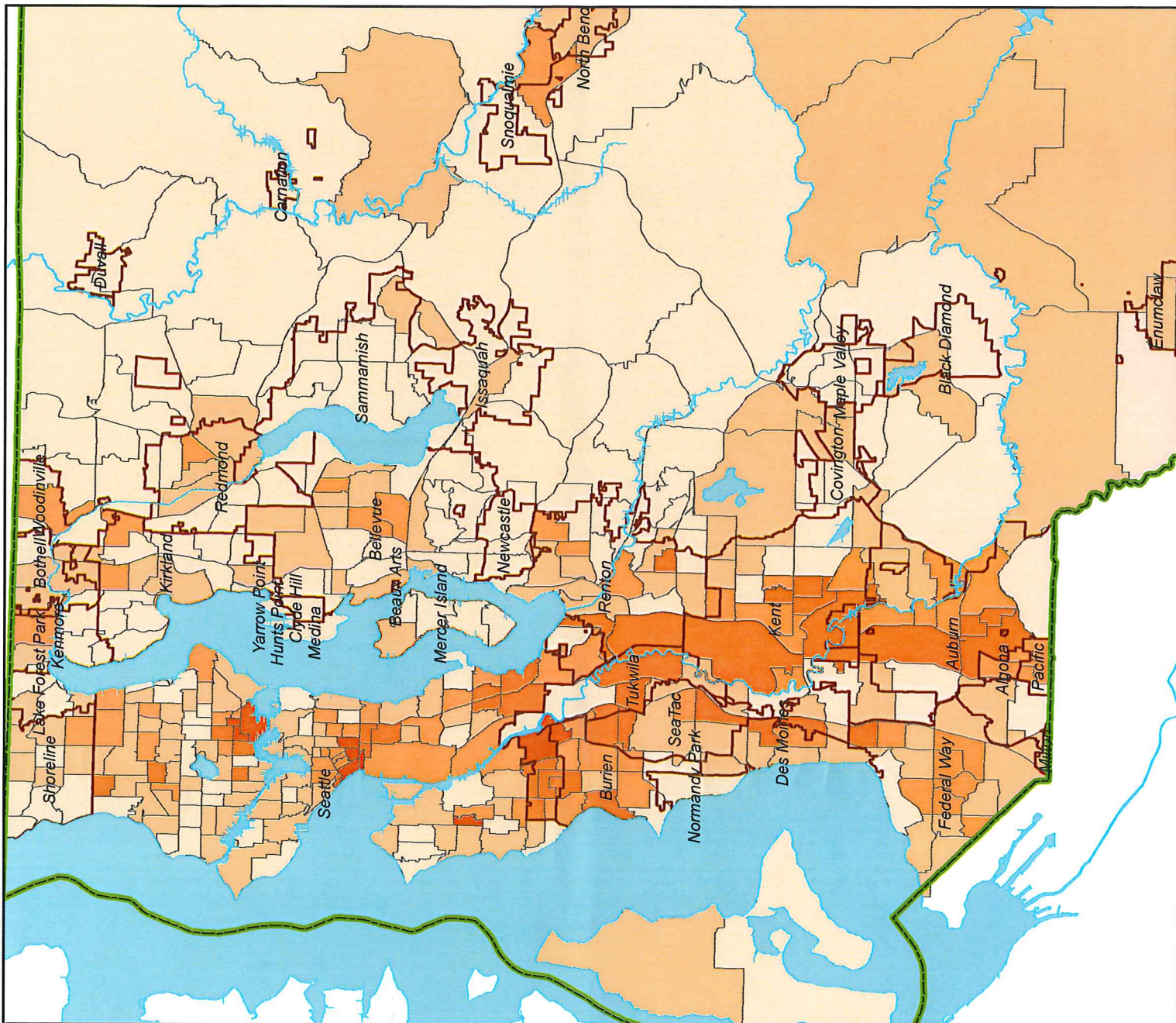


0% - 5.9%
6% - 12.3%
12.4% - 21.1%
21.2% - 36%
36.1% - 84.5%



Public Health
Seattle & King County

Data Source: US Census Bureau, 2006-2010 American Community Survey
Produced by: Public Health - Seattle & King County; Assessment, Policy Development & Evaluation Unit, 6/26/2012



UW Employees Need Affordable

Housing!

Transportation!

Child Care!



RESPONSE TO LETTER 9

Hart, Karen (SEIU Local 925)

1. The comment regarding the definition of sustainability is noted. Please refer to the *2018 Seattle CMP* Sustainability Framework for detailed information about the innovative work that the University is doing to support green infrastructure and sustainable development.
2. The comment regarding housing affordability is noted. Please refer to Chapter 4, Key Topic Areas, Section 4.1 for a discussion on housing affordability. Please also refer to Section 3.7 and Section 3.8 of this Final EIS for an updated discussion on housing and population conditions.
3. The *2018 Seattle CMP* includes the provision of up to 1,000 student housing beds to maintain the current proportion of students living on campus. Information regarding housing affordability and childcare (including information related to facility and staff) has been provided for this Final EIS. Please refer to Chapter 4, Key Topic Areas, Section 4.1 (Housing) and 4.16 (Childcare) for detail.
4. Please refer to the cumulative conditions discussion in Chapter 4, Key Topic Areas, Section 4.4 of this Final EIS for further details.
5. The comment regarding traffic conditions in the University District is noted. The Transportation Discipline Report (TDR – Appendix D) describes the transportation impacts for all modes including traffic operations and describes potential impacts and mitigation. Please also refer to Chapter 4, Key Topic Areas, Section 4.14 for additional discussion.
6. The comments are noted. As indicated in the comment, the University of Washington is committed to equal opportunities and racial justice for all students, staff and faculty. Please refer to Chapter 4, Key Topic Areas, for discussions on housing, transit and childcare.
7. Comments regarding childcare are noted. Please refer to Chapter 4, Key Topic Areas, Section 4.15 for detailed discussion on childcare.
8. The comment regarding the increased density of the University of Washington campus and in the University District benefiting high-wage earners is noted. Please refer to response to comment 2 of this letter and the Chapter 4, Key Topics Areas, Section 4.1 and Section 3.8 (Housing) of this Final EIS for additional information regarding housing affordability in the area with increased density.



10 November 2016

Via E-mail

**PRESERVATION DEVELOPMENT
AUTHORITY COUNCIL**

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Chair

CARA BERTRON
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CONNIE WALKER GRAY
JAPHET KOTEEN
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Ms. Julie Blakeslee
Environmental & Land Use Planner
Capital Planning & Development
Box 352205
Seattle, WA 98195-2205

Re: Comments for the Draft 2018 Campus Master Plan and DEIS

Dear Ms. Blakeslee:

On behalf of Historic Seattle I am writing to comment on the Draft 2018 Campus Master Plan (CMP) and Draft Environmental Impact Statement.

Founded in 1974, Historic Seattle is a nonprofit membership organization dedicated to preserving Seattle's architectural legacy. We believe that historic places, such as the University of Washington (UW) Seattle campus, provide an essential link to the past, reminding us of who we are and where we came from.

Historically, the UW has had one of the most impressive and beautiful university campuses in the United States. Guided by its late 19th and early 20th century plans and executed designs, the campus's character-defining features, spaces, and buildings reflect an evolution of development and growth through many decades. The significant historic resources on campus include not only the older buildings but also the collection of post-WWII resources.

To fully reflect its history, the UW must carefully consider the value of its historic and cultural resources from all eras, not just the older buildings related to its early roots. The draft campus master plan continues the UW's disregard of most of its post-WWII historic resources. This past summer, the National Register-listed Nuclear Reactor Building was demolished to make way for the new CSE II building. The draft plan indicates its intent to demolish more significant mid-century modern resources, such as McMahon Hall and Haggett Hall dorms. Designed by the prominent firm of Kirk Wallace & McKinley Associates, both buildings were determined eligible for listing in the National Register of Historic Places by the Department of Archaeology and Historic Preservation (DAHP). A simple search of DAHP's database WISAARD database identifies additional eligible properties.

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Neither the draft CMP nor the DEIS makes any reference to historic resources determined eligible for the Washington Heritage and National Registers. The map on page 86 (Figure 75. Historic and Cultural Resources, Existing Conditions) of the draft plan does not address eligibility, but it should in order to be more accurate and transparent.

2

The DEIS incorrectly identifies Cunningham Hall as being located directly east of Architecture Hall. That was the original location; it has since been moved. This glaring error should be corrected.

3

The DEIS erroneously identifies the UW's existing internal design review processes and Historic Resources Addendum (HRA) process as mitigation measures. The same processes used to justify demolition of historic resources and construction of replacement projects cannot be used as mitigation measures for the adverse impact. To state that implementation of these same measures results in no significant adverse impacts defies logic. **Meaningful mitigation measures must be identified.**

4

Neither the DEIS nor the draft campus master plan mentions the historic resources survey currently underway. It is our understanding that the City of Seattle and UW are conducting this survey. **The survey and its intent should be clearly referenced in the DEIS and draft campus master plan.**

5

The draft plan highlights five guiding principles including Principle #5, Stewardship of Historic and Cultural Resources. We support this guiding principle but are troubled by contradictory statements in the Development Standards section (page 220) where it boldly declares that any structure that is more than 25 years old or historic can be demolished "if authorized by the UW Board of Regents." This statement provides an "out" to the University to make any decision it wants, even disregarding its own guiding principles.

6

Lastly, the University seems emboldened by the King County Superior Court ruling that it is not subject to the Seattle Landmarks Preservation Ordinance (LPO) by stating this in the draft campus master plan (page 225). However, a key point has been omitted—the fact that there is pending litigation in the State Court of Appeals regarding the very issue of whether the UW is subject to the LPO. **This fact should be stated in the draft campus master plan for the sake of accuracy and transparency.**

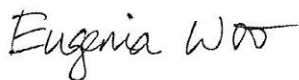
7

Historic Seattle understands the UW has growing needs, just like Seattle. In order to save historic places on campus, the UW may need to increase height limits on some sites or areas to allow new construction to achieve program needs. This can be done strategically and not negatively impact the campus as a whole, resulting in need new buildings and meaningful preservation of historic buildings and spaces. The final Campus Master Plan should not pre-determine the demolition of any historic resource.

8

Thank you for the opportunity to comment.

Sincerely,



Eugenia Woo
Director of Preservation Services

RESPONSE TO LETTER 10

Historic Seattle

1. The comment regarding need for additional information regarding mid-century modern resources is noted. Please refer to Section 3.13, Historic Resources of this Final EIS for information added from the ongoing historic asset surveys being conducted at the time of writing of this FEIS and subsequent to issuance of the Draft EIS.
2. Please refer to Section 3.13, Historic Resources of this Final EIS for information added from the ongoing historic asset surveys being conducted at the time of writing of this Final EIS and subsequent to issuance of the Draft EIS.
3. The comment regarding the relocation of Cunningham Hall to a site immediately west of Parrington Hall in the northwestern portion of Central Campus is noted. Please refer to Section 3.13 (Historic Resources) for the revised text.
4. The Historic Resources Addendum is a planning tool used by the University as it makes decisions about the location of new facilities to be built on a development site identified in the CMP. The site and development review process that utilizes the HRA can result in avoidance and although not always a mitigation in itself, the HRA process may identify mitigation if a historic resource is being considered for alteration or demolition. Please refer to Section 3.13 (Historic Resources) for the revised text.
5. The historic asset surveys were not available at the time of publication of the Draft EIS; however, Section 3.13, Historic Resources, has been updated to identify those buildings landscapes and cultural artifacts that were identified in the survey as potentially eligible buildings/structures. Further, these surveys will be used for the University's HRAs and rigorous review process. Please also refer to page Chapter 5 of the *2018 Seattle CMP* for an illustration and discussion on identified historic resources.
6. The comment regarding guiding principle #5 is noted. The University must meet the continually expanding academic and research needs and consider all five guiding principles.
7. The comment regarding Seattle Landmarks Preservation Ordinance is noted. The legislature has granted the University's Board of Regents "full control of the university and its property of various kinds, except as otherwise provided by law." RCW 28B.20.130. The University's position is that the Regents' authority supersedes any restrictions imposed by the City's Landmarks Preservation Ordinance ("LPB") (SMC Ch. 25.12). This has been the University's position for many years. The King County Superior Court recently confirmed that the University is not subject to the LPB, and the City has appealed. See Washington Div. I Court of Appeals Case No. 75204-9-I.

8. The *2018 Seattle CMP* embraces a strategy to increase building heights and balance growth with historic preservation. An important element of the *2018 Seattle CMP* are Development Standards related to historic preservation (please refer to Chapter 7 of the *2018 Seattle CMP*). As indicated on page Chapter 5 of the *2018 Seattle CMP*, the CMP proposes to retain the existing building height limits in the Central Campus, the portion of campus containing the majority of campus historic buildings.

The *2018 Seattle CMP* embraces a strategy to increase building heights and balance growth with historic preservation. Please refer to Chapter 5 of the *2018 Seattle CMP* for a description of the overall proposed massing and building heights. Also, please refer to Chapter 4 (Key Topic Areas), Section 4.10 (Historic Preservation) for a detailed overview of LPO and the University's position related to historic structures and historic preservation.

November 16, 2016

To: Theresa Doherty, Co-Chair, Senior Project Director, Seattle Campus Master Plan

Fr: Jennifer Cohen, Director of Athletics

Re: UW 2018 Campus Master Plan Comments - ICA

The administrative staff of the Department of Intercollegiate Athletics has carefully reviewed the published version of the University of Washington 2018 Campus Master Plan – Preliminary Draft Concepts. Included here is an overview of ICA comments to the Master Plan, which are required to be submitted prior to the November 21, 2016 deadline for inclusion in the process.

Our comments align within the following categories, which also include details:

1. **Parking Lots** – The plan shows future development within two major parking lot facilities of interest to ICA: E-1 and E-12. These two lots are critical to host major athletics and civic events at the University, especially football and men’s basketball games. These lots are operationally vital to park vehicles from a functional perspective and even more important, critical elements for UW alumni and other football patrons as part of their game day experience. 1
 - A. Development Zone M concern: E85. An alternative could include sloping and tiered, below-grade parking and surface parking at this location (E-12 parking lot). 2
 - B. Development Zone N concerns: E62, E63, E64, E65, E66, E67, E68, E69, E70, E71, E72, E73 and E85.
2. **Impacts to ICA Financial Stability** -- ICA is a mostly self-sustaining financial unit and football, basketball and other athletics events are critical revenue generators. Surface lot parking is a critical element of the game day experience, creating relationship and campus connection opportunities while providing revenue to ICA’s business function. 3

Surface lot parking spaces are linked with stadium seating priority. Altering the game day social “tailgating,” experience would significantly degrade the experience at the greatest setting in college football. The inability to use surface parking lots in these two potential development locations (E-1 and E-12), would injure alumni and community relations and cause severe financial hardship for ICA. 4
3. **Transportation & Access** – The plan does not address the Montlake Pedestrian Overpass that adjoins Alaska Airlines Arena with the Burke-Gilman trail. This bridge has been a major safety hazard for decades – as trucks and other vehicles traveling on Montlake Boulevard, often collide with the bridge. This overpass bridge needs to be replaced. 5

Does the master plan need to address the recently opened Sound Transit Husky Stadium station and the unintended traffic, parking and access issues? We are seeing many functional elements and pressures such as commuter use; airport ridership; and shuttle pickups to local hotels, businesses, schools etc. Does the plan assume adjustments for changing future consumer ridership behavior during the life of the plan?

6

A bicycle connection path linking the Montlake Bridge to the Burke-Gilman trail—without bicycles riding on the public sidewalk—should be considered.

7

4. ICA Plans & Development – Just two development sites appear reflective of ICA future development: E60 and E61. Potential ICA planned developments:

- A. Basketball Operations Center, 60,000 GSF (Zone M, noted as E60).
- B. Tennis Court Site Development, 150,000 GSF (Zone M, noted as E61).
- C. Softball Training Facility, 10,000 GSF (Zone M, not reflected).
- D. Administration Center, site of current Graves Building, 40,000 GSF (Zone M, not reflected).
- E. Conibear Shellhouse expansion, 30,000 GSF (Zone M, not reflected).
- F. Structural parking below Dempsey Indoor Practice Facility, 80,000 GSF (Zone M, not reflected).
- G. East Field equipment storage facility, 5,000 GSF (Zone M, not reflected).
- H. Tennis Courts changing and restrooms, 5,000 GSF (Zone M, not reflected).
- I. Soccer Team Facilities, west of competition field, 31,000 GSF (Zone N, not reflected).
- J. Track and Field Team Facilities, under grandstand, 30,000 GSF (Zone N, not reflected).
- K. Sand Volleyball facility, located adjacent to south edge of the helipad, 23,000 GSF (Zone N, not reflected).

8

5. Square Footage Allocation – An East Campus square footage allocation limit appears to be capped at 750,000 GSF in the proposed plan. Would the University be selecting projects from the nearly 5,000,000 GSF list of East Campus development sites during the life of the plan? ICA desired developments alone compute to roughly 463,000 GSF.

9

ICA's planned basketball operations facility is programmed for 60,000 square feet at site E60 site depends upon the demolition of the current pool to meet the calculation. If another site is selected for the basketball operations facility, the project would be 27,000 square feet short. ICA would also like clarification regarding the flexibility to assign the 480,000 square footage space for development site E85. Could this allocation, or portions of this allocation be moved into other locations within Zone M?

10

6. Environmental and Natural Setting Stewardship – ICA values its partnership with campus and greater community. We are stewards of the environment and recognize our responsibility to support sustainable development practices. Appropriate shoreline development—including upgrading water-related support facilities such as docks—should be included in the plan.

11

The University and surrounding community share in the good fortune of being located in a remarkable and distinct natural setting. Institutional self-awareness is so powerful in this regard that even grand Husky Stadium is referred to nationally as “the greatest setting in college football.” We support development standards that are consistent with the local, Lakefront environment, including Safe Salmon practices, views enhancement and compatible waterfront activities.

11 cont

7. **Partnership Developments** -- As a campus unit that shares University land, resource and programmatic partnerships, ICA has common interest in the following potential developments and activities:

- A. UW Golf Driving Range, Recreational Sports Programs.
- B. Historical Canoe House, Recreational Sports Programs.
- C. University Aquatics Center, Recreational Sports Programs.
- D. Helipad Relocation.
- E. Widening of Montlake Boulevard, State Route 513

12

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RESPONSE TO LETTER 11

UW Athletics – Cohen, Jennifer

1. A primary goal of the East Campus vision is to preserve athletic uses while transforming underutilized land within the East Campus into space for learning, academic partnerships and research. While the overall development capacity within East Campus is identified as 4.7 million net square feet, permitted development in East Campus would not exceed 750,000 square feet. The illustrative development for the East Campus can be seen on Figure 170 of the *2018 Seattle CMP*. It is unlikely that development on the large surface parking lot or the golf driving range would occur during the 10-year planning horizon.
2. Please refer to the response to Comment 1 of this letter.
3. Please refer to the response to Comment 1 of this letter.
4. Please refer to the response to Comment 1 of this letter. If sites on E-1 or E-12 parking lots were being considered, stakeholders in the area will be consulted in the early stages of site selection to ensure their input is included as part of the decision making during the site selection process.
5. The Montlake Pedestrian Overpass that adjoins the Alaska Airlines Arena is owned by the City of Seattle. If the City of Seattle plans to replace the overpass, the University would look forward to participating in this discussion.
6. The Transportation Discipline Report evaluated conditions after opening the University of Washington light rail station. The Transportation Discipline Report includes evaluation of pedestrian, bicycle and transit measures of effectiveness assuming background growth and campus growth for the year 2028.
7. The SR 520 Project includes a commitment to construct a second bascule bridge that includes Ped/Bike facilities. This connects with the Arboretum Bypass pathway shown in figure 104. These pathways along with programmed investments by the City of Seattle in their Bike Master Plan have been assumed in the Transportation Discipline Report analysis.
8. The comments regarding potential ICA development in the East Campus is noted. The University has modified the identified development sites in Development Zones M and N to accommodate potential ICA development within the *2018 Seattle CMP*.
9. While the overall development capacity within East Campus is identified as 4.7 million net square feet, permitted development under this *2018 Seattle CMP* in East Campus will not exceed 750,000 square feet, which could include ICA needs (please refer to Chapter 5 of the *2018 Seattle CMP*). The *2018 Seattle CMP* includes a provision for an increase in 20

percent of the gross square footage per sector, if needed, provided that the overall campus development does not exceed six million gsf campus-wide.

10. The planned basketball operations facility program can be accommodated within the allowable development limit. Further, regardless of the site, the identified programmatic need of 60,000 gross square feet can be accommodated within the growth allowance identified for East Campus - the impact on the growth allowance will vary depending upon which site is developed and depending upon whether structures exist on the site currently.
11. Please refer to Shorelines within the Development Standards chapter (Chapter 7) of the *2018 Seattle CMP* for more information about appropriate shoreline development, including Shoreline Public Access Plan.
12. Comment noted. Partnership development is important to successful planning for future development.



Peter J. Eglick
eglick@ewlaw.net

November 21, 2016

Via email (cmpinfo@uw.edu & jblakesl@uw.edu)

Julie Blakeslee
Environmental and Land Use Planner
Capital Planning & Development
Box 352205
Seattle, WA 98195-2205

RE: Comments on behalf of Jensen Motorboat Company Regarding University of Washington
2018 Draft Seattle Campus Master Plan and SEPA DEIS

Dear Ms. Blakeslee:

This office represents the Jensen Motorboat Company (“Jensen”) with regard to the proposed University of Washington 2018 Draft Seattle Campus Master Plan and SEPA DEIS. This letter is submitted in response to the DEIS request for comments.

The Jensen Motorboat Company is located on Portage Bay at 1417 NE Boat Street. Anchor DeWitt Jensen is the third generation of the Jensen family to operate the boatyard. This water-dependent business still utilizes its original, massive timbered boat shed and specialized haul-out equipment, all fashioned by the Jensen family founders. It has been a fixture and icon for boatbuilding and repair in Seattle for a century.

Commencing several decades ago, the University of Washington has consistently proposed plans that would strangle vital access to Jensen’s, including for large boats and needed equipment, rendering it an easy target for the University’s real estate acquisition machine. The consistent hallmark of these University planning approaches has been a studied failure to acknowledge the Jensen family’s rights as property owners and as operators of a boatyard that is entitled to remain and thrive on the Portage Bay shoreline.

1

The current DEIS reflects the same deficiencies. There is a deep emphasis on amenities and issues that reflect the University’s development and land use interests. But where do these documents disclose and address the Shoreline Management Act, Shoreline Master Program, Comprehensive Plan, and related regulations and policies concerning preservation in the shoreline of marine and industrial businesses such as Jensen’s (as well as others along Boat

2

Street)? The absence of such disclosures leaves little to comment upon, except to emphatically note that the documents do not meet even a low bar for completeness. Even where a document reviewer can make a deduction from Jensen’s location as compared to the University’s various proposals for Boat Street vacation and reduction in the practical business utility of Brooklyn Avenue, no analysis is provided by the documents from the Jensen marine business perspective. The “pros and cons” addressed are silent on potential issues for Jensen’s in the radical road restructuring contemplated by even the superficially less drastic alternatives.

2
cont.

This blindered approach is a continuation of University efforts over the past four decades to squeeze Jensen’s out. As long ago as the early 1980’s the University proposed in its then “master planning” isolation of Jensen Motorboat Company through street vacations and other planning manipulations. However, the City Council balked in granting a vacation in the form requested by the University because of the effect it would have had on Jensen’s and other shoreline businesses. With this history, repeated in various forms over the past four decades, the University’s draft Master Plan and DEIS are extraordinary in their failure to acknowledge or address the impacts on Jensen’s raised by the latest proposal.

3

For example, the omission of the 1994 Jensen/University Agreement is particularly notable. That 1994 Agreement explicitly recognizes Jensen’s reliance on streets now proposed for vacation and or drastic curtailment and sets standards and requirements which the University’s current proposals contradict. Yet, the existence of the 1994 agreement is neither acknowledged nor addressed, although various other “non-Jensen” parameters and agreements important to the University are called out and discussed.

4

Again, the complete omission of key data points and requirements from the draft documents forecloses full comments. In light of this, the University must revise and re-issue for public comment its drafts, including in particular the DEIS, once they have been corrected and supplemented.

5

As noted, these comments are preliminary. Further, they are submitted without waiver of rights concerning the University of Washington's breach of its agreements with Jensen's. They are submitted without waiver of claims concerning the unlawfulness and unconstitutionality of the dual zoning land use planning and zoning regime that underlies the University's proposal.

6

Sincerely,

EGLICK & WHITED PLLC

A handwritten signature in black ink, appearing to read 'P. Eglick', with a stylized flourish at the end.

Peter J. Eglick

cc: Jan Arntz jarntz@uw.edu
Client

RESPONSE TO LETTER 12

Eglick & Whited (Jensen Motorboat Co.)

1. The *2018 Seattle CMP* considers retention of private businesses on campus. The *2018 Seattle CMP* does not change the site of the Jensen Motorboat Company, and no potential development sites are identified for the area immediately adjacent to Jensen Motorboat Company. In addition, the *2018 Seattle CMP* retains access along the portion of NE Boat Street serving Jensen Motorboat Company and direct impacts to Jensen Motorboat Company are not anticipated. Refer to Chapter 4 – Key Topic Areas and Section 3.16 (Transportation) for discussion regarding access issues associated with the Waterfront Trail and NE Boat Street. A vacation of NE Boat Street is no longer included as part of the *2018 Seattle CMP*.
2. The University complies with the City’s Shoreline Master Program, as recognized in Chapter 7 of the *2018 Seattle CMP*. Further, refer to section 3.6 – Land Use for a discussion of the CMP’s consistency with the Comprehensive Plan. As noted above in response to comment 1, a vacation of NE Boat Street is no longer proposed as part of the *2018 Seattle CMP*.
3. As noted above in the response to comment 1, a vacation of NE Boat Street is no longer proposed as part of the *2018 Seattle CMP*. The *CMP* contemplates potential improvements to Brooklyn Avenue consistent with its designation as a neighborhood green street, but vehicle use, including large trucks, is not anticipated to be impacted.
4. The University and the Jensen Motor-Boat Company have entered into a number of historic agreements regarding improvements to the road system in southwest campus. Those agreements commit the University to providing certain improvements that have been installed, and recognize Jensen is a business in the area that relies on the street grid. The University has removed NE Boat Street from the potential vacations identified in the *2018 Seattle CMP*. It is still identified as an alternative studied in the Draft EIS.

Historic Agreements: The University and the Jensen Motor-Boat Company entered into a settlement agreement on July 17, 1991 (the “1991 Agreement”) to resolve Jensen’s master use permit appeal of the University’s proposed improvements to its Health Sciences Center (the “1991 Health Sciences Project”). The 1991 Agreement committed the University to construct improvements to the intersection of NE Boat Street and 15th Avenue NE and to the intersection of Columbia Road and 15th Avenue NE. All of those improvements are complete. The 1991 Agreement further committed the University not to cite the 1991 Health Sciences Project or the agreed-upon street improvement work as the basis for relocation or vacation of public streets in the Southwest Campus sector, including 15th Avenue NE and NE Boat Street.

Subsequently, the University and the Jensen Motor-Boat Company entered into a settlement agreement in 1994 (the “1994 Agreement”) to resolve Jensen’s master use

permit appeal of the University's then-proposed parking structure on the block bounded by NE Pacific Street to the north, NE Boat Street to the south, Brooklyn Avenue NE to the west, and University Way NE on the east (now vacated). The 1994 Agreement committed the University to construct improvements to the intersection of Brooklyn Avenue NE and NE Pacific Street, and to the intersection of 15th Avenue NE and NE Pacific Street. Those improvements are complete. The 1994 Agreement also commits the University to provide signage to direct the public to Jensen and other nearby businesses.

Current Proposal: The purpose of the potential vacation of Boat Street identified in the 2018 Campus Master Plan was to connect the potential West Campus Green to the City's Portage Bay Park, which would result in more public open space and an enhanced public realm. Therefore, the 1991 Health Sciences Project was not the basis for the vacation, and the potential vacation would not violate the terms of either the 1991 or the 1994 Agreements. Regardless, the University has removed the Boat Street vacation as a potential vacation identified in the *2018 Seattle CMP*.

Please note that *2018 Seattle CMP* does not include any applications for street vacations. The Plan only identifies where potential street vacations could occur in the future. Please see EIS Alternative 5 for evaluation of the impacts of campus development without any street, alley, or aerial vacations.

5. The comment regarding reissuance of the Draft EIS is noted.
6. This comment is noted. The CMP is authorized pursuant to the City-University Agreement between the University and the City.

Master Plan Comments November 21, 2016

By Mary Fran Joseph and Mike Stanislaus

Summary:

All is based on new monies.

No mention of Population Health only mentions innovation district. It is surprising that population health was not mentioned in academic and research partnerships or in innovation framework. Also Medicine was not mentioned as part of innovation district.

1

Net parking growth in South campus is much higher percentage of total growth versus building growth, it will create greater traffic congestion which is unanswered in the plan. Vacations in the West (Boat Street) may also create additional traffic congestion, (Parking on pages 160, 182, 198, 210)

2

Location	% of Net Parking Growth	% of Net Building Growth
South	62%	23%
West	35%	50%
Central	14%	15%
East	-11%	12%
Total	100%	100%

There are certain wings in Health Sciences not mentioned for renovation, is there a reason (H, I, K or AA)?

3

It notes existing chilled water has capacity. There were issues in Health Sciences historically.

4

References:

Page 39: The Innovation district only identifies Arts and Sciences, technology and engineering to find most creative solutions to local, national and global problems. It does not mention Medicine. Page 132: Innovation Framework is noted as E and W, excludes S and Central

5

It was surprising that population health was not mentioned in academic and research partnerships or in innovation framework.

Page 76: Identified Health Sciences as building with significant deferred maintenance.

6

Page 80. Over the 10 years, growth allowance is 6 million net new gross square feet, South campus is identified as 1,350,000 or 23% of the total. Page 118 and 122: have to demolish 2,776,265 of south campus to yield the net new growth. South Campus demolition is 54.5% of the space identified for demolition in the master plan. (Is Hitchcock Hall historic?) (P. 122) (Harris Hydraulics, South Campus Center) (HS wings BB, RR, SW, NN, EA, EB, B, C, D, F, G, J, T) Is there a reason H, I, K or AA not included?

7

Page 102: Burke Gilman improvements if funding is available.

Page 110: South Campus-removal of San Juan Road, new street to connect NE Pacific and NE Columbia west of the UW Medical Center. West campus-vacation along NE Northlake Place East of 8 th ave Ne and dead end street. Second potential is along NE Boat Street from Fisheries to Brooklyn Ave NE. Full vacation of Boat Street creates continuous open space. (My concern is that traffic is already horrific in South Campus—how is this responsive to current traffic conditions and traffic under growth scenarios?)	8
Page 112: Parking cap will remain at 12,300, current parking spots are at 10,940. Increase of people at 20% but increase of parking at 12.4% if at cap. Univ states they will remain under cap. Is that realistic? South campus identified as potential for significant parking relative to others growth of 3,000 spots (page 122 , page 198)	9
Page 114: Assumes that proposed building heights in East, West and South Campuses have increased	
Page 132: Innovation Framework is noted as E and W, excludes S and Central	10
Pages 134-135: Chilled Water is a current issue that is not recognized	11
Page 142: University talks about successfully kept single occupant vehicle trips under 1990 levels despite a 35% increase in campus population. This ignores the existing transportation/traffic congestion.	12
Page 145: Positive strategies to improve transit opportunities	
Page 146: Parking management strategies—Don't agree with review parking options for high-demand parking lots as these are what is available—no control.	13
Page 148: good ideas for bicycling	

RESPONSE TO LETTER 13

Joseph, Mary Fran & Stanislaus, Mike

1. The discussion of an Innovation District in the 2018 Seattle Campus Master Plan was intended to provide a general discussion of what types of uses could potentially be in such an area; the *2018 Seattle CMP* does not identify specific uses on individual sites; the Population Health building and initiative (planned under the 2003 CMP) was not announced until after the Draft *2018 Seattle CMP* had been issued. The *2018 Seattle CMP* includes a discussion on Innovation (Chapters 4 and 5) and includes discussion of the Population Health initiative as an example of an innovative partnership between the UW and the Gates Foundation. Please refer to Chapter 4 (Key Topic Areas) for additional detail on Innovation District types of uses.

Please also note that the Health Sciences has been incorporated as part of the potential innovation district uses Chapters 4 and 5 of the *2018 Seattle CMP*.

2. The comment regarding parking located in South Campus is noted. The Transportation Discipline Report (Appendix D) and Section 3.16 (Transportation) considers each growth alternative assumed including the traffic impacts for each campus sector. The *2018 Seattle CMP* no longer considers the vacation of NE Boat Street.
3. The South Campus plan can be found Chapter 6 of the *2018 Seattle CMP*. All facilities in the South Campus were evaluated before the long term vision was created. Based on several factor, including deferred maintenance, current usability, use of the site, and other were reviewed to determine if sites should be included as a development site in the *2018 Seattle CMP*.
4. The comment regarding chilled water is noted. The soon to be completed West Campus Utility project (WCUP) is intended, in part, to ensure that chilled water is sufficient to meet the needs of Health Sciences uses.
5. The Campus Master Plan does not identify specific users or uses within the plan. The Health Sciences is incorporated as part of the potential innovation district uses in Chapters 4 and 5 of the *2018 Seattle CMP*. Innovation functions can and do occur throughout all parts of campus, East and West Campus were identified as areas with ample capacity and exist along peripheral edge conditions that are ideal for partnerships. Refer to Section 4.5 (Innovation District Assumptions) of Chapter 4 of this Final EIS.
6. The Campus Master Plan did identify the Health Sciences Building as a facility with significant deferred maintenance (see Chapter 4 of the *2018 Seattle CMP*).
7. The long term vision for the South Campus includes a significant amount of new building square footage and open spaces. This vision and the associated demolition can only occur

if the decision is made and funding is available. The process for development is included in the “Project Review and Processes” discussion in Chapter 6 of the *2018 Seattle CMP*. Historic resources are also reviewed under the process outlined in Chapter 6.

8. The comment regarding parking located in South Campus is noted. The Transportation Discipline Report (Appendix D) and Section 3.16 (Transportation) considers each growth alternative assumed including the traffic impacts for each campus sector. The *2018 Seattle CMP* no longer considers vacation of NE Boat Street
9. As evidenced by the gold and platinum CTR awards to the University of Washington, the University of Washington has been and is committed to a sustainable transportation future that keeps drive alone modes low. The Transportation Discipline report includes several transit, bike and pedestrian measures of effectiveness including pedestrian crowding at transit stations and screenlines and transit speeds, and stop capacity these are described in the Affected Environment, No Action and Alternative 1 scenarios. Additionally, the *2018 Seattle CMP* TMP recommends ongoing coordination with SDOT and other agency partners like Sound Transit, Metro, WSDOT and Community Transit. In addition, the TMP identifies a goal to decrease the SOV rate to 15 percent by 2028
10. Innovation functions can and do occur throughout all parts of campus, East and West Campus were identified as areas with ample capacity and exist along peripheral edge conditions that are ideal for partnerships. See Chapter 4 (Key Topic Areas) for additional discussion on Innovation District Uses.
11. An important driver in developing the recently completed West Central Utility Plant (WCUP) was providing Health Sciences with chilled water to meet it needs and address historical problems. This plant, as is described in the DEIS, will also enable campus expansion over time. Further, the DEIS represents the University’s commitment to an engaged planning process such that facility development considers utility needs with the possibility of expanded reliance on additional building and regional chillers if this is deemed prudent.

An important goal in developing the West Central Utility Plant (WCUP) was providing Health Sciences with chilled water to meet it needs and address historical problems. This plant will also enable campus expansion over time.

12. The University is committed to decreasing its SOV rate to 15 percent by 2028. The University cannot control growth in background traffic unrelated the Campus; however, the Transportation Discipline Report (Appendix D) evaluates existing and background traffic growth related and evaluates this future scenario in comparison to the growth under the *2018 Seattle CMP*. The University will also convene a stakeholder group of transit agencies to discuss infrastructure and improvements.

13. The Transportation Discipline Report evaluates parking for the *2018 Seattle CMP*. The University will continue to evaluate parking strategies related to existing operations. Overall the goal for the University is to manage parking to the caps



King County

Department of Transportation

Harold S. Taniguchi, *Director*
 KSC-TR-0815
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November 21, 2016

Julie Blakeslee
 Environmental and Land Use Planner
 Capital Planning & Development
 Box 352205
 Seattle, WA 98195-2205

Dear Ms. Blakeslee:

Thank you for the opportunity to review the SEPA Draft Environmental Impact Statement (EIS) on the University of Washington 2018 Campus Master Plan (CMP). We support increasing density on the UW campus, and we look forward to working with the University to ensure that measures are implemented to maximize the use of public transportation as the University's vision unfolds.

King County supports the UW's continued commitment to limiting vehicle trips and the number of parking stalls. Given that over 40 percent of those traveling to the UW campus every day do so via transit (as of 2014, a total of 29,162 daily riders), we strongly support continued coordination in order to help the UW achieve its envisioned development while maintaining an efficient transportation network. The UW and King County Metro will need to continue working together to ensure that bus transit has the access, capacity, and speed and reliability improvements necessary to accommodate the area's projected 20 percent increase in daily transit passenger trips by 2028.

1

The Draft EIS and Transportation Discipline Report identifies 10,310 new transit trips per day as a result of the proposed campus development, but makes no distinction between bus transit and light rail. Additionally, the analysis does not specifically address impacts or mitigation to bus transit service or facilities. Please include in the Final EIS data that identifies the bus transit portion of transit ridership, current and future, and also an analysis of impacts and mitigation related to bus transit. This is necessary to clarify potential transit-related impacts of the different alternatives and will help with prioritizing future competitive, financially-constrained transit service and capital investments. The EIS should also describe future options for funding service and capital investments.

2

The Draft EIS and Transportation Discipline Report states that the UW will continue to address transportation impacts (congestion, greenhouse gas emissions, etc.) through the implementation of the Transportation Management Plan (TMP) and will assure that 1990 vehicle trip and parking

caps are not exceeded, despite ongoing growth. The documentation also states that specific strategies will be refined annually, subsequent to the annual transportation survey and publication of the CMP Annual Monitoring Reports. However, the documentation does not specify how the annual refinements would be formulated and implemented. King County believes it is critical that the UW convene a formal interagency work group composed of transit agencies and the City of Seattle, with meetings each year during the annual strategy refinement process. This could be an element of the Campus Mobility Framework, which we recommend pursuing.

3

The success of the current TMP is largely a result of partnerships between the University, the City of Seattle, and the transit agencies. And since the Campus Mobility Framework would provide an outline for how stakeholders will work together to prioritize and achieve TMP goals, we suggest developing the Campus Mobility Framework as an element of the TMP. This should include a description of the process for annual strategy refinements. Together, these agreements will provide greater assurance that TMP goals will be realized as the UW implements developments proposed in the CMP.

4

We strongly support maintaining and enhancing the U-PASS program, which is a key element of the TMP. The U-PASS program provides an unlimited ride pass at relatively low cost to the rider and has been very successful at encouraging transit use to and from the campus. Changes to the U-PASS program that would limit the range or increase the cost to riders would compromise the use of transit to and from campus and would compromise compliance with the vehicle trip and parking caps. Any proposed changes to U-PASS should be closely coordinated with King County Metro and the City of Seattle.

5

We look forward to working with you during development of the Final EIS and during implementation of the Campus Master Plan with our common goal of ensuring that bus transit remains a safe, convenient, and efficient means of travel to, from and within the UW Campus. During implementation, please inform Metro of future CMP projects, including proposed street vacations. To identify Metro staff for coordinating purposes, please contact Peter Heffernan, Intergovernmental Relations, at peter.heffernan@kingcounty.gov or by phone at 206-477-3814.

6

Sincerely,



Harold S. Taniguchi, Director
King County Department of Transportation

cc: Laurie Brown, Deputy Director, King County Department of Transportation (KCDOT)
Rob Gannon, General Manager, Metro Transit Division, KCDOT
Victor Obeso, Deputy General Manager, Metro Transit Division, KCDOT
Bill Bryant, Service Development Manager, Metro Transit Division, KCDOT
Chris Arkills, Government Relations Manager, KCDOT

Julie Blakeslee
November 21, 2016
Page 3

Peter Heffernan, Government Relations Administrator, KCDOT

Encl: Attachment A

Attachment A

DETAILED COMMENTS

Impacts to transit speed and reliability. As expressed during initial scoping meetings for the Campus Mobility Framework, one of Metro’s primary interests will be maintaining the speed and reliability of service through the University District in light of the increased growth. However, the CMP and EIS do not seem to directly address impacts to transit operations. Table 3.15-8 of the EIS and Table 2.3 of the Transportation Discipline Report identify “Transit Service Guidelines” as a performance measure, but discussion related to this measure was limited to a single paragraph in the Transportation Discipline Report that was limited to a discussion about bus shelters.

7

As shown in Figure 3.15-18, all the alternatives are expected to result in more intersections functioning at LOS F. Although the EIS did not specifically address the impact of increased development on transit operations, it seems likely that speed and reliability will be degraded without further intervention, based on the general traffic impacts summarized in the EIS. We look forward to working with the University of Washington and the City of Seattle to maintain and improve transit speed and reliability, one of the potential strategies identified on page 145 of the CMP.

8

The Final EIS should include more detail about circulation, both within and to/from campus, as well as strategies for accommodating different modes of travel. We recommend emphasizing close coordination between stakeholders to determine how different modes can share streets and where modes should be prioritized. Discussion should include bicycle facilities on Stevens Way (including a possible cycle track).

9

One of the transit improvement strategies identified on page 145 of the CMP includes increasing off-peak service. The CMP could acknowledge that service restructure associated with U-Link integration did result in significant improvements to bus service connections to UW during off-peak periods.

10

Gateways and Hubs. The CMP identifies Campus Parkway/15th Avenue as the primary gateway into campus and the primary transit hub. Other gateways are also identified; however Montlake Triangle was not listed among them. Given all the improvements to the pedestrian network and the presence of Link light rail and improved bus stops in this area, Montlake Triangle should be considered a gateway as well. The level of pedestrian activity through Rainier Vista between Montlake Triangle and the campus center has likely increased significantly relative to the data collected for the Campus Landscape Framework as shown in Figure 36 in the CMP. While Metro continues to provide frequent, all-day service along Campus Parkway, it would be more accurate to characterize Campus Parkway as one of two transit hubs, with the other being Montlake Triangle.

11

12

Transit, Statement on P 145 in TMP. 2nd paragraph references purchased transit service. The University does not currently purchase transit service, although this has been a key ridership development strategy in the formation of U-PASS and could be considered in the future through

13

partnerships with the transit agencies. Service partnerships are called out in Metro’s strategic plan and long range plan. The EIS should discuss the potential for service partnerships to address increased demand for transit service.	13 cont
The plan to accommodate the operational needs of transit as the campus grows will also need to incorporate coordination with the surrounding neighborhoods. This may be stated elsewhere, but is worth repeating here.	14
<u>Montlake Boulevard Pedestrian Environment.</u> There appears to be adequate connections to/from campus over Montlake, but there needs to be more attention to the pedestrian/bike experience traveling north/south on Montlake and about how transit can better serve populations that will be located in the new buildings. This could be part of the work taken on within a Campus Mobility Framework.	15
<u>Shared-Use Transportation on P 146 in TMP.</u> Under #4, add ‘to avoid operational conflicts and ensure safety’ as additional goals in managing the University-owned curb space.	16
<u>Parking Management on P 146 in TMP.</u> There should be acknowledgment that parking revenue is and should continue to be an important source of funding for the U-PASS and other TMP activities.	17
<u>Bikes on P148 in TMP.</u> Mimic #4 under the Pedestrian section for bikes, ‘Work with the City and transit agencies to improve sidewalks, transit stops/stations, and other bike amenities near transit services. Under #2, we would suggest changing ‘Link’ to ‘transit hubs.’	18
<u>Telework, P 150 in TMP.</u> Given that telework is at the top of the UW mode hierarchy, we recommend expanding the telework section. Telework is inexpensive, has low carbon impact and currently has a small mode-share, so there is significant opportunity to grow. We recommend implementing a campus-wide telework initiative, which could be facilitated by creating a more clear policy endorsement or mandate for supporting telework arrangements for employees.	19
<u>Monitoring and Reporting, P 151 in TMP.</u> We recommend setting mode share targets/goals that are developed to maintain traffic volume below the trip caps.	20
We also recommend conducting an assessment of the current peak range. The Peak-period time range may need to change given current traffic patterns. The current span seems to be more like 6-10am in the AM Peak and 3-7pm in the PM peak. That, and/or, incorporate all-day or mid-day traffic volumes to better reflect current traffic volumes.	21
<u>University District - New Trolley Wire and Switches.</u> King County Metro is developing options for capital investment to support connections between bus and light rail when future Link stations open. One potential investment that Metro is considering is installation of one-way trolley wire along NE 43 rd and 12 th Ave NE connecting to existing wire that runs along NE 45 th Street and 15 th Ave NE Street. The new trolley wire and switches would:	22

- Improve connections between trolley routes and the future University District Station (planned to open in 2021). This trolley wire could be used by routes 44, 49, 70, and/or the 48 if it is converted to trolley bus in the future.
- Improve the speed and reliability of trolley routes in the University District.
- Provide important and necessary layover space for trolley routes in the University District.
- Create a shared pathway for future RapidRide Lines to connect directly to the UW Campus, U-District Link light rail, and the commercial heart of the University District.

22 cont

RESPONSE TO LETTER 14

King County Department of Transportation

1. The comment regarding support of the University of Washington's commitment to limiting vehicle trips to campus is noted.
2. The Transportation Discipline Report (TDR – Appendix D to this Final EIS) includes several transit, bike and pedestrian measures of effectiveness including bus and rail crowding (loads) these are described in the Affected Environment, No Action and Alternative 1 sections of the TDR and Section 3.16, Transportation, of this Final EIS.
3. The Transportation Management Plan included in the *2018 Seattle CMP* describes an interagency stakeholder group with potential topics for coordination. Please note that the Campus Mobility Framework will not go forward.
4. The comment regarding the Campus Mobility Framework is noted. The *2018 Seattle CMP* TMP is developed consistent with the City-University Agreement. Please note that development of the Campus Mobility Framework is not moving forward.
5. The comment regarding maintaining the U-Pass program is noted. The U-Pass program has been the centerpiece of the UW's Transportation Management Plan. The University is committed to maintaining the program. How the program is structured and funded will continue to be reviewed by the University Transportation Committee (UTC) the administration, and the Board of Regents. If an increase in cost is considered, the University will follow the process outlined in the Washington Administrative Code for fee increases which includes opportunities for input from internal and external stakeholders.
6. The comment regarding King County Department of Transportation working with the University of Washington during implementation of the *2018 Seattle CMP* is noted.
7. The Transportation Discipline Report (TDR – Appendix D) includes several transit, bike and pedestrian measures of effectiveness including transit speeds, loads, and stop capacity; these are described in the Affected Environment, No Action and Alternative 1 sections of the TDR and Section 3.16, Transportation, of this Final EIS.
8. The Transportation Discipline Report (TDR – Appendix D) includes several transit, bike and pedestrian measures of effectiveness including transit speeds including an assessment of dwell times; these are described in the Affected Environment, No Action and Alternative 1 sections of the TDR and Section 3.16, Transportation, of the Final EIS.
9. Comment noted. The University is no longer considering conversion of Stevens Way as a cycle track.

10. The Transportation Discipline Report (TDR – Appendix D of this Final EIS) describes the service restructure and refers to the proposed Metro Connects service plans. It also notes the pre- and post-light rail conditions.
11. The comment regarding CMP gateways and hubs is noted. The *2018 Seattle CMP* incorporates Montlake Triangle as a gateway in Chapter 6 of the CMP.
12. The comment regarding CMP transit hubs is noted. The *2018 Seattle CMP* integrates language to reflect Montlake Triangle as a major transit area and gateway, similar to Campus Parkway (see Chapter 6 of the *2018 Seattle CMP*).
13. The University subsidizes U-Pass for campus sectors and is committed to the U-PASS as a way to maintain their low drive alone rate. Please refer to Chapter 4, Key Topic Areas, Section 4.8 for detail on the U-Pass program.
14. Comment noted. The *2018 Seattle CMP* Transportation Management Plan includes commitment to the University convening a Stakeholder group with Agency transit partners to discuss transit-related issues.
15. Please refer to the public realm allowance diagrams in Chapter 7 of the *2018 Seattle CMP* for more information about how development along Montlake Boulevard could accommodate populations traveling to and from new programs in East Campus and could occur in the absence of development on East Campus.
16. The comment regarding shared use is noted. The Transportation Discipline Report (TDR – Appendix D to this Final EIS) describes Shared Use and other emerging trends and the potential relationship to the *2018 Seattle CMP*.
17. The comment regarding parking management is noted. The *2018 Seattle CMP* TMP describes parking pricing strategies for keeping U-PASS viable. Please also refer to Chapter 4, Key Topic Areas, Sections 4.8 (Transit Subsidy) and 4.11 (UW Budget) for detail.
18. The suggested wording changes have been made to the *2018 Seattle CMP*.
19. The comment regarding parking management is noted. Telework is included in the *2018 Seattle CMP* TMP Institutional policies. The University seeks feedback on Telework as part of the annual survey.
20. The comment regarding monitoring and reporting of split targets is noted. The *2018 Seattle CMP* TMP includes a mode split goal, and monitoring of campus SOV rate is conducted annually.
21. The Transportation Discipline Report (TDR – Appendix D to this Final EIS) considers several new measures of effectiveness for a variety of modes. General capacity/demand analysis

metrics are determined for a single peak hour or 60 minutes; the analysis is focused on the worst peak hour which generally occurs during the afternoon peak. This has been born out where extended count data is available, for example transit APC, pedestrian bridge counts and traffic counts. Where these peak periods have been analyzed and impacts determined for those peaks, impacts during lower volume periods would be less.

22. The comments regarding new trolley wire and switches in the University District are noted.

Laurelhurst Community Club

Serving Seattle's Laurelhurst community since 1920

November 20, 2016

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Seattle, Washington 98195

RE: Proposed Master Plan 2018

The Laurelhurst Community Club (LCC) appreciates the opportunity to comment on the proposed new Campus Master Plan for the University of Washington's main Seattle campus. The task of analyzing all of the details (even the 275 page Executive Summary) is nearly impossible for a community council of volunteers to accomplish in a mere 45 days of comment period. Thus, not every detailed analysis will be captured in this brief set of comments.

Space Needs and Request for additional Gross Square Footage

The massive square footage expansion requested by the University in this proposed Master Plan, and the planned 20% increase of students, faculty and staff is monumental in scale. The proposed 12.9 million square feet of build out capacity, and 8 million in growth request square footage (gsf) is nearly **three times** the growth that was requested in the 2003 Master Plan which was for an additional 3 million growth square feet on the same basic footprint. LCC's overarching comment is that the University has an important and unique task to educate the growing population, but also to ensure that their main campus, centrally located in densely populated areas, can function, and absorb reasonable growth. The campus is surrounded by dense, residential neighborhoods, with limited capacity to access to major highways. The university also has an extensive network of smaller campuses that integrate well into its educational mission.

The CMP Executive Summary (page 32) indicates that the campus population would grow to 80,479 on the main campus, including students, faculty and staff. The current number is 67,155. The University of Washington states in Table 2, (page 34) that only 375,000 sq ft would be needed for classrooms, and 410,000 for student housing. The University of Washington is pretty close to its peers in those areas, with normal growth projectory. The vast amount of the additions would not be for classrooms, or student's residences, but instead for "offices" equaling 1,912,000 gsf, and for research labs 727,000 gsf, and for study/library of 953,000 gsf. This is 3.9 million gsf, or 65% of the requested growth allowance of the 6 million gsf. The students would be designated 785,000 gsf for the basics of residences and classrooms (13%). If they are allocate 589,000 gsf for sports and student life, and another +10 % for support amenities, and a little more than half of the library/study gsf, that yields another +10%. The total is then around 33% of the CMP 2018 gsf requested, which is dedicated to just educating the students.

In analyzing the supposed deficit of office space versus peers, the University of Washington has supplemented this need for office space with the half million in square footage in the Safeco Tower that was purchased in September 2006. It is a few blocks outside the Major Institution Overlay, and it should be counted when using comparisons with other institutions on Table 2, (page 34 in the Executive Summary). In addition, the University has research buildings all over Seattle, especially in South Lake Union where the UW has over 1200 scientists and staff working on biomedical cutting edge research within two miles of the main campus. They are already under construction in 2016 for five buildings to house this important work for the university. This large and new research facility is not counted on the Main Campus analysis on Table 2, and once again, must be included in any "deficit" calculations being used to calculate the real need for greater research gsf.

Thus, it would appear that most of the new gsf requested is dedicated not to the education of students, but to provide extra space for faculty, and general use offices. Would these be rented out for non-educational purposes? Page 80 in the Executive Summary simply states "Accommodate the growth allowance to provide room for continuous increases in student enrollment and research demands".

The need for any expense of future build-out should be more **data driven**, and based upon the mission to educate the students, as well as perform public benefit research. Spaces inside the campus should be student driven. The office and research development outside the MIO should be included in any request for additional square footage on the Main Campus. The why and how will the new square footage proposed be needed, and used by whom?

In the long term strategy of delivering a world class education, it is understood that cannot be defined by just building new structures on campus. The analysis must also evaluate providing tools and educational methods that match the future needs of the students and faculty. New learning and support techniques such as distance learning, on-line classes, night/weekend options for the variety of students, their lifestyles and their various economic statuses can reduce the gsf of buildings. Better utilization and upgrades of existing buildings, and the maintenance and active management of these resources should precede the approval of such an aggressive square footage build out on this tight urban campus. Further, new square footage should be permitted only when it is germane to the core of delivering education to students, and not, for example, be built out fancy view offices in high rises with views to create revenue streams of rental income for other non-educational purposes.

LCC's other comments of the specific aspects of the proposed Master Plan proposal fall into several categories of bulk, scale and massing, transportation, open space and tree preservation, and the cumulative effects on adjacent communities.

The Campus Environment and Open Space:

Urban universities must strike a good balance of providing facilities for education, housing its students, and providing a campus setting for reflection and the opportunity to connect with others in the natural environment. The University of Washington is a world class campus, rich in groves and rows of mature trees, unusual and native plants, and programs in horticulture and forestry to support their preservation.

The CMP 2018 demonstrates in its evaluations, the importance of providing this balance with an analysis in a variety of charts and options for green space retention. The University's plan to retain, add and change open space is well documented on pages 88-93 in the Executive Summary.

Comments on the proposed options:

--The West Campus Green should be a requirement for the addition of any new square footage added along Brooklyn Avenue NE, and 11th and 12th Avenue NE. There has already been much more structure density added by the University with the building of the West Campus dormitories. Students on this corner of the campus boundary need open space nearer to where they reside, and also accessible for public use, especially to those who lost their sunlight and view corridors to taller buildings. This part of campus would benefit from the localized green space to enjoy a walk, play frisbee, or simply watch the sunset over the Olympic Mountains. Connecting and expanding the West Campus Green to the new the public Portage Bay Park makes good sense as it expands the open space for all. The CMP should also require providing public access for all, including, but not limited to, bike racks and some parking stalls, especially for the handicapped.

8

--South Campus Green is an essential element of the new growth at the medical center. While the heights are requested to be increased, such denser development also requires a campus respite from walking among tall buildings in order to retain a campus-like setting. South Campus should not replicate a downtown urban environment for students and faculty. The plans show a "tunnel" effect between the new proposed heights (page 96, Figure 95)--not a friendly open campus atmosphere. Access for the public to the proposed "green" is also essential before approval. New taller buildings block sunlight to nearby existing campus buildings and to residential neighborhoods. Bike and vehicle parking should be provided to allow this South Campus Green to be used by the public, as well as to connecting sidewalks and the shoreline.

9

The other challenge of building both the West and/or South Greens is to provide retention in the plans for the eclectic, and vibrant small business communities. They provide a variety of important services to the local university students and faculty, and adjacent community, and reflect the historic boating heritage of the area. Preservation of these small local businesses is essential to retaining the character of the U of W' urban environment.

10

--The East Campus CMP is proposed to build on much of the University's true open space. Adding tall buildings along State Highway 513 (Montlake Boulevard) creates a spilt from the main campus facilities, and would require a connector path to be built. This proposed "Land Bridge" walkway offered to replace the loss of so much open space which hold views of Lake Washington, the Cascade Mountains, Mt Rainier and Union Bay, is not at all adequate mitigation for the loss of open space on East Campus. Rather, it is simply a steep slope walkway from the main campus to the lower one across a freeway that has bumper to bumper traffic. It is not the same as a providing level waterfront green (park) such as is planned on the West or South Campus options.

11

Thus, LCC rejects this Land Bridge as an adequate replacement for the lost open space. It is just a sloped pedestrian path that connects the East Campus to the Central Campus, and is not a functioning amenity for students, faculty or the public.

12

The CMP2018 should require real waterfront park access (green), so that its students, faculty and the public can use to replace any built structures on the East Campus. Currently, most of the East Campus waterfront is restricted to the crew and sports teams, and does not offer true open access.

13

Shoreline amenities:

LCC strongly supports the inclusion of a continuous Waterfront Trail shown on page 91, Figure 84. The trail should be built as an embedded requirement as any new development proceeds along the West, South and East campuses. The trail will provide quality open space for students, faculty and the public as well as facilitate walkability throughout the perimeter of the campus. The CMP2018 should be required to have this trail built as a priority in all approved plans.

14

Tree and significant plant preservation:

The University of Washington is resplendent with trees and plants that make it a world renowned campus that currently has the atmosphere that balances its natural and built environment. The entire region benefits from its retention of the walkable pathways filled with mature trees and plants. LCC requests that the CMP 2018 adhere to the City of Seattle's ordinances governing tree protection. The University has cataloged 8274 trees of over 477 species. Further, it is home to 644 trees that Seattle defines as "exceptional" (meaning very large/and or unusual) which cover 70 various species. In the past development projects, the university has claimed an exemption to any tree protection ordinances, despite having its campus in the heart of the City of Seattle. Trees provide the oxygen and habitats for the urban ecosystem, and LCC supports the adherence to the City's tree ordinances in its 2018 CMP. If the trees are not specifically protected, the university, as in the past, cut down many exceptional and rare trees to instead of working around them.

15

Bulk, Scale and Massing

The CMP 2018 differs significantly from the past master plans for the University of Washington. The 2003 plans in Figure 65, (page 73 in the Executive Summary) captures the existing heights throughout the campus within the underlying MIO. The highest built heights of 120 feet are located on the lower part of the steep slope, off Montlake Boulevard and NE 45th Street. They are well tucked into the steep slope in a sensitive way to mask the height in a location that complements the rising slope. All other heights are capped around 100 feet in the heart of the Central Campus, creating a college campus scale for pedestrians, and visibility of the shorelines and Mt Rainier in the preservation of the Rainier Vista.

16

As relevant context background for comparison of the existing to the new CMP 2018 proposal:
Existing

--The West Campus has heights ranging from 50-70 feet which allows the view corridors and a establishing a sense of place near the Portage Bay shoreline.

--The South Campus, housing the hospital has a low profile of 25 feet heights along the shoreline, with most buildings behind that from 50 to 90 feet. One of the medical buildings is 200 feet high inside a narrow footprint. This campus is almost exclusively for medical, health and science functions.

--The East campus is all flat, at sea level and the buildings are currently 30-35 feet maximum heights, with the exception of the stadium itself which is 160 feet high. This section of the campus houses

parking lots, the golf driving range, sports fields, the Union Bay Natural wetland area (not buildable), and student housing bordering the single family residential area next to the Laurelhurst neighborhood with a maximum height of 35 feet. There are no academic buildings on the East Campus, nor eating facilities, except for Sports Medicine housed in the stadium, close to the South Campus medical buildings

Mt. Rainier can be seen from the East Campus as a welcome surprise among users and even vehicles backed up in traffic along Montlake Boulevard. The views of the Cascade Mountains also frame the eastern border, and provide the students orientation to the natural geography of the university.

New CMP 2018

The new proposal relies upon much higher building heights in the West, South and East campuses which border neighboring communities while adding very little to the Central Campus to add 6 million of new net gross square feet, from the 86 new development sites in an identified development of 12.9 mil new net gsf.

In the **Central Campus** the maximum height of 105 feet represents the right approach to transitioning from the old and newly added buildings. This limit on new heights helps to retain a more human scale on its Central Campus (Table 14, page 160-161) and promotes the experience with walking, biking and connecting with the natural environment.

17

LCC applauds this approach in the CMP 2018, especially with the details to minimize building shadows, respect height transitions, and retain the mature tree canopies. The University works hard to preserve its Mt Rainier views from the Central Campus, and LCC supports that effort, and asks that the university does the same for adjacent neighborhoods.

West Campus in the CMP, however, gets dramatically transformed from the 50-70 foot campus to a proposed 240 height average building along Pacific Avenue and to 130 feet at the shoreline. These buildings are listed as academic, but the scale and character are very unusual in supporting an academic environment. The plans look like urban downtown business oriented high rises buildings. LCC does not support granting gsf additions for such concentrations of taller structures. This proposal only offers a small "West Green" to try and compensate for the gross loss of open space and view corridors of Portage Bay, Lake Union and Portage Bay from existing residences and businesses, from both inside and outside the U of WA campus. Heights of 125 feet should be the maximum allowed in the West Campus master plan, which can then be reduced to no greater than 50 feet nearer the shoreline and the Portage Bay Park.

18

South Campus in the CMP 2018 proposal would create a wall of 240 foot high rises along Pacific Avenue straight up from sea level. This part of campus would be transformed from a shoreline oriented campus, to one with tightly spaced tall office towers. These buildings on Table 16, page 198 are labeled as "academic". Once again, the student atmosphere of academic buildings is not consistent with this density and tall building heights. The mass they create in front of the shoreline creates a barrier to the water access, and students, staff and the faculty (who do not get the fancy new view offices), will lose the sense of the natural environment, and the orientation to Portage Bay, one of the greatest assets of the university. LCC does not support this massing of development near the shoreline at South Campus. In the CMP 2018, waterfront heights should be retained at 35 feet, and other heights should be capped at 125 feet.

19

East Campus plans in the CMP 2018 represent an entire new campus addition for "academic" use. The land itself is poor, and is of uneven building quality. More importantly, the land has underlying history of being the City of Seattle's primary garbage dump from 1926 through 1966, called the Montlake Landfill. Unrestricted waste from humans, animals and industrial were dumped into this area for 40 years before it was closed. In his book, author/historian Walter Dunn remarked, "Swamp land that has been reclaimed by filling with refuse placed over peat will never be stable. However, it is quite suitable for automobile parking, open storage, athletic fields, open fields and some structures," and LCC notes that the university did use the East Campus prudently for those purposes.

20

The potential environmental impacts from digging up the old hazardous waste from the prior garbage dump use in the East Campus, makes the whole site a very poor choice for development. There are pockets of methane gas as well as some contained buried medical hazardous waste that could be highly toxic to the surrounding campus and communities. This area should be left alone or expensively and safely, remediated before considering the site buildable. In addition, this section of the campus is disconnected with the campus life and other needed facilities (e.g. food services) to make new gsf workable for academic purposes (page 210). The sports complex in the East Campus is already well built out from the 2003 CMP and should be retained to add access for recreation to the added students. LCC continues to support these uses in the East Campus.

If for some reason the university were to seek to build new structures on the East Campus, (according to Figure 169 on page 211 of the Executive Summary), LCC recommends that the heights be capped at 35 feet along Montlake Boulevard, and 65 feet in the center to avoid building a tunnel effect with any taller buildings and the steep slope of the Main Campus. Smaller scale buildings could be considered without much disruption of the underlying landfill. Montlake Boulevard has am and pm peak traffic congestion daily. If the U of WA were to build tall structures along this corridor, it would trap the emissions between the hillside and buildings, trapping the toxic fumes. It would also block views of the Cascades and Mt. Rainier for bikers, and pedestrians along the Burke Gilman Trail in this protected view corridor.

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In addition, the CMP 2018 shows that Buildings E80, E81, E82 are planned to be doubled in height. These are student housing units that border the single family Laurelhurst neighborhood. The sf residential heights are capped at 30 feet. The CMP 2018 should not increase the heights to be compatible with the underlying zoning. Not only is the CMP requesting to double the height, but also build out in the green space that the student families heavily use. LCC requests that the 65 foot heights not be allowed in this part of the campus, and retain a more family friendly setting for both the students and nearby neighborhoods.

23

The plan to build the East Campus Land Bridge is not adequate mitigation for adding so much planned built environment on East Campus. As noted before, it is simply a steep sloped pathway to connect upper Central Campus with the sea level East Campus, and does little to add a benefit for the students, faculty, staff or the public.

24

Transportation, Circulation and Parking

Laurelhurst is closely affected by the operations of the Seattle campus of the U of WA. Daily operations of classes, plus the football, basketball, tournaments and special events, at the East

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Campus, directly impact the egress from the northeast residential neighborhoods. These impacts are anywhere south of NE 65th Street, or even allowing access to the grocery store at University Village. Thus, the transportation management and traffic circulation plans in the CMP 2018 are integral to the Laurelhurst neighborhood's ability to travel in and out of its island-like geography, as well as the Montlake, Madison Park, Wallingford, Fremont, Ravenna and Roosevelt neighborhoods.	25 cont.
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The analysis of the existing mode split from 2014 is noted in Figure 35 on page 53 in the Executive Summary. This data has two potential flaws in that is 1) "self reported", and it 2) pre-dates the spring 2016 opening of the Link Light Rail service at the Stadium station. Thus, perhaps the increase usage in transit will rise with Light Rail, and yet, it is likely that the "drive alone" data is under-reported. Few commuters will probably admit that they park in local neighborhoods for free, or that do not use another more politically correct mode, or that they park close, and then walk so call themselves "walkers".	26
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Assuming that the mode split generally continues for the CMP 2018 build out, a 20% increase in the Seattle campus will generate 20% more car traffic (20% of 80,000 future projected population is 16,000 total daily drivers to campus, and as such, is a 20% worsening in already gridlocked congestion.	27
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The Transportation Management Plan (pages 142-151) indicates that the university has achieved a reduction in the use of SOV trips to campus very effectively, and LCC appreciates that effort. The U Pass program, the new Light Rail, and the higher pricing of parking have worked to reduce the SOV use. However, as the university expands its population, it is likely that its staff, students and faculty will continue to be SOV mode users as they may live farther away, and the City of Seattle, has not increased its road capacity to accommodate a 20% increase in vehicles. Thus, the tools that are helping to mitigate the next +20%influx of population to the main campus may not be as effective, and SDOT, WSDOT and the University should explore road capacity, and plan to provide solutions before the CMP 2018 is approved.	28
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The LOS (levels of service) at intersections through the University District to I-5 already operates at a D or E or F-failure levels. The Montlake Intersection, now made worse by the removal of the Lake Washington Boulevard ramps, and tolling, operates at a failing level, with minimal relief planned for the future. To help mitigate the increase pressure on the limited transportation options, LCC also requests that the University of Washington:	29
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| 1. Build out the shoreline trail to be used for pedestrians to safely walk all parts of campus; | 30 |
| 2. Extend its own shuttle service to the Link Light Rail stations to reduce mobility challenges for potential users, as well as provide safe connections for students, faculty and staff who work or study late at night, and must carry heavy materials to class or the workplace; | 31 |
| 3. The RPZ plan to discourage non-campus parking "for free" in adjacent neighborhoods is a good program. LCC supports this effort, especially expanding into both primary and secondary zones. (Page 147 of the Executive Summary); | 32 |
| 4. Finish and better light the sections of the Burke Gilman Trail for safe and easy bike connectivity, as well as provide secure locations for bike storage throughout any newly built gsf development; | 33 |
| 5. Work with WSDOT, SDOT and their own campus to improve the sidewalks along Montlake Boulevard. They flood easily, the curbs are too low, and they do not drain. This creates a | 34 |

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| deterrent for pedestrian use, and a hazard for vehicles, swerving in and out of the west lane on rainy days ; and | 34
cont. |
| 6. Prepare a lighting plan to ensure that pedestrians are well lit -especially with increased building heights. Safety is critical to encourage walking on campus. | 35 |

The university has numerous special events and sports games that impact traffic in northeast neighborhoods. Any addition gsf build out should also require the university to devise better solutions to allow egress to communities surrounding the campus. Simply stating that it is a "game day" with an ever growing population on campus, does not mitigate their impacts. To be a reasonable institution, the U of WA needs to offer better egress from the surrounding neighborhoods during those events.	36
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Cumulative effects

In addition to the University of Washington's plans to increase its campus by 20%, there are simultaneous developments that will magnify the CMP 2018's impacts in NE Seattle.

A few that are currently submitted for build out include:

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| --The University Village plans to build 100,000 square feet in retail space, and add 915 additional parking spaces. All four sites would use 25th Avenue NE, connecting to Montlake Boulevard. | |
| --Seattle Children's Hospital plans to add 293,000 square feet in a new building off NE 45th Street. It will add 241 more net parking stalls and serve daily infusion patient centers. When funding becomes available, they are expected to build an additional 600,000 square feet expansion on their site in the future as well, according to their Master Plan. | 37 |
| --The University District Upzone plans--The City of Seattle has changed it existing zoning to allow for greater heights in the University District in the 2035 Comp Plan. With no added infrastructure, except for the University stop for Light Rail Station to Northgate, it can add also triple the population when built out in the next 20 years. | |

The concurrency of planned growth in northeast Seattle is without any plans for adding more rapid transit, bike paths and actually has been reducing road capacity implementing road diets will increase the gridlocked traffic congestion.	38
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As the largest employer and user of the area north of the Ship Canal, LCC requests that the University of Washington's CMP reflect a more reasonable approach to its main campus growth plan. Reducing the gsf by reducing the building heights down to lower suggested levels makes more economic and environmental sense. No buildings should be permitted that allow the CMP 2018 to turn their main Seattle Campus into a mass of tall office type buildings. Each sector of the campus development should respect some open space, and maintain the existing view corridors, and access to the precious shoreline for all.	39
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The CMP 2018 should reflect the respect for its natural siting along the shoreline, and enhance, not block, that asset from its own campus, nor from adjacent neighbors who live there after the students and faculty go to their home elsewhere for the day. And, any gsf allowed in the CMP 2018 should be	40
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directed mainly to the needs of the students who will benefit from the new development, rather than building office spaces on the Main Campus.

Data should drive the decision making, and all space that the University of Washington occupies within 5 miles of their Main Campus should be included in the evaluation to meet their "deficits" before approving the 6 million gross square feet of development in the next 20 years.

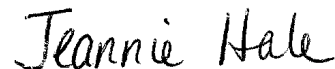
41

Thank you for considering the views of the Laurelhurst Community Club,

Sincerely,



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RESPONSE TO LETTER 15

Laurelhurst Community Club

1. All space needs identified in the *2018 Seattle CMP* are in support of the University's education, research and service missions. The 2018 Seattle CMP has identified approximately 12 million gsf of capacity on campus and growth allocation of six million gsf of building development needed over the 10-year planning horizon. The comment mentioned a growth allocation of eight million gsf of development needs, which is incorrect.
2. Because the area outside the MIO such as the UW Tower helps to accommodate needs of the UW Seattle campus population that area was included in the quantity of existing space in the space needs assessment. Please reference Chapter 3 of the *2018 Seattle CMP* for an understanding of the methodology behind space need calculations within the primary and secondary impact zones.
3. The space needs assessment conducted for the *2018 Seattle CMP* does not include square footage and staff associated with University owned or leased properties in South Lake Union. These areas are outside of the Primary and Secondary Impact zones.
4. The space needs identified in the *2018 Seattle CMP* includes space in support of faculty like offices and research labs. All identified space needs are in support of the University's education, research and service missions.
5. All space needs identified in the *2018 Seattle CMP* are in support of the University's education, research and service missions.
6. The long term strategy for campus development included review of best practices associated with teaching and learning along with their related space requirements which were factored into the space needs projections. The University of Washington is also looking at implementing a new course schedule that extends hours of instruction to support the diverse methods of teaching and increasingly diverse needs of the students for instruction.
7. Comment noted. All new development that occurs on campus relates to the education, research and service missions of the University. Please refer to the description of uses in Chapter 7 of the *2018 Seattle CMP* for more information regarding allowed uses within the MIO boundary.
8. As described in the *2018 Seattle CMP*, the West Campus Green is identified to be developed co-terminus with surrounding West Campus development. Please refer to Chapter 6 of the *2018 Seattle CMP* for more information concerning the development of the West Campus Green and Chapter 4 – Key Topic Areas, Section 4.11 (Commitment to

Open Space (Greens), Waterfront Trail and View Corridors) for additional detail. As described in the *2018 Seattle CMP*, parking spaces are managed on a campus-wide basis and consistent with the University's parking cap. Please refer to page 259 of the *2018 Seattle CMP* for a description of parking management and page 261 for a description of bike improvements.

9. The comment regarding the importance of the South Campus Green for South Campus development is noted. The South Campus Green open space is intended to provide porosity and improved access to the waterfront in a manner that meets UW's programmatic needs and provides amenities to the public. Please note that the *2018 Seattle CMP* building heights and upper level building setback provisions have been modified to, in part, minimize the potential for "tunnel effects".
10. The comments regarding the importance of small businesses in the University District are noted.
11. Parking in East Campus provides functional benefits and supports a variety of uses for the University, however the parking lot is not considered open space for planning purposes, please refer to Chapter 6 of the *2018 Seattle CMP* for more information. View corridors to Lake Washington and Union Bay are intended to be provided from higher ground on Central Campus.
12. The comment regarding opposition to the identified land bridge is noted. The land bridge is no longer a part of the *2018 Seattle CMP*, although it remains as part of the long term vision for the campus. For more information related to views from Montlake Boulevard, please refer to Final EIS Figure 3.10-8 for view down Montlake Boulevard from NE 45th Street.
13. The comment regarding East Campus waterfront access is noted. Shoreline access is a key component of the *2018 Seattle CMP*. For more information regarding potential shoreline access opportunities within the *2018 Seattle CMP*, please refer to Chapter 5 of the CMP for a list and graphic of shoreline amenities and the University's proposed Shoreline Public Access Plan. The Union Bay Natural Area and proposed continuous waterfront trail are also intended to provide shoreline access to East Campus.
14. The support for the Waterfront Trail is noted. Please refer to Chapter 4 – Key Topic Areas, Section 4.11 Commitment to Open Space, Waterfront Trail and View Corridors, for further details.
15. The University developed an Urban Forest Management Plan ("UFMP"), which it proposes to use to manage tree retention and removal on a campus-wide basis. Under the *2018 Seattle CMP*, the UFMP governs tree and vegetation management on all of the public open spaces of campus (i.e., all areas between buildings) under an exception to the City's Tree Ordinance (see SMC 25.11.030D). For development sites, the University complies

with the Tree Ordinance, although the University and the City agree that the Tree Ordinance poses administrative challenges for both parties. An amendment to the Ordinance is possible in the future to alleviate those challenges and better preserve trees. This FEIS includes a section studying the impacts of such an amendment as a non-project action associated with the Campus Master Plan. Please also refer to Chapter 4 – Key Topic Areas, Section 4.12 Urban Forestry Management Plan.

Through the UFMP, the University strives for a forested condition of at least 22.5% canopy cover, which is greater than the City’s goal of 20% canopy cover for institutions. In 2015, the University’s existing canopy cover of 20.9% exceeded the City’s goal. Through implementation of the *2018 Seattle CMP* and UFMP, the University will continue to manage trees on a campus-wide basis and work toward meeting its canopy cover goal. The UFMP is contained in the FEIS at Appendix B.

16. The comments regarding bulk, scale and massing as it relates to building height are noted. Please refer to Chapter 4 – Key Topic Areas, Section 4.2 Building Height Relationship to Surrounding Area, for a detailed overview of the building height modifications to be made to the *2018 Seattle CMP*.
17. The comment regarding retention of current maximum building heights in Central Campus is noted. Please refer to Chapter 4 – Key Topic Areas, Section 4.2 Building Height Relationship to Surrounding Area, for a detailed overview of the building height modifications to the *2018 Seattle CMP*.
18. The comment regarding the proposed height increase in the West Campus is noted. Please refer to Chapter 4 – Key Topic Areas, Section 4.2 Building Height Relationship to Surrounding Area, for a detailed overview of the building height modifications to the *2018 Seattle CMP*.
19. The comment regarding increased building heights allowing for a wall of buildings in South Campus is noted. Please refer to Chapter 4 – Key Topic Areas, Section 4.2 Building Height Relationship to Surrounding Area, for a detailed overview of the building height modifications to the *2018 Seattle CMP*.
20. As indicated in Section 3.1 (Earth) of the Draft EIS, the majority of the geologic features and soils related to critical areas (including abandoned landfill) are located in the East Campus. Section 3.1.3 of the Draft EIS lists a number of mitigation measures related to construction in East Campus, including measures related to hazardous materials. Please refer to Chapter 4 – Key Topic Areas, Section 4.2 Building Height Relationship to Surrounding Area, for a detailed overview of the building height modifications to the *2018 Seattle CMP*.
21. The comment regarding limiting building height in East Campus is noted. The comment regarding limiting building height in East Campus is noted. Please refer to Chapter 4 – Key

Topic Areas, Section 4.2 Building Height Relationship to Surrounding Area, for a detailed overview of the building height modifications to the *2018 Seattle CMP*.

22. The comment regarding new buildings affecting air quality is noted. Section 3.2 (Air Quality) of the Draft EIS indicates mitigation measures to minimize the potential for air quality impacts, and significant impacts to air quality under the *2018 Seattle CMP* is not anticipated. Please also refer to Chapter 4 – Key Topic Areas, Section 4.2 Building Height Relationship to Surrounding Area, for a detailed overview of the building height modifications to the *2018 Seattle CMP*.
23. The comment regarding opposition to taller building heights in portions of East Campus is noted. Subsequent to the issuance of the Draft *2018 Seattle CMP*, one development site was eliminated to allow additional open space and the maximum building heights on another development site were reduced to 30 feet adjacent to the existing residential neighborhood. Please refer to Chapter 4 – Key Topic Areas, Section 4.2 Building Height Relationship to Surrounding Area, for a detailed overview of the building height modifications to the *2018 Seattle CMP*.
24. As indicated in response to comment 11 and 12 of this letter, the intent of the University of Washington is to maintain views while sensitively accommodating development opportunities. The East Campus Land Bridge is no longer included in the 10-year vision in the *2018 Seattle CMP*. For more information related to views from Montlake Boulevard, please refer to Final EIS Figure 3.10-8 view down Montlake Boulevard from NE 45th Street.
25. The comment regarding the interrelationship between the University of Washington and the Laurelhurst community is noted. Please refer to Section 3.16 (Transportation) for a detailed discussion on Transportation conditions in the area, including Laurelhurst. Please note that no changes are proposed to the Husky Stadium facility under the *2018 Seattle CMP*; Husky Stadium is subject to its own event TMP. Please also note that the illustrative allocation of development in the East Campus is low (750,000 gsf) and is not anticipated to significantly impact traffic operations.
26. The University of Washington conducts annual surveys to adhere to the City University Agreement. Prior to opening of Link light rail, the drive alone mode share was calculated to be 20%. This percent has been consistent over several years of data. There is only anecdotal data related to parking in neighborhoods, and the Transportation Discipline Report (TDR – Appendix D to this Final EIS) notes unrestricted parking spaces in the Primary and Secondary Impact Zones that may be available to students, faculty or staff for parking. Additionally the *2018 Seattle CMP* Transportation Management Plan provides for options for the City to implement Residential Parking Zones supported by the University at the City's discretion. The Transportation Discipline Report has been updated to include additional discussion on the potential for impacts to pedestrian, bicycle, pedestrian and auto/vehicle modes. New data has been collected since the publication of

the Draft EIS that reflects post light rail opening that resulted in a lowering of drive alone mode (from 20% to 17.3%) To present a more conservative analysis, the analysis is based on the 20% drive alone; however, a lower drive alone mode is likely given current and future light rail expansion, and expansion of Metro. More information can be found in Section 3.1.1 of the Transportation Discipline Report (Appendix D to this Final EIS).

27. The comment regarding campus growth is noted. The transportation analysis prepared for this EIS reflects current and future assumed growth on the campus and in the vicinity. To provide a conservative analysis, the transportation analysis utilizes a 20 percent SOV rate, but the University has committed to reaching a 15 percent SOV rate by 2028 as part of the *2018 Seattle CMP*.
28. The Transportation Discipline Report (Appendix D to this Final EIS) includes the impact of the more conservative 20% drive alone mode; however, with access to reliable and convenient light rail, the University is seeing a reduction in drive alone (from 20% in 2015 to 17.3% in 2016) with only the Husky Stadium station open and light rail extending south. As light rail extends north it is anticipated that transit ridership will increase further and drive alone rates could further decrease; not only for the proposed growth but for the broader campus population (people driving today). As part of the Transportation Management Plan, the University is setting a drive alone mode share goal of 15 percent by 2028, which effects the entire campus.
29. The comments regarding the LOS conditions and additional requested measures to mitigate increased traffic are noted. The Transportation Discipline Report (Appendix D to this Final EIS) discloses the LOS conditions for intersections throughout the study area.
30. The comment regarding the importance of the Waterfront Trail is noted. Building out the trail along the shoreline will expand opportunities for students to access all campus sectors. Please see page 106 of the *2018 Seattle CMP* for a discussion of the University's plan for implementing the Waterfront Trail.
31. The University currently operates a dial a ride service for those with mobility challenges and Night Ride serving Montlake/IMA.
32. The comments regarding support for RPZs are noted.
33. The comment regarding the importance of lighting is noted. Please refer to the Light and Glare Development Standard in Chapter 7 of the *2018 Seattle CMP* which addresses pedestrian safety and proper outdoor lighting. Please see page 261 of the *2018 Seattle CMP* for a discussion of bike facilities.
34. The comment regarding working closely with WSDOT and SDOT is noted. As part of the *2018 Seattle CMP* Transportation Management Plan, the University is convening a stakeholder group with agency partners to address issues related infrastructure and

operations in the vicinity of campus. As Montlake Boulevard is a state highway, WSDOT has jurisdiction over it.

35. A detailed lighting plan is not within the purview of the Campus Master Plan. All narrative regarding lighting can be found in the Development Standards, Light and Glare in Chapter 7 of the *2018 Seattle CMP*. Specific plans for lighting will be developed alongside proposals for individual development projects
36. The comment regarding traffic associated with sporting events in the East Campus is noted. No changes are proposed to the Husky Stadium facility under the *2018 Seattle CMP*; Husky Stadium is subject to its own event TMP. Additionally, under Alternative 1, campus development in the East Sector is relatively low (750,000 gsf) and is not anticipated to significantly impact traffic operations in the area. Please refer to Section 3.16 of this Final EIS for detail.
37. Comments regarding the level of current levels of construction and development are noted. The Draft EIS provides a discussion on cumulative impacts for each element of the environment. In particular, the Transportation Section (Section 3.16) utilizes an anticipated background growth estimate that accounts for growth in the area over the anticipated 10-year planning horizon.
38. The Transportation Discipline Report (Appendix D to this Final EIS) analysis includes programmed and funded investments proposed by the City of Seattle and Sound Transit and includes the operational service plans proposed by Community Transit and Metro.
39. The comment regarding the amount of building areas and building heights is noted. The proposed new building area is intended to meet projected educational needs over the planning horizon. Any space needs identified in the *2018 Seattle CMP* are in support of the University's education, research and service missions and future development will be necessary in achieving the academic mission of the University. Please note that the 2018 CMP proposes retention of current building heights in the Central Campus. Please also note that the proposed increase in building heights allow for the retention of area for open space in West Campus and South Campus.
40. Please refer to response to comment 39 of this letter. Any new development and square footage introduced into the *2018 Seattle CMP* is designed to support campus constituents including students, faculty, staff and researchers.
41. The space needs calculations were derived from national higher education space needs formulas that were tailored to the unique nature of the University of Washington. For the purposes of calculating space needs deficit, any spaces outside of the MIO but adjacent to the University were included in the understanding of existing space. For a controlled analysis, staff associated with those same locations were included in the space needs projections.

Livable U District

c/o Seattle Displacement Coalition

5031 University Way NE; Seattle, WA 98105

<http://livableudistrict.com/> info@livabledistrict.com

November 21, 2016

UW Office of Planning & Management
 4333 Brooklyn Ave NE, Box 359445
 Seattle, WA 98195

By email to: cmpinfo@uw.edu

Re: Livable U District's Comments on Draft UW Campus Master Plan & EIS

Livable U District appreciates this opportunity to comment upon the University of Washington's draft 2018 Campus Master Plan (CMP) and accompanying draft EIS.

Livable U District (LUD) is a true grassroots ad hoc coalition of University District renters, homeowners, small businesses, organizations and their supporters committed to preserving both the livability and affordability of Seattle's University District. Scores of individuals and organizations have thus far endorsed LUD's position statement, found at livableudistrict.com.

From LUD's perspective, serious livability problems exist in the U District right now that will be worsened by the combined impacts of the City of Seattle's pending upzoning proposal – CB 118862 - and the implementation of the 2018 CMP. These include unmanageable traffic congestion, a lack of open space, loss of tree canopy, loss of existing affordable housing and historic buildings, public safety issues, insufficient parking for residents and businesses, and a growing homeless population lacking services and shelter.

1

LUD incorporates here by reference the CMP comments submitted by the University District Community Council (UDCC). LUD believes that the proposed CMP represents a plan for unnecessarily massive and unmitigated net growth that unfairly impacts the quality of life for surrounding communities as well as for students, faculty and staff. The adverse impacts of the CMP's projected demolition activity and new construction are inadequately discussed in the DEIS. Mitigation measures, when mentioned at all, are inadequate to address the adverse impacts of the CMP, especially when viewed in the context of growth and density projections spawned by a city upzone in the neighboring U District.

LUD wants to emphasize that the impacts of "Innovation Districts" differ from traditional university campus uses. Effects on the surrounding communities of UW's goal to develop an Innovation Hub are inadequately analyzed and accounted for in the CMP. Structures used more as commercial office buildings will generate different patterns of pedestrian and vehicle traffic, as well as greatly expanded parking needs. The CMP and DEIS should, at a minimum, consider options for increasing the supply of off-street parking in neighborhoods surrounding the campus as a mitigating measure.

2

Thank you for considering these comments.

Nancy Bocek and Shirley Nixon, for Livable U District

Put First Things First for Seattle's Livable U District

Livable U District is an ad hoc coalition of University District tenants, homeowners, small businesses, organizations and their supporters committed to preserving both the livability and affordability of this community.

Livable U District Coalition

Join a growing list of individuals and groups endorsing this statement at
www.LivableUDistrict.com

We invite you and/or your organization to join our effort by agreeing to endorse and sign on to this Livable U District position statement. When you do, you'll be kept abreast of our efforts and invited to future meetings of this coalition to help us achieve these goals.

Please visit LivableUDistrict.com Or contact: Livable U District Coalition, c/o Seattle Displacement Coalition, 5031 University Way NE, Seattle, WA 98105, (206) 632-0668.

Livable U District Position Statement

First Tackle Urgent Livability and Affordability Concerns

The City must put first things first for a livable U District and tackle urgent problems here now - matters already identified and prioritized over years of community planning processes involving hundreds who work and live in our community.

Impacts of Development

Our first concern is to identify and promote steps that must be taken now by the city to alleviate the impacts of development already occurring in the University District under the existing zoning code.

We Need Real Action to Solve Problems and Challenges Here and Now

Right now, we are facing enormous challenges that threaten both the affordability and livability of the University District - unmanageable traffic congestion, a lack of parking, lack of open space, loss of tree canopy, loss of existing affordable housing and historic buildings, public safety issues and a growing homeless population lacking services and shelter. Rezoning first will increase problems; layering greater density over existing problems only makes them greater and harder to solve.

The U District already has been up-zoned to accommodate light rail. That was the explicit purpose of the 2005 UCUC Plan. Before increasing heights again three and four fold, let's see if light rail can address existing near intolerable levels of congestion caused by these past zoning changes. Let's first see if we can find solutions to the problems we're already facing before we precipitate more and deepen the ones we have.

We call on the Mayor and the Seattle City Council to immediately suspend current on-going plans to up-zone the University District until the following measures are adopted:

1. Develop and adopt legislation that requires developers to pay impact fees to ensure that developers pay their fair share of the costs of growth on our transportation network, utilities, parks and public schools;
2. Develop and adopt a comprehensive traffic and parking mitigation plan drawing from the expertise of residents to mitigate enormous levels of congestion already affecting the University District
3. Develop an effective anti-displacement strategy for the U District which includes adoption of legislation that helps preserve it's small business character, that requires developers to replace 1 for 1 at comparable price any existing low cost housing they remove and includes a right of first notice law requiring owners who put their low income apartments up for sale to first consider offers from nonprofits interested in preserving them
4. Develop and adopt a comprehensive plan to increase, improve and maintain parks and open space in the neighborhood accompanied by a real commitment of city funds to make this plan a reality
5. Develop and adopt a comprehensive historic preservation plan with real teeth needed to preserve dozens of identified historic structures now at risk of being lost to redevelopment
6. Adopt strong regulations protecting our declining older growth tree canopy in our community and city-wide.
7. Provide effective social services to address the ever-growing homeless population in the University District.

U District Growth for 2024 Already at 135.5%* of the Target

Many, if not all of these problems, are directly traceable to the rapid growth occurring under the existing zoning code. The district's infrastructure can't handle the current significant increases to density. The University District already has reached record levels of growth under the current code. Since 2005, we've reached 135.5 percent* of our 2024 twenty-year growth target. And there is existing capacity under the current land use code to accommodate twice the residential growth we need to accommodate through 2035.

**Revised 11/13/16 (Urban Center/Village Growth Report 3Q_Oct2016; Urban Center/Village Residential Growth Report 10_15)*

Suspend Up-zones

Until these problems are adequately addressed, we call on the City of Seattle to set aside any further consideration of high-rise up-zone plans. Such dramatic changes in land use for the University District will greatly increase growth and escalate existing problems and make it more difficult to solve them.

First Things First for a Livable U District

Livable U District formed to respond to the City of Seattle's plans to dramatically up-zone the neighborhood for high-rise offices and denser multifamily, mixed-use and commercial development that will fundamentally alter the U District's unique character and escalate the problems we already have.

Let's work together to adopt and develop the measures listed above aimed at preserving and improving both the livability and affordability of the University District, and that truly reflect the needs and wishes of existing residents and small businesses.

We call on the City of Seattle to put first things first by fixing what's wrong now, before creating worsened problems with greater density and higher zoning.

The Livable U District Coalition of Groups and individuals endorsing and committed to these goals at www.LivableUDistrict.com

RESPONSE TO LETTER 16

Livable U District Coalition

1. The comments regarding the importance of livability in the area are noted. The purpose of the Environmental Impact Statement is to evaluate the impacts of the *2018 Seattle CMP*. While the *2018 Seattle CMP* introduces additional development capacity, it does so in a manner that preserves significant historic assets and introduces new open spaces that are intended to be in support of a healthy, vibrant urban public realm. Refer to Chapter 4 (Key Topic Areas) for discussion on housing availability and affordability in the University District (Section 4.1, Housing Affordability) and for a discussion on cumulative impacts (Section 4.4, Overall Cumulative Conditions).
2. The comments regarding the Innovation District are noted. Please refer to Chapter 4, Key Topic Areas, Section 4.5 Innovation District Assumptions, for a discussion on Innovation District type uses. Please also refer to Section 3.16 (Transportation) for a detailed analysis of transportation conditions. Under the *2018 Seattle CMP*, parking is managed on a campus-wide basis and adheres to the historic parking cap. See page 259 of the *2018 Seattle CMP* for details.
3. The comments regarding the U-District re-zone are noted.

Our Habitat Program staff have reviewed the Draft EIS for the University of Washington's 2018 Draft Seattle Campus Master Plan. We offer the following comments in the interest of protecting and restoring the Tribe's treaty-protected fisheries resources:

1. The Muckleshoot Indian Tribe is an affected Indian Tribe for this project. The Tribe is composed of descendants of bands of Duwamish Indians identified in the preamble of the Treaty of Point Elliott, 12 Stat. 927, on whose behalf Chief Seattle signed the Treaty, as well as, Upper Puyallups who were party to the Treaty of Medicine Creek, 10 Stat. 1132. *United States v. Washington*, 384 F. Supp. 312, 365066 (W.D. Wash. 1974), affirmed, 520 F.2d 676, 692 (9th Cir. 1975), cert. denied, 423 U.S. 1086 (1976); 80 Interior Decisions 222, 225 (1973). The Tribe reserved the right of taking "at all usual and accustomed grounds and stations" under both treaties. We are provided this specific information because nowhere in the DEIS is the Muckleshoot Indian Tribe and its treaty-rights to fisheries resources discussed and potential impacts to these resources: both fish and fishing (see page 3.11-5). The DEIS and Master Plan shows alternatives that include areas along Portage Bay, the Mountlake Cut, and Union Bay, all of which are within the Tribe's usual and accustomed fishing areas. Changes to these areas (both in-water and adjacent land uses) can adversely affect the Tribe's ability to access their fisheries resources. For example, the addition of piers, docks and other structures along these waterways and their associated uses could reduce or blocking fishing sites used by tribal members that are otherwise protected under federal treaties. In particular preliminary drawings for the proposed Portage Bay Park show new inwater features, including a "proposed UW marina". Before progressing too far with plans and designs along the waterbodies in this project area, the University should be discussing these proposals with the Tribe to ensure that these projects do not impact the Tribe's treaty rights for fisheries resources.

2. Similarly, the DEIS lacks sufficient information and analysis regarding existing salmon populations protected under the Tribe's treaty rights that utilize the project's waterways and potential impacts to these salmon. As part of salmon recovery work under the Endangered Species Act, there has been substantial research on salmon populations and their predators in the Lake Washington/Cedar/Sammamish watershed (WRIA 8) including specific work in the project area. None of this information was considered adequately in the DEIS. The DEIS should have provided substantial more information about the salmon populations in the project area that is available from a variety of sources, including, but not limited to:

http://www.govlink.org/watersheds/8/pdf/LWGI_SalmonSyn123108.pdf

<http://www.govlink.org/watersheds/8/pdf/2010-11-0820SPU20wrap-up.pdf>

<http://www.govlink.org/watersheds/8/pdf/RTabor-Seattle-mtg-Dec8-2010-predators.pdf>

http://www.govlink.org/watersheds/8/pdf/Tabor_etal_2008_520.pdf

<http://www.govlink.org/watersheds/8/pdf/TaborReport.pdf>

See also US Fish and Wildlife's webpage for WRIA 8 specific research.

https://www.fws.gov/wafwo/publications_new.html

The DEIS sections on WRIA 8 salmon populations, salmon predators (including the non-native species listed on page 3.3.-7), and salmon habitat conditions need to be redrafted and expanded substantially using, in part, all of the available information and research for the project area. These sections should describe in some detail the existing conditions and how they will be modified under each alternative. For example, there could be potential impacts from changes in the nearshore and in-water habitats which may vary between alternatives. These would include any additional in-water structures or bank stabilization measures using rip-rap, which could further increase salmon predator habitat. Another potential impact is due to artificial lighting sources from adjacent buildings, trails, and roadways because artificial lighting affects salmon behavior and subjects them to increased predation risks. Salmon exposure to pollutants from stormwater that causes lethal and sub-lethal impacts is another impact that is not adequately considered in the DEIS. 3. The Master Plan for the Seattle Campus of University of Washington provides an opportunity for the enhancement of existing salmon habitat areas to benefit salmon populations important to the Tribe's fisheries.

**2
cont.**

Given the nature of the concerns identified above, perhaps it would be best to discuss these concerns further before additional work is completed during the environmental review process. Please call me to discuss. Thank you.

Karen Walter

Watersheds and Land Use Team Leader

Muckleshoot Indian Tribe Fisheries Division

Habitat Program

RESPONSE TO LETTER 17

Muckleshoot Indian Tribe

1. The comments related to the importance of fisheries resources and various treaties is noted. Please note that the *2018 Seattle CMP* does not include any in-water or over-water work. The University of Washington, a salmon Safe Certified campus, will continue to coordinate with affected tribes, including the Muckleshoot Indian Tribe, as individual projects are proposed.

The comments regarding Portage Bay Park have been forwarded to the City of Seattle Parks and Recreation Department which owns the park.

2. Comments regarding the substantial amount of information regarding salmon habitat near the University of Washington campus are noted. Based in part on the links to information provided in the comment letter, additional information regarding salmon habitat has been added to Section 3.3 Wetlands, Plants and Animals of this Final EIS.

From: Shirley Nixon
To: [Theresa Doherty](#)
Cc: cmpinfo@uw.edu
Subject: Supplemental Comments on UW 2018 CMP & DEIS
Date: Monday, November 21, 2016 4:06:47 PM
Attachments: [NixonPhotos.UDistrict&campus.lookingESEfromU-PlazaCondos.pdf](#)

To: UW Office of Planning & Management
 4333 Brooklyn Ave NE, Box 359445
 Seattle, WA 98195

By email to: cmpinfo@uw.edu

Thank you for the opportunity to present verbal testimony on the UW Campus Master Plan and DEIS at the October 26, 2016 Public Hearing, and for allowing me to supplement it with these written comments.

As a U District resident living on an upper floor of a vintage condominium building located northwest of the UW campus, my thoughts are informed by this unique perspective of campus and neighborhood growth. The three attached photos were taken from the University Plaza roof or from our 23rd floor balcony. Please consider them a part of my testimony.

- The first photo shows a view toward Mt. Rainier that features the UW Tower and Deca Hotel to the right foreground, plus Husky Stadium, the UW Medical Center, and other identifiable campus buildings beyond. Please imagine how the views from campus and non-campus viewpoints and buildings will change for the worse if the UW builds closely-spaced 240' structures on the West and South Campuses. 1
- The second photo was taken in May, 2016. It shows a closer-up view of some of UW's leased and owned off-campus buildings, along with a key component of the CMP's desired "Innovation Hub": the UW CoMotion Center on Roosevelt Way NE. Some buildings are labeled to show the locations of the Bridges and AVA apartments, and the Marriott Residence Inn. Notably, all of these new structures conform to existing maximum zoning code heights of 65'. Under the City's proposed upzoning for the U District, these blocks north of NE 45th St. will be up-zoned to SM-U 95 -320, which means buildings from 95' to almost as high as the 325' UW Tower, the full height of which is too tall to be captured in this snapshot.
- A telephoto lens was used for the third picture to help bring out the effect of shadowing from taller U District buildings. It was taken before the Bridges Apartments and the Marriott Inn were constructed. The shadow of University Plaza (225 feet high) darkens the Ava apartments, and is beginning to creep up onto the Deca Hotel, while the 325' UW Tower has cast the entire UW Law School and nearby campus open spaces into the shadows. This shadowing occurred around 7 PM in mid-June, when lengthening shadows and the sunset were still over two hours away. Imagine how gloomy the campus and surrounding residential, commercial, and open areas will be if tall, shadow-casting buildings are constructed a few blocks away, let alone immediately next door. 2

The point of these pictures is to help the reader better imagine the consequences of plans that would so drastically increase the height, bulk and density of the UW campus, especially when such impacts will be combined with likely upzoning in the nearby neighborhoods. 3

Please do not rely upon artist renderings and theoretical equations in isolation when considering

aesthetic and livability impacts of campus planning and design standards. Real people – students, faculty, staff, neighbors, visitors and the natural environment will be affected for decades to come by the planning choices you make now.

The University District Community Council (UDCC) and Livable U District are two neighborhood organizations that share my concerns, and I incorporate their CMP comments here by reference. Thank you for considering these thoughts and pictures.

Shirley Nixon
4540 8th Ave. NE #2305
Seattle, WA 98105
206 632-0353

Aerial view of downtown Seattle, Washington, showing the city skyline, the waterfront, and the surrounding mountains. The image is oriented horizontally on the page.



March 2015

2000 - Built up areas 20' x 45' - including Bridges Apts, Ava Apts.



MAY 15, 2016

Shadow of building crane for "Bridge" Apt.

D. DISTRICT - SHADOWS from taller building

UW LAW SCHOOL



U. PLAZA SHADOWS

7 PM June 16, 2014

SHADOWS on UW Law School

New - Built-up areas N. & 4th - including Bridges Apts, Ava Apts.

3rd floor



Shirley Dixon, 10/26/2016

MAY 15, 2016

"Aerial" view - Portions of UW main + West Campus, + distant Seattle Campus

Mount Rainier

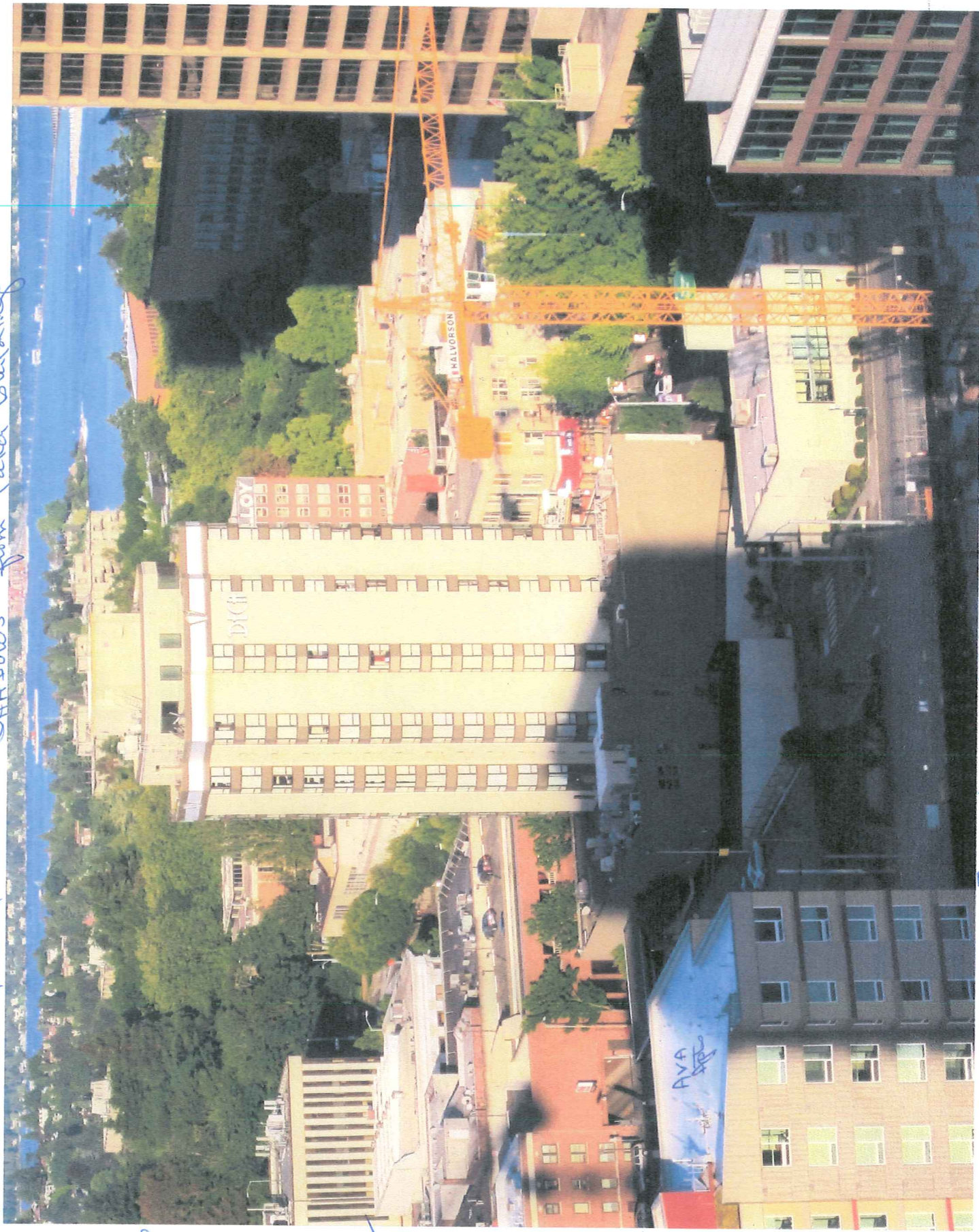


March, 2015

Shirley K. Lister, 10/26/2016

6/16/2014

SHADOWS from taller building



Shadow of building casts for "bridge" Apt.

Andrew Nixon

UPLAZA SHADOW

17 PM, June 16, 2014

Building casts one for the "bridge" Apt.

SHADOWS on UW LAW School /
above - from
UW tower

RESPONSE TO LETTER 18

Nixon, Shirley

1. The comment regarding views and photos from the existing University Plaza building are noted.
2. The photo and comment regarding existing buildings and the City's zoning changes for the University District and associated potential increased building heights and shadows is noted. Please refer to Section 3.9 (Light, Glare and Shadows) for shadow diagrams for the West Campus and South Campus.
3. The comment regarding changes in views and aesthetic character in the University District due to increased building height and density is noted. Updated visual simulations have been provided as part of this Final EIS (Section 3.10, Aesthetics). Please refer to Chapter 4 – Key Topic Areas, Section 4.2 Building Height Relationship to Surrounding Areas, for additional details on building heights and updates to the maximum building heights identified in the *2018 Seattle CMP* as well as Section 3.6 (Land Use), Section 3.9 (Light, Glare and Shadows) and Section 3.10 (Aesthetics) of this Final EIS.



November 28, 2016

Theresa Doherty
Senior Project Director

Leslie Stark
Outreach Coordinator

University of Washington
Capital Planning and Development
Box 352205
Seattle, WA 98195-2203

Sent via e-mail: tdoherty@uw.edu and lstark24@uw.edu

RE: UW Master Plan Expansion Mitigation Measures

Dear Ms. Doherty and Ms. Stark:

The letter provides feedback on the University of Washington's ("UW") 2018 Seattle Campus Master Plan DEIS on behalf of the Ravenna-Bryant Community Association (RBCA). First, we believe that planned development of this magnitude – *six million additional square feet of development capacity* – should entail appropriately scaled transportation measures, especially with respect to the impacts on parking, transit, and arterial streets. Second, with respect to East Campus development, we hope that the existing driving range and climbing wall can be prioritized for preservation (over the parking lots). Finally, we seek increased protections for University Slough in recognition of its value as an environmental asset.

1

Transportation

While we commend the University in adhering to the existing cap on the total number of parking stalls available to commuters, the EIS indicates that the development would create approximately 2,000 peak hour trips 10,000 new all-day transit trips. Some of those new trips will park in adjacent neighborhoods and make the "last mile" connection via transit, or biking, and others will presumably walk, bike or ride transit from their respective points of origin. We suggest that UW seek to mitigate the impact of this transportation demand through the following actions:

- **Partner with WSDOT and King County Metro to create a functional transit access to the UW station from points north and east.** At present, with southbound Montlake Boulevard gridlocked in the AM and PM peaks, Metro buses (notably Route 372) take a circuitous route through campus and requires riders to walk from Stevens Way to the UW Station. This is a sub-optimal transfer for able-bodied riders, and a terrible transfer for the mobility impaired or those with luggage. Instead, we seek a transfer from buses running along Montlake Boulevard to connect at the UW Station. We assume that this would entail adding a southbound HOV/bus lane. We request that UW would, at a minimum, commit to dedicating land for any additional right of way required as well as funding and constructing required crossings of Montlake (including, but not limited to, the proposed land bridge at Wahkiakum Place) that connect East Campus and Central Campus.

2

- **Complete key non-motorized access to UW.** These include:
 - Burke Gilman Trail Improvements—Light the trail, and provide regular maintenance, from Blakely to the UW Station.
 - Fund sidewalk along key connections to UW from Ravenna, including: NE 50th street from 35th to Blakely.
- **Continue to support neighborhood group advocacy, and in certain cases, fund, Restricted Parking Zones (RPZs)** in neighborhoods potentially affected by West Campus development. Evaluate and, as needed, amend the definition of Primary and Secondary Impact areas.

2
cont.

Prioritize Development on Parking Lots, not Community Amenities

We would advocate for the removing as a “New development site” the area currently occupied by the University of Washington driving range, as well as climbing across from the Waterfront Activities Center. This is a key amenity for the university and the adjacent communities alike, and could be better leveraged as a recreational facility (and perhaps a regional stormwater facility) in the future. East Campus is planned for 750,000 square feet of development across almost 5,000,000 square feet of potential building capacity, which seems to provide ample flexibility to prioritize the removal of surface parking lots over a functional community facility to meet the 750,000 square foot requirement.

3

Recognize and Protect the University Slough

University Slough should be treated as an asset in its own right. The Master Plan now regards it simply as a characteristic of the Union Bay Natural Area and fails even to show it on several maps. The University's 200-foot setback for new construction is helpful, but not sufficient alone. The UW can damage the Slough during construction, it can penetrate the skin of debris underlying the Slough, and by puncturing it impair its flow (and infiltration of fresh clean water) into the delta. Mention in the Master Plan might draw the UW's administration's attention to use extra caution and avert irreparable damage later.

4

Thank you very much for your consideration.

Sincerely,
Chris Fiori
Chair, Land Use Committee
Ravenna-Bryant Community Association

Cc: Inga Manskopf, President, RBCA
Jorgen Bader, RBCA Board Member

RESPONSE TO LETTER 19

Ravenna-Bryant Community Association

1. The summary of comments related to the *2018 Seattle CMP* is noted. Responses to specific comments and questions are provided below.
2. The comments regarding parking are noted. The Transportation Discipline Report (TDR – Appendix D to this Final EIS) provides information for those locations where unrestricted parking exists. While there is limited information on those parking in neighborhoods, the University is participating through the Transportation Management Plan in supporting the City to implement management strategies including RPZs and neighborhood access plans. The Transportation Management Plan also includes convening a stakeholder group with agency partners to discuss and better coordinate infrastructure investments. The City of Seattle, not the University, generally owns the right-of-ways between the campus and the Ravenna neighborhood and is responsible for maintaining these areas. The University owns the Burke-Gilman Trail for the portion on campus and has a design that will be implemented when funding is available. The City of Seattle owns and is responsible for maintaining and enhancing the trail off campus.
3. A goal of the East Campus vision is to preserve athletic and recreation uses while transforming underutilized land within the East Campus into space for learning, academic partnerships and research. While the overall development capacity within East Campus is identified as 4.7 million net square feet, proposed development in East Campus would not exceed 750,000 square feet (please refer to Chapter 5 of the *2018 Seattle CMP*).

Additionally, the climbing rock will remain in its current location. Development Site E58 has been shifted further to the west to fully accommodate the existing climbing rock. A minimum of thirty feet will remain between the eastern edge of the E58 development site and the west edge of the climbing rock.

4. As identified in the comment, the University Slough is an indispensable ecological asset and as such has been identified within the Ecological Systems section of the *2018 Seattle CMP* under Sustainability Framework.



Scott Kubly, Director
Seattle Municipal Tower
P.O. Box 34996
700 5th Avenue, Suite 3800
Seattle, WA 98124-4996

November 21, 2016

Julie Blakeslee, Environmental and Land Use Planner
UW Capital Planning & Development
Box 352205
Seattle, WA 98195-2205

RE: 2018 Draft UW Seattle Campus Master Plan and Draft Environmental Impact Statement Comments

Dear Ms. Blakeslee:

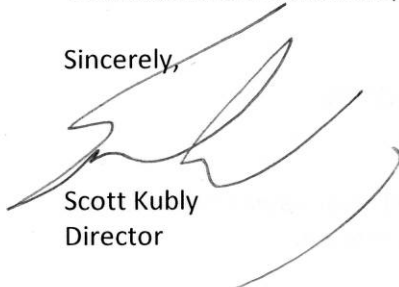
Thank you for the opportunity to comment on the 2018 Draft University of Washington Campus Master Plan (CMP) and Draft Environmental Impact Statement (DEIS). This letter summarizes the Seattle Department of Transportation (SDOT) key comments on the draft documents, which should be addressed in the final documents. We look forward to discussing the comments included below and in the attached spreadsheet.

1. The CMP and DEIS have not addressed key elements of the city's Scoping Notice dated October 26, 2015, and comments provided in Summer 2016. Additional analysis is needed in the following areas:
 - a. Transit, bicycle and pedestrian impacts on the secondary impact zone
 - b. Special event-related transportation impacts
 - c. Visitor and patient transportation impacts
 - d. Freight impacts
 - e. Bus layover within one-mile of the Major Institution Overlay (MIO).
 - f. Sky bridge accessibility, necessity, and permitting compliance
2. Background and planned transportation improvements are vague and inconsistent between the CMP and DEIS. Unfunded transportation improvements should be identified.
3. The CMP and DEIS do not address shared mobility (car share, bike share, ridehail, etc.) access, supply, demand, partnerships, hubs and expansion opportunities.
4. The draft documents lack a discussion of autonomous vehicle technology and its potential impact on campus form and access trends over the 10-year planning horizon.
5. The draft documents do not analyze the transportation impacts of the UW Innovation District.
6. The DEIS does not identify how trip generation is calculated by population (student, faculty, staff, visitor, etc.) and land use (classroom, medical facility, housing, etc.).

- | | |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----|
| 7. The DEIS does not appear to distinguish how trips, particularly pedestrian, bicycle or transit trips, will be distributed by development alternative. | 7 |
| 8. Performance metrics are inadequate to measure the impact of growth on transportation facilities or distinguish between development alternatives spread across 639 acres and four campus sectors. <ul style="list-style-type: none">a. Transit performance metrics included in the DEIS do not measure the ability of transit service to accommodate 10,300 new University-related trips. Transit performance metrics should include issues such as transit capacity, demand, reliability, and quality of service, for the AM, midday and PM peak periods.b. Bicycle performance metrics included in the DEIS should gauge the capacity of existing and planned bicycle facilities (including bicycle parking) to safely accommodate and encourage 1,000 new bicycle trips.c. Pedestrian performance metrics included in the DEIS do not measure whether existing and planned facilities can safely and comfortably accommodate 2,800 new pedestrian trips and 10,300 new pedestrian trips to transit. | 8 |
| 9. The DEIS does not assess the effectiveness of proposed Transportation Management Plan (TMP) strategies | 9 |
| 10. The draft documents find that the AM vehicle trip cap is exceeded. This is a significant, unmitigated impact, which should be addressed and acknowledged in the document. | 10 |
| 11. The information and analysis included in the DEIS is not sufficient to support the claim that existing facilities and programs can accommodate a 20% increase in campus population over ten years. | 11 |

To discuss SDOT comments, please feel free to contact Emily Ehlers at emily.ehlers@seattle.gov.

Sincerely,



Scott Kubly
Director

Attachment: SDOT CMP and DEIS Comments

Project: University of Washington Major Institution Master Plan Update
Document: Draft Campus Master Plan; DEIS; Transportation Discipline Report

November 21, 2016

Name of Reviewer(s) & SDOT Division Represented: Amy Gray (AG) - Street Use; Emily Ehlers (EE) - Street Use; Beverly Barnett (BB) - Street Use; Ann Sutphin (AS) - Transit & Mobility; Jeff Bender (JeB) - Transit & Mobility; Ben Smith (BAS) - Transit & Mobility; Mary Catherine Snyder (MCS) - Transit & Mobility; Evan Corey (EC) - Transit & Mobility; Chris Yake (CY) - Policy & Planning; John Buswell (JB) - Capital Projects and Roadway Structures; John Marek (JM) - Transportation Operations



Use Codes:	** Priority Levels: 1) Critical issues requiring discussion/resolution 2) Substantive comment (including issues pertaining to SDOT policy or precedent setting conclusions) 3) Factual or substantive issue 4) Editorial comment (suggestion to improve readability of the document or typographical error)
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No.	Document	Chapter	Page	Exhibit No.	Priority**	Reviewer Comment	Reviewer Initials
1	Draft CMP	General		N/A	1	The UW needs to evaluate as part of the MIMP the continued need of the 5 existing skybridge that connect the campus with the surrounding neighborhood, as recommended by the Skybridge Review Committee and the Seattle Design Commission. As part of this evaluation, the UW should consider the impacts of removing the 15th Ave NE skybridge and the Pacific/Hitchcock bridge crossings. The UW should provide an analysis and implementation plan to upgrade the existing pedestrian environment along 15th Ave NE. The UW should identify improvements to all skybridges and at-grade crossings into compliance with ADA standards.	AG
2	Draft CMP	General			1	No mention of autonomous vehicles. If this has 20 year planning horizon, then the plan should at least address this technology and its potential impact on campus form and access trends.	EC
3	Draft CMP	General			4	Consider using the term "people riding bikes" in lieu of "cyclists," per best practices	EE
4	Draft CMP	1- Executive Summary	8			Development standards should address specific pedestrian and bicycle improvements pg 218-249. The graphics on page 242-245 show desired pedestrian connections, but standards don't give clear guidance for implementation.	EE
5	Draft CMP	1- Executive Summary	15		4	Regarding the "Transportation Master Plan": This section is referring to the Transportation Management Plan and the trip caps. These are presented as a foundational performance measure that limits peak hour trips to and from the campus to 1990 levels. However, there is no discussion in any of the documents (CMP, DEIS or TDR) that explains how this is measured with the exception of the performance measures found in the DEIS (p. 3.15-12) stating that the trips are measured by trips to garages within the MIO and within the University District. Current requirements or rules on how the trip cap is measured needs be more clearly stated.	AS
6	Draft CMP	2 - Introduction	22		4	Transportation Plan is incorrectly named. The existing program is called a "Transportation <u>Management</u> Plan".	AS
7	Draft CMP	3 - Growth Profile	32	Table 1	3	Consider adding current estimate of daily visitors since growth in visitor trips is projected elsewhere in the documents.	AS
8	Draft CMP	3 - Growth Profile	50		2	Appreciate the effort to address the "harsh (campus) edge conditions along NE Pacific St and 15th Ave NE." Please identify potential remedies as mitigation/a means to accommodate thousands of new pedestrian trips in the next ten years.	EE
9	Draft CMP	4 - Circulation and Parking Framework	52		3	Statement: ".....The introduction of recent and proposed light rail will further modify the mode split. The mode split is discussed in greater detail in the TMP section of the Campus Master Plan." This is not fully explained elsewhere and it is appears that the revised mode share analysis will be provided in the FEIS.	AS
10	Draft CMP	4 - Circulation and Parking Framework	52		3	More details on the reference to "findings in the campus wide survey" need to be included elsewhere in the documents. What non-SOV modes are expected to grow under each alternatives and what access points/services are key to support that growth?	AS
11	Draft CMP	4 - Circulation and Parking Framework	52-69		1	There is no mention or assessment of shared mobility access (car share, bike share, ridehail, etc). This is a major gap.	EC
12	Draft CMP	4 - Circulation and Parking Framework	53		3	Clarify the time of day for this mode share and populations it includes (student, faculty, staff? Visitors?)	AS
13	Draft CMP	4 - Circulation and Parking Framework	53	Figure 35	3	Include any initial mode split data since the opening of U-Link (if available)	CY
14	Draft CMP	4 - Circulation and Parking Framework	55	Figure 37	4	Define Major Route, Minor Route and Connector Route	CY
15	Draft CMP	4 - Circulation and Parking Framework	59	Figure 42	2	This map should show bike share stations. The accompanying text should indicate bike share ridership and predominant origin-destination pairs.	EC
16	Draft CMP	4 - Circulation and Parking Framework	59		3	Include bike parking and other trip end facilities. Growth in bike trips is discussed in other documentation.	AS
17	Draft CMP	4 - Circulation and Parking Framework	60	Figure 45	2	Text should indicate main transit access portals (i.e., high boardings and alightings). The map should show transit route shields, average boardings and alightings. Very surprised this is not illustrated.	EC
18	Draft CMP	4 - Circulation and Parking Framework	61	Figure 45	4	Legend symbols and descriptions are not lined up correctly	CY
19	Draft CMP	4 - Circulation and Parking Framework	61	Figure 45	4	It would be helpful to include a map displaying transit ridership by stop or aggregated stops	CY
20	Draft CMP	4 - Circulation and Parking Framework	61	Figure 45	4	Specify that the walksheds are for access to light rail. It would also be good to include walksheds for U District Station	CY

Project: University of Washington Major Institution Master Plan Update
Document: Draft Campus Master Plan; DEIS; Transportation Discipline Report

November 21, 2016

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No.	Document	Chapter	Page	Exhibit No.	Priority**	Reviewer Comment	Reviewer Initials
21	Draft CMP	4 - Circulation and Parking Framework	63	Figure 47	4	It would be helpful to include a map displaying average daily traffic (ADT) to get a sense of the volumes	CY
22	Draft CMP	4 - Circulation and Parking Framework	65	Figure 50	2	I like this graphic, but it would be good to understand utilization. Also, the text that supports this map does not discuss whether loading zone supply is sufficient to meet demand for current and future uses.	EC
23	Draft CMP	4 - Circulation and Parking Framework	68	Table 4	4	Include utilization rates if available.	CY
24	Draft CMP	5 - Planning Framework	85		1	The connectivity principle should include potential mobility hub locations at (at a minimum) Husky Stadium Station, UW Station/Brooklyn Ave, Roosevelt/11th/45th, and the Montlake Lid. This should be an organizing principle for transit access and connections between modes.	EC
25	Draft CMP	5 - Planning Framework	85		3	Principles should include connectivity that prioritizes access by transit, walking and biking and limits growth in SOV trips. There is also a key policy question of whether the large growth projected for off-peak SOV trips acceptable or also should be capped or monitored for potential mitigating measures.	AS
26	Draft CMP	5 - Planning Framework	95		2	Proposed Street Vacation with Waterfront park proposal - NE Boat St. street parking and loading zone impacts will need to be identified. As of October 2017, there are 65 paid spaces, 1 load/unload and 2 law enforcement only spaces along Boat St. and well used paid parking. Since it is possible that parkers are heading to other areas besides Boat St, SDOT would want to understand any impacts from the curbspace changes. With this new park, how will vehicle access and loading be managed?	MCS
27	Draft CMP	5 - Planning Framework	101		3	43rd Street entrance: the city's October 26, 2015 letter requested evaluation of a bus-only option to connect the campus to the new Brooklyn light rail station via NE 43rd. This evaluation is not included in any of the documentation. Other similar requests in that scoping letter have not been addressed.	AS
28	Draft CMP	5 - Planning Framework	104		3	If the UW intends to implement shared streets (11th & 12th) to improve the pedestrian experience and accommodate additional trips, they should be included in the TDR.	EE
29	Draft CMP	5 - Planning Framework	104-105		4	Access to transit should be listed as a priority and concepts should be graphically displayed to respond to this priority. Areas that present particular opportunities with redevelopment (like South Campus and medical facilities) should be highlighted.	AS
30	Draft CMP	5 - Planning Framework	107		3	Map of proposed bike circulation is helpful, but please include analysis and recommendations in the TDR and address bike safety and circulation improvements in east campus.	EE
31	Draft CMP	5 - Planning Framework	107	Figure 104	2	15th Ave is planned for protected bicycle lanes in the Bicycle Master Plan. There is no mention or rendering of these in the Master Plan.	CY
32	Draft CMP	5 - Planning Framework	107	Figure 104	4	Define what is meant by "Improved Bicycle Use"	CY
33	Draft CMP	5 - Planning Framework	107	Figure 104	2	Add bike share station locations.	EC
34	Draft CMP	5 - Planning Framework	108	Figure 105	1	There should be a recommendation about mobility hubs in this section and hub locations should be mapped at Husky Stadium Station, UW Station/Brooklyn Ave, Roosevelt/11th/45th, and the Montlake Lid (at a minimum).	EC
35	Draft CMP	5 - Planning Framework	108		1	This discussion and associated graphics seems unresponsive to comments in the City's October 26, 2015 scoping letter	AS
36	Draft CMP	5 - Planning Framework	108	Mitigation	3	Please identify where and to what extent sidewalks should be designed to meet additional demand (e.g. along NE 43rd St in all of west campus). Include minimum standards for new development.	EE
37	Draft CMP	5 - Planning Framework	111	Figure 106	1	Consider an alternative for the cloverleaf off-ramp from the University Bridge to NE 40th St. The objective would be to increase pedestrian and bicycle safety while potentially freeing up land for future development.	CY/EE
38	Draft CMP	5 - Planning Framework	111	Figure 106	2	Add "Potential" to Street Vacation in Legend	CY
39	Draft CMP	5 - Planning Framework	112-113		3	How and where parking cap is applied should be described and graphically represented	AS
40	Draft CMP	5 - Planning Framework	120-123		3	All uses are described as "academic". This is unacceptable and more detail should be provided so that travel impacts for different uses can be better understood and planned. For example, it is expected that the south campus will be a medical facility with trip patterns that are distinctly different than daytime academic classes on the main campus. Also, it is expected that some new uses will generate special event and high visitor trips rates. These should also be explained. Finally, while Husky Stadium is subject to a separate event TMP, the Campus Master Plan should describe its future role in the context of this growth plan.	AS
41	Draft CMP	5 - Planning Framework	128		3	Narrative says this plan goes beyond "commuting" - see Comment regarding growth in SOV non-peak travel.	AS
42	Draft CMP	5 - Planning Framework	128		3	Clarify statement about strengthening relationships between UW and ST. How does this relate to specific items proposed in the campus transportation strategy? Also, the phrase "encourage alternative forms of transportation" seems trite when the plan proposes to "cap" SOV trips to this area to 1990 levels.	AS

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No.	Document	Chapter	Page	Exhibit No.	Priority**	Reviewer Comment	Reviewer Initials
43	Draft CMP	5 - Planning Framework	128		2	Include a bullet that says: "Embrace and accommodate shared mobility modes such as car share, bike share, ridehailing, and micro transit as a way to improve transportation system efficiency and provide more travel options for campus affiliates."	EC
44	Draft CMP	5 - Planning Framework	142		3	Nine elements are proposed for the TMP but there is no supporting documentation about how they were chosen or assessment of their effectiveness or expected outcome. This was requested in the October 25, 2015 scoping letter from the City. The elements seems to be similar to the current TMP (found in the current campus master plan and city/university agreements: Ord. 121688 and 121193). Telecommuting has been proposed as a new element and "monitoring and evaluation" is omitted.	AS
45	Draft CMP	5 - Planning Framework	143		3	It appears that no assessment on the effectiveness of the proposed strategies has been conducted. An assessment of proposed Transportation Management Program (similar to the analysis conducted for the Children's Hospital MIMP) should be conducted to inform their value in reducing forecasted SOV trips and increasing specific non-SOV modes (like transit, bicycling, walking, rideshare and/or remote work)	AS
46	Draft CMP	5 - Planning Framework	143		3	It states that the TMP does not address Husky Stadium events. However, the current city/university agreement (Ordinance 121688, Section IV) does address planning for special events. This should be generally addressed in the updated Campus Master plan and associated documents. The TMP currently does not cover visitors but this should be discussed given that anticipated growth of the medical centers on the South Campus and sporting facilities on the East campus will generate significant new trips by non student, faculty or staff populations.	AS
47	Draft CMP	5 - Planning Framework	143	Table 12	3	Additional information on how "change in motor vehicle trips to the University..." is measured needs to be provided. Also, it is not clear how these caps are tied to the specific measures in the TMP; this needs to be added to this new TMP.	AS
48	Draft CMP	5 - Planning Framework	144		3	There needs to be a description of what the current "U-Pass program" is and what is proposed to be changed. Also, drive alone rates vary significantly between populations traveling to the University: students, faculty, staff and visitors. Information on how these populations participate in the U-Pass program needs to be included. This should also include a discussion on existing performance and future targets for these populations. U-Pass Strategies: there does not appear to be any documentation of these proposed strategies and expected outcomes.	AS
49	Draft CMP	5 - Planning Framework	144	Figure 13	4	Is the peak commute or all day commute?	AS
50	Draft CMP	5 - Planning Framework	145		3	Transit Strategies: What is the expected increase in transit as a result of these proposed strategies? What other options were considered? These strategies need more development.	AS
51	Draft CMP	5 - Planning Framework	145		3	Strategy 4: The performance goals are only focused on peak travel. These appear to be good strategies but they aren't aligned with current TMP performance goals that are appear to be proposed. This highlights the need for a more coherent and updated performance and monitoring plan.	AS
52	Draft CMP	5 - Planning Framework	145		1	Build in mobility hubs into this section. Please talk to Evan Corey at Seattle Department of Transportation for details (evan.corey@seattle.gov).	EC
53	Draft CMP	5 - Planning Framework	146		1	Text states: "The University also has a partnership with shared-use transportation companies such as Pronto, Car2Go and Zipcar, providing discounted memberships to students, faculty and staff. These transportation options, and other future providers, create flexible travel options to and from campus." There is no connection between statements made about shared mobility supply, demand (no assessment of this), partnerships/initiatives (vague statements about this), and the need to accommodate for greater levels of shared mobility (no assessment of this). This is a huge hole, and suggests that shared mobility is not a major factor in campus access or circulation. Prevailing national research on shared mobility, particularly with respect to Millennial mobility preferences, suggest otherwise. This needs to be addressed.	EC
54	Draft CMP	5 - Planning Framework	146		2	Recommendation 3: This is very vague, planner-y speak. Clarify what you are recommending.	EC
55	Draft CMP	5 - Planning Framework	146		2	Recommendation 4: Good recommendation, and this is the crux of mobility hub functionality. I would include specific text that goes beyond curb management and provides recommendations around how to facilitate connections between modes at key transit transfer locations. This section is lacking specific physical, digital, and coordination recommendations.	EC
56	Draft CMP	5 - Planning Framework	146		3	SDOT Parking team supports the Parking Management strategies on P 146-147	MCS
57	Draft CMP	5 - Planning Framework	146		3	Parking Management Strategies 1 & 2: when is this review proposed to be completed?	AS
58	Draft CMP	5 - Planning Framework	146		2	SDOT Parking team would encourage UW to adopt mobile parking payment and consider a similar system to SDOT in order to leverage investment and usage with the same app as the on-street parking system.	MCS

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No.	Document	Chapter	Page	Exhibit No.	Priority**	Reviewer Comment	Reviewer Initials
59	Draft CMP	5 - Planning Framework	147		1	RPZ program: SDOT currently has a Policy Review underway to review the policy and program elements of this 35 year program. Our intent is to move to a data-driven program tied to policy outcomes, that accounts for neighborhood and program growth over time and that results in better overall parking and access management. One idea under consideration is to move to issuing permits on an annual basis, which would affect some of the zones that UW subsidizes permits currently.	MCS
60	Draft CMP	5 - Planning Framework	147		1	For the RPZ permit subsidies, SDOT would like to discuss with the UW and University district area residents, whether there are other options for the payment breakdown for the primary and secondary zones. SDOT is supportive of the cap on permit costs in the secondary zone. For instance, it might be easier administratively for all parties, if all permits in both impact areas were subsidized at 50%. This is just an example of what might be possible. One issue that arises is with the administration of the payment for the first, second or third permit per address, as SDOT moves to an online system where people are purchasing and obtaining their permit online (remotely). This is especially an issue where the household involves unrelated roommates.	MCS
61	Draft CMP	5 - Planning Framework	147		1	SDOT would also like UW to consider an annual or otherwise periodic review of their RPZ program commitments, consistent with an anticipated increased monitoring component of SDOT's RPZ Program. SDOT would like to discuss adjustments to the permit regulations, boundaries, fee levels, and UW financial support on a regular basis so that SDOT, with community input as well, can make data-driven parking management decisions in the University District area.	MCS
62	Draft CMP	5 - Planning Framework	148		3	Bicycle Improvement Strategies: 6-8, 10: A general bicycle parking plan should be included in the campus master plan review to ensure there is acceptable plan to meet projected bike parking demand across the campus. This should be coordinated with transit agencies for parking needs near hubs.	AS
63	Draft CMP	5 - Planning Framework	148		3	Bicycle Parking Strategies: 6-8, 10: A general bicycle parking plan should be included in the campus master plan review to ensure there is acceptable plan to meet projected bike parking demand across the campus. This should be coordinated with transit	AS
64	Draft CMP	5 - Planning Framework	148		3	Bicycle Improvement Strategy 11: This is the only reference to bike sharing. How is bike share considered as part of this TMP?	AS
65	Draft CMP	5 - Planning Framework	148		3	Are their programmatic elements to encourage bike commuting and bike trips? Encouragement programs for regular commuters? Valet parking for special events and activities? Others?	AS
66	Draft CMP	5 - Planning Framework	149		3	What pedestrian connections are key for providing walking trips to/from the campus and University District? This discussion appears to be absent for the documentation. Consider adding prioritization to the plan for linkages and connections that are identified.	AS
67	Draft CMP	5 - Planning Framework	149		3	Consider adding a performance walking mode share goal tied to an evaluation of proposed strategies (this should also be considered for transit, bicycling, and rideshare elements)	AS
68	Draft CMP	5 - Planning Framework	150		3	Marketing and education: More discussion is needed of these strategies. What is new and what is existing? Also, what is proposed for increasing transit use by visitors and patients (see Strategy 6)	AS
69	Draft CMP	5 - Planning Framework	150		3	Telecommuting is a new proposed element of the TMP: what is currently telecommute usage on campus? It appears that this is not captured in the biennial transportation survey: http://www.washington.edu/facilities/transportation/files/reports/transportation_survey_report_2014.pdf	AS
70	Draft CMP	5 - Planning Framework	150		3	Institutional policies: The existing TMP has 17 "possible" institutional policy improvements"(http://www.washington.edu/community/files/2003/08/07_TMP_FP.pdf) This new TMP proposes 4. What is status of policies in previous plan and what is expected outcome of 4 proposed strategies?	AS
71	Draft CMP	5 - Planning Framework	151		3	Monitoring and reporting: this reporting program is significantly reduced from what required in the existing TMP (see page 166-169: http://www.washington.edu/community/files/2003/08/07_TMP_FP.pdf). Will the biennial telephone survey be updated to capture additional information. How is the trip cap measured and does it need to be adjusted to aligned with stated performance objective regarding SOV rates and other mode share rates. Should proposed 20 SOV rate be formally adopted and is measurement currently used adequate (for example, what market segments/time durations should be measured)?	AS
72	Draft CMP	5 - Planning Framework	156		3	In the discussion on development standards in Central Campus related to public realm and connectivity, include details on what constitutes generous pedestrian facilities that enhance connections.	EE
73	Draft CMP	5 - Planning Framework	166		3	Where are major points of conflict on B-GT? Discuss safety improvements and include in TDR and EIS.	EE

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No.	Document	Chapter	Page	Exhibit No.	Priority**	Reviewer Comment	Reviewer Initials
74	Draft CMP	5 - Planning Framework	176-177		2	Changes to Brooklyn: SDOT Parking Team would like to hear about how passenger and commercial loading for the offices and housing along Brooklyn Ave will be accommodated in this new street design concept. The image of existing conditions highlights a demand for package delivery (indicated by the Fed Ex truck parked half on sidewalk, half in bike lane).	MCS
75	Draft CMP	5 - Planning Framework	177		3	Green bike lane on Brooklyn is inconsistent with NACTO and city of Seattle best practices. Refer to the city's Bicycle Master Plan for bike facility design standards.	EE
76	Draft CMP	5 - Planning Framework	178		3	The Campus Master Plan re-imagines 15th Avenue as an activated pedestrian-oriented street with enhanced streetscapes and increased access between campus sectors, while retaining its functionality as a transit corridor. Please elaborate and evaluate in TDR and EIS.	EE
77	Draft CMP	5 - Planning Framework	185		3	Evaluate reconnecting NE 41st St b/t Roosevelt and 11th Ave NE in the CMP in the TDR, as discussed in the CMP	EE
78	Draft CMP	5 - Planning Framework	213		3	What does, "enhance pedestrian experience along Montlake" mean? Please elaborate and evaluate this in the TDR and EIS.	EE
79	Draft CMP	5 - Planning Framework	216		4	In development zone P, consider additional bike/ped connection b/t the B-GT and NE 47th St to improve access to University Village. Here the B-GT grade is relatively consistent with that of the adjacent street grid aka 25th Ave NE	EE
80	Draft CMP	5 - Planning Framework	237		3	Development should promote urban design best practices regarding streetscapes, green streets, parking, lighting, landscape, street furniture, signage, and pedestrian and bike integration.	EE
81	Draft CMP	5 - Planning Framework	260		1	This Map is critical for the RPZ program in terms of determining residential addresses within each impact area, and this version is much too small to read accurately. Request is for a full page map with boundaries clearly identified with street names.	MCS
82	Draft CMP	General			2	Consider analyzing impact of new UW Innovation District on trip generation and mode split	EE
83	DEIS	General	G		1	The UW has previously stated that they intended to remove the existing Hec Ed bridge and replace it. The UW needs to provide long range plans on the status of the Hec Ed bridge removal and replacement.	AG
84	DEIS	General	G		1	If EIS will address pedestrian connectivity as well as vehicular, then the EIS needs to analyze the existing skybridges and ADA access and full range of pedestrian connections.	AG
85	DEIS	General	G		4	Consider using the term "people riding bikes" in lieu of "cyclists," per best practices	EE
86	DEIS	General	G		3	Pedestrian performance measures use proximity to multi-family housing and residence halls. This assumes there is the ability for multi-family housing and/or residence halls to absorb projected increase in student population. Assuming existing multi-family housing and residence halls are currently at capacity, does CMP or any alternatives include new construction? This metric also does not get at whether/how the pedestrian network can accommodate additional trips from multi-family housing, assuming all new campus populations live in multi-family housing with 1/2 mile, as inferred in the EIS.	JCM/EE
87	DEIS	1- Summary	1-16		3	The TMP does not cover construction. Clarify this reference in other text regarding construction. Also applies to p. 1-61.	AS
88	DEIS	1- Summary	1-31 to 1-32		3	Clarify that new daily and peak trips are SOV only and tie to meeting SOV trip caps (and other performance goals recommended by the city). The document should note that a significant amount of new trips are not during the peak, given trip characteristics of university classroom, laboratory, health care, and special event trips, etc. Discuss visitor trips, including patient trips.	AS
89	DEIS	1- Summary	1-32		2	The report states, "Pedestrian enhancements under Alt 1 would greatly improve circulation compared with the No Action Alternative" Please articulate what these pedestrian enhancements are.	EE
90	DEIS	1- Summary	1-33		2	The report states, "Improved circulation, particularly in the West, South and East Campus would improve bicycle travel." Please articulate what these bicycle enhancements are.	EE
91	DEIS	1- Summary	1-33		3	Bike trips and operations: new bicycle trips will also require additional bike parking (not just travel facilities). This needs to be added. A general bicycle parking plan should be included in the campus master plan to ensure there is acceptable plan to meet projected bike parking demand across the campus.	AS
92	DEIS	1- Summary	1-34		1	The statement is made that the trip cap is exceeded. This seems like a significant unmitigated impact that is not adequately discussed. Stating that the University has historically met the trip cap is not a sufficient guarantee that it will continue to do so after growing by 20%.	AS/EE
93	DEIS	1- Summary	1-57		3	The city has no plans to expand the Burke-Gilman Trail, as stated.	EE
94	DEIS	1- Summary	1-55	Table 1-2	3	Where is analysis regarding "travel mode" to support these recommendations? Also, bicycle parking will need to be expanded and not just improved.	AS

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95	DEIS	1- Summary	1-55		3	Please include additional pedestrian mitigation measures above midblock connections, land bridge and vague "improved pedestrian network." Consider including ADA access improvements, generous sidewalks, better pedestrian lighting, improved connection between light rail and campus, particularly at NE 43rd St, etc.	EE
96	DEIS	1- Summary	1-55		3	What does "improved bicycle network" mean?	EE
97	DEIS	1- Summary	1-56		3	There is not adequate analysis to show how they will "assure that 1990 levels of impact are not exceeded". Previous statements say they will exceed a "trip cap" (p. 1-34).	AS
98	DEIS	1- Summary	1-56		3	The monitoring measures proposed for "parking and trips" is significantly reduced from what is required in the current CMP and city/university agreements. This needs to be clarified in the documentation	AS
99	DEIS	1- Summary	1-57		4	Are surveys proposed to be annual or biennial? What is current practice?	AS
100	DEIS	2 - Description of Proposed Action and Alternatives	2-25		3	See previous statement about trip cap. How is trip cap measured and how does this related to stated objectives?	AS
101	DEIS	3.7 Population and Housing	3.7-16		4	How does growth in student population and addition of 1,000 new units for students relate to TMP goals and mentioned SOV goal of 20%?	AS
102	DEIS	3.15 Transportation	3.15-1		3	There is not an adequate discussion of existing monitoring requirements. The reporting program indicated in the CMP is significantly reduced from what is required in the existing TMP. Will the biennial telephone survey be updated to capture additional information. How is the trip cap measured and does it need to be adjusted to align with stated performance objective regarding SOV rates and other mode share rates. Should proposed 20 SOV rate be formally adopted and is measurement currently used adequate (for example, what market segments/time durations should be measured)?	AS
103	DEIS	3.15 Transportation	3.15-1		4	Where is figure 2-3 found? Include page number or link to page.	AS
104	DEIS	3.15 Transportation	3.15-2		4	What is the purpose of the "UWTS Mode Hierarchy" discussion in this document?	AS
105	DEIS	3.15 Transportation	3.15-3	Table 3.15-1	4	Also show as mode shares	AS
106	DEIS	3.15 Transportation	3-15-4	Table 3.15-2	3	These graphics are inconsistent with previous table. For example, staff drive alone rate is 33% and not 9% and faculty drive alone rate is 44.5% and not 5%.	AS
107	DEIS	3.15 Transportation	3.15-4		3	This section notes plans for construction of multi-family housing. Is this coming from the Seattle comp plan and rezoning efforts for U District? Same comment on 3.15-74	JCM
108	DEIS	3.15 Transportation	3.15-5		4	Peer Comparison: See FHWA Report published in May 2016 "Ridesharing, Technology and TDM in University Settings" which also includes a peer analysis. Analysis is much more extensive. Link: http://ntl.bts.gov/lib/59000/59200/59274/Rideshare3_University_Transportation.pdf	AS
109	DEIS	3.15 Transportation	3.15-6		2	Background improvements assumed in the EIS by 2028 are not accurate. Elements of Bicycle, Pedestrian and Transit Master Plans should only be reflected as part of the background analysis if there is known funding and timeline for implementation. Green streets along Brooklyn, NE 43rd, and NE 42nd St are unfunded and implemented by private development on a voluntary basis. The bicycle facilities identified on this page (N 50th St, 35th Ave NE and Brooklyn Ave N) are recommendations included in the Bike Master Plan and are not expected to be built by 2028, at this time. Please remove.	EE, JCM
110	DEIS	3.15 Transportation	3.15-8		3	Address noted barriers to pedestrian access on campus, including 15th Ave NE, NE Pacific St, and Montlake Blvd NE; and ADA barriers	EE
111	DEIS	3.15 Transportation	3.15-8		3	The EIS notes that there are various barriers that separate Central Campus from other sub areas of the campus, but then relies on Pedestrian Master Plan to address those barriers. The elements identified in the Pedestrian Master Plan can be used to identify possible improvement efforts that could be pursued by the UW to enhance pedestrian accessibility and safety to mitigate pedestrian growth in and near the campus.	JCM
112	DEIS	3.15 Transportation	3.15-10		2	How do high pedestrian collision locations align with projected pedestrian growth in key routes taken? Study should identify potential improvements to mitigate growth impacts.	JCM
113	DEIS	3.15 Transportation	3.15-10		3	The DEIS and TDR are not consistent. The DEIS notes Stevens Way bicycle improvements are a "key opportunity for improving campus bicycle connectivity," but the TDR does not appear to consider bicycle improvement.	EE
114	DEIS	3.15 Transportation	3.15-12		3	More information is needed on use of carpool/vanpool and shuttle. What are results from transportation survey on this mode share? What policies are proposed to increase vanpool/carpool?	AS
115	DEIS	3.15 Transportation	3.15-19		3	Discussion on concept of "trip cap" and how it is measured (including what has changed over time) is inadequate.	AS

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116	DEIS	3.15 Transportation	3.15-21		1	Only analyzed PM peak period transportation performance. In SDOT's work developing the Market/45th transit corridor we were interested in corridor performance during AM, Midday, and PM periods. Also a 2010 LOS analysis done for 45th by another consultant is inconsistent with Transpo's 2015 LOS analysis for 45th, e.g. LOS at a number of intersections is worse in 2010 than it is in 2015. It would be good to learn why the LOS analyses are so different for this corridor. It would be good to know how UW related traffic will affect transit travel times and reliability.	JeB
117	DEIS	3.15 Transportation	3.15-25		2	Metro's Service Guidelines are presented as a transit performance measure yet there is scant performance analysis provided in the Discipline Report and none in the EIS.	JeB
118	DEIS	3.15 Transportation	3.15-22		4	Why are TMP performance measures not mentioned here?	AS
119	DEIS	3.15 Transportation	3.15-25		3	Bicycle and pedestrian performance metrics are inadequate. They should measure the ability of these facilities to accommodate campus-related growth and reflect trip distributions associated with various development scenarios. Presumably the distribution of 6m GSF of development across campus will impact travel patterns.	EE
120	DEIS	3.15 Transportation	3.15-25		4	Bicycle: add growth in bike parking supply (not just utilization) as a measure linked to increases in trips/populations	AS
121	DEIS	3.15 Transportation	3.15-25		4	Transit: add use of transit passes/subsidies by targeted populations	AS
122	DEIS	3.15 Transportation	3.15-25 to 3.15-26		3	Consider additional performance goals to meet objective of "capping to 1990 levels of impact" (presumably SOV trips generated by UW demand) OR eliminate that objective. It seems an inaccurate portrayal to continue. Include mode share goals (by different populations) and other agreed upon measures to limited and/or measure vehicle trip growth in the areas of impact that aligned with TMP strategies that have been evaluated for their expected effectiveness and outcomes.	AS
123	DEIS	3.15 Transportation	3.15-26		4	How is trip cap concept measured? Footnoted reference is not acceptable.	AS
124	DEIS	3.15 Transportation	3.15-28		3	Where is the trip generation methodology for the "no action" alternative described? Unclear how daily trip estimates were calculated.	JCM
125	DEIS	3.15 Transportation	3.15-28	Table 3.15-11	3	Define peak hour? Is this consistent with "trip cap" definition of peak hour?	AS
126	DEIS	3.15 Transportation	3.15-29		4	Information in these tables translates to a 30% SOV rate for all daily trips coming to campus. I recommend that we set a goal for all daily trips, as well as peak trips.	AS
127	DEIS	3.15 Transportation	3.15-32		2	The DEIS cites a 2012 B-GT corridor study by SvR and Fehr & Peers, which estimated that B-GT ridership is expected to increase by about 1300 trips by 2030 and recommended means to accommodate these trips. Replicate this study's methodology to distribute bike and pedestrian trips and identify the impact of another 1,000 bicycle trips and 2,800 new pedestrian trips by 2028 as a result of campus related growth. The SvR and Fehr & Peers study predicted a level of service F for the trail by 2030. Consider applying similar rigor to bike, ped and transit analysis as vehicle analysis, particularly if these modes are expected to accommodate the bulk of the new trips.	EE
128	DEIS	3.15 Transportation	3.15-36		2	Explain why the following two performance measures were used to determine impact on transit system: 1) the proportion of development within 1/2-mile of RapidRide and the proportion of development within 1/2-mile of Light Rail. (see page 3.15-36 of the draft EIS.) How do these measures determine if Metro and Sound Transit will be able to accommodate all the new UW generated transit trips without added transit service? What will be the UW development's impact on transit quality of service?	JeB
129	DEIS	3.15 Transportation	3.15-36		1	Provide peak hour (AM, midday, and PM) transit demand and capacity impact analysis for rail and bus.	JeB
130	DEIS	3.15 Transportation	3.15-47		1	This table shows that proposed trip caps are exceeded for AM peak periods.	AS
131	DEIS	3.15 Transportation	3.15-49	Table 3.15-22	3	The table shows significant increase to delay at Roosevelt and 41st. Why?	JCM
132	DEIS	3.15 Transportation	3.15-72		1	As previously noted, analysis of TMP measures and potential outcomes is inadequate. This seems significant since DEIS documentation shows that trip caps will be exceeded and reliance is placed on a TMP to avoid this. It is also recommended that a new TMP include other performance goals to evaluate measures to reduce or "cap" the growth of SOV trips to the University area induced by growth plans and to track performance of increased use of other modes of travel.	AS

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133	DEIS	3.15 Transportation			1	Per EIS scoping memo, evaluate accessibility of skybridges, necessity of all skybridges, recommended heights, seismic and other standards. Evaluate at-grade crossing alternatives and the need to evaluate separation of campus entrances from the street environment.	EE
134	TDR	1	1-2	Figure 1.1	3	Add vehicle trip data going back to 1990 or sooner to show impact of U-PASS. The narrative describes the substantial decline in vehicle trips since 1991, but Figure 1.1 only includes data between 2009-2015.	CY
135	TDR	1	1-3	Figure 1.2	4	The scales for the vertical axis should be the same as Figure 1.3. Add note on why outbound trips are higher and closer to the cap. Potential mitigation for outbound trips appears to be more imminent.	CY, EE
136	TDR	1	1-3	Figure 1.2 and 1.3	4	Consider discussing the dramatic increase in peak hour vehicle trips in 2013 and the disparity between AM and PM vehicle trips to and from campus, respectively.	EE
137	TDR	1	1-9		4	Explain rationale for using headcount vs FTE	CY
138	TDR	1	1-9		4	Floating "6" in first paragraph. Revise.	EE
139	TDR	1	1-14		3	Better describe the Alternative 5 development options.	CY
140	TDR	2	2-3	Table 2.1	2	Please note some background city investments are currently only partially funded. In some cases, completion of these projects hinges on local partnerships and grant funding.	EE
141	TDR	2	2-3	Table 2.1	3	Bicycle Master Plan Implementation Plan is in the process of being updated. Please review to updated plan for changes to future planned projects.	JCM
142	TDR	2	2-3	Table 2.1	2	Table 2.1 identifies N50th St as background bike project. The boundaries for this project are Phinney to GreenLake and are outside of the any of the impact zones or study areas. Similarly 35th Ave NE project boundaries are from NE 68th St to NE 87th St, which is outside the area this study effectively evaluates. These projects are also not planned to be constructed at this time.	JCM
143	TDR	2	2-3		3	Change Mobility Plans to Master Plans (i.e. Pedestrian, Bicycle, Transit, Freight)	CY
144	TDR	2	2-3			Please note that green street recommendations are implemented voluntarily by the private sector as parcels redevelop. The city has no dedicated funding stream or identified program to implement green street corridors. Same recommendation applies on page 3-6, 4-3, 4-4.	EE
145	TDR	2	2-4		3	All references to 2035 Comprehensive Plan should now reflect its adoption	CY
146	TDR	2	2-5		4	Replace "camps" with campus	EE
147	TDR	2	2-6		1	Only analyzed PM peak period transportation performance. In SDOT's work developing the Market/45th transit corridor we were interested in corridor performance during AM, Midday, and PM periods. Also a 2010 LOS analysis done for 45th by another consultant is inconsistent with Transpo's 2015 LOS analysis for 45th, e.g. LOS at a number of intersections is worse in 2010 than it is in 2015. It would be good to learn why the LOS analyses are so different. It would be good to know how UW related traffic will affect transit travel times and reliability.	JeB
148	TDR	2	2-7		2	The study does not appear to include much if any analysis on impacts associated with the Secondary Impact zone. How are bike or vehicle trips distributed in secondary zone? Are there intesections that would be impacted?	JCM
149	TDR	2	2-9		2	Explain why the following two performance measures were used to determine impact on transit system: 1) the proportion of development within 1/2-mile of RapidRide and the proportion of development within 1/2-mile of Light Rail. (see page 3.15-36 of the draft EIS.) How do these measures determine if Metro and Sound Transit will be able to accommodate all the new UW generated transit trips without added transit service? What will be the UW development's impact on transit quality of service?	JeB
150	TDR	2	2-9		1	Provide peak hour (AM, midday, and PM) transit demand and capacity impact analysis for rail and bus.	JeB
151	TDR	2	2-9	Table 2.3	3	For pedestrian performance measure, the quality of the pedestrian environment was assessed based on the Landscape Framework Plan. Similar to bicycle performance measure, quality of pedestrian environment should look at network connectivity and safety. If the Landscape Framework Plan is part of the CMP, please reference.	JCM/EE
152	TDR	2	2-9	Table 2-3	3	Change Rapid Ride walkshed to 1/4-mile. Studies demonstrate that riders will walk further for rail (1/2-mile). This has not been demonstrated for BRT.	CY

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153	TDR	2	2-9	Table 2-3	3	Add mode share as a performance measure. This may be the City's proposed new LOS measure for concurrency. The location of future development, depending on the alternative, will have an impact on mode splits.	CY
154	TDR	3	3-5		3	In the last paragraph, after mentioning the city's Pedestrian Master Plan Update, which identifies gaps in the sidewalk network, widely spaced crosswalks and potential safety concerns, please identify any of these deficiencies within the MIO, including installing the missing sidewalk along Pacific e/o 15th Ave NE (priority investment network as identified in the PMP) and safer crossings and a more welcoming pedestrian environment along Montlake (high priority safety corridor identified in the PMP) and NE 45th St. Please include these on the figures 3-4 and 3-5	EE
155	TDR	3	3-6		3	It may be appropriate to identify how many, if any, the green street recommendations have been implemented along NE 42nd St, NE 43rd St and Brooklyn Ave NE in this existing conditions chapter.	EE
156	TDR	3	3-8		1	The UW needs to evaluate as part of the MIMP the continued need of the 5 existing skybridge that connect the campus with the surrounding neighborhood, as recommended by the Skybridge Review Committee and the Seattle Design Commission. As part of this evaluation, the UW should consider the impacts of removing the 15th Ave NE skybridge and the Pacific/Hitchcock bridge crossings. The UW should provide an analysis and implementation plan to upgrade the existing pedestrian environment along 15th Ave NE. The UW should identify improvements to all skybridges and at-grade crossings into compliance with ADA standards.	AG
157	TDR	3	3-10		2	Four intersections were identified as having higher pedestrian vehicular collisions. How do projected new pedestrian trips associated with future action alternatives coincide with these locations? While the Pedestrian Master Plan and Vision Zero do focus on pedestrian safety improvements city wide, MIMP should include mitigation efforts or city partnerships that the University can pursue to help mitigate or improve pedestrian safety at these or other key pedestrian locations.	JCM
158	TDR	3	3-11		1	Please discuss why pedestrian performance metrics (proportion of development w/in 1/2 mile of multifamily housing) are appropriate to distinguish pedestrian impacts by alternative action scenario.	EE
159	TDR	3	3-14		2	Provide more specifics about the pedestrian improvements along Roosevelt, 42nd, and 43rd, and across I-5 and Montlake Cut that have been "identified." What do these improvements entail and who is responsible for implementing them? Does maintaining the 30% walk mode share as the UW develops hinge on these improvements? If so, please document how they are expected to meet additional campus-related growth. Please also discuss new waterfront trail mentioned in the CMP.	EE
160	TDR	3	3-15	Figure 3.11	4	Reconsider use of term "unprotected bike lane" throughout document.	EE
161	TDR	3	3-16		2	Bike improvements along Stevens Way are recommended in the CMP, but ignored in the TDR. TDR mentions Stevens Way as a "key opportunity" for improving campus bicycle connectivity. Please provide more specifics.	EE
162	TDR	3	3-16	Figure 3.12	4	The vertical axis label is unclear -- does it reflect a ratio of bikes to stalls or the number of stalls? If the latter, maybe the narrative can include information on why the number of bike parking stalls fluctuated year after year	EE
163	TDR	3	3-16		4	The first sentence doesn't make sense. Why don't faculty and staff use UW provided racks? Remove either the word, "of" or "with" in last sentence.	EE
164	TDR	3	3-19	Table 3.6	4	Include more current bicycle volumes (if available). Existing analysis provided relies on two years of data, which may not be sufficient to identify trends.	CY, EE
165	TDR	3	3-19		3	The collision data discussed in section 3.3.4 would be more useful if overlaid on the utilization map in Figure 3.17.	EE
166	TDR	3	3-22		4	I'm not sure it's important to separate campus wide bike parking and west campus bike parking in Figures 3-12 and 3-18, respectively. If it is, consider including the west campus bike parking discussion (currently in section 3.3.5) along with the campus wide bike parking discussion in 3.3.2	EE
167	TDR	3	3-23		4	Throughout, consider using the term "people riding bikes" in lieu of "cyclists," per best practices	EE
168	TDR	3	3-23		3	Stevens Way is identified as a primary circulation route throughout campus, particularly for bikes; please provide more detail on how this route will be impacted in each alternative and proposed improvements to mitigate any associated adverse impacts.	EE
169	TDR	3	3-25		2	It would be helpful to also see peak hour transit capacity utilization	CY

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170	TDR	3	3-25		2	Add load factor as transit performance metric to better assess whether existing transit has the capacity to absorb 10,000 new transit trips by 2028 (in addition to cumulative, background growth). Assuming eventually new transit service will need to be provided to accommodate new trips, consider discussing a mechanism or trigger to add service when needed.	EE
171	TDR	3	3-25		2	Add transit delay as a performance metric	EE
172	TDR	3	3-27	Table 3.7	4	Comma misplaced for King County Metro ridership	EE
173	TDR	3	3-29		2	Metro's Service Guidelines are presented as a transit performance measure yet there is scant performance analysis provided in the Discipline Report and none in the EIS.	JeB
174	TDR	3	3-33	Figure 3.26	4	Consider adding green streets and major freight routes to the graphic in Figure 3-26, since the discussion references them.	EE
175	TDR	3	3-34	Table 3.9	4	Note speed limits been lowered, in conjunction with default arterial speed reclassification	EE
176	TDR	3 or APPENDIX C	3-39	LOS Summary Table	2	The LOS results shown on 3-39 and in the summary table in appendix C appear to match relatively well when compared to previous studies. However, some intersections appear to be off from expected LOS results, in particular, Brooklyn & 45th previously evaluated at LOS D instead of B, and Roosevelt & 45th previously evaluated at LOS D instead of B. As a result additional delay incurred from future action alternatives would likely result in LOS of E or F at these locations. See JeB comment on DEIS page 3.15-21.	JCM
177	TDR	3	3-51	Table 3.15	3	On-street - clarify whether this is on campus in the street system or nearby on City streets. SDOT completed the 2016 Annual Paid Parking Study which included a complete review of paid street parking in the U-District. U-District Core area (the Ave, 15th over to 12th) was 62% full in morning, 77% full average in afternoon, and 84% full in evening. The afternoon and evening are within SDOT performance targets. More info here: http://www.seattle.gov/transportation/parking/reports.htm	MCS
178	TDR	4	4-3	Table 4.2	3	It's unclear how trip generation is being calculated. I assume that it is based on projected increase in student, faculty, and staff population, and calculated on mode splits obtained from the average three year survey, but am unable to replicate the figures arrived at in Table 4.2.	JCM
179	TDR	4	4-3	Table 4.2	3	Table 2 on page 34 of the October 2016 Draft CMP identifies space needs by land use category. These should presumably reflect the amount of new laboratory, teaching space, research space, housing, etc., which in turn could also be used to develop trip generation rates and to distribute trips in the off- and peak periods. This is unclear in the documents.	EE
180	TDR	4	4-3	Table 4.2	3	Additional information is needed about the assumptions made such as number of trips associated with each population type. Is it assumed that each SOV student, faculty, or staff account for 2 trips / day (1 in 1out)?	JCM
181	TDR	4	4-3		2	It would be helpful to include survey information about am and pm splits, which are used to determine future trip information.	JCM
182	TDR	4	4-4		3	Pedestrian improvements associated with Sound Transit and Roosevelt HCT projects will be focused primarily close to the station or along the HCT corridor. The MIMP should evaluate pedestrian facilities network to identify deficiencies and potential improvements needed to help improve connectivity between transit, the campus or existing key ped facilities.	JCM
183	TDR	4	4-6		2	Better define "Quality of Pedestrian Environment". How is this evaluated?	CY
184	TDR	4	4-7	Table 4.4	1	Would the second project listed in table 4.4 (Roosevelt and NE 42nd St) already be captured in the boundaries of the first project (Roosevelt from NE 40th to 45th), or are these different projects?	JCM
185	TDR	4	4-7		2	Update to reflect release of 2016-2020 BMP Implementation Plan (e.g. 11th/12th slated for 2020)	CY
186	TDR	4	4-8	Figure 4.3	4	For legibility and internal consistency, please show potential projects as dashed and existing facilities as solid, throughout Figure 4.3. Please make the purple city-driven projects post 2020 dashed.	EE
187	TDR	4	4-9	Table 4.5	3	Please discuss how these bike volume forecasts were developed. The table cites an outside study by SvR, but please discuss briefly in the narrative. See DEIS note for page 3.15-32.	EE
188	TDR	4	4-10		2	Better define "Quality of Bicycle Environment". How is this evaluated?	CY
189	TDR	4	4-13		2	There is less research on whether transit riders will walk further to access BRT. 1/4-mile is a more appropriate measure for BRT walksheds.	CY
190	TDR	4	4-16	Figure 4.6	3	Vehicle Distribution does not show any trips assigned to 15th Ave NE or NE 50th St. This doesn't seem to make sense.	JCM
191	TDR	4	4-17, 4-18	Figure 4.7, 4.8	1	Need to first show intersection volumes indicating only new trips so reader can better understand where trips have been allocated.	JCM

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No.	Document	Chapter	Page	Exhibit No.	Priority**	Reviewer Comment	Reviewer Initials
192	TDR	4	4-27	4.5.5.	2	Service Freight: for buildings on the West Campus that might rely on curbspace for loading (passenger and services delivery), to encourage redevelopment to have loading available onsite as over time curbspace may be used for other functions other than access for commerce	MCS
193	TDR	5	5-3	Table 5.1	3	Please show how number of trips were calculated.	JCM
194	TDR	5	5-5		1	Pedestrian performance measures should include people taking transit and walking to their ultimate destination. The 10K new transit trips that likely won't be door-to-door, particularly for the light rail trips, will quadruple the expected 2800 new ped trips at full build out.	EE
195	TDR	5	5-7		1	The report mentions a "number of new pedestrian facilities in and surrounding this (new open space in west campus) area." Please discuss what these new facilities are and how they can accommodate additional growth. Overall, there seems to be a weak qualitative discussion of impacts on the pedestrian network.	EE
196	TDR	5	5-7		1	Please define the planned expansion of the B-GT. If this is funded and implementation is certain, perhaps it should be included in the background improvements identified on page 2-3. Please use data (perhaps extending the SvR/Fehr&Peers B-GT capacity analysis from 2012) to support the assertion that the planned expansion of the B-GT is adequate to meet expected UW expansion and unrelated background growth.	EE
197	TDR	5	5-7		2	While central campus isn't expected to grow in GSF in Alternative 1, it currently houses two major libraries, union and other major gathering spots, which may attract new campus populations. Additionally, through trips connecting to campus growth centers (like the east and west and south) may constrain the B-GT and other bicycle and pedestrian facilities. Please provide additional analysis substantiating claim that bike and pedestrian facility capacity constraints are not anticipated as the UW grows by 6m GSF and 15K more people.	EE
198	TDR	5	5-7		2	What is the new ADA accessible route identified in the CMP? Would it also provide a bike connection?	JCM
199	TDR	5	5-8		1	Add load factor as transit performance metric to better assess whether existing transit has the capacity to absorb 10,000 new transit trips by 2028 (in addition to cumulative, background growth). The existing metric, proportion of new development within 1/2 mile of transit, does not capture this. Please distribute transit trips by campus areas under each growth scenario. It's hard to imagine each growth scenario has the same transit impact (none) on each campus area. Note transit riders rely on pedestrian facilities to access transit.	EE
200	TDR	5	5-9		1	Trip distribution patterns are incorrectly identified as being figure 4.5 but should be 4.6.	JCM
201	TDR	5	5-16		4	There's an error in the page numbering in chapter 5. After 5-16 it goes back to 5-2 to 5-18.	JCM, EE
202	TDR	5	5-10		2	Please discuss the additional heavy vehicle/freight trips expected in order to serve the 6M new GSF across campus.	EE
203	TDR	5	5-15		2	Please describe why the street vacation would improve vehicle operations at 15th Ave NE and NE Boat St. and "operate at an LOS E with the vacation and LOS F without the vacation."	EE
204	TDR	5	5-15, 5-16		4	Please discuss the impacts of the loss of on-street parking as a result of the street vacations	EE
205	TDR	5	5-16, 5-17		2	The analysis currently identifies one transportation impact. Please address the need to mitigate approximately 100 trips in the AM peak hour in the TMP. What strategies (beyond a promise to meet the trip cap) is the UW planning?	EE
206	TDR	5	5-18 (incorrectly numbered 5-3)		3	It's noted that at some of the stop controlled intersections identified as having an increase in delay the delay can be attributed to the increase in pedestrian and bicycle volumes. Which intersections? Are the bike and pedestrian volume increases associated with the UW action alternatives?	JCM
207	TDR	5	5-18 (incorrectly numbered 5-3)		3	While some intersections that are calculated to operate at a poor LOS for vehicles may not be prioritized as high for improvement in light of balancing pedestrian, bicycle and transit needs, the City would continue to seek mitigation for improvements where feasible, when projects or development result in significant impact to LOS.	JCM
208	TDR	5	5-28 (incorrectly labeled 5-13)		3	Please identify measures to be taken to help mitigate secondary parking impacts. Identify areas where this is more likely to occur or already occurring and to what level are there traffic impacts to these areas associated with hide and ride activities?	JCM
209	TDR	6	6-7, 6-8		3	Need further information about how trips are distributed. Based on discussion provided, trips are assigned based on future volumes and trip distribution patterns shown in figure 4.6. But if all alternatives generate the same number of trips and all alternatives use the same Figure 4.6 distribution pattern, then they would all be assigned the same way, but clearly the volumes shown for individual intersections vary between Alt 1 and Alt 2. How are volumes adjusted to better reflect various alternatives?	JCM

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No.	Document	Chapter	Page	Exhibit No.	Priority**	Reviewer Comment	Reviewer Initials
210	TDR	8	8-4		4	With development concentrated in the east section, please discuss the impact of the existing and planned street grid on bike and ped access. Without better bike facilities in the east sector, this development scenario could be the least attractive to encourage people to walk or bike. It appears as though the TDR is not consistent with the CMP, which identifies new pedestrian connections through east campus (CMP p. 204-205). Consider more direct north-south connections through east campus and designate routes for bikes.	EE
211	TDR	8	8-4		4	Please combine sentence fragments or separate into two complete sentences: "This alternative would also increase cross traffic at the new potential East Campus Land Bridge. The greatest of all Alternatives and would likely increase travel along the eastern segment of the Burke-Gilman Trail between Rainier Vista and Pend Oreille Road."	EE
212	TDR	9	9-3		4	Please address the typographical error in the "Burke-Gilman Trail Capacity" section of 9.3.1: "Growth in travel along and across the trail would generally be concentrated in West and East campus for and 5.4"	EE
213	TDR	9	9-3		1	The UW has identified 3 potential street and aerial vacations and notes that if a vacation is sought the vacation would be subject the City's vacation review process. It would be helpful for the MIMP to more fully discuss the potential vacations and whether the vacation is planned or potential. What criteria will be used for the UW to determine whether to move forward with a vacation and when such decisions might occur should be discussed more fully. A more robust look at the criteria in the Street Vacation Policies would assist both the City and UW as the plan moves forward. Aerial vacations are unusual and the MIMP should begin to address the need/justification for an aerial vacation as opposed to a skybridge provided for by a term permit.	BB
214	TDR	10			2	This chapter reflects "cumulative and secondary impacts." Cumulative impacts should have been included in the assessment of the action alternatives compared to no action (2028 w/ background growth) alternative. Please discuss how Chapter 10 is different from Chapter 4.	EE
215	TDR	10	10-1		3	Provide additional information on bike, ped, transit, and freight conditions, particularly if non-auto modes are expected to absorb 80% of campus growth.	EE
216	TDR	11	11-1		1	Once performance metrics are updated to better reflect the impact of additional trips on bike, ped and transit network, it will be easier to identify what mitigation improvements are necessary to accommodate this growth. Please provide more specifics on potential bike, ped and transit improvements, starting with those identified in the Campus Master Plan, safety improvements, and improvements to intersection controls to give priority to people walking and biking.	EE
217	TDR	11	11-1		3	On page 56 the CMP states: "UW is committed to providing equal access to all individuals, and addresses American Disability Association (ADA) accessibility standards through a campus-wide, programmatic approach. This means that UW removes barriers through both physical improvements as well as programmatic improvements such as Dial-a-Ride shuttle service." In the TDR, please discuss removing barriers to accessibility and accommodating additional bike, ped and transit growth through the implementation of the ADA Transition Plan as potential mitigation.	EE
218	TDR	11	11-1	Table 11.1	3	The 2028 CMP identifies a variety of improvements on campus that helps campus circulation in the immediate area but fails to identify broader improvements to connectivity between campus and transit facilities, existing pedestrian network and key pedestrian destinations. Similarly, the plan should enhance bicycle safety and connectivity to existing and planned bike network. There should be better connectivity to the area north of the campus.	JCM
219	TDR	11	11-1	Table 11.1	3	The EIS identifies various intersections that will experience minor to significant delay due to various action alternatives evaluated. The analysis utilizes minor optimization techniques to improve traffic efficiency and mitigate these impacts. The City of Seattle recently applied for a federal grant to implement a broad area ITS (intelligent transportation system) project in the University District. The project would deploy "core" technologies of upgraded traffic signal control, detection, transit signal priority, CCTV, DMS and communications throughout the U District and will enable adaptive traffic signal control. These improvements would have a significant impact on improving traffic operations in the area for all modes including vehicular, pedestrian and transit. Support and/or partnership with the City to implement these improvements should be included in the CMP to help mitigate transportation impacts associated with the 2028 plan.	JCM
220	TDR	11	11-1		4	Please include transit, freight and parking improvements in the table on page 1, not only bike, pedestrian and vehicle operations.	EE

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No.	Document	Chapter	Page	Exhibit No.	Priority**	Reviewer Comment	Reviewer Initials
221	TDR	11	11-2		1	TMP should be consistent across Campus Master Plan and TDR. See CMP comments.	EE
222	TDR	12	12-1		4	Please clarify the "increases in all modes" that are referenced in the first sentence, which reads, "Implementation of the University of Washington 2018 Campus Master Plan would result in increases to all travel modes – pedestrian, bicycle, transit, vehicle, and freight."	EE
223	TDR	12	12-1		4	The last sentence of the TDR refers to mitigation measures that are not identified in the document. The sentence reads, "With implementation of the identified mitigation measures, no significant unavoidable adverse impacts are anticipated."	EE
224	TDR	12	12-1		2	After the sentence that reads, "Additionally, the University will be working to enhance connectivity and circulation with each development." Please be more specific about how the University with work to enhance the connectivity and circulation with each development. Perhaps include specific development standards related to the width of adjacent sidewalk, proximity to bicycle facilities, bicycle facility improvements, and/or specific Burke-Gilman Trail improvements.	EE
225	TDR	APPENDIX B	B-16	Section 8.6	2	The methodology described for determining arterial level of service and future travel times would likely not produce reliable results for future projections. While it could be used for relative comparison of alternatives against each other use of standard corridor modeling software such as Vissim would produce more reliable forecasts of future LOS and travel times.	JCM
226	TDR	APPENDIX				This should include key monitoring reports that the UW has provided to meet its existing CMP requirements	AS
227	TDR				2	Should include clear, direct pedestrian paths to both Link stations as Major Routes, esp. from South and East Campus to UW Station	BAS
228	TDR				1	Does not include NE 43rd St between 15th Ave NE & NE Stevens Way as transit corridor per Metro Long Range Plan and TMP (RR Corridor 5 alt alignment)	BAS
229	TDR				2	What exactly are "Potential Modification to Transit Operations" on Stevens Way?	BAS
230	TDR				2	15th Ave NE is major transit corridor in TMP (Priority Bus PB4)	BAS
231	TDR				2	Should note corridors at start of Transit row are all RapidRide; also add future RapidRide along 25th Ave NE and Montlake or Stevens Way	BAS
232	TDR				2	Consider active edge also along NE 43rd St/Stevens Way connecting to U District Link Station, in accordance with U District Green Streets concept plan recommendations for NE 43rd St, specifically more generous pedestrian space.	BAS, EE
233	TDR				1	Review pedestrian lighting and wayfinding- would be good to see some recommendations, particularly on connections to transit.	AK

RESPONSE TO LETTER 20

Seattle Department of Transportation

1. The Transportation Discipline Report (Appendix D of this Final EIS) and Section 3.16 (Transportation) of this Final EIS have been updated to reflect additional analysis.
2. Section 3.16 (Transportation) of the Final EIS and the Transportation Discipline Report have been revised to describe actual assumed background improvements.
3. The Transportation Discipline Report includes a discussion on emerging transportation trends and technology that could affect the campus. Bike Share - Pronto - is noted to have been discontinued as of March 2017.
4. Transportation Discipline Report includes a discussion on emerging transportation trends and technology that could affect the campus. Bike Share - Pronto - is noted to have been discontinued as of March 2017.
5. The comment regarding the Innovation District is noted. Chapter 4 – Key Topic Areas, Section 4.5 Innovation District Assumptions provides further details on the Innovation District. A new section specific to the Innovation District has been included in the *2018 Seattle CMP*.
6. Calculations for evaluating the Trip Generation and Parking Caps are provided in an appendix of the Transportation Discipline Report (Appendix D of this Final EIS) and also includes calculation methods and assumptions for calculating other Transportation Measures.
7. Mode split for all analysis in the TDR (Appendix D) and Section 3.15 of this Final EIS assumes a conservative 20% drive alone and is applied to existing and all future trips. The tables in the TDR Affected environment and alternative sections describe the expected growth in each type of trip.
8. The TDR has been updated to include additional analysis of pedestrian, bicycle and transit MOEs.
9. Performance and effectiveness of the TMP is provided in the TDR. The TDR and EIS have been updated to include new multimodal MOEs and help monitor the performance of strategies identified in the TMP.
10. Current transit effectiveness, and transit MOEs including loads, transit speeds, stop capacity, pedestrian station area capacity are described in the TDR affected environment and within each alternative. While transit mode may increase, that analysis assumes a conservative mode split of 20% for future years.

11. The TMP has been revised and is a stand-alone chapter of the *2018 Seattle CMP*. Performance and effectiveness of the TMP is provided in the TDR. The analysis focuses on peak periods which are anticipated to be the worst case.

RESPONSE TO LETTER 20 - TABLE

Seattle Department of Transportation

1. The existing skybridges provide unimpeded and high volume capacity connections between campus sectors and currently are not scheduled for replacement or removal. The University will continue to work with the City to update permits for the bridges. A detailed pedestrian analysis looking at the capacity for pedestrians crossing the arterials around the central campus (15th, 45th, Pacific and Montlake) was conducted for the PM Peak period with these connections, as well as an analysis of capacity with removal of the skybridges. This analysis is located in the Transportation Discipline Report (Affected Environment section) included in Appendix D and is summarized in Section 3.16 (Transportation) of this Final EIS. A campus wide ADA assessment of the campus was conducted in the Landscape Framework Plan located at: <https://cpd.uw.edu/do/tours/campus-landscape-framework>. Additionally, the University addresses ADA issues as individual development project occur on campus and as part of all capital investments.
2. The Transportation Discipline Report (Analysis Methodology & Assumptions section) included as Appendix D to this Final EIS describes new emerging technologies such as autonomous vehicles and their potential effects in the future conditions section of the TDR
3. Comment noted. The term “cyclists” in the *2018 Seattle CMP* and TDR (Appendix D to this Final EIS) has been revised to the term “people riding bikes”.
4. Please refer to the Development Guidelines maps in Chapter 7 of the *2018 Seattle CMP* for more detailed information concerning pedestrian, bicycle and transit improvements associated with each campus sector. Additional information is provided in the Pedestrian Connections paragraph within the Development Standards section (Chapter 6 of the *2018 Seattle CMP*).
5. The *2018 Seattle CMP* has been updated to reflect the title “Transportation Management Plan.” Calculations for evaluating the Trip and Parking Caps are provided in an appendix of the Transportation Discipline Report (Appendix D of this Final EIS) and also includes calculation methods and assumptions for calculating other Transportation Measures.

6. Please refer to response to comment 5 of this letter.
7. The comment regarding removing visitors from Table 1 of the *2018 Seattle CMP* is noted, and visitors have been removed from the table.
8. The comment regarding the effort utilized to address edge conditions is noted. A detailed pedestrian analysis looking at the capacity for pedestrians crossing the arterials around the central campus (15th, 45th, Pacific and Montlake) was conducted for the PM Peak period with these connections, including analysis of capacity with removal of the skybridges. The full analysis is located in the Transportation Discipline Report (Affected Environment section) in Appendix D and is summarized in Section 3.16 of this Final EIS.
9. The comment regarding future light rail facilities affecting mode share is noted. The results of a recently completed annual mode survey indicates drive alone proportion of trips is now 17.3%. This information is described in the Transportation Discipline Report (Affected Environment) and included in Section 3.15 of this Final EIS. The Mode Split and potential use as a TMP monitoring measure are included in the TMP portion of the *2018 Seattle CMP*.
10. Mode split for all analysis in the TDR (Appendix D) and Section 3.16 of this Final EIS assumes a conservative 20% drive alone and is applied to existing and all future trips. The tables in the TDR Affected environment and alternative sections describe the expected growth in each type of trip.
11. The comment regarding the need for additional discussion on shared mobility access is noted. Please refer to Appendix D, Transportation Discipline Report (Analysis Methodology & Assumptions section), of this Final EIS for updated discussion on new emerging technologies such as shared mobility.
12. Updated text has been added to the Circulation and Parking section of the *2018 Seattle CMP* describing the chart as the 2015 mode split (not 2014). The chart reflects the survey and modes used for arriving on campus in the morning. These percentages are assumed to apply to the campus population. These percentages are applied to reflect peak period mode split to and from the campus. A new survey suggests that the mode split for drive alone was measured at 17.3% with the increase in faculty and staff transit trips. To be conservative the analysis assumes the 20% drive alone into the future.
13. The TMP section of the *2018 Seattle CMP* and the TDR (Appendix D to this Final EIS) Affected Environment sections include recent mode share survey results as well as employee zip data adjacent to potential rail extensions with ST2 and ST3.
14. As indicated in the comment, the *2018 Seattle CMP* has been updated to better define Major Route, Minor Route and Connector Route.

15. The comment regarding showing bike share stations on Figure 42 of the *2018 Seattle CMP* is noted. Bike share data including past trends and routing is provided in the Affected Environment section of the TDR (Appendix D to this Final EIS). Currently there are no plans to replace the Bike Share program that was operating in the City and on campus (Pronto) but was recently discontinued by the City. The University will participate in future discussions as bike share options in the City of Seattle are proposed but are not be shown in maps in the CMP.
16. Bike parking within the Campus is described in the TDR (Appendix D to this Final EIS) affected environment including the current utilization. Bike parking would also be evaluated as each new development project is proposed.
17. Future transit stations and their walksheds are shown in the proposed transit network illustrated on Figure 108 of the *2018 Seattle CMP*. Detailed transit analysis is provided in the TDR (Appendix D to this Final EIS) Affected Environment section and includes an evaluation of future transit including Metro Connects and Link Light rail in the TDR Future No Action section. Passenger count data and vehicle location data are provided in the TDR.
18. Comment noted. The legend symbols and descriptions on Figure 45 of the 2018 Seattle CMP have been realigned.
19. New Transit related measures of effectiveness are included in the TDR (Appendix D to the Final EIS) including stop capacity, loads and screenlines and transit travel times. This data is described in the TDR Affected Environment as well as the Future No Action and Action Alternatives. A walkshed map is also now included in the TDR.
20. The TDR has been updated to reflect this comment.
21. Traffic information including information on average daily traffic (ADT) has been provided in the TDR (Appendix D to the Final EIS).
22. The comment regarding loading zones is noted. The University of Washington campus has been developed with load zones to provide access for deliveries of goods. There is no evidence or information suggesting that the availability of loading is a challenge. As new development occurs freight access for deliveries will be considered in development review. If loading and deliveries becomes an issue, the University may seek to implement strategies to manage this access.
23. Utilization for on-campus parking lots is provided in the Affected Environment section of the TDR (Appendix D to the Final EIS).
24. The two light rail stations are featured in Figure 105 in the *2018 Seattle CMP*. Additionally, new transit measures of effectiveness (MOE) including station capacity, stop capacity,

transit travel time and transit loads. These new MOEs are described in the TDR (Appendix D to the Final EIS). Page 85 of the 2018 Seattle CMP includes a connectivity principle which does address the importance of these connections. The City is in the process of developing a concept for mobility hubs and it is understood that both light rail stations adjacent to campus would likely fall into this category. As the City further defines these mobility hubs (size, scale, priorities, performance) they can be included in the 2018 Seattle CMP and in the TDR performance measures.

25. As noted in the comment, information related to the importance of the modal hierarchies has been added to the TDR (Appendix D to the Final EIS).
26. The street vacation of the NE Boat Street is no longer included as part of the 2018 Seattle CMP.
27. The NE 43rd Street entrance to the Brooklyn light rail station is no longer included as part of the 2018 Seattle CMP.
28. As noted in the comment, information related to shared streets has been provided in the TDR (Appendix ___ to the Final EIS).
29. The comment regarding access to transit as a priority is noted and discussion has been added to the text on page 104 of the *2018 Seattle CMP*.
30. The TDR has been updated to include new MOEs evaluating bicycle and pedestrian circulation and safety in the Affected Environment section and for each of the EIS Alternatives (Appendix ___ to the Final EIS).
31. The comment regarding 15th Avenue NE as planned for protected bicycle lanes is noted and has been added to Figure 107 of the *2018 Seattle CMP*.
32. The “improved bicycle use category” has been removed and deleted from Stevens Way in the 2018 Seattle CMP.
33. The comment regarding bike share locations is noted. Bike share data including past trends and routing is provided in the Affected Environment section of the TDR (Appendix D to the Final EIS). Currently there are no plans to replace the bike share program that was operating in the City and on campus (Pronto) and as such, station locations are not shown on maps in the *2018 Seattle CMP*. The University will participate in future discussions as bike share options in the City of Seattle are proposed.
34. The two light rail stations are featured in Figure 105 in the *2018 Seattle CMP*. Additionally, new transit MOEs including station capacity, stop capacity, transit travel time and transit loads. These new MOEs are also described in the TDR (Appendix D to the Final EIS). The 2018 Seattle CMP does include a connectivity principle on page 85 which does address

the importance of these connections. The City is in the process of developing a concept for mobility hubs and it is understood that both light rail stations adjacent to campus would likely fall into this category. As the city further defines these mobility hubs (size, scale, priorities, performance) they can be included in the CMP and in the TDR performance measures.

35. As noted in the comment, Chapter 5 of the *2018 Seattle CMP* has been revised to address mobility hubs. Please also refer to the response to Comment 24 of this letter.
36. Development standards are addressed Chapter 7 of the *2018 Seattle CMP*. The TDR includes additional analysis of pedestrian measures including stop capacity at key bus stops for existing conditions (Affected Environment) and future alternatives
37. The comment regarding the cloverleaf off-ramp from the University Bridge to NE 40th Street is noted. The *2018 Seattle CMP* and TDR do not identify an impact with nexus to that mitigation, and the cloverleaf is not identified as a development site. The University would be interested in participating in City outreach as they develop these concepts.
38. The street vacation of NE Boat Street is no longer included as part of the *2018 Seattle CMP*.
39. Overall motor vehicle parking is limited to a maximum of 12,300 spaces within the MIO and is referred to as the “parking cap.” Service and load zones, cycle spaces and parking for student housing are not counted in the parking cap. This information is in Chapter 7 – Development Standards.
40. The *2018 Seattle CMP* has been updated to reflect the uses throughout the document. The overall trip generation and analysis is reflective of an aggregate campus including different types of uses (medical, academic, etc). The transportation analysis assumed proportionate growth. The proposed innovation district is being further described in the *2018 Seattle CMP* and was anticipated to generate some level of guest/visitor parking which was incorporated into the TDR analysis. Husky Stadium is not anticipated to change and is governed by its own event TMP.
41. Commute periods are clearly the worst times of the day for all transportation modes. The peak PM period is analyzed in the TDR and all other travel time frames are expected to be less impacted.
42. The comment regarding strengthening relationships between the University of Washington and Sound Transit is noted and additional information has been included in the *2018 Seattle CMP*.
43. The comment regarding shared mobility modes is noted and additional information has been included in the *2018 Seattle CMP*.

44. The TMP section of the *2018 Seattle CMP* and the TDR affected environment sections (Appendix D to the Final EIS) have been updated to include recent mode share survey results and other substantiations, as well as employee zip data adjacent to potential rail extensions with ST2 and ST3, which study and support the effectiveness of the identified potential TMP measures. Telecommuting is included in the travel options surveyed in the annual report but it is a relatively small portion of the population. Survey results also report that the UW population does not typically commute to and from campus every weekday, which can also reflect telecommuting. The 2016 survey reports that faculty spend an average of 3.92 weekdays on campus per week.
45. The TMP section of the 2018 Seattle CMP and the TDR affected environment sections (Appendix D to the Final EIS) have been updated to include recent mode share survey results (effectiveness) as well as employee zip data adjacent to potential rail extensions with ST2 and ST3.
46. The 2018 Seattle CMP has been updated to reflect the uses throughout the document. The overall trip generation and analysis is reflective of an aggregate campus including different types of uses (medical academic etc). The transportation analysis assumed proportionate growth. The proposed innovation district is being further described in the *2018 Seattle CMP* and was anticipated to generate some level of guest/visitor parking which was incorporated into the TDR analysis. The use of Husky Stadium is not anticipated to change and is governed by its own event TMP.
47. The comment regarding additional information on how the change in motor vehicle trips to the University would be measured is noted and this information is provided in the TDR (Appendix D to the Final EIS). The basis of measurement is within the annual survey. Visitors are estimated and are described in the methods for evaluating all transportation modes. Growth in medical is anticipated to be consistent or less than current medical uses.
48. A description of the current U-Pass program is provided in the TDR (Appendix D to the Final EIS). The *2018 Seattle CMP* does not propose changes to the U-Pass program. Performance of the U-Pass program such as resulting modes and satisfaction with the U-Pass program are also described in the TDR.
49. The analysis reflects PM peak hours which has been determined to be the worst case.
50. Current transit effectiveness, and transit MOEs including Loads, transit speeds, stop capacity, pedestrian station area capacity are described in the TDR affected environment (Appendix __ to the Final EIS) and within each of the EIS Alternatives. While transit mode may increase, the analysis includes a conservative mode split of 20% for future years.

51. The TMP has been revised and is a standalone chapter of the *2018 Seattle CMP*. Performance and effectiveness of the TMP is provided in the TDR (Appendix D to the Final EIS). The analysis focuses on peak periods which are anticipated to be the worst case conditions.
52. The TMP has been updated with a discussion on mobility hubs which include potential elements such as connections and amenities, travel experience and demonstrations and partnerships. Many of these elements including intuitive wayfinding, travel information, integrated building design bike parking, and bike share (until the program closes) are currently incorporated into the station areas.
53. The Methodology & Assumptions section of the TDR includes a description of new emerging technologies such as autonomous vehicles, transportation partnership companies, and their potential effects in the future conditions section of the TDR. As a worst case scenario, the *2018 Seattle CMP* and TDR assume a 20% drive alone mode split.
54. The Methodology & Assumptions section of the TDR describes new emerging technologies such as autonomous vehicles and their potential effects in the future conditions section of the TDR. As a worst case scenario, the *2018 Seattle CMP* and TDR assume a 20% drive alone mode split. Because these technologies are emerging the University will address as real trends, and data emerge.
55. The University currently includes organization and structure to support intuitive movement and wayfinding and this will continue to be included as part of the 2018 Seattle CMP.
56. The comment supporting parking management strategies is noted. Chapter 5 of the *2018 Seattle CMP* has been revised as it relates to RPZ bullet 3, item 2 to include the following: "In the Primary Impact zone, the University shall not pay more than \$50,000 annually for permit costs. The fourth item under RPZ bullet 3 has also been removed.
57. The review of parking management strategies referenced in the comment (reviewing pricing options to discourage SOV use and review/consider performance-based strategies including charging more for high demand parking lots) is currently ongoing and will continue.
58. The comment regarding mobile parking payment is noted; however, the University of Washington has decided to not pursue this form of payment at this time.
59. The comment regarding SDOT's review of their RPZ program is noted.
60. The comment regarding potential RPZ permit subsidies and payment options is noted and the University will continue to work with SDOT.

61. The comment regarding consideration of periodic monitoring of the RPZ program commitments is noted and monitoring has been identified and included in the TMP.
62. An evaluation of bike parking is provided in the TDR and currently adequate bike racks are provided on campus. Bike parking demand for racks and secured parking are regularly inventoried on campus. This data is provided in the TDR affected environment discussion.
63. Please refer to the response to comment 62 of this letter.
64. Bike share data including past trends and routing is provided in the affected environment section of the TDR. Currently there are no plans to replace the bike share program that was operating in the City and on campus (Pronto) and as such, the bike share locations are not shown in maps in the *2018 Seattle CMP*. The University will participate in future discussions as bike share options in the City of Seattle are proposed.
65. As noted in the comment, strategies for encouraging bicycle commuting are further described in the TMP section.
66. Existing pedestrian connections are described in Figure 35 of the *2018 Seattle CMP* and the Proposed Pedestrian Circulation is found on Figure 106 of the *2018 Seattle CMP*. Figure 106 includes pedestrian paths on campus as well as those leading from campus to the University District.
67. The comment regarding mode share goals is noted and a mode share goal of reducing drive alone trips is a University and City priority. Under the *2018 Seattle CMP* TMP, the University would commit to 15% drive alone rate by 2028. The University will work to improve and make a walk environment a priority as described in their hierarchy. The TDR describes how proximity of development is intended to be within walkable limits (1/4 mile) of dormitories, U District multifamily housing, Rapid Ride transit and Light Rail.
68. The comment regarding additional marketing and education strategies is noted and will have been included in the TMP.
69. Transportation survey results report that the UW population does not typically commute to and from campus every weekday, which can also reflect telecommuting. The 2016 survey reports that faculty spend an average of 3.92 weekdays on campus per week.
70. The comment regarding existing TMP possible institutional policy improvements is noted. The updated TMP includes and addresses additional institutional TMP strategies
71. The comment regarding monitoring and reporting is noted. A TMP modal monitoring program is desirable and may help eliminate other complex monitoring. The method for calculating the caps has been included in the TDR appendices.

72. New pedestrian measures of effectiveness are described in the TDR including their relationship to a level of service. Details related to public realm are provided in Chapter 7 of the *2018 Seattle CMP*.
73. The comment regarding the Burke Gilman Trail is noted. Additional details from the Burke Gilman Trail plan have been provided in the TDR including an analysis of how the Burke Gilman Trail will function safely as a result of growth.
74. Passenger and service loading are not intended to occur on Brooklyn and in Chapter 7 of the *2018 Seattle CMP* has been updated to reflect these details.
75. The comment regarding bike lanes on Brooklyn Avenue NE is noted. Bike lanes shown in the *2018 Seattle CMP* are illustrative only and the University will work with the City to implement bike lanes.
76. The TDR includes new MOEs evaluating bike and pedestrian circulation as well as transit and safety in the affected environment, as well as with each alternative. A protected bike lane is not assumed in the TDR as it is not defined in the Bike Implementation Plan
77. The text regarding the reconnection of NE 41st Street between Roosevelt Avenue NE and 11th Avenue NE has been removed from the *2018 Seattle CMP*.
78. The text regarding an enhanced pedestrian experience along Montlake Boulevard has been removed from the *2018 Seattle CMP*.
79. The comment regarding potential additional bike/pedestrian connections between the Burke Gilman Trail and NE 47th Street is noted. The current grade change in this area does not make this a project that the University would be interested in.
80. The comment regarding development promoting urban design best practices is noted.
81. All full page map of the primary and secondary impact zones has been provided in the *2018 Seattle CMP*.
82. The comment regarding the Innovation District is noted. Chapter 4 – Key Topic Areas, Section 4.5 Innovation District Assumptions provides further details on the Innovation District. A new section specific to the Innovation District has been included in the *2018 Seattle CMP*.
83. The comment regarding the Hec Ed Bridge is noted. The *2018 Seattle CMP* does not include the removal of any pedestrian bridges. The Hec Ed Bridge is owned by the City of Seattle. The University would support efforts by the City to update the bridge.

84. The existing skybridges provide unimpeded and high volume capacity connections between campus sectors and currently are not scheduled for replacement or removal. The University will continue to work with the City to update permits for the bridges. A detailed pedestrian analysis looking at the capacity for pedestrians crossing the arterials around the central campus (15th, 45th, Pacific and Montlake) was conducted for the PM Peak period with these connections but also looks at capacity with them removed. This analysis is located in the TDR (Affected Environment section) and is summarized in Section 3.16 (Transportation) of this Final EIS. A campus wide ADA assessment of the campus was conducted as part of the University's Landscape Framework Plan (<https://cpd.uw.edu/do/tours/campus-landscape-framework>) and addresses ADA issues. The University is addressing ADA issues as development occurs on campus and as part of all capital investments.
85. The comment regarding use of the term "people riding bikes in lieu of "cyclists" is noted.
86. Maintaining a walkable campus is important to maintain the low drive alone mode splits. Proximity measures demonstrate that the campus development is being developed in close proximity to Light Rail, RapidRide frequent bus service, University District multi-family housing, and residence halls and this close proximity (generally 1/4 mile) would support walking on campus. This is stated in the MOEs.
87. The comment regarding the TMP and construction is noted.
88. Generally the trip generation is estimated based on one peak period trip in and out. A description of assumptions for visitors and guests has also been provided. The annual survey describes the characteristics of campus population groups and suggests that we could use an FTE calculation to reflect the fact that faculty and some staff do not attend classes on campus each day.
89. A detailed pedestrian analysis looking at the capacity for pedestrians crossing the arterials around the central campus (15th Avenue NE, NE 45th Street, NE Pacific Street and Montlake Boulevard) was conducted for the PM Peak period with these connections but also looks at capacity with them removed. This analysis is located in the TDR (Affected Environment section) and is summarized in the EIS.
90. The TDR includes new MOEs evaluating bike and pedestrian circulation and safety in the Affected Environment section and with each alternative. The CMP also describes bicycle circulation elements.
91. Bike parking within the campus has been described in the TDR affected environment including the current utilization. Bike parking has also been evaluated with each new development.
92. Current transit effectiveness, and transit MOEs including loads, transit speeds, stop capacity, pedestrian station area capacity are described in the TDR affected environment

and within each alternative. While transit mode may increase, that analysis assumes a conservative mode split of 20% for future years.

93. The comment stating that the City of Seattle has no plans to expand the Burke-Gilman Trail is noted.
94. Bike parking within the campus has been described in the TDR affected environment including the current utilization. Bike parking has also been evaluated with each new development.
95. A detailed pedestrian analysis looking at the capacity for pedestrians crossing the arterials around the central campus (15th Avenue NE, NE 45th Street, NE Pacific Street and Montlake Boulevard) was conducted for the PM Peak period with these connections, and also looks at capacity with them removed. This analysis is located in the TDR (Affected Environment section) and is summarized in the EIS.
96. The TDR includes new MOEs evaluating bike and pedestrian circulation and safety in the Affected Environment section and with each alternative.
97. Calculations for evaluating the trip and parking caps have been provided in an appendix of the TDR and also include calculation methods and assumptions for calculating other transportation measures.
98. A TMP modal monitoring is desirable and may help eliminate other complex monitoring. The method for calculating the caps has been included in the TDR appendices.
99. The mode-split survey that was referenced in the comment is conducted annually.
100. Calculations for evaluating the trip cap and parking cap have been provided in an appendix of the TDR and also include calculation methods and assumptions for calculating other transportation measures.
101. A TMP modal monitoring is desirable and may help eliminate other complex monitoring. The method for calculating the caps has been included in the TDR appendices.
102. A TMP modal monitoring is desirable and may help eliminate other complex monitoring. The method for calculating the caps has been included in the TDR appendices. Mode split for all analysis assumes a conservative 20% drive alone and is applied to existing and all future trips. The tables in the TDR affected environment and alternative sections describe the expected growth in each type of trip.
103. Figure 2-3 refers to Figure 2-3 in Chapter 2 (page 2-5).
104. The UWTS Mode Hierarchy reflects the Universities goals for meeting sustainability objectives and provide a framework for presenting the analysis by mode.
105. Table 3.16-1 has been updated to show mode shares as noted in the comment.

106. Figure 3.16.2 is a visual representation of the proportion if taking the campus as a whole instead of percentages by type (faculty staff and students). It underscores the weight of the students as compared to faculty and staff.
107. The mode share goal of reducing drive alone trips is the University and City priority. The University will work to improve and make a walk environment a priority as described in their hierarchy. The TDR describes how proximity of development is intended to be within walkable limits (1/4 mile) of dormitories, U District multifamily housing, Rapid Ride transit and Light Rail.
108. The comment regarding the peer comparison of the FHWA report titled “Ridesharing, Technology and TDM in University Settings” is noted.
109. Section 3.16 (Transportation) of the Final EIS and the Transportation Discipline Report have been revised to describe actual assumed background improvements.
110. A detailed pedestrian analysis looking at the capacity for pedestrians crossing the arterials around the central campus (15th Avenue NE, NE 45th Street, NE Pacific Street and Montlake Boulevard) was conducted for the PM Peak period with these connections but also looks at capacity with them removed. This analysis is located in the TDR (Affected Environment section) and is summarized in the EIS.
111. A detailed pedestrian analysis looking at the capacity for pedestrians crossing the arterials around the central campus (15th, 45th, Pacific and Montlake) was conducted for the PM Peak period with these connections and also looks at capacity with them removed. This analysis is located in the TDR (Affected Environment section) and is summarized in the EIS.
112. The TDR includes new MOEs that evaluate bike and pedestrian circulation and safety in the Affected Environment section and under each alternative.
113. The comment regarding Stevens Way cycle improvements is noted. These improvements are no longer included in the CMP.
114. The results of a recently completed (2016) annual mode survey indicates rideshare and vanpool as 5 percent, which has not changed significantly. These survey results have been described in the TDR (Affected Environment) and included in the EIS. The Mode Split and potential use as a TMP monitoring measure has also been included in the TMP in the CMP.
115. Calculations for evaluating the trip and parking Caps have been provided in an appendix of the TDR and also include calculation methods and assumptions for calculating other transportation measures.
116. PM peak periods are clearly the worst times of the day for all transportation modes as it represents the evening commute periods. The peak PM period is analyzed in the TDR and all other time frames are expected to be less impacted. If development under the

CMP can meet the needs of peak periods, it is anticipated that it can meet off peak demand as well.

117. A detailed transit analysis is provided in the TDR Affected Environment section and includes an evaluation of future transit including Metro Connects and Link Light rail in the TDR Future No Action section. New transit measures include transit loads and transit travel time and are also provided in the TDR.
118. The TMP has been revised and is a standalone chapter of the CMP. Performance and effectiveness of the TMP is provided in the TDR. The TDR and EIS have been updated to include new multimodal MOEs and help monitor the performance of strategies identified in the TMP.
119. The TDR has been updated to include additional analysis of pedestrian, bicycle and transit MOEs.
120. The TDR reflects current utilization of bike parking and reflects that it is more than adequate to accommodate current development. As development continues under the *2018 Seattle CMP*, the University will increase bike parking commensurate with development.
121. Detailed transit analysis has been provided in the TDR Affected Environment and reflects updated transit data from the University of Washington Transportation Services survey from 2016 (post University Link) and also includes information from U-Pass.
122. Current transit effectiveness, and transit MOEs including loads, transit speeds, stop capacity, and pedestrian station area capacity are described in the TDR affected environment and within each alternative. While transit mode may increase, the TDR analysis assumed 20% for future years. Under the *2018 Seattle CMP* TMP, the University would commit to 15% drive alone rate by 2028.
123. Calculations for evaluating the trip and parking caps have been provided in an appendix of the TDR and also include calculation methods and assumptions for calculating other transportation measures
124. Generally, trip generation is estimated based on one peak period trip in and out. Additionally, a description of the assumptions for visitors and guests is also provided. The annual survey describes the characteristics of campus population groups and suggests that an FTE calculation could be used to reflect the fact that faculty and some staff do not attend classes on campus each day.
125. PM peak periods are the worst times of the day for all transportation modes. The peak PM period is analyzed in the TDR and all other time frames are expected to be less impacted. If development under the *2018 Seattle CMP* can meet the needs of peak periods, it is anticipated that it can meet off peak demand as well.

126. Section 3.16 (Transportation) has been updated to reflect the comment. Daily drive alone trips would not exceed 20%. The peak hour analysis reflects industry standards for comparing to thresholds for a single peak hour. Also peak hour reflects the worst case condition, and analyzing other hours of the day would not reveal any worse case.
127. The Burke Gilman Trail plan is summarized on page 3.16-33 of the Final EIS and described in detail in the Burke-Gilman Trail Conceptual Design (Alta, 2012). The impact of growth under the *2018 Seattle CMP* has been assessed on the Burke-Gilman Trail and analysis included. As noted, future phases of Burke-Gilman Trail will be adequate to meet future demand. At this time, additional phases of the Burke-Gilman Trail (east of Rainier Vista) are not programmed at this time. As budget allows additional phases o will be completed.
128. Transit is an important mode for the University and contributes to the low drive alone mode achieved by the University. Development on the campus should be located to be in close proximity to available transit. Notably, the University will also be served by RapidRide, a high frequency service proposed to be offered by Metro by the year 2025.
129. PM peak periods are the worst times of the day for all transportation modes. The peak PM period is analyzed in the TDR and all other time frames are expected to be less impacted. If development under the *2018 Seattle CMP* can meet the needs of peak periods, it is anticipated that it can meet off peak demand as well.
130. The AM trip cap is projected to be exceeded by the year 2025 if the drive alone mode share remains at 20%. The AM trip cap would not be exceeded with a drive alone mode share of 19% and the University is currently achieving a 17% drive alone mode share after the opening of Link light rail. As part of the *2018 Seattle CMP* TMP, the University is proposing a drive alone mode share of 15% by 2028.
131. LOS is reported as indicated in Table 3.16-22 and reflects background growth. With the *2018 Seattle CMP*, the background analysis now includes the U District upzone which has been approved. The background analysis now includes the 2035 upzone land use prorated to 2028.
132. The TMP has been revised and is a stand-alone chapter of the *2018 Seattle CMP*. Performance and effectiveness of the TMP is provided in the TDR. The analysis focuses on peak periods which are anticipated to be the worst case.
133. The existing skybridges provide unimpeded and high volume capacity connections between campus sectors and currently are not scheduled for replacement or removal. The University will work with the City to update permits for the bridges, as necessary. A detailed pedestrian analysis looking at the capacity for pedestrians crossing the arterials around the central campus (15th Avenue NE, NE 45th Street, NE Pacific Street and Montlake Boulevard) was conducted for the PM Peak period with these connections but also looks at capacity with them removed. This analysis is located in the TDR (Affected Environment section) and is summarized in the Section 3.16 (Transportation) of this Final

EIS. A campus wide ADA assessment of the campus was conducted in the Landscape Framework Plan (<https://cpd.uw.edu/do/tours/campus-landscape-framework>) and addresses ADA issues. The University is addressing ADA issues as development occurs on campus and as part of all capital investments.

134. The comment regarding vehicle trip data is noted. Trip data dating back to 1990 or sooner is collected differently and is not available.
135. The graphs have similar vertical axis and the figures have been update in the TDR (see TDR Figures 1.2 and 1.3)
136. The comment regarding peak hour vehicle trip disparity is noted. The 2014 vehicle trip data may have been an anomaly as is noted in 2016 data provided in Figure 1.1 of the TDR.
137. The TDR methods and assumptions appendix has been updated to include additional discussion on the methodology for using student headcount data as opposed to FTE student data.
138. The TDR has been updated to reflect this comment.
139. As described in Chapter 2 of this Final EIS, development under Alternative 5 would be same as Alternative 1, but no street vacations would occur. Please note that the street vacation of NE Boat Street is no longer included as part of the *2018 Seattle CMP*.
140. The TDR has been updated to include the funding status of all projects, specifically implementation plans that are funded as part of the modal master plans (i.e., bicycle).
141. The TDR has been updated to reflect this comment.
142. The TDR has been updated to reflect this comment.
143. The TDR has been updated to reflect this comment.
144. The TDR has been updated to reflect this comment
145. The TDR has been updated to reflect this comment.
146. The TDR has been updated to reflect this comment
147. The TDR has been updated to provide a comparison to AM peak volumes/analysis results

148. The TDR has been updated to include additional analysis of pedestrian, bicycle and transit measures of effectiveness in the Secondary Impact Zone.
149. As other reviewers have noted, maintaining a walkable campus is important to maintain the low drive alone mode splits. Proximity measures demonstrate that the Campus development is located in close proximity to Light Rail, RapidRide frequent bus service, University District multi-family housing, and residence halls and this close proximity (generally 1/4 mile) will support walking on campus. This is stated in the MOEs
150. The TDR has been updated to provide a comparison of AM to PM peak period
151. The TDR has been updated to include additional analysis of pedestrian, bicycle and transit measures of effectiveness. Additional measures of effectiveness include the quality of the bicycle and pedestrian environment in the secondary impact area.
152. The TDR has been updated to reflect a 1/4 mile walkshed for Rapid Ride and 1/2 mile for Light Rail
153. Drive alone mode share has been added to the TDR as a measure of effectiveness; however, mode split is being evaluated as a constant and that all alternatives are being evaluated with the same mode split (20%) to provide a conservative analysis.
154. Potential safety concerns and missing sidewalks as stated in the City of Seattle PMP are identified in the Quality of Pedestrian Environment measure of effectiveness within the Pedestrian Performance Measures included in the Affected Environment section.
155. The TDR has been updated to reflect green street recommendations that have been implemented.
156. The existing skybridges provide unimpeded and high volume capacity connections between campus sectors and currently are not scheduled for replacement or removal. The University will continue to work with the City to update permits for the bridges. A detailed pedestrian analysis looking at the capacity for pedestrians crossing the arterials around the central campus (15th, 45th, Pacific and Montlake) was conducted for the PM Peak period with these connections but also looks at capacity with them removed. This analysis is located in the Transportation Discipline Report (Affected Environment section) and is summarized in Section 3.16 (Transportation) of this Final EIS. A campus wide ADA assessment of the campus was conducted in the Landscape Framework Plan located here: <https://cpd.uw.edu/do/tours/campus-landscape-framework> and addresses ADA issues. The University is addressing ADA issues as development occurs on campus and as part of all capital investments.

157. The TDR will include additional analysis of pedestrian, bicycle and transit measures of effectiveness. We will overlay these high volume uses with the bicycle and pedestrian accident data.
158. As other reviewers have noted, maintaining a walkable campus is important to maintain the low drive alone mode splits. Proximity measures demonstrate that the Campus development is located in close proximity to Light Rail, RapidRide frequent bus service, University District multi-family housing, and residence halls and this close proximity (generally 1/4 mile) will support walking on campus. This is stated in the pedestrian measures of effectiveness
159. Pedestrian improvements from the PMP have been described further in the TDR.
160. The TDR has been updated to reflect this comment.
161. Bike improvements are not included in the *2018 Seattle CMP*. Stevens Way will operate similar to current conditions. Please also refer to the Proposed Bike Circulation map in Chapter 5 of the *2018 Seattle CMP*.
162. The red line in Figure 3.12 of the TDR reflects the parking utilization with the label on the right. Green is capacity and blue is demand.
163. The TDR has been updated to reflect this comment.
164. Trends in bicycle trips can be highly variable depending on weather and difficult to see trends. New data from the UW Link bridge includes bike counts and have been compared to actual data.
165. A new figure has been added to the TDR to include the Burke-Gilman Trail and collision data for pedestrian and bike collisions.
166. Figure 3-12 and 3-18 in the TDR have been expanded to show all campus sectors. West Campus contains the highest bike parking demand of the different sectors.
167. The TDR has been updated to reflect this comment.
168. The TDR has been updated to include additional analysis of pedestrian, bicycle and transit measures of effectiveness. For Stevens Way, transit travel times have also been evaluated. Bike improvements are not proposed on Stevens Way.
169. The TDR has been updated to include additional analysis of pedestrian, bicycle and transit measures of effectiveness. Transit loads have been evaluated at several screenline locations.

170. The TDR has been updated to include additional analysis of pedestrian, bicycle and transit measures of effectiveness. Transit loads have been evaluated at several locations as noted above.
171. The TDR has been updated to include additional analysis of pedestrian, bicycle and transit measures of effectiveness. Transit travel times and delays along the same corridors were evaluated for vehicle circulation
172. The TDR has been updated to reflect this comment
173. Metro service guidelines which metro provides have been removed from the TDR.
174. Green Streets are shown in Existing Pedestrian Facilities Classifications figure and freight routes in Existing Service Routes and Loading figure. Both Green Streets and Major Freight Routes are in the Affected Environment section.
175. The TDR has been updated to reflect this comment.
176. LOS is as reported and since the U District upzone has been approved, the background analysis now includes the 2035 upzone land use prorated to 2028.
177. Parking utilization at each on-campus lot is shown in the Affected Environment section of the TDR.
178. The methods and assumptions appendix in the TDR describes trip generation based on FTEs relationship to mode split and calculation to peak hour trips by mode.
179. A variety of methods could be used to calculate trip generation. The TDR looks at the Full Time Equivalent (FTEs) and calculates trips by campus population type for the following reasons: first, abundant data on travel modes for the campus populations was available based on the annual campus survey, second urban university campuses are unique and each is different. Research indicates there were few urban campus locations with as low a drive alone rate as UW, with the exception of metropolitan campus locations. Third, trip generation rates for universities and campuses from ITE trip generation are based on few studies and as noted above each are very unique. Off-peak periods are unlike peak periods.
180. Generally the trip generation is estimated based on one peak period trip in and out. Additional assumptions for visitors and guests is also described. The annual survey describes the characteristics of campus population groups and suggests that we could use an FTE calculation to reflect the fact that faculty and some staff do not attend classes on campus each day.

181. Trip generation based on FTEs and mode split as well as hourly directional assumptions have been provided and described in the TDR Methods and Assumptions appendix.
182. New pedestrian measures of effectiveness are described in the TDR including relationship to a level of service. Details related to public realm are provided in Chapter 7 of the *2018 Seattle CMP*.
183. All pedestrian MOEs will be described in the TDR Affected Environment and methods and assumptions have been described in the Methods Appendix.
184. The TDR has been revised to describe actual assumed background improvements.
185. The TDR has been updated to reflect the recent BMP Implementation plan.
186. Figure 4.3 of the TDR has been updated to improve the legibility.
187. The comment refers to the Burke Gilman Trails report and which has been discussed in the TDR as well as the methods for calculating future volumes related to the campus. Methods have been included in the TDR Methods Appendix.
188. Methods have been described in the TDR methods appendix
189. Analysis for walk distance has been updated to include 1/4 mile distances for RapidRide. Analysis methods have been described in the TDR method appendix.
190. These are general distribution directions from the Travel demand model. To assign trips to specific corridors means they need to be subtracted from other corridors. Overall, background trips were increased, including the as part of the U District upzone
191. Existing volumes are shown in the Affected Environment section. Project trips and future with-project volumes at all study intersections are shown in the Alternatives sections.
192. Curbspace management is anticipated to evolve over time and is described in the Affected Environment section.
193. Methods for calculating the trips and modes have been provided in the TDR methods (see Appendix D).
194. Pedestrian analysis includes transit patrons that walk to their ultimate transit stops. Pedestrian measures are included in the TDR and methods are described in Appendix D.

195. Pedestrian analysis includes transit patrons that walk to their ultimate transit stops. Pedestrian measures are included in the TDR and methods are described in Appendix D.
196. The Burke-Gilman Trail Plan is described in the Burke-Gilman Trail Plan. The impact of growth has been assessed on the Burke-Gilman Trail and analysis included. Future phases of Burke-Gilman Trail are not programmed at this time. As budget allows additional phases will be completed.
197. Additional measures of effectiveness including pedestrian crossings of cordon screenlines and the Burke Gilman Trail have been included in the TDR and methods for calculating these are described in the methods and assumptions appendix
198. The existing accessibility network (ADA) maps can be found on Figure 41 of the *2018 Seattle CMP*.
199. New transit measures of effectiveness include transit speeds, loads, and stop capacity. Transit distances were revised to 1/4 mile for Rapid Ride and 1/2 mile for Light rail. It is assumed that the transit impact of all alternatives are generally the same as transit patrons as pedestrians would likely originate or be destined to the same transit locations.
200. The TDR has been revised to reflect this comment.
201. The TDR has been revised to reflect this comment.
202. Freight vehicle trips are anticipated to be similar to current freight amounts. Currently heavy vehicle percentages on Stevens Way are shown in the Affected Environment section of the TDR. There is currently no issue with freight deliveries to the campus.
203. The vacation of Boat Street is no longer being considered as part of the *2018 Seattle CMP*.
204. The vacation of Boat Street is no longer being considered as part of the *2018 Seattle CMP*.
205. Mitigation measures for identified impacts will be discussed with the City
206. The TDR has been updated to provide further discussion on the contributing factors for impacted stop-controlled intersections.
207. Mitigation measures for identified impacts will be discussed with the City

208. Locations where on-street parking is provided and not controlled are identified in the TDR.
209. Trips (growth) for different alternatives are assigned to sectors based on density in those sectors. This growth is then assigned to proposed parking garages and assumptions of access of the garages onto arterial streets and distributed from the garages based on general distribution patterns. These methods have been further described in the TDR methods appendix.
210. Text has been added to the TDR to describe the constraints of development in the East Campus.
211. The TDR has been updated to reflect this comment.
212. The TDR has been updated to reflect this comment.
213. The vacation of Boat Street is no longer part of the *2018 Seattle CMP*. Other vacations (NE Northlake Place street vacation) are less impactful on transportation. The City-University Agreement only requires the University to provide a description of proposed vacations in the CMP.
214. Recent adoption and approval of the U-District Upzone results in moving that development into background and therefore there are no "cumulative" (speculative) developments to include.
215. New modal measures of analysis have been included and are described in the Affected Environment and Alternatives sections. Methods for developing modal measures of effectiveness are included in the Methods Appendix
216. Measures and potential impacts and mitigations are now described in the TDR
217. ADA Transition is described in the Landscape Plan. As development occurs, the University assesses accessibility and upgrades infrastructure in the development area to remove barriers.
218. Measures of effectiveness for pedestrian, bike and transit modes. Where impacts are identified, mitigations are proposed.
219. In the future intersection operations are optimized for improved signal timing which reflects the potential effects of ITS. Actual benefits of ITS implementation would depend on actual traffic volumes and resulting operations.
220. The comment regarding transit, freight and parking improvements is noted and Chapter 11 of the TDR has been updated to reflect this comment.

221. The *2018 Seattle CMP* TMP has been updated to be consistent with the TDR.
222. See Table 5.2 and 5.3 of the TDR for estimates of all campus travel trips by mode. Drive alone mode specifically during peak periods is currently 20% (2015) and was analyzed at 20% into the future to provide a conservative analysis.
223. Mitigation measures have been updated in Section 11 and 12 of the TDR.
224. A list of specific connections are listed in Table 11.1 of the TDR.
225. Applying the precision of VISSIM for arterial operations on future forecasted intersections that are approximations may not improve precision of results. The EIS relies on SYNCHRO analysis including increased transit movements to estimate operations that are described in the TDR Methods appendix.
226. The TDR has been updated to describe the annual survey and other reports.
227. Both routes (NE 43rd Street and Rainier Vista) are noted as major pedestrian paths in Figure 3.6 of the TDR.
228. NE 43rd Street between Memorial Drive and 15th Avenue NE is no longer being considered as a transit route but will be maintained and improved for pedestrian and ADA access.
229. Aside from Metro Connects proposed operations of transit, no other changes are proposed.
230. The comment regarding 15th Avenue NE is noted.
231. Intended and existing Rapid Rides have been noted as such in the TDR.
232. NE 43rd Street between Memorial Drive and 15th Avenue NE is no longer being considered as a transit route but will be maintained and improved for pedestrian and ADA access.
233. A discussion of pedestrian wayfinding and lighting is included in the *2018 Seattle CMP*.



City of Seattle

Edward B. Murray, Mayor

Department of Construction and Inspections

Nathan Torgelson, Director

Letter 21

Lindsay King
700 5th Avenue, Suite 1800
P.O. Box 34019
Seattle, WA 98124-4019

November 18, 2016

Julie Blakeslee
Environmental and Land Use Planner
Capital Planning & Development
Box 352205
Seattle, WA 98195-2205

Dear Julie Blakeslee:

Thank you for the opportunity to comment on the Draft Environmental Impact Statement (DEIS). City of Seattle departments have reviewed the DEIS and the provided appendices. Enclosed are our substantive comments on the scope of analysis, the clarity of the document, identified impacts and mitigation.

Please note that the comments provided are for the Draft Environmental Impact Statement only. This comment letter includes comments from the City departments noted below except Seattle Department of Transportation (SDOT). SDOT will provide a separate comment letter.

Seattle Department of Construction and Inspections, in conjunction with the City departments, will provide a separate list of comments on the Draft Master Plan, and the enclosed rezone analysis, once the Master Use Permit public comment period is complete.

As you review our comments we are happy to answer any questions you may have.

Thank you again for the opportunity to review the DEIS.

Sincerely,

Lindsay King
Senior Land Use Planner
Seattle Department of Construction and Inspections



University of Washington 2018 Campus Master Plan DEIS Comments

Attachments:

Example map of Campus Master Plan heights in relationship to U-District Rezone.

CC:

Nathan Torgelson, SDCI
Roberta Baker, SDCI
Stephanie Haines, SDCI
Cheryl Waldman, SDCI
John Shaw, SDCI
Dean Griswold, SDCI
Ben Perkowski, SDCI
Seth Amrhein, SDCI
James Dasher, SDCI
Janet Shull, OPCD
Kristian Kofoed, OPCD

John Nierenberg, SCL
David Graves, Parks
Sarah Sodt, DON
Emily Ehlers, SDOT
Beverly Barnett, SDOT
Laurie Hammack, SCL
Darrin Kinney, SCL
Laura Hewitt-Walker, OPCD
Mark Jaeger, SPU
Roger Wynne, LAW

Environmental Impact Statement References to the City University Agreement
Comments by SDCI

1. Additional clarification is necessary for the references to the 1998 City University Agreement throughout the DEIS.
 - a) The EIS should clarify the relationship between the 1983 and 1998 Agreements.
 - i) The 1998 Agreement did not merely update or amend the 1983 Agreement. The 1998 Agreement superseded the 1983 Agreement. See Ord. 118982, Att. 1 § VI, page 23.
 - ii) Many references in the DEIS are not clear on this point. See, e.g., pages 1-1 and 2-4 (suggesting the 1998 Agreement “updated” the 1983 Agreement), pages at 2-10 and 3.6-44 (“amended”), and page at 3.6-40 (suggesting the 1998 Agreement was originally signed in 1983).
 - b) The EIS should clarify that the 1998 Agreement is as-amended in 2003 and 2004.
 - i) The amendments were adopted by the City Council in 2003 and 2004. See Ord. 121193 and Ord. 121688.
 - ii) Discussions of the 1998 Agreement should be clarified to reflect that point. See, e.g., pages page 2-10, 3.6-40, and 4-1.
 - c) The EIS should properly characterize the effect of the Agreement and CMP by quoting the relevant provisions.
 - i) In relevant part, SMC 23.69.006.B provides that the Agreement “shall govern . . . uses on campus, uses outside the campus boundaries, [and] zoning and environmental review authority” It also says “development standards of the underlying zoning may be modified” by the Agreement or a campus master plan.
 - ii) The Agreement says little about what law governs campus development. It merely commits UW to obtain “all City permits required by law”—without defining that term—and reserves the parties’ conflicting legal positions about the City’s “zoning or SEPA jurisdiction” over UW. See Agreement at §§ V and VII.
 - iii) The DEIS mischaracterizes those documents. For example, page 3.6-7 cites them for the proposition that campus development is governed by the CMP. (That page also cites SMC 23.12.120, which was repealed in 2001 by Ord. 120691 § 2.) Likewise, pages 3.6-36 and 3.6-41 assert the Agreement “directs” and “governs” land use development. Furthermore, pages 1-1, 2-4, and 2-10 all assert “the Agreement is the GMA development regulation applicable to University development on campus.” The DEIS should use the language of the Code and Agreement, which explain that the Agreement governs only certain aspects of development and that the CMP is among the development regulations applicable to the campus.

3.1 Earth
Comments by SDCI

2. Page 3.1-3, 3.1-8, 3.1-9, 3.1-12 through 3.1-30 Discussion of Liquefaction/Landfill/Peat-Settlement Prone Area in each sector of campus. The critical area mapping for Liquefaction,

Landfill and Peat-Settlement Prone Areas is parcel based, and therefore different from the other critical area mapping units. The impact analysis should correctly identify mapped areas of ECA, based on the large parcel, and potential impacts of development in each sector of campus.

3. Page 3.1-3 and 3.1-14, Figure 3.1-4. The Peat mapping unit on the Central and South Campus Sectors, shown on the City Mapping System to the west of Montlake Boulevard NE, is due to the large parcel size associated with the University of Washington. The FEIS should clarify Figure 3.1-4, rather than only indicating that the peat soils are primarily located in the East Campus Sector. 3 cont.
4. Page 1-38-1-39, 3.1-35, provides that areas mapped as medium or high sensitivity areas, as shown on Figure 3.1-5, will comply with applicable sections of the Environmentally Critical Areas Ordinance, SMC 25.09. The following mitigation measures will apply to all sites regardless of the identified low, medium or high sensitivity shown on Figure 3.1-5 and as discussed on pages 1-38-1-39, 3.1-34 and 3.1-35. 4
 - a) All development is subject to Grading and Stormwater Codes (or functional successor).
 - b) All development located within a City of Seattle mapped Environmentally Critical Area (ECA) is subject to the provisions of the Environmentally Critical Areas Regulations, SMC 25.09.
 - c) The ECA Ordinance and Director's Rule (DR) 18-2011 require submission of a soils report to evaluate the site conditions and provide recommendations for safe construction of specific development projects in landslide prone areas.
 - d) Liquefaction prone areas and areas within 1,000 feet of a methane-producing landfill are regulated through relevant sections of the Seattle Building Code.

3.3 Wetlands and Plants/Animals

Comments by SDCI

5. Page 3.3-7 through 3.3-11. The Fish and Fish Habitat descriptions for West, South and East Campus do not appear comprehensive in their list of affected fish species. There are salmonids that are known to utilize Portage Bay, Ship Canal, Union Bay that are not mentioned in this section. The Shoreline Characterization Report and Best Available Science documents used by the City of Seattle for the Shoreline Master Program update and Environmental Critical Area Ordinance updates, available at the City of Seattle website, are good resources for this information, but there are others such as technical documents for WRIA 8 planning. See links below. 5

<http://www.seattle.gov/dpd/codesrules/changestocode/shorelineupdate/documents/default.htm>

<http://www.govlink.org/watersheds/8/reports/default.aspx>
6. Page 3.3-5. This section should reference to Seattle's Tree Projection Code (SMC 25.11). SMC 25.11 contains the regulations for the preservation or removal of trees within the City of Seattle. 6
7. Page 3.3-7 through 3.3-11. The animals section does not consider impacts to great blue heron colony and management areas. There is a great blue heron nesting colony identified on Washington Department of Fish and Wildlife's Priority Habitat Species map in the south end of the Central Campus. Such Priority Habitat Areas are fish and Wildlife Habitat Conservation 7

Areas, a type of environmentally critical area (ECA) under Seattle's ECA code (SMC 25.09.020.D.2).	7 cont.
<p>8. Page 1-42, 1-43, 3.3-37, 3.3-39, states that areas mapped as medium or high sensitivity areas, as shown on Figure 3.3-2, proximate to the shoreline jurisdictional area could require additional analysis and mitigation measures. The following mitigation measures will apply to all sites regardless of the identified low, medium or high sensitivity shown on Figure 3.3-2 and as discussed on pages 1-42, 1-43, 3.3-7 and 3.3-39.</p> <p>e) All development is subject to Grading and Stormwater Codes (or functional successor).</p> <p>f) All development located within a City of Seattle mapped Environmentally Critical Area (ECA) is subject to the provisions of the applicable Environmentally Critical Areas Regulations, SMC 25.09.</p> <p>g) All development located within a City of Seattle mapped Shoreline zone will be subject to the City's Shoreline Master Program (SMC 23.60A) and Environmental Critical Area Ordinance (SMC 25.09). Development will be required to meet required avoidance, minimization and habitat mitigation measures (e.g., SMC 23.60A.158) as well as all appropriate development standards for the protection of plants and animals and their habitat in these regulations.</p>	8
<p>3.4 Energy</p> <p>Comments by Seattle City Light</p>	
9. Section 3.4. It appears that the DEIS overestimates the distribution grid's ability to serve the proposed development in the near term. The DEIS mentions that the substation has capacity to serve some of the new load in the near term. This is true from a transformer bank capacity standpoint but not true for the distribution feeders serving the sub. SCL estimates that the UW West substation has an aggregate feeder reserve of 1 MW.	9
10. Section 3.4.2 Impacts. The Master Plan anticipates an innovation center in West Campus and hospital and medical uses in South Campus. These subcategories of 'Education' use have the potential to generate more energy needs than a typical classroom or office use. The EIS impact analysis should disclose the energy impacts of the proposed uses in each sector of campus rather than analyzing just the proportion of building area in each sector.	10
11. Section 3.4.2 Impacts. The EIS does not analyze a change in fuel type for the steam operations on campus. If a change to the fuel source is likely during the implementation of the 10 year Master Plan the cumulative impacts should be analyzed within the document.	11
12. Page 3.4-19. The cumulative impact analysis fails to disclose whether the U-District upzone (located within the Primary Impact Zone) will utilize the same SCL infrastructure as the UW Master Plan Development proposed in West Campus. The potential energy impacts of the combined development on the constrained SCL infrastructure in the area are not disclosed.	12
<p>13. Section 3.4.3 Mitigation Measures. The entire distribution grid and SCL's substation is severely constrained in the west campus development area. Additional capacity will likely require costly upgrades that will take a significant amount of time to complete.</p> <p>a) Additional mitigation measures such as a transmission source/customer substation should be considered within the EIS.</p>	13

- b) To serve new electrical load in this area a plan must be developed. More detailed kVA information is required: what, where and when is electrical service required? Mitigation options likely will take years to plan and build.

**13
cont.**

3.5 Environmental Health Comments by SDCI

- 14. Section 3.5.1. The affected environment section makes no mention of whether there is the potential to encounter contaminated soils, lead or asbestos during demolition and future site development. The EIS should disclose the potential to encounter other environmental health concerns during the redevelopment of campus properties.

14

- 15. Section 3.5.3. The mitigation section should be updated as appropriate to list the applicable local, state and federal codes that will apply should contaminated soils, lead or asbestos be encountered through the redevelopment process.

15

3.6 Land Use/Relationship to Plans and Policies Comments by SDCI and OPCD

- 16. Figure 3.6-2 and 3.6-5. The impact analysis should include a visual representation of the proposed Campus Master Plan heights in relationship to the existing zoning designations surrounding the MIMP boundary. The information provided on Figure 3.6-2 should be included with Figure 3.6-5, or a new Figure with the combined information should be provided.

16

- 17. Page 3.6-28 Potential Indirect and Cumulative Impacts section should include a map showing the proposed MIMP heights and the U-District proposed heights within the same figure (an example is enclosed).

- 18. Pages 3.6-14, 3.6-20, 3.6-24, 3.6-26 and 3.6-28. The EIS does not clearly describe the concept of the proposed innovation district in West Campus. Examples of other university innovation districts could be discussed in this section. Page 3.6-14 states West Campus “land uses would not represent a change in the type of land uses or land use patterns for the area.” The EIS not discuss the impact of an innovation district, with the potential of a UW private partnership with one large commercial business.

17

- 19. Section 3.6.3 Mitigation Measures states “Increases in height and density under the *2018 Seattle Campus Master Plan* would be minimized through the implementation of the University’s proposed general policies, development programs and development standards for the campus (including those standards identified within the *2018 Seattle Campus Master Plan*).

- a) The statement is unclear. Is the sentence supposed to read “Impacts associated with.... “increases in height and density...?”

18

- b) Where impacts have been identified, or are not anticipated because of the CMP development standards, more specificity is required. The EIS should clarify how specific development standards will mitigate impacts of increased height to more fully inform the decision-maker.

- 20. Pages 3.6-33 – 3.6-34 Washington State Growth Management Act (RCW 36.70A).

19

- a) The EIS should discuss the relationship of the 2018 CMP with RCW 36.70A.103, which states: “State agencies shall comply with the local comprehensive plans and development regulations and amendments thereto adopted pursuant to this chapter”
- b) The EIS should discuss the relationship of the 2018 CMP with WAC 365-196-530(2), which states: “The department construes RCW 36.70A.103 to require each state agency to meet local siting and building requirements when it occupies the position of an applicant proposing development, except where specific legislation explicitly dictates otherwise. This means that development of state facilities is subject to local approval procedures and substantive provisions, including zoning, density, setbacks, bulk and height restrictions.”
- c) The EIS should discuss the relationship of the 2018 CMP with WAC 365-196-530(4), which states: “Overall, the broad sweep of policy contained in the act implies a requirement that all programs at the state level accommodate the outcomes of the growth management process wherever possible. The exercise of statutory powers, whether in permit functions, grant funding, property acquisition or otherwise, routinely involves such agencies in discretionary decision making. The discretion they exercise should take into account legislatively mandated local growth management programs. . . .”
- d) The EIS should discuss the relationship of the 2018 CMP with RCW 36.70A.200(5), which states “[n]o local comprehensive plan or development regulation may preclude the siting of essential public facilities,” and RCW 36.70A.200(1), which includes “state education facilities” among “essential public facilities.”
- e) The EIS should discuss the relationship of the 2018 CMP with the relevant provisions of “Seattle 2035 Seattle Comprehensive Plan,” which the City Council recently adopted and the Mayor signed as Ord. 125173.

19
cont.

21. Pages 3.6-34 – 3.6-35 Washington State Shoreline Management Act.

- a) The EIS should discuss the relationship of the 2018 CMP with the provisions of the City of Seattle SMP. The draft 2018 CMP provisions regarding the SMP, starting on page 230, seem to conflict with the SMP.
- b) The EIS should clarify the relationship between the 2018 CMP, the City of Seattle SMP, and the provisions of WAC 173-26-221(4)(c). The discussion of the Shoreline Management Act states that “Public access is defined by the public access plan identified in the 2018 Campus Master Plan, per WAC 173-26-221(4)(c)”, but it is not clear regarding the purpose or meaning of this statement as there are public access standards in the City’s SMP for specific Shoreline Environments and SMC 23.60A.164. Is UW asserting that the 2018 CMP’s access plan is a portion of the SMP? That it could or should be a portion of the SMP?
- c) This section states: “The 2018 Seattle Campus Master Plan identifies uses within the UC, CM and CP environment that would be consistent with the intent of the Seattle SMP.” It should be stated in this document that consistency with all applicable use and development standards in the SMP (23.60A) can only be determined and confirmed during shoreline permit review by the City and that the Campus Master Plan cannot make any determinations about consistency with the SMP at this stage and with the lack of project-specific detail in the CMP.

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22. Pages 3.6-35 and 3.6-36 City of Seattle Shoreline Master Program.

- a) See comments regarding Washington State Shoreline Management Act, pages 3.6-34 – 3.6-35.

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- b) It is not sufficient for the EIS address only the “intent” of the SMP, as the DEIS does on page 3.6-36. Rather, the EIS must assess conflicts with the text of the SMP.
 - c) The EIS should discuss whether the 2018 CMP purports to amend the SMP, anticipates future amendments the SMP, or proposes to have UW comply with the SMP now and as amended in the future. Although page 26 of the draft 2018 CMP states UW “will comply with the provisions of the Seattle Shoreline Master Program,” the discussion beginning at page 230 seems to conflict with the SMP.

- 23. Pages 3.6-36 through 3.6-39 City of Seattle Comprehensive Plan. The EIS should discuss the relationship of the 2018 CMP with the relevant provisions of “Seattle 2035 Seattle Comprehensive Plan,” which the City Council recently adopted and the Mayor signed as Ord. 125173. By way of example regarding the Land Use Element (and not by way of limiting the appropriate scope of the EIS), the EIS should discuss the relationship between the 2018 CMP and Goals LU G12 and LU G13 and Policies LU 13.1 – LU 13.6 and LU 13.11 – LU 13.16. Among other issues, the EIS should address the relationship between, on the one hand, the use of “development standards” and “underlying zoning” in those policies and, on the other hand, the 2018 CMP’s more expansive assertion of preemption. See, for example:
 - a) page 221, asserting that the 2018 CMP will supersede the “land use code,” “land use control ordinances,” “land use control ordinance associated with the City’s code,” and “other provisions in the City’s code”;
 - b) page 224, asserting that “the Regents have full control and authority over the development of the campus”; and
 - c) page 229, allowing the UW Design Review Board or the UW Architectural Commission to approve departures from the standards in the 2018 CMP.

- 24. Pages 3.6-40 – 3.6-41 1998 Agreement Between the City of Seattle and the University of Washington.
 - a) The EIS should discuss how the 2018 CMP and the Agreement employ inconsistent definitions of “development.” Although page 3.6-41 of the DEIS reports that the 2018 CMP “is consistent with the provisions of the” Agreement, the two documents define “development” inconsistently:
 - i. The Agreement defines “development” to mean “any University decision to undertake any action of a project nature within the Primary and Secondary Impact Zones, as depicted on Exhibit A, which will directly modify the physical environment and which is not exempt from SEPA, unless the context clearly indicates otherwise.” § I.B.
 - ii. The Draft 2018 CMP defines “development” more broadly to mean “any University decision to undertake any action of a project nature within the campus boundaries, that will directly modify the physical environment.” Page 220.
 - b) Regarding the statement at page 3.6-41 that “land use for University development is governed by the 1998 City-University Agreement,” please see the comment about how the EIS should properly characterize the effect of the Agreement and CMP by quoting the relevant provisions.

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cont.

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<p>25. Page 3.6-42 Seattle Land Use and Zoning Code.</p> <p>a) Regarding the assertion on page 3.6-42 that the 2018 CMP is consistent with the Agreement, please see the comment above regarding how the EIS should discuss the inconsistent definitions of “development” employed by the 2018 CMP and the Agreement.</p> <p>b) The EIS should discuss the relationship between the 2018 CMP and City development regulations. Although the DEIS addresses the City’s rezone procedures and criteria, it does not analyze the ways in which the 2018 CMP would be inconsistent with City development regulations, such as those in SMC Titles 22, 23, and 25. Such an analysis would be especially important in light of the 2018 CMP’s expansive assertion of preemption. See, for example:</p> <ul style="list-style-type: none"> i. page 221, asserting that the 2018 CMP will supersede the “land use code,” “land use control ordinances,” “land use control ordinance associated with the City’s code,” and “other provisions in the City’s code”; ii. page 224, asserting that “the Regents have full control and authority over the development of the campus”; and iii. page 229, allowing the UW Design Review Board or the UW Architectural Commission to approve departures from the standards in the 2018 CMP. 	24
<p>26. Page 3.6-39 City of Seattle Land Use Code – Rezone Procedures and Criteria. The rezone criteria will be reviewed and comments provided through the Master Use Permit Review process.</p>	25
<p>27. Page 3.6-61 City of Seattle Street Vacation Policies. Comments will be provided by Seattle Department of Transportation DEIS comment letter.</p>	26
<p>3.7 Population and Housing Comments by OPCD</p>	
<p>28. Section 3.7 Clearly cite sources for all data/statistics.</p> <p>a) Number all tables and charts so that they can be referenced.</p> <p>b) Provide tables and charts that show the differences between the 5 alternatives: existing conditions, impacts, and mitigation.</p> <p>c) Use 3-year survey data when using ACS (margin of error for 1-year ACS data is too high).</p> <p>d) Use Dupre+Scott, NWMLS, Zillow, etc. for housing market overview; ACS is not satisfactory for local market data (e.g. average rent, median home price).</p> <p>e) Clearly identify timeline for demolition and construction of housing under each alternative.</p>	27
<p>29. Page 3.7-1 – 3.7-7 Affected Environment Population.</p> <p>a) Include the following for students, faculty, staff. Provide a breakout for students living in UW-owned housing since that information will inform the housing analysis.</p> <ul style="list-style-type: none"> • Race and ethnicity (note that table on p. 3.7-2 “Student Population Ethnicity” muddles race and ethnicity – see Seattle 2035 Housing Appendix for examples of how to do this) • Age distribution • Income • Housing cost burden • Tenure 	28

- b) It is unclear how the growth in population of students, faculty and staff relates to one another if at all. Explain past trends and what is estimated under each alternative.
- c) Does the term “on-campus” include off-campus apartments? Owned by UW or privately owned and operated?
- d) Page 3.7-5, footnote 2 for clarity list the CTs that comprise the Secondary Impact zone.

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cont.

30. Page 3.7-7 – 3.7-13 Affected Environment Housing.

- a) The term “Existing overall campus” is confusing. To provide clarity please update the analysis to include:
 - i. Figure 2-1.
 - ii. Explain the term refers to the UW campus or combination of on-campus and off-campus.
 - iii. Revise tables to show units by sector, since that is how the alternatives are framed.
- b) The analysis of UW-owned housing does not include the following relevant information:
 - Location
 - Management (e.g. UW, private)
 - Cost of room and board (include trend data)
 - Characteristics of population served (race/ethnicity, income, car-ownership, household type – e.g. families with children, etc.)
- c) Include an overview of the following, showing differences by primary impact area, primary+secondary impact area, and city of Seattle wherever possible:
 - i. Housing
 - cost and affordability (consider age and condition of housing; land values; construction costs)
 - mix by type (“family housing beds” is unclear – is that a bed for each member of the family? Or bed for each student in the family?)
 - age of housing stock
 - condition
 - vacancy (spring and fall)
 - ii. Displacement (direct and indirect) – see University District, Uptown for examples
- d) For each of the following demographic, what is estimated #/percentage living in each of the 3 geographic areas referenced in the DEIS? Provide transportation mode split estimates for each of those categories.
 - Students
 - Faculty
 - Staff
- e) Provide an analysis supporting sufficiency of goal of 21% (or 25%) student population (projected) in “on-campus facilities”. Define “on-campus facilities”.
- f) Page 3.7-10, says new housing capacity would house approximately 25% of currently enrolled students. The EIS should document the projected enrollment at time of completion otherwise it is not possible to evaluate whether housing supply is adequate.
- g) On Page 3.7-13 update the overview of the U District legislative rezoning: <http://www.seattle.gov/dpd/cityplanning/completenesslist/universitydistrict/whatwhy/default.htm>

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31. Pages 3.7-14 -3.7-29 Impacts. SMC 23.05.675.I states demolition or rehabilitation of low-rent housing units or conversion of housing for other uses can cause both displacement of low-income persons and reduction in the supply of housing. To provide a complete impact analysis, at a minimum, the following items should be discussed.
- Identify the housing that will be demolished under each alternative. Discuss the population impacted under each alternative.
 - Clearly articulate the increased demand for housing and the supply of units to be provided under each alternative.
 - The EIS should analyze the potential locations of housing for students, faculty, staff not housed on campus. Provide high-level housing analysis for neighborhood markets served by light rail and other rapid transit modes serving University of Washington. The analysis should address the income and affordability of housing not provided on campus.
 - The impact analysis should demonstrate why the housing planned is sufficient for estimated growth (taking the kind of growth - range of incomes, household sizes, etc. for each population category - into account). Are 1,000 net new beds sufficient to accommodate the population increased estimated with 6M gsf of growth?
 - Page 2-8 of the DEIS documents a correlation between growth of UW population and demand for affordable housing. The analysis of impacts should address this historic correlation.
 - Indicate how the proposal is consistent with Seattle 2035: Comprehensive Plan, including University Community Urban Center goals and policies of the Neighborhood Planning Element. Address implications of each alternative for each of the following:
 - Equal access to housing
 - Supply of housing
 - Diversity of housing
 - Housing construction and design
 - Housing affordability

31

3.8 Light, Glare and Shadows Comments by SDCI

32. Figure 3.8-1 and 3.8-2. The EIS lacks shadow simulations for East and South campus. The EIS analysis should visually disclose the shadow impacts of the proposed height increase by providing simulations for Alternative 1, with the height increase, and Alternative 2, without the proposed height increase.

32

3.9 Aesthetics- Height, Bulk and Scale Comments by SDCI and OPCD

33. Additional information is necessary to analyze the aesthetic impacts of the height increase.
- Figure 3.9-1, 3.9-10, 3.9-11, 3.9-19, 3.9-20 should include the existing massing in the U-District and surrounding communities as shown on Figure 3.6-3.
 - The cumulative impact analysis on Page 3.9-57 should include a figure(s) showing Alternative 1 and 2 massing with the proposed U-District massing as shown in the EIS. The U-District rezone massing is provided on page 3.9-7.

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<p>c) In addition to campus scale visuals, ground level visuals demonstrating the proposed height and massing at various key points (NE 40th Street, NE 41st Street, NE Pacific Street, Montlake Blvd) along the MIO Boundary with the adjacent existing massing and future massing are necessary. The Final Environmental Impact Statement for the U District Urban Design Alternatives includes good examples of massing demonstrations (3.3-28 through 3.3-37).</p>	<p>33 cont.</p>
<p>34. Figure 3.9-5, 3.9-6, 3.9-7, 3.9-8, 3.9-9, 3.9-14, 3.9-15, 3.9-16, 3.9-17, 3.9-18 are unreadable. The graphics are too small, they do not demonstrate the existing views or view locations (viewpoint 3 and 4), and the analysis with the massing overlay has no contextual relationship to the view photograph. A more thorough analysis is necessary to understand view impacts. Similarly, most of the text descriptions of the visual simulations don't explain which views are potentially obstructed.</p>	<p>34</p>
<p>35. Page 3.9-58 states that "Potential future development projects under the <i>2018 Seattle Campus Master Plan</i> that are located proximate to existing identified primary view corridors and vistas would require project-specific coordination to determine potential aesthetic/view-related issues associated with development on those sites, and could require additional aesthetics/view analysis and mitigation measures (if necessary)."</p> <p>By including the caveat "if necessary", this statement suggests that future projects could obstruct protected views. If there is the possibility of such adverse impacts, it should be disclosed in the DEIS to fully inform the decision maker. This impact does seem possible, since there are several statements about potentially obstructed views from scenic routes. For example, such a statement is made on page 3.9-33 about a scenic route in the east campus sector.</p>	<p>35</p>
<p>36. Page 3.9-29 and 3.9-31 include multiple statements "reduction in north/south view corridors". A casual reader might think this statement is describing an environmental impact. The author should clarify that these are not currently existing view corridors and thus no current view corridor is being reduced. Instead, these are potential new view corridors that could be created under Alternative 1 depending on the (unknown) future height of buildings.</p>	<p>36</p>
<p>37. Page 3.9-57 the section on cumulative impacts does not analyze or discuss potential cumulative impacts on protected views when the impacts of the U District rezone and CMP are taken together.</p>	<p>37</p>
<p>38. Page 3.9-10 states "Development standards are identified in the <i>2018 Seattle Campus Master Plan</i> and are intended to minimize potential aesthetic impacts of increased density and increased building height associated with potential development." More integration is necessary between the Campus Master Plan (CMP) and the EIS analysis. Where impacts have been identified, or are not anticipated because of the CMP development standards, more specificity is required. The following statements should be expanded to clarify how specific development standards will mitigate impacts of increased height on views to more fully inform the decision-maker.</p> <ul style="list-style-type: none"> • Page 3.9-38 "Potential development along 15th Ave NE would...preserve the view corridor to the south associated with the existing scenic route designation. While potential future development in this area would have a high potential to impact the view corridor, provisions are identified in the CMP to maintain the views along these corridors and significant impacts would not be anticipated..." 	<p>38</p>

- Page 3.9-60 summarizes the entire chapter with a similar statement: “With the implementation of general policies, development programs, and development standards in the 2018 CMP, the changes to aesthetic character could be interpreted as positive changes and significant aesthetic impacts would not be anticipated.”

**38
cont.**

3.10 Recreation and Open Space

Comments by Seattle Parks Department.

39. Page 3.10-3 Seattle Parks and Recreation (SPR) is developing Portage Bay Park on property now owned by SPR. This park will serve not only UW students, faculty and staff but the broader City community that lives and works in the University District and surrounding neighborhoods. It should be made clear in the documents that this is a City asset and not a UW project.

39

3.12 Historic Resources.

Comments by Department of Neighborhoods

40. Page 3.12-3, the “Ye College Inn” is not currently a City of Seattle Landmark, however it is listed on the National Register of Historic Places.
41. Page 3.12-9, the University Bridge is not currently a City of Seattle Landmark, however it is listed on the National Register of Historic Places.
42. Page 3.12-9, the official name of the historic district is the Sand Point Naval Air Station Landmark District.
43. Page 3.12-9, the Roanoke Park Historic District is not a local district, but rather is a National Register Historic District. Montlake Park Historic District should also be listed; it is also a National Register Historic District and not a local district.
44. The DEIS document, Section 3.11 Cultural Resources and 3.12 Historic Resources includes an analysis impacts. The City’s relevant SEPA policy is found in SMC 25.05.675H. The City is currently involved with the University of Washington in on-going litigation relating to the applicability of the Landmarks Ordinance (SMC 25.12).

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3.14 Utilities

Comments by Seattle Public Utilities

45. Chapter 1 summary of mitigation measures and significant unavoidable adverse impacts. Please make the following updates:
 - a) Page 1-29 - correct water and sewer demand increases. The percentage increase should be 36% not 26% based on supplied numbers in assumptions.
 - b) Page 1-30 - Sanitary Sewer – provide context and basis for the statement “systems are adequately sized to meet this future demand.
 - c) Page 1-54 - The statement at the top of the page says the following measures are designed to reduce energy demand impacts but the listed measures discuss mitigation of water, wastewater, stormwater and Solid Waste demand impacts.

42

<p>d) Page 1-54 - Stormwater change “could” to “will” consider.</p> <p>e) Page 1-54 - Solid Waste 2nd sentence - add the word “continue” (would continue to implement).</p>	<p>42 cont.</p>
<p>46. Page 3.14-1 the analysis of the affected environment- water supply is incomplete. Update the analysis to include the following:</p> <p>a) A map of the water system.</p> <p>b) On the map delineate what portions of the infrastructure are owned and maintained by UW and which are owned and maintained by SPU.</p> <p>c) On the map indicate/map the location and size of existing water service meters supplying the distribution system.</p> <p>d) The 29 gal/sq. ft. /year is very generic given the variety of potential building uses which can have dramatic differences in water demand. The methodology for coming up with it should at least be described here. The City does feel that there are better ways to estimate water demand.</p> <p>e) 3.14-1 Describe fire flow impacts and analyze whether fire flow capability will be impacted by the proposed growth.</p>	<p>43</p>
<p>47. Page 3.14-2 the analysis of the affected environment- sanitary sewer is unclear. SPU recommends the overview just provide a general overview of the types of systems that serve the UW campus and a general statement that various pieces of the system are owned by UW, SPU and King County and then refer to the detail in the subsequent sections.</p>	<p>44</p>
<p>48. Page 3.14-3 the description of 2-million-gallon average /day of current use is confusing. Provide an estimated daily average for peak days vs non-peak days along with the number of days in each category.</p>	<p>45</p>
<p>49. Page 3.14-1 – 3.14-10 the provided system maps (Appendix E) and requested system maps should be located adjacent to the discussion of that system.</p>	<p>46</p>
<p>50. Page 3.14-2, note 1 should be consistent with Note 3 on page 3.14-3. Note 3: 22 gallons per sq. Ft./year is consistent with 363,000,000 gal/16,500,000 sq. ft. = 22 gals per sq. ft. figures cited on 3.14-2. But the 29gal/sq./year on page 3.14-2 is not.</p>	<p>47</p>
<p>51. Page 3.14-5 and 3.14-6 Campus Area Sewer System Section indicates for all sectors Central, West, South and East “No known sewer capacity issues in any of these areas” yet on page 3.14-5 in the sewer system section and 3.14-10 at the end of the stormwater quality section it is indicated that capacity issues do exist during large storm events resulting in Combined Sewer Overflows. The summary section on pages 1-29 and 1-30 go a step further and say “systems are adequately sized to meet this future demand.” The two statements appear to be inconsistent. The EIS analysis should include the following analysis:</p> <p>a) Provide standard industry estimates for water use and sewer demand for various types of building uses (i.e. Classrooms, Research, Hospitals, Housing etc.).</p> <p>b) Provide some general characterization of daily and seasonal peak demand flow for water use and wastewater discharge.</p>	<p>48</p>

<ul style="list-style-type: none"> c) Provide a rough order of magnitude estimate of probable increase in flows by campus sector based on the estimated likely probable mix of building uses that will be added to each sector and daily peaking and seasonal peaking estimates. d) Describe and characterize past CSO or SSO events (frequency and volumes) and the mitigation actions that the University has taken in the past to address them. e) Discuss the potential increased flows resulting from climate change and predicted increased numbers of higher intensity storms that will further constrain existing systems. f) Discuss constraints in King County mains to which certain portions of the future development may connect. g) Use this information to identify the probable impact of the expected estimated increase in flows by Campus sector and provide a more detailed explanation of what types of mitigation would be employed in high, medium and low impact scenarios. h) Discuss with King County and describe plans and timing for planned CSO projects in this basin. 	<p>48 cont.</p>
<p>52. Page 3.14-11 to 15 Alternative 1 and 2 – should describe the possible vacation of Boat Street and any potential impacts and mitigation related to the pump station located on Boat Street.</p>	<p>49</p>
<p>53. Page 3.14-19 does not analyze the potential impacts of separating the combined system into separate sewer and drainage lines is not presented. There could be potential impacts on the downstream drainage lines. The EIS should evaluate and describe impacts of additional stormwater volumes on downstream capacity.</p>	<p>50</p>
<p>54. Page 3.14-10 the description of the solid waste program is not clear. The EIS mentions there are several different programs but does not specify the different programs. The EIS should identify the programs, describe the collection process, where the material is taken to for disposal and what the final disposal location is. Similarly, the EIS should describe any recycling, reuse or other programs the University operates to reduce solid waste.</p>	<p>51</p>
<p>55. Page 3.14-12 the impact analysis lacks discussion on the adequacy of the water supply. The EIS should analyze potable/ drinking water uses and fire flow uses separately. The document should describe the adequacy of the system to meet fire flow requirements in the utility section or in the fire protection section.</p>	<p>52</p>
<p>56. Section 3.14 Tables. After reviewing the tables and number calculations we have concluded:</p> <ul style="list-style-type: none"> a) The proposed increase in bldg. square footage (increased sq. footage/existing) represents a 36% increase in bldg. square footage. b) Table 3.14-4 Water Demand percent increase over 2015 (projected water demand increase/ current 2015 water demand) should be 36% not 26%. c) Table 3.14-5 Sewer Demand percent increase over 2015 (projected sewer demand increase/ current 2015 sewer demand) should be 36% not 26%. d) Table 3-14-6 Impervious Surface (acres) percent increase over 2015 should be 2.65% not 2%. 	<p>53</p>

3.15 Transportation

Comments by SDCI

57. General: The analysis relies on increasing use of transit to mitigate potentially significant impacts and to stay under the trip caps. A transit capacity analysis should be conducted to determine the ability of projected levels of transit service to accommodate these forecast increases in transit ridership. Are any routes or areas of service anticipated to be over capacity per transit operators' guidelines?	54
58. Pages 1-3, 1-4: Why are trip volumes in Figures 1.2 and 1.3 different than trip volumes in Figure 1.1?	55
59. Page 3-4: The text in Section 3.2 states that "roughly one-third of trips accessing campus are walking trips". Data in Table 3.2 indicates the proportion is closer to one-fourth (17,527/70,497).	56
60. Page 3-9: The first sentence in Section 3.2.3 needs editing. Also, Figure 3.7 shows percentages, not raw numbers.	57
61. Page 3-12, Figure 3.9: Should the area around Husky Stadium also be shown as being outside ½ mile of multifamily housing?	58
62. Page 3-14, Section 3.3: The text indicates that about 1,000 faculty and staff combined bicycle to campus; however, Table 3.2 indicates that the total is about 2,400.	59
63. Page 3-27, Table 3.7: How do the "By Mode" data relate to the "By Provider" data?	60
64. Page 3-28, Section 3.4.3: The text indicates that Figure 3.23 shows areas of campus within a ten-minute walk of light rail including the University District station, but this area is not shown in Figure 3.23.	61
65. Page 3-39, Figure 3.29: Figure 3.30 shows 5 LOS E and 6 LOS F intersections.	62
66. Page 3-41, Table 3.10: Results for 15th Avenue NE should be shown in this table.	63
67. Page 3-52: According to Table 3.16, parking is most heavily utilized in the South and West sectors, not the South and Central sectors, as stated in the text.	64
68. Page 4-3: Tables 4.2 and 4.3 don't seem consistent with a 20% SOV rate. For example, the 150 daily vehicle trips shown in Table 4.2 presumably represent slightly more than 20% of the daily person trips (20% SOV rate plus some carpool trips). Table 4.3 indicates a forecast daily non-vehicle trip total of 910, for total (vehicle + non-vehicle) trip total of 1,060. $150/1,060 = 14\%$.	65
69. Page 4-14, Tables 4.7 and 4.8: The titles indicate these tables show proportions, not absolute values.	66
70. Page 4-20, Table 4.9: Why is only one future LOS D intersection shown?	67
71. Page 4-29, Table 4.14: The table indicates that parking utilization in the West Sector will increase to 96%, rather than the 94% mentioned in the text.	68

72. Page 4-30, Table 4.15: The trip cap numbers reported in this table are substantially different (both higher and lower) than the numbers shown in Table 3.17; this is not consistent with the statement in the text that the No Action alternative reflects “a very minor increase in campus-generated traffic above existing levels”.	69
73. Page 5-3: It would be helpful to have tables similar to 5.1 in the Existing and No Action sections.	70
74. Page 5-6: The text states that Alternative 1 development is completely within a ½ mile proximity to multifamily housing, but Table 5.4 asserts this without demonstrating it. This could be shown with a figure similar to Figure 3.9.	71
75. Page 5-6: Similar to the previous comments, Table 5.5 asserts that Alternative 1 development is completely within ½ mile of residence halls without demonstrating it. This could be shown with a figure similar to Figure 3.10.	72
76. Page 5-8: Table 5.6 does not demonstrate that Alternative 1 development is completely within ½ mile of Rapid Ride.	73
77. Page 5-9: As with the above tables, Table 5.7 does not demonstrate that 94% of Alternative 1 is within ½ mile of light rail.	74
78. Page 5-13: Figure 5.4 has different entering and exiting trip volumes than are shown in Table 5.1.	75
79. Page following page 5-16, Table 5.9: The Montlake Boulevard NE/Wahkiakum Road intersection shows a decrease in delay, and presumably shouldn't be in this table. Also, pagination on this and subsequent pages is off.	76
80. Page 5-6, Table 5.10: The LOS and speeds reported for No Action 11th Avenue NE and NE Pacific Street Westbound are not consistent with the No Action data for these corridors in Table 4.10.	77
81. Page 5-12, Table 5.13: This table shows a net increase in parking demand between No Action and Alternative 1 of 1,661 vehicles. Table 1.1 indicates that the campus population will increase by 15,676 faculty, staff, and students in Alternative 1. It is assumed that new trips will be 20% by SOV (and a smaller proportion by carpools). Why is the increase in parking not closer to 20% of the increase in campus population (3,135)?	78
82. Page 5-16, Section 5.7: Please provide additional information regarding potential impacts and mitigation during construction.	79
83. Page 5-17, Section 5.8: What measures are proposed to stay under the trip caps? If such measures include increased use of transit services, please provide a capacity analysis demonstrating that future transit capacities will be able to accommodate the increased passenger loads.	80
84. Page 7-23: The text describing the results shown in Table 7.10 is not consistent with the data in the table.	81

University of Washington 2018 Campus Master Plan DEIS Comments

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| 85. Page 10-1: Cumulative analysis should compare the impacts of the CMP alternatives against two different sets of background conditions: (1) growth anticipated in the University District under existing zoning; (2) growth anticipated in the University District assuming the proposed rezones. | 82 |
| 86. Page 10-5, Figure 10.2: Trip volumes seem very low, particularly as several of the corridors in Table 10.1 show noticeable reductions in speed, presumably due to increased trip volumes. | 83 |
| 87. Page 10-7, Table 10.2: Why are speeds on SB Montlake Blvd NE forecast to increase from 3.7 to 8.5 MPH between No Action Cumulative and Alternative 1 Cumulative? | 84 |
| 88. Page 11-1: Is any mitigation necessary to reduce impacts to transit operations? If so, what mitigation is proposed? | 85 |
| 89. Page 11-2: This section should incorporate more specific TMP information from the proposed Campus Master Plan. | 86 |
| 90. Page 11-3: What mitigation is proposed to reduce impacts at unsignalized intersections other than 15th Avenue NE/NE Boat Street? | 87 |
| 91. Page 11-3: What mitigation is proposed to reduce impacts on arterial operations? | 88 |
| 92. Page 12-1: The proposed Campus Master Plan may have significant unmitigated impacts on arterial operations or transit operations. Additionally, impacts on signalized intersections may be significant, as the proposed modifications to signal timing won't decrease the delay to at or near No Action conditions. | 89 |

End of comments.

2018 Campus Master Plan Allowable Building Heights

Figure 91. Graphics are for Illustrative Purposes Only

Legend:

- H1 30ft
- H2 50ft
- H3 65ft
- H4 80ft
- H5 105ft
- H6 107ft
- H7 130ft
- H8 160ft
- H9 200 ft
- H10 240 ft
- Shoreline Overlay 30 ft

Map Labels:

- C1-40
- C1-105
- NC2-40
- SF 5000
- LR3
- NE 45th St
- 15th Ave NE
- MR-85
- SM-U/R 85-240
- SM-U 85-320
- SM-U 85-240
- IC-45
- University Bridge
- NE Pacific St
- Montlake Blvd NE

2018 Campus Master Plan Allowable Building Heights

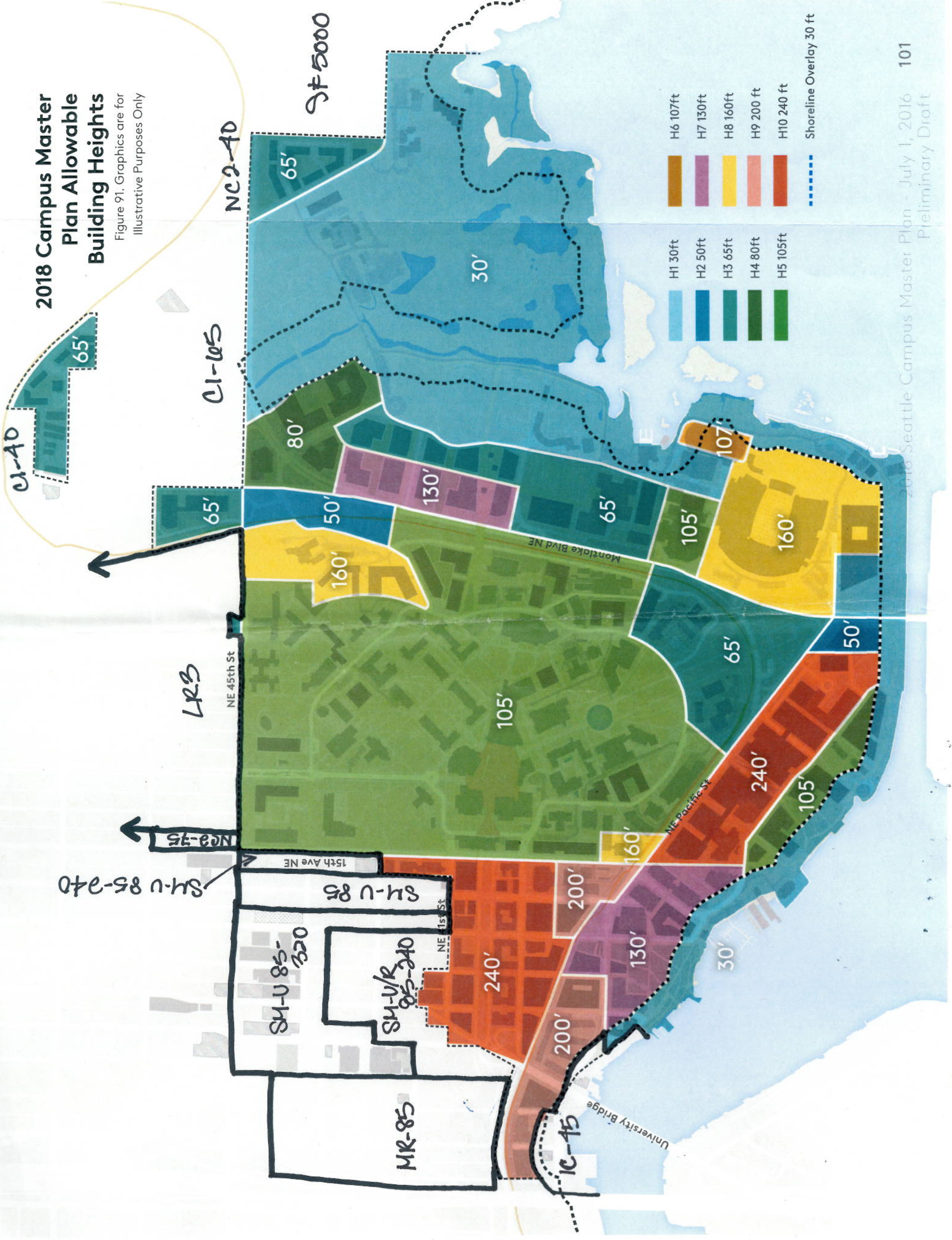
Figure 91. Graphics are for Illustrative Purposes Only

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- SM-U/R 85-240
- SM-U 85-320
- SM-U 85-240
- IC-45
- University Bridge
- NE Pacific St
- Montlake Blvd NE



RESPONSE TO LETTER 21

Seattle Department of Construction and Inspections

1. The comments regarding the City-University Agreement are noted. Language in the FEIS has been updated to clarify that the 1998 City-University Agreement supersedes 1983 Agreement and the 1977 Joint Statement of Goals. Ord. 118982, Att. 1 Sec VI. The language of the 1998 Agreement is based on the language of the 1983 Agreement.

Language in the Final EIS has also been updated to clarify that the City-University Agreement is as-amended in 2003 and 2004 per Ordinances 121193 and 121688

2. The comments regarding the relationship between the Agreement and the *2018 Seattle CMP* are noted.

The Language in the FEIS has been updated to remove the citation to SMC 23.12.120.

The 1998 City-University Agreement is the governing GMA development regulation for campus. *See Laurelhurst I*, CPSGMHB Case No. 03-3-008, Order on Motions (Jun. 18, 2003). The Agreement is codified at SMC 23.69.006(B). *See Laurelhurst II*, CPSGMHB Case No. 03-3-0016, Final Decision and Order (March 3, 2004). The language in SMC 23.69.006(B) summarizes the contents of the Agreement, but it does not limit its terms. The full City-University Agreement, adopted by City ordinance and incorporated into the land use code, controls the content of the Campus Master Plan, and it is not limited by the short summary in the code. The Agreement sets out what is required to be in the Campus Master Plan, including identification of the institutional zone and development standards to be used by the University. *See* Ord. 121688, Att. 1, Sec. II.A.1.d. In the City-University Agreement, development standards are not limited to only those of the underlying zoning.

The *2018 Seattle CMP* will be approved per the process and standards set forth in the Agreement. Once adopted under this process, the Plan will set forth the development standards to be used by the University. Consistent with the Agreement, the development standards in the *2018 Seattle CMP* may include development standards and other elements that differ from or are in addition to those included in the City's Major Institutions Code. *See* 2003 CMP, Pg. 4. The *2018 Seattle CMP* also recognizes that portions of the City's code apply on campus (see Chapter 7 of the *2018 Seattle CMP*).

To the extent this comment appears to seek legal argument related to pending litigation, the position of the parties can be viewed in the briefing for *City of Seattle, DOCOMOMO US-WEWA, Historic Seattle, Washington Trust for Historic Preservation v. University of Washington*, Case No. 75204-9-1 (Wn. App. Div. 1).

3. Based on the comments related to the parcel based nature of Liquefaction, landfill and Peat-Settlement Prone Areas of the City mapping system, additional discussion and footnotes clarifying this issue have been added to Section 3.1 (Earth) of this Final EIS.
4. The requested additional earth mitigation measures identified for the low, medium and high sensitive areas has been added to Section 3.1 (Earth) of this Final EIS.
5. The Shoreline Characterization Report and Best Available Science documents provided in the comment have been reviewed, and relevant information from the report has been incorporated into Section 3.3 (Wetlands, Plants and Animals) of this Final EIS.
6. Language in the EIS has been updated to clarify the University's position that its Urban Forestry Management Plan qualifies for the revegetation plan exemption from the Tree Ordinance for tree removal and revegetation activities in campus open spaces. See SMC 25.11.030.D. For more information please refer to the response to Letter 15 (Laurelhurst Community Club), Comment 15, and to Chapter 4 (Key Topics), Section 4.12 Urban Forestry Management Plan section of the Final EIS.
7. The Rainier Vista great blue heron rookery appears to have formed after the abandonment of a rookery at Matthews Beach Park that was likely due to predation by bald eagles. The current rookery was active through the spring of 2013, with over 30 nest structures in the stands of trees on either side of Rainier Vista north of Stevens Way. No nests or evidence thereof were found in the stand of cedars over the Triangle parking garage. Herons apparently occupied the nests and had young present, until May 18, 2013. The birds appear to have abandoned most of the nests after a rock concert that was set up on the lawn near the rookery stands (Marzluff, University of Washington, pers. comm. 2013). More recently, limited activity was observed at one or two nests, with young.

The UW Rainier Vista heron colony is considered an urban setting due to the level of development around the colony on the campus and the herons' apparent habituation to constant human activity in close proximity to the nest trees, including paved trails under some trees and walkways along Rainier Vista.
8. The requested additional earth mitigation measures identified for low, medium and high sensitive areas has been added to Section 3.1 (Earth) of this Final EIS.
9. The comment regarding the capacity of the Seattle City Light (SCL) grid is noted. The University has begun a process of exploration with SCL to evaluate the existing system's ability to serve proposed growth and take affirmative steps to ensure adequate capacity is available when it will be required. Refer to Section 4.4 (Utility Demand) of Chapter 4 (Key Topic Areas) of this Final EIS.
10. The discussion of an Innovation District in the Draft CMP was intended to provide a general discussion of what types of uses could potentially be in such an area; the 2018

Seattle CMP does not identify specific uses on individual sites. The work done in the Innovation District would be similar to the work that is currently happening on campus (as outlined on pages 80 through 85 of the *2018 Seattle CMP*) and electricity demands associated with Innovation District uses would be similar to that associated with current University District uses. The *2018 Seattle CMP* includes a discussion on Innovation (Chapter 5) and includes discussion of the Population Health initiative as an example of an innovative partnership between the UW and the Gates Foundation. Please refer to Chapter 4 – Key Topic Areas, Section 4.5 Innovation District Assumptions for additional detail on Innovation District types of uses. See Section 3.4 (Energy) of this Final EIS for further detail.

11. The University of Washington has not identified an alternative or likely alternative fuel source(s) to support campus steam operations. Alternative fuel sources are not anticipated in the 10-year planning horizon.
12. The comment regarding cumulative electrical demand is noted. The University has begun a process of exploration with Seattle City Light (SCL) to evaluate the existing system's ability to serve proposed growth and take affirmative steps to ensure adequate capacity is available when it will be required for specific projects. The University of Washington will continue to work with SCL to assure that adequate capacity is available for all future University development. Refer to Section 3.4 (Energy) and Chapter 4 – Key Topic Areas, Section 4.4 Utility Demand of this Final EIS for further details and additions.
13. The comment regarding the capacity of the Seattle City Light (SCL) grid is noted. The University has begun a process of exploration with SCL to evaluate the existing system's ability to serve proposed growth; outlines timelines and take affirmative steps to ensure adequate capacity is available when it will be required for specific projects. The University of Washington will continue to work with SCL to assure that adequate capacity is available for all future University development. Refer to Section 3.4 (Energy) and Chapter 4 – Key Topic Areas, Section 4.4 Utility Demand of this Final EIS for further details and additions.
14. The comment regarding the potential for contaminated materials to be present on individual development sites is noted. A discussion of recent findings and known likelihood of encountering hazardous materials is included by campus sector in Section 3.5 of the FEIS. As indicated as a mitigation measure applicable to all campus areas in Section 3.5 (Environmental Health), "Potential future development projects under the *2018 Seattle CMP* shall verify the presence, use and/or potential generation of hazardous materials on the project site prior to development."
15. The requested list of additional local, state and federal codes related to construction in areas that may contain contaminated soils has been added to Section 3.5 (Environmental Health) of this Final EIS.

16. The comment regarding the need to provide a visual representation of the proposed building heights on campus with maximum building heights in the University District is noted. Please refer to Figure 3.6-3 in Section 3.6 (Land Use) of this Final EIS for an added figure illustrating proposed building heights on the University of Washington campus with building heights in the University District.

A map showing the proposed building heights under the *2018 Seattle CMP* and the maximum building heights in the U District as part of the recently approved upzone are shown on page 125 of the *2018 Seattle CMP*.

17. The discussion of an Innovation District in the Draft CMP was intended to provide a general discussion of what types of uses could potentially be in such an area; the *2018 Seattle CMP* does not identify specific uses on individual sites; the Population Health building and initiative was not announced until after the Draft CMP had been issued. The *2018 Seattle CMP* includes a discussion on Innovation (Chapter 5) and includes discussion of the Population Health initiative as an example of an innovative partnership between the UW and the Gates Foundation. Please also refer to Chapter 4 (Key Topic Areas) for additional detail on Innovation District types of uses.
18. The comment regarding mitigation measures is noted. Section 3.6, Land Use has been updated to reflect this comment.
19. Comment noted. Please refer to the response for Letter 21 (City of Seattle DCI), Comment 2.

The discussion in the EIS regarding the Growth Management Act is consistent with the discussion in the EIS for the 2003 Campus Master Plan. To the extent this comment appears to seek legal argument related to pending litigation, the position of the parties can be viewed in the briefing for *City of Seattle, DOCOMOMO US-WEWA, Historic Seattle, Washington Trust for Historic Preservation v. University of Washington*, Case No. 75204-9-1 (Wn. App. Div. 1).

The *2018 Seattle CMP* is consistent with RCW 36.70A.200 related to the siting of state education facilities, which are essential public facilities. The *2018 Seattle CMP* allows for the siting of essential public facilities as it is consistent with Seattle's comprehensive plan and sets out the applicable development standards for siting of University development within the MIO.

Language in the FEIS has been updated to discuss the relationship of the *2018 Seattle CMP* with the now-adopted 2035 Seattle Comprehensive Plan, Ord. 125173.

20. Adopted in 2015, the City's SMP provides that "nothing in [the SMP] changes the legal effect of existing Major Institution Master Plans," including the 2003 Campus Master Plan. See SMC 23.60A.016(D). With respect to the *2018 Seattle CMP*, the University has committed to comply with the Seattle Shoreline Master Program (Chapter 23.60A of the

Seattle Land Use Code), which along with other locally-adopted shoreline master plans is part of Washington’s “State Master Program” for shorelines. WAC 173-26-030. The University will work with the City to ensure consistency between the 2015 SMP and the *2018 Seattle CMP*.

The Public Access Plan contained in the *2018 Seattle CMP* is intended to qualify as a portion of the City’s public access planning, consistent with WAC 173-26-221(4)(c). The Public Access Plan will be part of the *2018 Seattle CMP*, and is intended to be consistent with the public access standards in the City’s 2015 SMP for specific Shoreline Environments and SMC 23.60A.164. The Public Access Plan will be formally incorporated into the City’s SMP upon the issuance by the City of an interpretation on the Public Access Plan. See SMC 23.60A.164.K.

The Final EIS has been updated to reflect City’s comment that a final determination of consistency with the SMP for specific projects will be made during shoreline permit review of specific proposed developments.

21. The comments related to the Washington State Shoreline Management Act and the City of Seattle Shoreline Master Program are noted. Please refer to response to comment 20 of this letter. Also refer to Chapter 7 of the *2018 Seattle CMP*, which contain the University’s commitments to SMP compliance.
22. The comments regarding adding additional Seattle 2035 Seattle Comprehensive Plan Land Use Element Goals to the Relationship to Plans and Policies discussion is noted. Goals and policies from the 2035 Comprehensive Plan have been added to Section 3.6.5 (Relationship to Plans and Policies). Please refer to that discussion regarding the cited Land Use Element Goals. Also refer to the response to Letter 21, Comment 2. As stated on page 225 of the *2018 Seattle CMP*, departures must be recommended by the University’s Design Review Board or the University’s Architectural Commission and must be approved through the appropriate process outlined in the City-University Agreement.
23. The *2018 Seattle CMP* definition of “development” has been updated to reflect the definition included in the 2003 CMP. That definition is consistent with the 1998 City-University Agreement’s definition of development, as it applies to University actions within the MIO subject to the Plan. In the University’s opinion, it is not a broader definition of development than is contemplated by the City-University Agreement. Please also refer to the response to Letter 21, Comment 2.
24. Please refer to the response to Letter 21 (City of Seattle DCI), Comment 23. Please also refer to the response to Letter 21, Comment 2. The development standards proposed in the *2018 Seattle CMP* are different than the standards applicable to non-University development elsewhere in the City code, but this is allowed by SMC 23.69.006(B) and the City-University Agreement. Please also refer to pages 233 to 248 of the *2018 Seattle CMP*, which recognizes specific City codes that apply to University development under the CMP.

25. The comment regarding rezone criteria reviewed, and comments provided, through the Master Use Permit review process is noted.
26. The comment regarding City of Seattle Street Vacation Policies provided by the Seattle Department of Transportation Draft EIS comment letter is noted. Please refer to Response to Letter 20 (Seattle Department of Transportation) for responses to Seattle Department of Transportation comments.
27. The comments regarding expanded discussion related to housing availability and affordability is noted. Please refer to Section 3.8 (Housing) and Chapter 4 – Key Topic Areas, Section 4.1 Housing, for updated information related to housing.
28. The comments regarding expanded discussion related to housing availability and affordability and student, faculty and staff population growth is noted. Please refer to Section 3.7 (Population), Section 3.8 (Housing) and Chapter 4 – Key Topic Areas, Section 4.1 Housing, for updated information related to population and housing. See page 3.7-1 of Section 3.7 (Population) of this Final EIS for a discussion on the relationship between actual numbers and growth of students, faculty and staff.
29. The Affected Environment portion of Section 3.8 (Housing) has been revised for this Final EIS, including: referencing Figure 2-1 (Vicinity Map); providing additional clarification regarding on-campus and off-campus housing; and, reflecting UW campus housing facilities by campus sector.
30. The comments regarding expanded discussion related to housing availability and affordability is noted. Please refer to Section 3.8 (Housing) and Chapter 4 – Key Topic Areas, Section 4.1 Housing, for updated information related to housing.
31. The comments regarding expanded discussion related to housing availability and affordability is noted. Please refer to Section 3.8 (Housing) and Chapter 4 – Key Topic Areas, Section 4.1 Housing, for updated information related to housing.
32. Additional shadow simulations in the South Campus have been added to the Final EIS. Please refer to Section 3.9 (Light, Glare and Shadows) of this Final EIS for shadow simulations for EIS Alternatives development in the South Campus sectors.
33. The comments regarding illustrating assumed building massing under the EIS Alternatives in the context of building massing in the University District is noted. Please refer to Section 3.10 (Aesthetics) of this Final EIS for updated visual simulations.
34. Please refer to Section 3.10 (Aesthetics) of this Final EIS for updated view simulations that are intended to better reflect existing and assumed view conditions.

35. The comment regarding potential to obstruct protected views is noted. The identified Mitigation Measures portion of Section 3.10 (Aesthetics), Additional Measures Applicable to Medium and High Potential Campus Areas, has been revised to remove the term “if necessary”. The referenced mitigation measure now reads:

Potential future development projects under the *2018 Seattle Campus Master Plan* that are located proximate to existing identified primary view corridors and vistas would require project-specific coordination to determine potential aesthetic/view-related issues associated with development on those sites, and could require additional aesthetics/view analysis and mitigation measures.

36. The comment regarding the potential for Alternative 2 to result in a reduction in proposed north/south view corridors is noted. The Aesthetics Section (Section 3.10) of this Final EIS has been revised to reflect the cited north/south view corridors as proposed corridors. Please also refer to Chapter 4 – Key Topic Areas for additional discussion on view corridors on the University of Washington campus.
37. The U District Urban Design Alternatives (U District) Draft EIS indicates that “due to its location and topography, the U District study area does not impact views from any viewpoints designated by the City of Seattle Municipal Code 25.05.675, and viewsheds are not further discussed in this EIS.” The U District Draft EIS did analyze non-City of Seattle designated views from the following: Roosevelt Way NE looking south; NE 45th Street looking west; NE 45th Street looking east; and looking northeast from I-5 at the University Bridge. Potential development on the University of Washington campus under the EIS Alternatives would not be anticipated to substantially affect the views analyzed in the U District EIS, nor would development in the U District be anticipated to substantially affect views analyzed in this Draft and Final EIS. Please also refer to Section 3.9 (Aesthetics) and Chapter 4 – Key Topic Areas for additional information regarding views.
38. The development standards identified in the *2018 Seattle CMP* are intended to, in part, allow for campus development to enhance the desirability of the public realm through standards such as building setbacks, additional upper level building setbacks building modulation, and tower separation. To better illustrate the visual condition under the EIS Alternatives, Figures 3.10-3 through 3.10-21 of the Final EIS have been updated to reflect the existing photo and proposed development standards.

Implementation of development standards related to upper level setbacks, modulation and tower separation would minimize the level of visual impact but would not eliminate the potential for such impacts. As indicated in Section 3.10.4, “development under the *2018 Seattle CMP* would result in changes to the aesthetic character of the campus to a more developed nature.”

Regarding 15th Avenue NE, the *2018 Seattle CMP* preferred allocation of building space as reflected in EIS Alternative 1 focuses West Campus building development on University

Avenue and Brooklyn Avenue, with only one developable site on 15th Avenue NE north of NE Pacific Street.

39. The comment regarding Portage Bay Park being a Seattle Parks and Recreation (SPR) project is noted. Section 3.11 (Recreation and Open Space) has been updated to better reflect SPR's role in developing the Portage Bay Park.
40. The comments related to the designation of historic buildings in the vicinity of campus are noted. Section 3.13 (Historic Resources) has been updated to reflect the comments.
41. The comment regarding on-going litigation related to the applicability of the Seattle Landmarks Ordinance is noted. Section 3.13 (Historic Resources) has been updated to include this discussion.
42. The comment regarding the percentage of water and sewer demand is noted and Chapter 1 (Summary) and Section 3.15 (Utilities) of this Final EIS have been updated to reflect a 36 percent increase.

Regarding sewer capacity, as indicated on page 3.15-3 of the Draft EIS, there are no known capacity issues associated with the University of Washington sewer piping system or lift stations. However, for the portions of campus containing combined sewer/stormwater systems (portions of Central Campus), during certain large rainfall events, combined flows can exceed the system capacity and combined flow can be directed to Portage Bay.

Other than combined system, the existing sewer system is considered adequate to meet projected demand. As potential development sites in Central Campus currently served by combined sewer/stormwater piping systems are proposed for development, the combined systems would be converted to separate sewer and stormwater systems, as feasible.

The editorial edits suggested in the comment have been made and are reflected in Section 3.15 (Utilities) of this Final EIS.

43. The comments regarding water system mapping and discussion are noted. Please refer to Section 3.15 (Utilities) of this Final EIS for the updated water system information and map.
44. As indicated in the comment, additional information summarizing the existing sanitary sewer system has been added to Section 3.15 (Utilities) of this Final EIS.
45. Section 3.15 (Utilities) of this Final EIS reflects the updated utilities discussion in the 2018 Seattle CMP. As indicated in Section 3.15.1, total daily sewage flows currently generated on the University of Washington campus is estimated to total approximately 182 million gallons annually, or approximately 500,000 gallons per day on average (this estimate is

based on 11 gallons per building square foot per year based on a sample of available water meter data and known irrigation demands).

46. As indicated in the comment, the system maps contained in Draft EIS Appendix E have been moved to Section 3.15 of this Final EIS.
47. As indicated in the comment, the 29 gallons per building square foot assumed for sewer demand has been revised to reflect the correct estimate of 22 gallons per building square foot. See Section 3.15 of this Final EIS for the correction.
48. The comment regarding the evaluating capacity as new development is planned and developed is noted. Once the *2018 Seattle CMP* is accompanied by an understanding of the program and phased development, the University will be able to develop a utility master plan. The plan will review in more detail, the capacities and limitations of its distribution systems. Please also refer to page 137 of the *2018 Seattle CMP* under the sub-section *Distribution Systems*, regarding the University's commitment to pro-active development and opportunities to develop and implement a utility master plan and drainage master plan, identified in the EIS.
49. The *2018 Seattle CMP* no longer includes the potential for the vacation of NE Boat Street, and no impacts to the existing pump station are anticipated.
50. The comments regarding stormwater flows are noted. Please refer to Section 3.15 (Utilities) for an updated discussion on stormwater system conditions.
51. The comments regarding solid waste are noted. Please refer to Section 3.15 (Utilities) for updated information regarding solid waste.
52. The comment regarding adequate water supply and fire flow capacity for development is noted. Once the *2018 Seattle CMP* is accompanied by an understanding of the program and phased development, the University will be able to develop a utility master plan. The plan will review in more detail, the capacities and limitations of its distribution systems. Please also refer to page 137 of the *2018 Seattle CMP* under the sub-section *Distribution Systems*, regarding the University's commitment to pro-active development and opportunities to develop and implement a utility master plan and drainage master plan, identified in the EIS.
53. The comment regarding the table calculations are noted. Please refer to Section 3.15 (Utilities), Tables 3.15-4, 3.15-5 and 3.15-6 for the updated table calculations.
54. The Transportation Discipline Report (TDR – Appendix D of this Final EIS) includes an assessment of all modes including Measures of Effectiveness that evaluate the adequacy of Transit Bicycle and pedestrian access and circulation.

55. Figures 1-2 and 1-3 of the TDR (Appendix D to this Final EIS) refer to the University District trips while Figure 1.1 refers to the smaller University trips.
56. The text in Section 3.2 of the TDR (Appendix D) has been revised to reflect the most recent data on walking trips to campus. Based on most recent surveys walk trips are approximately 25%.
57. Section 3.2.3 and Figure 3.7 of the TDR (Appendix D to this Final EIS) have been revised to reflect correct proportion.
58. Figure 3.9 in the TDR (Appendix D to this Final EIS) has been revised to reflect Husky Stadium as outside ½ mile of multifamily housing.
59. The text in Section 3.3 of the TDR (Appendix D to this Final EIS) regarding faculty and staff members that bicycle to campus has been revised.
60. The text in Section 3.2.3 and Table 3.7 have been revised to address this comment.
61. The text in Section 3.4.3 of the TDR (Appendix D to this Final EIS) has been revised to refer to the University of Washington Station.
62. The text on page 3-39, Figure 3.29 and Figure 3.30 of the TDR (Appendix D to this Final EIS) has been revised.
63. The data for 15th Avenue NE has been added to page 3-41 and Table 3.10 of the TDR (Appendix D to this Final EIS).
64. The text on page 3-52 of the TDR (Appendix D to this Final EIS) has been revised to reflect that parking in the South and West Campus as the most heavily utilized.
65. Tables 4.2 and 4.3 of the TDR (Appendix D to this Final EIS) have been revised to reflect this comment.
66. Tables 4.7 and 4.8 of the TDR (Appendix D to this Final EIS) have been revised to reflect this comment.
67. Table 4.9 of the TDR (Appendix D to this Final EIS) has been revised to reflect this comment.
68. The text on page 4-29 of the TDR (Appendix D to this Final EIS) has been revised to reflect this comment.
69. The text on page 4-30 and Table 4.15 of the TDR (Appendix D to this Final EIS) has been revised to reflect this comment.

70. As noted in this comment, the tables are provided in the Methods Appendix of the TDR (Appendix D to this Final EIS).
71. As noted in this comment, figures in the TDR (Appendix D to this Final EIS) have been updated to reflect 1/4 mile rather than 1/2 mile radius.
72. As noted in this comment, figures in the TDR (Appendix D to this Final EIS) have been updated to reflect 1/4 mile rather than 1/2 mile radius.
73. As noted in this comment, figures in the TDR (Appendix D to this Final EIS) have been updated to reflect 1/4 mile rather than 1/2 mile radius.
74. Table 5.7 of the TDR (Appendix D to this Final EIS) has been revised to reflect this comment.
75. Figure 5.4 of the TDR (Appendix D to this Final EIS) has been revised to reflect this comment.
76. Table 5.9 and the pagination on page 5-13 of the TDR (Appendix D to this Final EIS) have been revised to reflect this comment.
77. Tables 4.10 and 5.10 of the TDR (Appendix D to this Final EIS) have been revised to address this comment.
78. Drive alone trips and ride share have options of where to park. There is an assumption that a portion of drive alone trips occurs in adjacent lots or on-street, similar to current conditions.
79. Section 5.7 of the TDR (Appendix D to this Final EIS) has been revised to include an updated mitigation section that will address impacts during construction.
80. The TDR reflects analysis of all modes and an assumption of a 20% drive alone mode. With a 19% drive alone mode the University could stay under the trip caps. The Transportation Management Plan includes a mode share goal to stay under the trip caps.
81. The text on page 7-23 of the TDR (Appendix D to this Final EIS) has been modified to be consistent with the data in Table 7.10.
82. The Draft TDR reported the University District proposed rezoning as part of the cumulative analysis. Since the rezone has been approved it has been added to the background (cumulative) analysis and there are no speculative developments and a separate cumulative analysis is not included.

83. Trip volumes for development associated with the *2018 Seattle CMP* are noted for Alternative 1 in the Methods and Assumptions Appendix of the TDR.
84. Since the University District rezone has been approved, it has been added to the background (cumulative) analysis and there are no speculative developments. Therefore, a separate cumulative analysis is not included.
85. Transit mitigation includes continued subsidy of the U-Pass, expansion of Transit Stop areas to accommodate riders, and support/coordination to implement all door boarding.
86. A summary of Transportation Management Progress has been included as an appendix to the TDR.
87. The Transportation Management Plan recommends a goal of reducing drive alone mode trips for not only growth but also existing trips. This reduction may further reduce impacts of vehicle trips at unsignalized intersections.
88. In addition to goals to reduce drive alone mode trips, the mitigation section of the TDR includes support of ITS/Adaptive signal systems.
89. The TDR shows no impacts to pedestrian systems and only travel time benefits for transit.

Comments on the Campus Master Plan from Seattle Displacement Coalition 5031 University Way NE, Seattle Wa 98105 John V. Fox Director 206-632-0668 jvf4119@zipcon.net

Nov 21, 2016

On November 16th City Council held what may be its one and only public hearing on city plans to upzone most of the University District neighborhood for 240-to-320-foot highrises, new residential and commercial development at a scale rivalling densities allowed in downtown and South Lake Union.

Within “ground zero” of the proposed upzone are over 1500 units of existing low-income and affordable housing and many dozens of small businesses. All are threatened by these plans driven largely by large property owners, University of Washington, and developer interests in control of City Hall.

Housing advocates and neighborhood groups are calling on the city instead to mitigate the impact of the runaway growth we’re already seeing in the UDistrict under existing zoning. The community in fact now has two to three times the zoned capacity needed to accommodate expected job and housing growth projections through 2035 and is drowning in record levels of new construction.

While there’s been some press on the planned upzones for the UDistrict, there’s been almost no coverage of plans by the University of Washington (UW) to effectively upzone the campus itself. While few were looking, UW administrators quietly drafted changes to its “Campus Master Plan” that would allow as much as an additional 12.9 million square feet of office and classroom space over the next two decades in buildings as tall as 17 stories. This plan is now undergoing environmental review and will be presented to City Council for approval in the next year.

Changes to the Campus Master Plan would apply not just to the current campus, but also to UW properties to the east where the golf driving range and parking lots are now located, (say goodbye to views of the mountains from the Burke Gilman Trail), and along and south of Campus Parkway to Portage Bay.

If you’ve ever walked the main campus and marveled at its pastoral setting, its extraordinary vistas of lakes and mountains, and the unique historic architecture, imagine how well steel and glass towers would mix with that. While renderings of UW’s plans show most new development occurring on the periphery, that easily could change should the City Council unconditionally grant these increased densities.

1

2

When combined with the city's planned upzone for the UDistrict neighborhood, the Campus Master Plan would accommodate levels of commercial development exceeding Amazon's meteoric growth in South Lake Union. UW administrators say not to worry; they're only expecting to actually develop 6 million of the 12.9 million square feet of added capacity over the next decade or so. We're not reassured.

3

Let's take that additional 6 million square feet UW says it will put on campus and add that to the 4 million square feet of highrise offices allowed under the proposed upzone for the UDistrict. That total 10 million square feet of office space would accommodate roughly another 35,000 jobs in the UDistrict.

Consider that even if only 45 percent of these new UDistrict workers choose to live in the suburbs (recent studies show over 60 percent of Seattle workers live there now), and then let's say only 30 percent of those coming in from the suburbs drive alone with the rest taking mass transit (a very optimistic assumption), that's still over 4700 additional cars every day coming into a community already facing near gridlock every rush hour. Considering that a freeway lane can accommodate about 1000 cars an hour, our optimistic scenario creates a demand for an additional 4-5 freeway lanes--which of course won't be built. We'll just have more cars spilling more carbon emissions into our already polluted urban air.

4

Now let's consider the 1500 existing affordable units within the area of the neighborhood upzone. A significant portion of people living in these units are service workers who maintain and manage UW facilities. But these units will almost inevitably be torn down to make way for the new towers. So we'll see more of this workforce displaced and living further out and commuting longer distances to UW for their jobs.

5

Why not locate a significant portion of the office space planned for the UW main campus at its satellite campuses, say, in Bothell and Tacoma, closer to where many if not most of their new employees (and many of the students and teachers) will be living anyway? This would take pressure off the UDistrict and our city as a whole. And putting those jobs closer to where people choose to live (for economic or personal reasons) would be more environmentally sound, reducing commute distances and number of cars on roads into and out of Seattle.

6

The UDistrict Upzone is the first of the Mayor's planned "HALA upzones" affecting the entire city. Citizens and small business owners from the UDistrict say it's an egregious example of how his plan ignores community needs.

7

RESPONSE TO LETTER 22

Seattle Displacement Coalition

1. The comment regarding the process for the City of Seattle’s zoning changes in the University District and affordable housing is noted.
2. The Campus Master Plan maintains the pastoral setting in Central Campus and preserves much of the land as unique and significant open spaces. Established and protected view corridors are identified in the development standards in Chapter 7 of the *2018 Seattle CMP*. Please also note that the *2018 Seattle CMP* illustrative allocation for the 10-year horizon (as reflected in EIS Alternative 1) includes no new building development on Parking Lot E1 or on the golf driving range. The *2018 Seattle CMP* does not propose to expand the existing MIO boundaries.
3. As noted in the *2018 Seattle CMP*, a total of 86 development sites with a development capacity of approximately 12 million gsf of net building area is identified for the campus. However, during the 10-year planning horizon of the *2018 Seattle CMP*, the University’s growth allowance is six million gsf of net new development. In order to achieve the growth allowance, only a portion of the identified development sites would be utilized.
4. Freeway lane capacity per hour is much higher than 1,000 vehicles per hour (approximately 1,900 per lane per hour) per Highway Capacity Manual. The Transportation Discipline Report (Appendix D to this Final EIS) identifies substantial increased capacity in transit serving the University District including ST 2 and 3 and Metro Connects. The 2018 Seattle CMP Transportation Management Plan includes a drive alone goal of 15 percent by 2028. This mode split would apply to existing trips as well as growth.
5. The comment regarding housing availability and affordability is noted. Please refer to Chapter 4, Key Topic Areas, Section 4.1 (Housing) and Section 3.8 (Housing) for detail on housing availability and affordability.
6. The comment regarding dispersed University educational development is noted. Each of the three University of Washington campuses has its own growth plans that meet the needs of its education, research and service missions. Bothell and Tacoma have been growing at even higher rates than the Seattle campus and their programs and office space need to be located on their campus to make their programs work. The same program requirements relate to the Seattle campus. See Section 3.7 (Housing) and Chapter 4 (Key Topic Areas) for discussion on where people working at the Seattle campus live.
7. The comment regarding the U-District upzone representing the first “HALA upzone” is noted.

JEFFREY L. SMOOT
PO Box 46159
Seattle, WA 98146-0159

Letter 23

October 14, 2016

Via E-mail: cmpinfo@uw.edu

Campus Master Plan
UW Planning & Management
UW Tower – T-12
Box 359445, Seattle, WA 98195

Re: Campus Master Plan for 2018

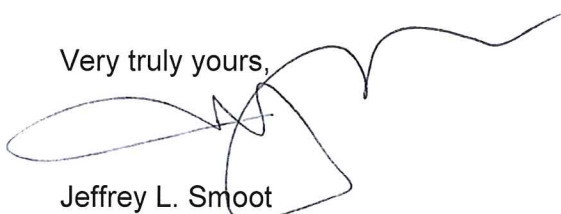
I am writing to comment on the proposed Campus Master Plan for 2018, and to express concern regarding the proposed new building "E85" which appears to potentially impact the outdoor climbing structure located on the East Campus near the Stadium and Boathouse.

The climbing rock was constructed at least 40 years ago, and was one of the first and is certainly the finest outdoor climbing structures constructed in this country and worthy of historical protection. Seattle-area climbers, including countless UW students, staff, and alumni over the years, learned to climb here, and the climbing rock has served as the social center of Seattle climbing community for many years. The climbing rock has significant in irreplaceable historical significance for the Seattle climbing community.

It is unclear from the October 2016 Draft Plan whether proposed building E85 would in fact impact the climbing rock. I would certainly hope not. However, the Draft Plan says nothing about the existence, location, or preservation of the climbing rock. This is a cause for concern to the Seattle climbing community and UW staff, students, and alumni who have for decades enjoyed use of the outdoor climbing structure.

I appreciate that one of the Guiding Principles of the Campus Master Plan is Stewardship of Historic and Cultural Resources and that the Draft Plan expresses the Board of Regents' recognition of 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. I agree that today, as in the past, the campus provides a sense of permanency and place, and is a place of civic pride and beauty. The climbing rock is such a structure; it has enormous present, future, historical value to the greater Seattle-area climbing community; it provides a sense of permanency and place; and it is a source of great pride to many. It is a truly unique and important structure, and I hope it will be preserved for future generations.

Very truly yours,



Jeffrey L. Smoot

(206) 999-8375 | jeff.smoot@outlook.com

RESPONSE TO LETTER 23

Smoot, Jeffrey

1. The comment regarding the importance of the climbing rock is noted. The University plans to protect the outdoor climbing rock in its current site. The proposed E58 site has been modified to preserve this recreational community asset.
2. The comments regarding the Guiding Principle of Stewardship of Historic and Cultural Resources, and the importance of the climbing rock are noted.



November 21, 2016

Theresa Doherty, Senior Project Director, Campus Master Plan
c/o Julie Blakeslee, Environmental and Land Use Planner
jblakesl@uw.edu, 206-543-5200

RE: University of Washington 2018 Seattle Campus Master Plan, Draft Plan and
Environmental Impact Statement

Dear Ms. Doherty:

Sound Transit and the University of Washington have a strong history of coordination on implementation, and Sound Transit appreciates the opportunity to review and comment on the University of Washington 2018 Seattle Campus Master Plan Draft EIS. Through extensive coordination between Sound Transit and the University of Washington, Sound Transit has minimized impacts to the University from Link light rail, now operating to University of Washington Station and in construction toward Northgate. We note that the DEIS reports a 13% increase in transit use since University of Washington Station opened in March 2016. Northgate Link extension, which includes U District Station at Brooklyn Ave NE between NE 45th and NE 43rd streets, Roosevelt Station at 12th Ave NE between NE 65th and NE 67th streets, and Northgate Station east of 1st Ave NE at NE 103rd Street will begin operation in 2021 and will directly serve the University. With the recent passage of ST3, further light rail extensions and transit improvements will continue providing expanded access to UW's faculty, staff, students, and visitors for years to come.

Sound Transit's comments on the Draft EIS (attached) pertain to the light rail facilities on and around UW campus. We suggest the EIS should acknowledge the Master Implementation Agreement, which includes two transportation easements in which Sound Transit has built or is in the process of constructing permanent facilities on UW campus for the operation and maintenance of its light rail system. The Draft EIS does not identify the U District Station in existing surrounding site conditions, although it will be a significant public facility accessed frequently by UW faculty, staff, students, and visitors. In addition, Sound Transit has concerns about the potential impact of the University's construction activities on Sound Transit's vibration and magnetic field requirements.

Sound Transit looks forward to continued partnership with the University of Washington as both the light rail system and University of Washington grow. I would be happy to discuss these comments further; you can contact me at (206) 689-4961 or kate.lichtenstein@soundtransit.org.

Sincerely,

Kate Lichtenstein

Kate Lichtenstein
Sr. Project Manager

Enclosure

cc: Ron Endlich, ST
Lauren Swift, ST
Victoria Morris, UW

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Peter M. Rogoff

DEIS Page / Section / Language	Comment	
<p>p. 1-56 / Summary</p> <p>“The recently-opened Link light rail station at Husky Stadium will result in substantial changes in the way commuters access the campus. Additionally, anticipated extensions of Link light rail to Northgate in 2021 and to Lynnwood, Redmond, and Federal Way in 2023 will improve the opportunities and access to transit for University students, faculty, staff and visitors. Prior to the publication of the Final EIS for this master plan, the 2016 data reflecting this opening will be collected and summarized for inclusion in the annual CMP report and FEIS.”</p>	<p>With the passage of ST3, description of funded light rail extensions and timelines can be revised. ST3 project information is available at http://soundtransit3.org/</p>	3
<p>p. 1-57 / Summary</p> <p>The University also conducts annual surveys of mode splits. With access to Light rail at the University of Washington Station that opened in March 2016, the University is already seeing a significant (roughly 13%) increase in transit ridership. With the opening in 2021 of another new light rail station serving the University District, access to expanded RapidRide and new regional trail connections across Montlake students, faculty, staff and visitors will have more reliable transportation choices as alternatives to driving alone.</p>	<p>We note that a reported 13% increase in transit use since opening of University of Washington Station demonstrates the benefit to UW faculty, staff, students and visitors of having Sound Transit facilities on UW campus.</p>	4
<p>p. 2-11 / Description of Proposed Action and Alternatives / 2.5 EXISTING SITE CONDITIONS / Existing Campus</p>	<p>This section does not identify Sound Transit’s light rail system in its discussion of UW campus existing site conditions. Per the Master Implementation Agreement, as amended, ST has two transportation easements on UW campus in which Sound Transit has built or is in the process of constructing permanent facilities for the operation and maintenance of its light rail transit system. Transportation Easement-Segment 1 covers University of Washington Station and Transportation Easement-Segment 2 covers the tunnel beneath campus that runs from the UW Station toward Northgate.</p> <p>These Transportation Easements provide, among other terms, that the University give Sound Transit an opportunity to review and comment on proposed construction to be undertaken by the University in areas above Sound Transit’s subterranean facilities to reduce the risk that such facilities might be harmed by excavation or other construction activities.</p>	5
<p>p. 2-16 / Description of Proposed Action & Alternatives / 2.5 EXISTING SITE CONDITIONS / Surrounding Area</p>	<p>This section does not mention the presence of the U District Station in its discussion of “surrounding uses.” While U District Station is not located within the UW MIO, U District Station is a significant public facility that will be</p>	6

DEIS Page / Section / Language	Comment
	accessed frequently by UW faculty, staff, students, and visitors.
<p>p. 2-25 / Description of Proposed Action & Alternatives / 2.7 PROPOSED ACTION(S)</p> <p>Transportation System Improvements - The 2018 Seattle Campus Master Plan includes the identification of future potential transportation system improvements including - Additional opportunities for improvements to modes of travel to and from the University; - Pedestrian, bicycle and vehicular circulation improvements; - Maintaining the current 12,300 parking space cap (replacement parking would be calibrated with demand as development is planned) and, - Maintaining an AM and PM single occupant vehicle cap.</p>	<p>This section does not mention opportunities to leverage transit improvements or improve access to rail and buses.</p>
<p>Multiple pages / Affected environment, significant impacts, mitigation measures and Significant Unavoidable Adverse Impacts / Vibration</p>	<p>For all alternatives, the DEIS discusses that construction activities on potential development sites located in proximity to sensitive research uses would generate vibration that could impact sensitive research uses and/or equipment. However, there is no mention of potential impacts that these construction activities could have on Link light rail planned or existing operations and maintenance on UW campus.</p> <p>Existing ST-UW agreements define Sound Transit vibration (and magnetic field) mitigation and monitoring requirements. By these agreements Sound Transit must remain at or below Thresholds which are defined as maximum, not-to-exceed, vibration or magnetic field levels caused by the light rail transit system. These prior agreements establish Thresholds for a defined set of buildings and new buildings in the vicinity of Sound Transit facilities are not covered by those agreements.</p> <p>We believe the University should evaluate potential impacts from UW-led construction activities and propose mitigation measures where these activities could affect light rail operations or maintenance.</p> <p><i>For example</i>, UW construction activity in the vicinity of Sound Transit facilities could adversely affect the ability of Sound Transit to meet requirements set forth in prior agreements, such as:</p> <ul style="list-style-type: none"> - UW building-generated vibration or magnetic fields may cause Sound Transit's vibration monitoring system (or UW's magnetic field monitoring system) to register "false positive" or "suspected" Threshold Exceedances. The EIS should acknowledge that Sound Transit would be adversely affected if ST were held responsible for identifying, investigating, mitigating, or otherwise making operational

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cont.

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DEIS Page / Section / Language	Comment
	<p>changes in response to false Exceedances caused by non-light rail sources.</p> <p>- The construction and existence of new UW buildings in the vicinity of light rail facilities on campus could affect the assumptions and calculations programmed into Sound Transit's vibration monitoring system. For example, new buildings may trigger a need to re-evaluate and re-program the vibration attenuation estimates for the vibration monitoring system. This could have cost and schedule impacts and otherwise impact the regular operation of light rail through UW campus.</p>

**8
cont.**

RESPONSE TO LETTER 24

Sound Transit

1. The comments indicating the long history of coordination between the University of Washington and Sound Transit are noted. The cited light rail extensions anticipated by 2028, are noted in Transportation Discipline Report (Appendix D to this Final EIS).
2. The comment regarding reference to the Master Implementation Agreement in the 2018 Seattle CMP is noted. The cited section of Chapter 2 of the EIS is intended to reflect the land uses in the various sectors of campus, and is not intended to describe in detail transportation facilities or easements
3. The comment regarding ST3 is noted. Updated information regarding ST3 is referenced in the Transportation Discipline Report (Appendix D to this Final EIS).
4. The comment regarding increase in transit use since the opening of the Sound Transit University Station is noted. The Transportation Discipline Report (Appendix D to this Final EIS) reflects this increase in transit ridership.
5. The cited section of Chapter 2 of the EIS is intended to reflect the land uses in the various sectors of campus, and is not intended to describe in detail transportation facilities or easements. Chapter 2 of the Final EIS has been updated to reflect the Sound Transit University Station in East Campus. Please refer to response to comment 8 of this letter for a discussion on existing agreements between the University of Washington and Sound Transit. The Transportation Discipline Report (Appendix D to this Final EIS) does note the future U District station and its effects on transit ridership.
6. Comment noted. The U District Station is shown in the future No Action and Action Alternatives in Section 3.16 of the Final EIS and in the Transportation Discipline Report (Appendix D to this Final EIS) future action alternatives.
7. The Transportation Discipline Report (TDR - Appendix D to this Final EIS) includes transit measures of effectiveness including stops capacity, loads/crowding, bus speeds, and station area capacity. The TDR describes the service restructure and refers to the proposed Metro Connects service plans. The TDR also notes the pre and post light rail effects with ST2 and ST3 anticipated to be completed by 2028.
8. Please refer to Section 3.5 (Environmental Health) of this Final EIS for an updated discussion of the existing Sound Transit-University of Washington agreements defining Sound Transit vibration (and magnetic field) monitoring requirements and potential impacts to light rail operations due to construction. The University will work with Sound Transit prior to on-campus construction to resolve how monitoring should occur for

sensitive surrounding receptors during construction and add new building to the agreement, as appropriate.

Comments on the University of Washington's 2018 Master Plan (MIMP)

Submitted November 21, 2016 by the U District Alliance for Equity and Livability

Overall Comments on the UW's Environmental Impact Statement (EIS)

The University of Washington (UW) failed to consider other alternatives to expanding the Seattle campus:

1. shifting development to either the Bothell or Tacoma UW campuses in the region;
2. creating a new satellite campus in the region, as UC Berkeley and other schools have considered creating;
3. locating education and outreach functions that could be useful to Seattle's communities of color at a location in Southeast Seattle;
4. putting some high-rise development in an area that already has significant high-rise development, such as South Lake Union or downtown;

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The UW failed to analyze potential social, economic and environmental impacts of possible cost increases for staff transit passes, as was proposed this year, and as currently under negotiation.

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The UW failed to analyze social, economic and environmental impacts of the University's failure to provide affordable childcare alternatives for the current or additional campus population. In fact, neither the EIS nor the MIMP mention any UW planning or consideration for this essential service. This is an area that should have a comparison of the UW to other urban campuses—the UW is selectively doing comparisons only in topic areas that support its argument for additional growth.

3

The UW failed to fully analyze and document the combined impacts of:

1. UW expansion and the U District upzone
2. UW property development and property leasing outside the campus.

4

The combination of the MIMP and the proposed U District upzone will impact traffic, environmental health, air quality, housing, land use and other impact areas. The City of Seattle's U District upzone Director's Report did not analyze the combined impacts, arguing instead that the MIMP will fully analyze the combination. But the MIMP does not provide any discussion or analysis. Merely stating that "Land use and traffic as part of the U District Rezone Proposal are assumed as part of a cumulative analysis" is not adequate.

The EIS traffic analysis assumes that many students and staff will continue to live in the U District, but that analysis fails to take into account the cost of new market-rate housing in the U District which will force more students and staff to live farther away, which will inflate the number of people driving and using transportation. Given this, the transportation analysis is not credible.

5

The EIS says the criteria for measuring alternatives and impacts are based on the "Guiding Principles" of the Master Plan, which include sustainable development. The EIS ignores most

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sustainability frameworks, including the US EPA and the WA Dept. of Ecology, which use a three-pillar approach of environmental, social and economic factors, including equal opportunity, poverty alleviation and societal well-being. The plan omits any discussion of equity factors, and focuses mostly on business development for “sustainability.” The EIS only looks at sustainability impacts in the immediate campus area, thus ignoring the principles of sustainability that call for analysis of impacts on the overall community. Overall, the UW’s definition of sustainability is self-serving.

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cont.

The EIS offers no significant mitigation to vehicle issues, transit plans or potential displacement. There are no plans to make transportation more accessible for its over 13,000 new community members.

Detailed Comments on the Environmental Impact Statement (EIS)

3.2. Air Quality and Greenhouse Gas

“With implementation of the mitigation measures identified..., no significant unavoidable adverse impacts on air quality would be anticipated under all of the Alternatives. Climate change and other issues associated with GHG emissions is a global issue, and it is not possible to discern the impacts of the GHG emissions from a single campus master plan.”

Comment: EIS was required to disclose and analyze GHG emissions associated with the project and is inadequate in this regard. The EIS does not disclose and analyze the air quality impacts of additional traffic, including cumulative impacts of both UW expansion and U District upzone. EIS also fails to disclose and analyze air quality impacts (particularly PM_{2.5}) of construction and delivery vehicles stuck in traffic. This is especially important to do considering that all major intersections are already at a near standstill (Level of service E/F).

7

EIS incorrectly claims it cannot measure GHG impacts of development, and then proves this false by providing GHG lifespan figures in some places. EIS does not examine impact on GHG emissions of increased development on housing costs, which will create additional displacement of UW workers further from campus and other TOD sites, causing long commutes and more GHG emissions.

3.4 Energy Resources

Comment: EIS did not examine potential for retrofitting existing buildings to reduce energy use and greenhouse gases as part of any expansion program.

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3.5 Environmental Health

“Depending on the location of construction activity, construction noise would result in temporary annoyance and possible increased speech interference in the vicinity of the site and streets used by construction vehicles accessing the construction site. Such noise could impact

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teaching and research activities or disturb student housing uses that are in the vicinity of potential development sites. Construction activities located adjacent to off-campus areas would also result in temporary construction noise impacts to those adjacent land uses. Sound levels within 50 feet of construction equipment often exceed the levels typically recommended.

Operational noise associated with development under Alternative 1 would primarily be related to building operational systems (e.g., mechanical systems, etc.) and traffic noise. Increased traffic volumes from new development would result in an increase in traffic-related noise on-campus and on surrounding roadways. However, the campus and surrounding area is a highly developed urban area with existing traffic-related noise and the increase in traffic volumes associated with the 2018 Seattle Campus Master Plan is not anticipated to result in significant noise impacts.”

Comment: EIS does not analyze noise impacts of construction vehicles stuck in traffic. This is required considering that all major intersections are already at a near standstill (Level of service E/F). EIS does not analyze noise impacts of additional traffic, including cumulative impacts of both UW expansion and U District upzone.

Comment: EIS does not contain an adequate analysis of additional noise impacts on surrounding neighborhoods – how additional traffic and construction from expansion will add to noise impacts. There is no analytic basis for the conclusion of no significant health impacts.

3.6 Land Use

“Focus of development in West and South Campus results in increased building density and heights in proximity to the University District (West Campus) and the Montlake neighborhood (South Campus)”

Comment: EIS doesn’t analyze substantial land use and other impacts on Eastlake neighborhood, even though it is only 600 feet away across the University Bridge, and the tech hub activities will bring additional traffic from the nearby tech hub of South Lake Union via Eastlake Ave.

“The 2018 Seattle Campus Master Plan follows the process and is consistent with the provisions of the 1998 City-University Agreement.”

This conclusion in the EIS is made in error. As it stands, the CMP is not consistent with the provisions in the City-University Agreement to the extent that those provisions call for conditions that address and support affordable housing, childcare, transit and other issues. The EIS and the CMP both fail to adequately assess and mitigate the direct, indirect and cumulative impacts of the proposal on the physical and human environment and on city services. At this juncture, the proposed development and changes do not represent a reasonable balance of the public benefits of development and change with the need to maintain livability and vitality of adjacent neighborhoods.

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The EIS analysis of the proposal's consistency with code rezone and development criteria is also inadequate in that it fails to consider the extent that the proposal will cause land use conflicts, significant adverse impacts, and will adversely affect the livability of the surrounding neighborhood.

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cont.

3.7 Population and Housing

Comment: The UW failed to analyze the impact of campus expansion on housing costs and supply, on campus, in the U District (cumulatively with the U District upzone), or in other neighborhoods where the additional UW population will live.

There is no analysis of the housing displacement impact of the expansion plan, either physical (demolition) or economic (rent increases), even though the U District and other neighborhoods are already at high risk of displacement, according to the City of Seattle. Given this, it is not credible for EIS to say that "significant housing impacts would not be anticipated."

12

3.13 Public Services

"Potential future development and the associated increase in campus population under the 2018 Seattle Campus Master Plan would result in an increase in demand for fire and emergency services and police services on the University of Washington campus. With the implementation of mitigation measures identified above, significant unavoidable impacts to public services would not be anticipated. "

Comment: The only serious mitigation suggested for an estimated 35% increase in calls is better building fire suppression measures. This is inadequate. With more buildings and more complex fire suppression systems, more routine annual inspections of the systems will be required. Newer systems will have to be tested annually, plus there will need to be additional inspections for fire extinguishers, fire exits open, heart defibrillators, etc. University staff have testified that maintenance is already being cut back to save money, and there is no discussion of how the University will maintain the newer equipment to avoid additional fire service calls.

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In addition, most service calls in Seattle are EMS, not fire calls, so the suggested mitigations to fire service will not apply to the additional volume of EMS calls, and the overall analysis and mitigations do not appear to be credible. The EIS not examine how response times will deteriorate with increased traffic and building density. There is no analysis of the need for specialized fire response to bio-science labs which require special Hazmat trained fire crews. Will fire services in the U District have capacity for the extra calls, or will this expansion affect fire service in northeast Seattle and north Capitol Hill? Will an additional fire station be required? Will an additional ladder truck for larger buildings be required?

3.15 Transportation

The UW's EIS fails to adequately address transportation issues in three meaningful ways, and offers next to nothing in the way of mitigation. These issues compound each other and need to be fully addressed and mitigated before plan approval is considered.

The key failings are:

- 1) The EIS assumes current housing stocks and transportation trends at UW and in the University District will continue, despite abundant evidence of displacement risk in the University District, particularly when it comes to housing costs and stock and the impact of the MIMP and University District upzone on displacement.
- 2) The EIS misstates the combined transportation effects of the MIMP with the upzone, even though there is overlap between the processes and the parties advocating for both policy changes. There are methodological issues in traffic estimation and places where the appendix and published results disagree with each other. Combining the MIMP and the upzone estimates in some cases causes traffic to improve dramatically, which seems implausible given the scopes of both projects
- 3) The combined MIMP and upzone will potentially cause UW to be out of compliance with its own Transportation Demand Management program with the city, even though neither the upzone nor the MIMP directly address this problem.

14

1) The EIS has the following to say about access to housing near the MIMP area.

"With planned construction of multi-family housing nearby, drive alone trips may continue to decline as students, faculty and staff have choices for living near campus. With implementation of the identified mitigation measures, no significant unavoidable adverse impacts are anticipated."

COMMENTS:

The EIS offers no projections of where UW students and staff will live in the future or how this impacts transportation. Instead, the analysis is based on where they live now and notes that most MIMP development will be close to new private multi-family housing from the rezone or student housing. This is woefully inadequate. It also offers no significant mitigation plans of any type, despite claiming "identified mitigation measures."

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The much lauded "Seattle 2035: Growth and Equity" analysis on racial justice notes that the University District has the highest risk of displacement in all of North Seattle, due to factors such as the percent people of color, linguistic isolation and rent costs. The upzone will increase rents as much as 20% and drive lower income students, staff and other residents out of the neighborhood. There is no guarantee that the close to half of UW students who live within a mile of UW now will be able to afford to live there. This will cause further flight from the neighborhood, and dependency on transportation, particularly as the UW student and staff base

expands by 13,000 people. The MIMP EIS therefore cannot assume a significant university population will be able to afford to live in the neighborhood.

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2) The EIS has the following to say about integrating research methods with the upzone analysis

“For this analysis, background growth was interpolated from the 2035 Comprehensive Plan traffic volumes, which were developed using the City developed travel demand model, to reflect the 2028 horizon year. Land use and traffic as part of the U District Rezone Proposal are assumed as part of a cumulative analysis. In addition to vehicle traffic, the City developed travel demand model provides background growth related to transit, pedestrians, and bicycles.” 03-15-17

COMMENTS:

1. *The EIS misstates some conclusions of the Transportation Report Appendix on the combined effects of the rezone and the MIMP on transportation impacts, since the Appendix states that most combined effects get worse and some important combined effects are left out entirely.*
 - a. *The combined analysis shows vehicle speed as slowing significantly on the main North/South University District arterials, including to 36% of the predicted Alternative 1 speed (3.9 VS. 10.7 mph) on 11th Avenue Northbound and 76% on Roosevelt Southbound. This does not appear in the main EIS.*
 - b. *The combined analysis show the volume to capacity (V/C) ratios on the Ship Canal, University and Montlake Bridges worsening, yet none of this is covered directly in the main EIS.*
 - c. *The combined analysis shows volume and traffic time on almost all East/West corridors and Montlake remaining similar or even improving over the MIMP EIS. This seems to suggest that more people moving into the area will somehow lower East/West traffic. This seems highly doubtful, even with road and transit improvements. There are major methodological issues here.*
2. *There are also several places where the methodology and data section of the Transportation Report appendix reports disagrees with the main EIS. Most notably, the appendix lists one speed on arterials for a given alternative, but the EIS reports another speed. For 11th Avenue Northbound, this is 5 miles an hour off for the “Alternative 1” proposal.*

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3) The EIS has the following to say about UW complying with its Transportation Management Program (TMP) and the number of vehicle trip caps to and from the University District

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“All Action Alternatives are not expected to exceed the set vehicle trip caps, even with this conservative 20 [%] drive alone split. The university will continue to find ways through the Transportation Management Plan demand management strategies to evolve and further reduce the amount of single occupant vehicles that are generated during the critical periods subject to the caps.”

COMMENTS:

- 1) *The EIS Table 3.15-24 directly contradicts this claim. It projects higher traffic in 2028 than the current am trip cap, both to the UW campus and to the University District. It tries to mitigate this by presenting lower traffic during the PM trip period, thus creating a lower total. However, the caps were originally designated per time of day, and not intended to be aggregated in this way. The EIS reveals that the UW is already out of compliance with the TMP. Moreover, pm traffic in the University District is currently much higher than am traffic. There is no explanation of how am traffic would end up larger than pm traffic by 2028, other than the unstated assumption that more people are commuting to the neighborhood.*
- 2) *The paragraph immediately after table 3.15-24 states that these are forecast illustrations only and that “they assume no change in mode split from 2015 levels, and thus may be considered conservative and worst case assumptions” given light rail expansion. This is an unreasonable assumption, given the fact that UW’s mode split is so good because so many students walk to campus, and there is significant risk of student displacement from the university district, and not necessarily along lines serviced by light rail.*
- 3) *The combined analysis of the MIMP and upzone does not include information on the total number of vehicle trips to and from the area during the peak period trip threshold. Without adding in the rezone, the EIS already acknowledges that peak trips to the area will be very close to the maximum daily threshold, and greater than the am peak threshold. The rezone effects were likely not included because combined, they would make UW out of compliance with the agreement. This is a significant problem.*

MITIGATION:

Most importantly, The EIS offers no significant mitigation to vehicle issues, transit plans or potential displacement. The only vehicular mitigation listed is the removal of two roads and the extension of three others. For transit mitigation, the EIS refers to UW’s existing Transportation Management Plan, which it will likely be out of compliance with by 2028. UW offers no measures of displacement, no measures of how to correct it, and no plans to make transportation more accessible for its over 13,000 new community members.

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cont.

Comments on the UW’s Master Plan (MIMP)

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| <p>1. Benchmarking – The Master Plan benchmarks the UW against the University of Michigan, University of Texas at Austin, The Ohio State University, Rutgers University, and Johns Hopkins University to justify the expansion of campus facilities. Four of those five schools are located in smaller cities where land is relatively inexpensive, construction costs lower and there are fewer geographic constraints compared to Seattle. Johns Hopkins is located in Baltimore, a weak real estate market compared to Seattle.</p> <p>For transportation modes, the UW benchmarks itself against Portland State, UT-Austin and UCLA. Again, Austin’s metro population is only 1.25 million, and Portland metro is only 2.3 million, and neither of them have the geographic constraints of the Seattle campus. More appropriate comparators would be in the Boston, NY, Washington, DC or San Francisco Bay areas. The UW is using the wrong comparators to justify additional building, and to make its transportation mode split look better than it really is.</p> | <p>18</p> |
| <p>2. The UW is operating in a high-cost city, with the fastest rent growth of any large city. The proposed expansion and U District upzone plans will make housing, child care, transportation and other costs even more expensive for low-wage workers and students. Yet the Campus plan provides no analysis of this problem, provides no comparators, and makes no attempt to mitigate these effects.</p> | <p>19</p> |
| <p>3. The campus expansion calls for expanding the campus buildings by one-third, and population by 20 percent. The plan does not acknowledge that the University is not currently providing affordable housing, child care or transportation options for many of its current staff and students, let alone new staff trying to live in a more expensive city.</p> | <p>20</p> |
| <p>4. The most new construction is planned for the west campus, adjacent to the high rise buildings planned for the U District upzone, yet the plan does not answer the question how this small area of the neighborhood will accommodate the additional combined growth. The plan does not offer the U District or communities surrounding the U District a choice between high density office development and alternatives such as affordable residential development serving UW staff and students, which could create a more vibrant and cohesive university community.</p> | <p>21</p> |
| <p>5. The expansion will raise housing costs in the U District, causing more displacement. Because there is now light rail access to Rainier Valley, the expansion will increase competition for affordable housing in Southeast Seattle and other neighborhoods, already at high risk for displacement. This will impact thousands of the University’s own lower-wage employees, whose ethnic communities are in danger of displacement.</p> | <p>22</p> |
| <p>6. The expansion will worsen already bad traffic congestion problems in the U District, making longer commutes for UW staff and students using bus transit, at a time when more students and staff will have to commute because of housing displacement.</p> | <p>23</p> |

7. The UW’s future child care plan, critical for employees, but not covered in the Master Plan, is to provide several hundred additional child care slots on or near campus. While this will help upper income UW employees living near campus, it will not solve the child care crisis affecting lower-wage UW employees. The Master Plan does not analyze this situation or provide any mitigation. These employees rely largely on family-provided, culturally-appropriate child care in their own communities. They are not put their names on a long campus waiting list for care they can’t afford, and then commute with their children on light rail, facing standing room-only conditions.

24

8. The University claims to be committed to racial justice, but nowhere does this plan acknowledge that workers and students of color at the UW will be affected the most by the plan, for all the reasons above. East African and Filipino workers are two of the largest groups of employees on the campus and Medical Center, but if you look at the UW’s Public Participation Plan, there is no real outreach to immigrant communities or communities of color, their organizations, their unions, or advocates for affordable housing or child care.

25

List of Member Organizations

Church Council of Greater Seattle
 Service Employees (SEIU) Local 925 (UW Clerical Workers)
 Low Income Housing Institute (LIHI)
 WA Federation of State Employees Local 1488 (UW Service Workers)
 Coalition of Immigrants, Refugees and Communities of Color (CIRCC)
 M. L. King County Labor Council
 Beacon Hill United Methodist Church
 UNITE HERE (Hotel) Local 8
 United Students Against Sweatshops (USAS)
 Laborers Local 242
 South CORE/ Eritrean Association in Greater Seattle
 WA State Nurses Association
 Transit Riders Union
 SEIU Health Care 1199NW (Nurses)
 Puget Sound Sage
 UAW Local 4121 (Grad Students)
 Moms Rising
 Laborers District Council
 Teamsters Local 117
 NW Laborers Coalition
 One America

RESPONSE TO LETTER 25

U District Alliance

1. The comment regarding other alternatives to development on the Seattle Campus is noted. Each of the three University of Washington campuses has its own growth plans that meet the needs of their mission. The UW Bothell and UW Tacoma campuses have been growing at higher rates than the Seattle Campus and their programs and office space need to be located on their respective campuses to make their programs work. The same thing goes for the Seattle campus. The Major Institutional Overlay (MIO) boundary defines the extent of the campus governed by the Campus Master Plan. The Campus Master Plan purview is only for University assets within the MIO boundary, and does not consider multi-nodal development, or development outside of the MIO.
2. The U Pass program has been the centerpiece of the UW's Transportation Management Plan for many years. The University is committed to maintaining the program. How the program is structured and funded will continue to be reviewed by the University Transportation Committee (UTC), the administration, and the Board of Regents. If an increase in cost is considered, the University will follow the process outlined in the WAC for fee increases which includes opportunities for input from internal and external stakeholders.
3. The comment regarding conditions associated with childcare is noted. Please refer to Chapter 4, Key Topic Areas, Section 4.16 (Childcare) for a detailed discussion regarding childcare.
4. Comment noted. For each element of the environment, the Draft EIS contains an analysis of conditions within the surrounding Primary and Secondary Impact Zones (including the University District), as well as a discussion of potential indirect/cumulative impacts. The focus of the cumulative impacts discussion under each element of the environment includes potential development in the University District. For example, the cumulative impacts discussion in the Land Use Section (Section 3.6) indicates that "development under Alternatives 1 through 5 would contribute to employment and population growth in the area surrounding the University of Washington campus, particularly contributing to the planned increase in the intensity of land uses in the University District."
5. Comment noted. The transportation analysis is conducted consistent with industry methodologies regarding traffic distribution and provides conservative analysis. Please refer to Chapter 4, Key Topic Areas, Section 4.1 (Housing) and the Transportation Discipline Report (Appendix D) for detail on assumed housing locations.
6. The comment regarding overall sustainability is noted. Sustainability is both a value and practice of the University of Washington. Previous successes by the University and opportunities for future interventions are outlined in Chapter 5 of the *2018 Seattle CMP*.

Additionally, the primary mission of the University of Washington is the preservation, advancement, and dissemination of knowledge, which advances the overall sustainability of the community.

7. Section 3.2 (Air Quality and Greenhouse Gas) of the Draft EIS indicates that during operations, potential air quality impacts on land uses in the surrounding Primary and Secondary Impact Zones would largely be due to localized traffic congestion. Compliance with existing regulations and codes, including air quality regulations would minimize the potential for impacts. In addition, Section 3.17 (Construction) describes air quality and greenhouse gas conditions with assumed construction under the EIS alternatives.

Section 3.2 of the Draft EIS also indicates “climate change is a global problem and it is not possible to discern the impact that GHG emissions from a single campus master plan may have on global climate change.” However, for purposes of discussion of climate change conditions under the Proposed Action, the SEPA Greenhouse Gas Emissions Worksheet formulated by King County is utilized (the King County Worksheet is used rather than the WSDOE form because the King County Worksheet calculation characteristics more closely reflect those of the Proposed Action).

8. The comment regarding retrofitting existing buildings is noted. The Draft EIS analyzes impacts from new campus development under the *2018 Seattle CMP*. Potential retrofitting of existing buildings could also occur on campus and would further reduce energy use on campus.
9. Section 3.5 (Environmental Health) of the Draft EIS indicates that noise and vibration impacts during operations on land uses in the surrounding Primary and Secondary Impact Zone Area would largely be due to noise from traffic, and that compliance with existing University, local, state and federal regulations would minimize the potential for impacts in the Primary Impact Zone. Please also note that the University of Washington complies with the City of Seattle’s noise ordinance that mitigates temporary construction noise impacts.
10. The comment regarding the proximity of the Eastlake neighborhood to the West Sector of the University of Washington campus is noted. As noted in the comment, the Eastlake neighborhood is located across Portage Bay to the south of campus. Given the separation provided by Portage Bay, direct land use impacts to the Eastlake neighborhood from assumed development under the EIS Alternatives would not be anticipated. Views to new buildings and open space features would be afforded from portions of the Eastlake neighborhood, and could change the view of the campus from certain areas. Please refer to Figure 3.10-4 of this Final EIS for a view point that generally reflects visual conditions from the Eastlake neighborhood. Please also refer to Section 3.16 (Transportation) for analysis regarding traffic conditions.

11. Comments regarding cumulative impacts are noted. Please refer to Chapter 4 (Key Topic Area) of this Final EIS for an expanded discussion on cumulative conditions.

Updated analysis of affordable housing and childcare issues can also be found in Chapter 4 (Key Topic Areas) of the Final EIS and Chapter 9 of the *2018 Seattle CMP*. Each element of the environment analyzed in the Final EIS identifies the probable significant adverse impacts of the proposal and cumulative impacts.

12. The comment regarding need for additional discussion on housing cost and availability is noted. Please refer to Chapter 4, Key Topic Areas (Housing), and Section 3.8 (Housing), of this Final EIS for detailed discussion on housing cost and affordability. Please note that the proposed *2018 Seattle CMP* would not result in the direct displacement of any housing, and includes provisions for at least 1,000 additional student housing beds.
13. The comment regarding potential impacts to fire and emergency services is noted. As stated in the Section 3.14, Public Services, the estimated increase in service call (approximately 35 percent) is based solely on the increase in building space on-campus and that with the incorporation of fire suppression systems, fire alarms and other code measures, the increase in service calls would likely be lower than 35 percent. Development on the campus would occur incrementally and it is anticipated that the Seattle Fire Department would have adequate staffing to serve the campus and surrounding area and that increases in staffing could be provided, as necessary, as part of the Department's annual review and planning process.
14. The comment regarding housing, transportation and the *2018 Seattle CMP* is noted. The U District upzone was approved by the City Council in March of 2017 and is included in the housing and transportation analyses. The *2018 Seattle CMP* TMP goal is to reach 15% SOV by 2028. This goal will be reached by the University and thus the University will not be out of compliance with its own TMP. Please refer to Section 3.8 (Housing) and Section 3.16 (Transportation) for further details and updated analysis.
15. The comment regarding housing availability and affordability in the area is noted. Please refer to Chapter 4, Key Topic Areas, Section 4.1 (Housing) for a detailed discussion regarding housing in the area. Please also refer to Appendix D, Transportation Discipline Report, for the complete transportation analysis, including trip distribution methodology.
16. The University District Rezone, since approved, has been added to the background impacts and are compared to each alternative. Each measure of effectiveness included in the Transportation Discipline Report are included in the EIS.
17. The University of Washington remains in compliance with their current TMP. The 2003 Seattle CMP TMP goal is to not exceed the AM and PM trip caps that were established and per the 2017 Annual Report, the University remains under the trip caps. The University's TMP goal for the *2018 Seattle CMP* is to achieve a SOV rate of 15 percent by

2028. Based on the analysis in Section 3.16 (Transportation) and the TDR, that SOV rate would continue to keep the University below the trip caps established in the 2003 Seattle CMP. Please refer to Appendix D, Transportation Discipline Report, for further details on the transportation analysis.

18. The University of Washington's peer institutions were identified for a variety of reasons, including total research expenditures, number of students enrolled, and community context. The reference to other peer institutions is not intended to reflect identical characteristics, but rather to indicate conditions at relatively similar institutions. Benchmarking peer institutions is of course limited to the available datasets.
19. The comment regarding the University of Washington being located in an area with high housing rent increases is noted. Please refer to Chapter 4, Key Topic Areas (Housing), and Section 3.8 Housing, of this Final EIS for detailed discussion on the relationship between proposed development on the University of Washington campus and housing affordability in the area.
20. Please refer to Chapter 4, Key Topic Areas, Sections 4.1 and 4.7 for detailed discussion on housing affordability/availability and childcare issues, respectively. Please also refer to Section 3.8 (Housing) of this Final EIS for an updated analysis of housing availability and affordability.
21. The comment regarding the amount of cumulative development in the West Campus is noted. Please refer to Chapter 4, Key Topic Areas, Section 4.4 (Cumulative Conditions) of this Final EIS for a discussion on cumulative conditions, including the area in the vicinity of the West Campus.
22. Please refer to Chapter 4, Key Topic Areas (Housing), and Section 3.8 (Housing), of this Final EIS for detailed discussion on housing cost and affordability. Please note that the proposed 2018 Seattle CMP would not result in the direct displacement of any housing, and includes provisions for up to 1,000 additional student housing beds.
23. The comment regarding traffic and housing conditions in the U District is noted. Please refer to the updated Housing (Section 3.8) and Transportation (Section 3.16) of this Final EIS for detail on housing and transportation conditions, respectively.
24. Please refer to Chapter 4, Key Topic Areas, Section 4.16 (Childcare) for detailed discussion on University of Washington childcare provisions.
25. The comment regarding outreach to immigrant communities, communities of color, organizations, unions or advocates for affordable housing or child care is noted. The development of the *2018 Seattle CMP* and Draft EIS included numerous opportunities for public comment and input, including a public kickoff meeting and EIS Scoping meeting in October 2015, a public participation plan meeting in January 2016, a public meeting on

the preliminary plan for the West Campus in February 2016, a public meeting on the preliminary plan for the East Campus in March 2016, a public meeting on the preliminary plan for the Central and South Campus in April 2016, four separate public open houses on the Campus Master Plan and Draft EIS in October 2016, drop-in office hours in October and November 2016, and a Public Hearing on the Draft EIS on October 26, 2016.

UAW Local 4121, as the representative of the 4500 academic student workers on the University of Washington's three campuses, welcomes expansion of the campuses and their building stock, in as much as this expansion serves the University's research and teaching mission and its obligations as a public institution of higher education.

However, as a member of U District Alliance for Equity & Livability, we stand in solidarity with the coalition's other members: labor, public policy, faith, and communities of color organizations and their concerns. We agree that the Oct 2016 Draft of the Seattle Campus Master Plan inadequately examines the impact of the University's expansion. The University must ensure the socio-economic effects of its planned expansion are sustainable, fair, and minimize displacement, whether physical or economic.

1

The University ought to take the following steps:

*Adequate provision in the Campus Master Plan for the housing, public transit, and child care needs of workers, students, and residents at the University and/or in the U District

*Undertake a racial justice analysis of the Campus Master Plan, as the University's Community Engagement Plan failed to engage key communities of color that reside in the neighborhood or are employed or studying on the campus.

*Broaden the plan's narrow definition of sustainability to include the provision of equal opportunity, the maintenance or increase of an affordable cost of living in the U District and the city at large, the alleviation of poverty, and a more specific sense of the expansion's strain on mass transit and area traffic.

2

*Choose for the plan a new set of benchmark universities whose situations in high-cost cities more closely resemble the University's in Seattle than the benchmark universities the Campus Master Plan selected.

3

*Use the Campus Master Plan to guarantee the eligibility of all students and scholars, regardless of citizenship or documentation status, for University housing created under the plan. This opportunity is of especial importance given the uncertain and precarious situation facing undocumented and international students and workers in the nation at large.

4

*Use the Campus Master Plan to guarantee the provision of adequate lactation facilities within all buildings created or expanded under the plan.

5

*Use the Campus Master Plan to guarantee that all single-use bathrooms will be gender-neutral within all buildings created or expanded under the plan.

6

RESPONSE TO LETTER 26

UAW Local 4121

1. The comment supporting building expansion that serves the University's mission is noted. The comment supporting academic student workers and the concerns of communities of color organizations is noted. Please refer to Chapter 4 – Key Topic Areas, Sections 4.1 Housing, Section 4.7 Childcare and Section 4.8 Transit Subsidy Provisions for further details on housing, childcare and public transit.
2. The comment regarding affordable living being an element of sustainability is noted. Please refer to Chapter 4 – Key Topic Areas, Sections 4.1 Housing, Section 4.16 Childcare, Section 4.7 Transit Subsidy Provisions and Section 4.15 Transportation for further details on housing, childcare, public transit and transportation.
3. The selection of benchmarking peer institutions was based on available, robust datasets. The University of Washington's peer institutions were identified for a variety of reasons including total research expenditures, number of students enrolled, and community context.
4. The request to use the *2018 Seattle CMP* to guarantee the eligibility of all students and scholars, regardless of citizenship or documentation is noted. This is not an issue that is within the purview of the *2018 Seattle CMP*.
5. The UW provides many lactation stations. Each is private, secure, and clean. The stations are located in buildings across campus and at the medical centers and other UW offices. The location of current stations can be found at <http://hr.uw.edu/worklife/parenting/lactation-stations/>. As the University builds new buildings, lactation stations will be considered for inclusion in each building. These rooms would be available to all UW students, faculty, staff and their spouses/domestic partners.
6. The University is working to convert all single stall restrooms to gender neutral. This process is currently assumed to be complete by the end of 2017.

From: udistrictcouncil@hotmail.com
To: [UW Seattle Campus Master Plan](#)
Cc: udistrictcouncil@hotmail.com
Subject: U-District Community Council comments on UW Draft 2018 Campus Master Plan
Date: Monday, November 21, 2016 4:55:22 PM
Attachments: [Comments.UW-CMP.UDCC.11-21-2016-FINAL.doc](#)

Comments on the University of Washington's Draft Campus Master Plan are pasted below and attached.

UNIVERSITY DISTRICT COMMUNITY COUNCIL
C/O 4534 UNIVERSITY WAY NE
SEATTLE, WA 98105
(206) 527-0648
udistrictcouncil@hotmail.com

November 21, 2016

UW Office of Planning & Management
4333 Brooklyn Ave NE, Box 359445
Seattle, WA 98195

By email to: cmpinfo@uw.edu

Re: Comments: Draft UW Campus Master Plan & EIS

The University District Community Council (UDCC) is a non-profit group that has been active for over 40 years, and is composed of a volunteer board and a diverse membership consisting of people of all ages and backgrounds who live and/or work in the neighborhoods surrounding the University of Washington, and which generally corresponds to what the CMP refers to as the "Primary and Secondary Impact Areas". UDCC's history provides the UDCC with a unique long-term perspective on items of mutual interest for the University and its neighbors, and we have been at the table since the City-University Community Advisory Committee was founded.

UW's announcements about the 2018 Draft Seattle Campus Master Plan (CMP) characterize it as a framework for future development that is "progressive and sustainable" and "balances the preservation of the core campus with the need to accommodate the increasing density." UDCC questions the accuracy of this description. This CMP envisions massive and disruptive growth built upon the rubble of usable present-day campus structures that is inconsistent with the surrounding neighborhoods, and the insensitive and unbalanced takeover of open space, natural areas, and views that unfairly impacts the quality of life for surrounding communities as well as students, faculty and staff. The adverse impacts of this projected demolition activity and new construction are inadequately discussed in the DEIS. Mitigation measures, when mentioned at all, are inadequate to address the adverse impacts of the CMP.

General areas of concern with the CMP and DEIS:

Lack of correlation and sufficient explanation for growth projections. Why does the CMP prescribe 50% or more new net growth when student/faculty staff is projected to grow by 20% or less?

The CMP and the accompanying DEIS fail to supply facts to justify the assumptions about increases in enrollment, faculty, and staff over the next ten years. Where are the figures to justify the prospective increase in enrollees and faculty? Even if the projections are assumed to be accurate, where is the proportionality of increasing gsf with a greater multiplier?

1

CMP takes an unjustified "give UW a blank check" approach to asking for so much new space.

The CMP identifies nearly another 13 million net gsf of building space (not counting structured parking, which will likely add considerably to this figure). In proposing that 6 million gsf of that occur in the next 10 or so years this also doubles the amount built during the life of the current CMP. The new CMP identifies 85 place-holder building sites, with no stated rationale for their selection other than that the sites may be buildable for something university-related at some time in the future. This so-called "flexible" approach was adopted for the current CMP, and has resulted in a community fight over the siting of the new UW Police Station that could perhaps have been avoided if there was a more open siting process when the CMP was adopted. It has also resulted in a utility building that has no public access being sited at the south end of the Ave, which ought to have been designated for a use that provided a better linkage to the neighboring street.

2

The University states that it needs 6 million gsf during the life of this plan, and there is no external check on the validity or necessity of this number (for the record, the UDCC thinks it will impose too much of an impact on the community, if there is any official body interested in that comment). During the adoption of the current CMP, the UW was adamant that it could not build additional student housing, but subsequently reversed course to the point where a number of new dorms were added and almost all of the older (and we note, more affordable) dorm units have been or are now being rebuilt. Conversely, the UW stated that the police station "needed" to have numerous features (as we recall, this included an indoor shooting range) that ultimately fell by the wayside when the budget had to be cut – along with exterior design elements that would likely have helped the building interact better with the surrounding neighborhood.

3

4

Open space concepts are vitally important, but CMP proposals lack teeth and commitment.

Open space, view corridors, natural areas and breathing room for the thousands of people who will live, work, and congregate in the U District are very important. The CMP's nod toward acknowledging this need is appreciated. But – the provision of open space and protection of natural areas should not be implemented as an afterthought of the CMP, or used as an illusory bait & switch tactic to attract CMP support. This is important in no small part because much of the UW's argument for the "need" to substantially increase zoned heights is based on the promise of providing substantial additional open space in addition to the public park soon to be built as a result of SR 520 project mitigation, but it also acknowledges that the current heights could also yield 3 million gsf in the West Campus (CMP, p.84).

5

The West Campus Green concept for providing open space in conjunction with a proposed city park is a nice idea, but in itself is insufficient mitigation for the loss of natural areas, open space and views elsewhere, and also does not fill the need for more a centrally located public space in

6

the neighboring parts of the primary impact zone that the UW is also actively working to upzone and develop much more intensely. In addition, successful execution of this concept is speculative and much of it is outside the UW's control. The West Campus Green and the East Campus Land Bridge area, as depicted in artists' renderings, rely not only upon the city's agreement to vacate part of Boat Street (with adverse impacts on parking) and the air space over Montlake Blvd (with construction impacts that would severely impact traffic), but also would require the demolition of several buildings and the relocation of the programs currently housed there. The UDCC has the following specific recommendations:

7

- The University should develop and seriously consider a viable alternative for the West Campus Green that does not require the vacation of Boat Street
- The CMP and EIS should include a list of the building demolitions/relocations/removal of existing gsf that would be necessary to implement the West Campus Green as proposed.
- There should be an analysis of the effects on existing businesses and potential future park visitors of the proposed vacation of Boat Street.

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1. The UW should consider and describe how future visitors will access the West Campus Green and the new waterfront park already under construction – particularly given that bus service is already being phased out as the new light rail stations come online (both of these stations are pretty far from this park, and a family can't exactly haul a cooler from either of them for a picnic, nor can a boater bring their vessel on public transit to launch it).

11

As a prerequisite to the city even considering approving the CMP and the upzones to up to 240', the UW should take substantial steps toward developing the proposed open spaces now. This could include actions such as a realistic plan and schedule for demolishing the Marine Studies Building (School of Marine Affairs) and Wallace Hall (Climate Impacts Group, etc.) and relocating these programs elsewhere. Concurrently file petitions with the city to vacate Boat St and the air space over Montlake Blvd and begin the public process of determining whether such vacations could indeed be accomplished and appropriately mitigated. In other words, the UW's CMP should prioritize providing OPEN SPACE FIRST – as a sign of good faith with the community and as a step toward partially mitigating the impacts of new construction and greater density. In addition, the CMP should include some sort of trigger that limits height increases based on the promise that this open space will be provided if it is not implemented after a certain percentage of the planned square footage has been built, or a similar mechanism that would give teeth to this plan.

12

13

The CMP should also specifically identify the University Slough as an environmental asset rather than folding it into the Union Bay Natural Area, and add it to the list of Unique and Significant Landscapes and to the designated Public Realm.

14

Transportation impacts are given short shrift.

The CMP fails to adequately discuss or mitigate for transportation impacts on the campus and surrounding neighborhoods.

The University hums 24/7. It is faulty to premise an impact study on the pretense that transportation impacts from the University's expansion will occur only during "peak travel periods" and M – F. As it is, travel congestion in the U District is nearly intolerable. Add-in construction workers (whom the EIS exempts from the trip caps and traffic counts), patients visiting the medical center and Roosevelt medical offices, (ditto the count and cap exemptions), streets clogged by dump trucks and heavy construction equipment, busses that cannot pull aside to let traffic pass because the bus-pull-outs have been made into bicycle lanes (which occurred after the traffic studies were conducted for the EIS) – and any reasonable person should see that the UW's desired growth under this Campus Master Plan will not only result in gridlock, it will adversely impact public safety by impairing the ability of Emergency Responders to promptly reach and address emergency situations on campus and in the adjoining NE and NW neighborhoods.

15

Some of the worst traffic congestion in the Primary Impact zones includes but is not limited to:

1. Montlake Blvd. near the Light Rail Station and Montlake Bridge approach to Hwy 520.
2. NE 45th St. from Laurelhurst/U Village to Interstate 5.
3. NE 50th intersections from 17th Ave. NE to Interstate 5.
4. Roosevelt Way NE from Ravenna to the University Bridge (and the streets such as NE 42nd, NE 45th, and NE 47th that lead from the UW to it)
5. 35th Ave. NE approaching U. Village and NE 45th St.
6. 15th Avenue southbound in the AM commute and northbound during the PM commute (and we note that City now plans to remove peak hour lanes between NE 55th Street and Lake City Way, which will exacerbate existing congestion considerably, and that this was not analyzed in the DCMP or DEIS).

16

How will the UW mitigate these increasingly adverse impacts? The DEIS should explore more solutions than measures than the transportation management techniques that are currently in use.

17

The University should also provide better wayfinding signage from the light rail

18

station at Husky Stadium to Metro bus connections. In addition, the CMP should develop firmer plans around how buses will be deployed and routed when the U-District light rail station comes online.

**18
cont.**

CMP & DEIS improperly gloss- over the insufficiency of utility and public service infrastructure to serve the new growth and density.

Utility infrastructure improvements are needed to serve the new development proposed under the CMP, but are inadequately discussed. For example, existing sewage overflows from city sewers are unmentioned as are mechanisms for preventing additional stress on and under-capacity system. Seattle has been ordered under mechanisms in the Clean Water Act to cease dumping raw sewage into the Ship Canal and Portage Bay when it rains (CSO events), but doesn't have a plan to effect a complete remedy until the year 2030. A deficit of electrical grid and substation capacity was mentioned in the DEIS, but there is little substantive discussion of how and where this will limit new construction, or whether increasing electrical usage to serve an additional 3 Million gsf will overburden the system's capacity to also serve neighborhood growth. Wishful thinking is convenient, but is an unreliable basis for assuring that infrastructure will be ready and available to serve each of the 85 prospective building sites.

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And speaking of public facilities:

Additional public toilet facilities are needed to serve people coming to and using areas in and around the UW campus, and the deficit of such facilities has already been documented in the University District Urban Design Framework. UW's increased housing, office space, and labs will add a large number of people to the University District. They have toilet needs too. The University's office towers might be able to meet their needs during regular business hours, but after hours and on weekends, those buildings will be closed off. The need for public toilet facilities will also be unmet for the influx of transit riders to the U District when the Brooklyn Light Rail station opens in 2021, as the plans for that station do not include providing public toilets. The CMP should discuss how to address this need.

21

Deficient analysis of cumulative Impacts of CMP & U District Upzone

Areas of the U District north of the West and Main Campuses and the area where there are many small businesses and where many students and diverse permanent residents reside will bear the brunt of the adverse impacts of the proposed campus expansion. Four of the five EIS alternatives place the bulk of projected growth on West campus, where streets and public services are largely shared with the surrounding neighborhoods. Why does the EIS lack an alternative (other than the no action alternative) that calls for substantially less growth in West Campus? Why go from "zero to 3 million gsF" in all of the approaches, without analyzing an intermediate growth objective? The UDCC urges the UW to consider other development options in the final CMP that do not focus so much of the new growth in the W. Campus.

22

Transportation studies demonstrate that major arterials are already overburdened with traffic and congestion. Yet cumulative impacts to and insufficient mitigation measures are described or proposed; perhaps because the DEIS as a whole tends to pretend that the CMP will produce few adverse impacts to the primary and secondary impact zones.

23

See also discussion, above re: specific transportation comments, and discussion of impacts on infrastructure and public facilities.

Excessive heights and closely packed structure placements adversely impact views, light and air, and aesthetics. They are also inconsistent with both existing and proposed zoning in the surrounding neighborhood.

The CMP's designated "view corridors" are literally too narrow, especially when considered in the context of the canyons of the projected closely spaced towers that will define the streetscapes. This is another area where the DEIS fails to combine and consider the cumulative impacts of the proposed U District Upzone with the CMP. If both are approved as written, many, many places on and off campus where people can now enjoy view of the Cascades, the Olympics, Mount Rainer, the Ship Canal, and Lake Washington, will be eliminated.

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- For example, the proposed East Campus development sites would create a street wall that blocks all eye-level views of Lake Washington and most of the mountains from Montlake

26

Blvd.

- A tall structure west of the University Bridge (W-38) would block views of the Ship Canal and Lake Union. The UDCC believes that this should be added to the list of designated view corridors in the CMP and the site should be zoned at a height that does not impede these views. 27
- The heights for building sites W21 and W22 (as well as the unnamed site to the north of the latter) should remain at 105' to be more consistent with the height limits on University Way. This point is of particular concern to the community, which has repeatedly expressed its support for retaining the pedestrian feel of the Ave. 28
- Site W30 should be 65' to ensure that it doesn't overwhelm the College Inn (which is designated as a National Historic site). 29
- Building sites W24 and to a somewhat lesser extent W-25 also affect views that are now public and would form a wall by the neighborhood where there ought to be a gateway. 240' heights are not appropriate in these locations. 30
- Building sites W-28 and W-29 are projected to be much taller and bulkier than surrounding buildings to the east and to trails and sidewalks. There should be a transition between the Ave sites and taller CMP sites as one gets further south into the core of the W.Campus, and site W-28 and Gould Hall should be reduced significantly from the proposed 240'. 31
- While the UDCC can support most of the increased heights in the S.Campus, we do not support the current wall of 240' buildings along NE Pacific Street as proposed – greater spacing between them and some mandate that there be a variety of heights needs to be added. 32
- There is no precedent for the increase in height to 130' along much of the length of Montlake Blvd. Heights of 65' are more consistent with those now found at U-Village and in the surrounding area. 33
- In the East Campus, at least one (and preferably two) new designated view corridor(s) must be created to preserve water and mountain views if the CMP development of those areas goes forward. 34

We note that there are numerous locations in the Draft CMP and EIS that show proposed new zoned heights in the areas just outside of the MIO that list the tallest possible height now being proposed by OPCD for those locations. However, the maximum height is based on what will be allowed for more slender residential projects that will also have to provide a number of designated public benefits to achieve those heights. The sort of buildings the UW will be constructing, however, will more like the sort of commercial/office buildings that will be limited to much lower heights – 160 at the tallest, as we understand it. This assumption is used throughout the plan to make the case that the proposed 240' CMP heights are consistent with what is being proposed for the neighborhood, but this is not the case. The maps in the CMP and DEIS must be corrected 35

to list the both elements of the height ranges being proposed by OPCD.

The CMP section on “Departures” on page 229 is inadequate, and as proposed the UW could easily negate the building envelopes proposed in the various development zones, which would far greater bulk and scale than the University is proposing to the community to garner support for and adoption of the new CMP. At the very least, changes of this magnitude should be minor plan amendments that trigger at least some sort of opportunity for public comment and review.

36

Impacts of "Innovation Districts" differ from traditional university campus uses, and the UW's pursuit of development of such districts is inadequately analyzed and accounted for in the CMP.

The UW appears to justify much of its "need" for new space on its ambition to be the catalyst for an "Innovation District" and industry partner. A number of the CMP's designated development sites, therefore, are likely to be justifiable on the basis of the expansion of academic or research capacity. Structures used more as commercial office buildings than teaching and research facilities will generate different pedestrian and vehicle traffic, as well as different parking and transit needs. The DEIS fails to adequately quantify and mitigate for these differing uses. In addition, while the UDCC understands the UW position that leaves patients and visitors to the UW Medical Center out of their vehicle trip caps, we do not support adding “partner” or other similar “Innovation District” uses/users to this exemption.

37

**Other
observations/comments.**

While the UDCC did not oppose the acquisition of the former Safeco Tower by the U of W, there is a long history of the UW expanding into and displacing commercial and residential properties and uses – most recently and notable the acquisition of the market-rate Cavalier Apartments during the current CMP. The UW-led upzone of the U-District that looks to us to be strongly driven by its desire to build high rises on properties it

38

acquired in the Safeco deal gives us serious pause to wonder if removing restrictions on the ability of the U to purchase property in the primary and secondary impact zones during the last CMP process wasn't a mistake.

**38
cont.**

Related to this – the UDCC opposes the proposal to vacate NE Northlake Place. The CMP acknowledges that it is not required for the development of site W38 (which, as we state above, should be reduced in size substantially to preserve this important view corridor anyway), and there are still a number of other private sector waterfront/water-dependent businesses in the area that also rely on this street.

39

The UDCC shares the concerns of the U-District Alliance for Equity and Livability that the CMP does not adequately address the social and economic impacts these plans will have on existing and future UW staff and employees, as well as the lower-income individuals and small businesses in the surrounding neighborhood. We agree with their proposals to address issues such as affordable housing and child care directly through the CMP rather than kicking this problem down the road to the proposed upzones of the U-District through the City's current process, which offer little or no assurance that the substance of these issues will actually be meaningfully addressed.

40

One technical correction – the draft CMP cites 35th Ave NE as the Urban Center Boundary, but the EIS for the City of Seattle's Urban Design Framework/upzone indicates that the Urban Center boundary is 15th Ave NE. The CMP also needs to better distinguish between the higher density Urban Centers and lower intensity development proposed in Urban Villages and other planning areas.

41

In closing, the UDCC can support many of the height and density increases and much of the campus growth the University of Washington is requesting, but we do have major concerns with the plan as it is now proposed.

We appreciate your attention to these comments and hope that they are reflected in the final proposal.

Matt Fox,
UDCC President

RESPONSE TO LETTER 27

University District Community Council

1. The University of Washington projects a need for about 50 percent net new growth because a significant portion of the identified program includes an existing deficit. Therefore, the space needs for 2028 include not only growth but also any current deficits. Please refer to Chapter 3 of the *2018 Seattle CMP* for more information related to methodology of enrollment increases. Please also refer to Section 4.9 (Space Demand) of Chapter 4 (Key Topic Areas) of this Final EIS.
2. The current process for identifying development sites for building on has been successful in identifying the pros and cons for building on identified sites. The process the UW follows has been successful because the identification of pros and cons gives the University decision makers a substantial amount of information as they make the decision about which site to choose. All buildings budgets and programs are scrutinized as the project moves through the University process which can result in a change in the scope or budget for the project.
3. The six million net new square feet space need request relies upon national higher education space standards and is supported by continued discussions with key stakeholders. Specific projects would be constructed as funding allows Please refer to Section 4.9 (Space Demand) of Chapter 4 (Key Topic Areas) of this Final EIS.
4. All buildings budgets and programs are scrutinized as the project moves through the University process which can result in changes to the scope or budget for the project. Please refer to Section 4.9 (Space Demand) of Chapter 4 (Key Topic Areas) of this Final EIS.
5. The West Campus Green and South Campus Lawn are proposed to be completed per the schedule that is outlined in the *2018 Seattle CMP*. Please refer to Chapter 4, Key Topic Areas, Section 4.11 (Commitment to Open Space) for detail.
6. The provision of open space outside of the Major Institution Overlay boundary is beyond the purview of this master plan.
7. The comment regarding demolition of certain buildings being necessary to create the West Campus Green, and aerial vacation necessary for the East Campus Land Bridge are noted. The previously proposed vacation of NE Boat Street and aerial vacation for the East Campus Land Bridge are no longer identified in the *2018 Seattle CMP* and are not included in the EIS Alternatives.
8. Please refer to response to comment 7 of this letter.

9. Please refer to Chapter 5 of the *2018 Seattle CMP* for a table which identifies the gross square feet that would be demolished on a site by site basis. Please also refer to Section 3.17 (Construction) for detail on building demolition, including demolition in the West Campus.
10. The comment regarding business impacts associated with NE Boat Street is noted. The street vacation of NE Boat Street is no longer included as part of the *2018 Seattle CMP*.
11. The West Campus Green development schedule is identified in the *2018 Seattle CMP*. Please refer to Chapter 4 – Key Topic Areas, Section 4.11 Commitment to Open Space (Greens), Waterfront Trail and View Corridors, for additional detail. Please refer to Chapter 6 of the *2018 Seattle CMP* for a description of bike access to the West Campus Green, and the Circulation and Parking Framework which can be found in Chapter 5 for narrative that supports proposed access across modes.
12. The comment regarding the need to provide the West Campus Green and South Campus Lawn open space is noted. It is intended that the West Campus Green and South Campus Lawn will be complete by the time the square footage in those sectors of campus is complete. Relocation of the occupants in the buildings which are in the area of the West Campus Green would be relocated as funding is found for a new building or space is available in a current building. This would be completed before the park is created but cannot be done until funding to move them is found. The University is currently looking for funding. The University has decided not to pursue the NE Boat Street vacation and the East Campus Land Bridge due to concerns raised during the comment period. The East Campus Land Bridge remains part of the long term vision for campus as articulated in the *2018 Seattle CMP*. Please also refer to Chapter 4 (Key Topic Areas), Section 4.11, of this Final EIS for additional discussion on commitment to develop open space.
13. The West Campus Green and South Campus Lawn will be complete by the time the square footage in those sectors of campus is complete. Please refer to response to comment 12 of this letter and Chapter 4 (Key Topic Areas), Section 4.11, for additional detail on commitment to open space.
14. The *2018 Seattle CMP* highlights the importance of the University Slough as an environmental asset and identifies the Slough in the Sustainability Framework under Ecological Systems in Chapter 5 of the *2018 Seattle CMP*.
15. The Transportation Discipline Report (TDR – Appendix D to this Final EIS) considers several new measures of effectiveness for a variety of modes. General capacity/demand analysis metrics are determined for a single peak hour or 60 minutes. As such analysis is focused on the worst peak hour which generally occurs during the afternoon peak. This has been born out where extended count data is available, for example transit APC, pedestrian bridge counts and traffic counts. Where these peak periods have been analyzed and impacts determined for those peaks, impacts during lower volume periods would be less.

16. The Transportation Discipline Report (Appendix D to this Final EIS) includes secondary impact area intersections.
17. Mitigation identified in the Transportation Discipline Report (Appendix D to this Final EIS) includes some intersection improvements and the *2018 Seattle CMP* Transportation Management Plan includes goals to reduce drive alone modes.
18. The comment regarding campus wayfinding is noted. The University recently installed 23 double-sided wayfinding maps throughout campus and plans for additional signage, which is part of a multiphase approach to enhance wayfinding for visitors.

The *2018 Seattle CMP* Transportation Management Plan includes convening a stakeholder group with agency partners to address coordination on transportation issues impacting the University now and into the future.

19. The comment regarding utilities and City sewers is noted. Approximately 10% of the University of Washington Campus stormwater runoff discharges to the combined sewer. UW has no plans to increase stormwater runoff to combined sewers. University of Washington has reduced the volume of stormwater runoff to combined sewers as the campus has redeveloped. Depending on locations, development under the proposed *2018 Seattle CMP* could further reduce areas contributing to combined sewers. Please note that because not all areas within the combined sewer zones are identified for redeveloped, it is assumed that some isolated zones of combined flows would continue.
20. The comment regarding cumulative electrical demand is noted. The University has begun a process of exploration with Seattle City Light (SCL) to evaluate the existing system's ability to serve proposed growth and take affirmative steps to ensure adequate capacity is available when it will be required. The University will continue to work with SCL to assure that adequate capacity is available for all future development. Please refer to Section 4.3 (Utility Demand) in Chapter 4 (Key Topic Areas) for additional discussion.
21. As the University implements the *2018 Seattle CMP* and builds more buildings on campus, all buildings will include toilet facilities for use by faculty, staff, students and visitors to campus. Toilets for use by the public outside of the MIO boundaries is being discussed by the City and non-profit organizations like the University District Partnership (UDP). The University is active on the UDP and will continue to contribute to that discussion.
22. The EIS analyzes a range of development in the West Campus Sector, from a low of 2.4 million gsf to a high of 3.2 million gsf. Thus, the Draft EIS does analyze a range of development in the West Campus Sector.

As indicated in Section 2.6 (Mission Statement and Project Guiding Principles) of the Draft EIS (and this Final EIS), the University of Washington identified Guiding Principles for the 2018 Seattle Campus including:

- **Flexible Framework** – Create a lasting and flexible planning framework to identify potential development sites and development guidelines and standards in support of the University of Washington’s education, research and service missions.
- **Learning-Based Academic and Research** – Support and catalyze academic and research partnership with allied industries, contribute to a highly livable innovation district, and stimulate job growth and economic development.
- **Sustainable Development** – Extend University of Washington’s commitment to sustainable land use to maximize the utilization of its existing property and balance development with public spaces.
- **Connectivity** – Extend the University of Washington’s commitment to better connect the University internally and with its broader context.

Given the West Campus Sectors location within and adjacent to the urbanized University District and proximity to soon to be completed Sound Transit station, development within the West Campus Sector has been determined to best meet elements of the Guiding Principles. Most applicable principles to West Campus Sector development include: support and catalyze academic and research partnership with allied industries; stimulate job growth and economic development; maximize the utilization of its existing property; and, extend the University of Washington’s commitment to better connect the University internally and with its broader context.

Washington State SEPA Rules WAC 197-11-440(5)(b) indicates that “reasonable alternatives shall include actions that could feasibly attain or approximate a proposals objectives, but at a lower environmental cost or decreased level of environmental degradation.” Because a level of development below the 3.0 million gsf of development in the West Campus identified under Alternative 1 would not meet the objectives of the University of Washington for the *2018 Seattle CMP*¹, an alternative with a lower level of development in the West Campus was not carried forward for analysis in the EIS.

23. Comment noted. Please refer to Chapter 3 of the Draft EIS and this Final EIS for a discussion on cumulative impacts (including Primary and Secondary Impacts) under each element of the environment analyzed. Please also refer to Chapter 4, Key Topic Areas, Section 4.4 (Cumulative Conditions) for discussion on cumulative conditions.

¹ Alternative 2 analyzes campus development without the proposed building height increase, which allows a maximum of 2.4 million gsf of building space in the West Campus Sector.

24. The comment regarding view corridors is noted. The University of Washington maintains the authority to define view corridors on the Seattle campus. Established and protected view corridors are identified in the development standards in Chapter 7 of the *2018 Seattle CMP*.
25. The comment regarding cumulative view impacts is noted. Figures illustrating the relationship of potential building development in the University District under the U District upzone with potential building development on the University of Washington campus with the height increases proposed under the *2018 Seattle CMP* are provided in Section 3.10 (Aesthetics) of this Final EIS. Please also refer to Chapter 4 (Key Topic Areas) of this Final EIS for a discussion on cumulative conditions.
26. The comment regarding development in the East campus creating a wall of buildings is noted. Please note that the illustrative development allocation of new building space in the *2018 Seattle CMP* for the 10-year planning horizon, as reflected in EIS Alternative 1, does not show new buildings along Montlake Boulevard NE in the E1 Parking Lot. Please also note that the illustrative allocation of building area in the *2018 Seattle CMP* for East Campus is only 750,000 gsf.

Location of buildings on East Campus as identified in Chapter 7 the *2018 Seattle CMP* are intended to provide porosity and ensure that a wall of buildings is not created. Building heights are low to preserve views from Central Campus to Lake Washington. Please refer to Figure 3.10-8 of this Final EIS for an illustration of the view along Montlake Boulevard NE from NE 45th Street.

27. The maximum building height of the W38 development site has been reduced from 200 feet to 130 feet. Please refer to Chapter 4 (Key Topic Areas), Section 4.2 (Building Height Relationship to Surrounding Areas) for a detailed overview of the building height modifications to the *2018 Seattle CMP*.
28. Please refer to Chapter 4 (Key Topic Areas), Section 4.2 (Building Height Relationship to Surrounding Area), for a detailed overview of the building height modifications made to the *2018 Seattle CMP*.
29. Please refer to Chapter 4 (Key Topic Areas), Section 4.2 (Building Height Relationship to Surrounding Area), for a detailed overview of the building height modifications to *2018 Seattle CMP*.
30. Please refer to Chapter 4, Key Topic Areas, Section 4.2 (Building Height Relationship to Surrounding Area) for a detailed overview of the building height modifications made to the *2018 Seattle CMP*.

31. Please refer to Chapter 4, Key Topic Areas, Section 4.2 (Building Height Relationship to Surrounding Area) for a detailed overview of the building height modifications to the *2018 Seattle CMP*.
32. Please refer to Chapter 4, Key Topic Areas, Section 4.2 (Building Height Relationship to Surrounding Area) for a detailed overview of the building height modifications to the *2018 Seattle CMP*.
33. Please refer to Chapter 4, Key Topic Areas, Section 4.2 (Building Height Relationship to Surrounding Area) for a detailed overview of the building height modifications to the *2018 Seattle CMP*.
34. Please refer to Chapter 4, Key Topic Areas, Section 4.2 (Building Height Relationship to Surrounding Area) for a detailed overview of the building height modifications to the *2018 Seattle CMP*. Chapters 6 and 7 of the *2018 Seattle CMP* describe designated view and pedestrian corridors that will be preserved for water and mountain views. These are described for all campus sectors including the East Campus.
35. Please refer to Chapter 4, Key Topic Areas, Section 4.2 (Building Height Relationship to Surrounding Area) for a detailed overview of the building height modifications to the *2018 Seattle CMP*.
36. As stated in Chapter 6 of the *2018 Seattle CMP*, departures must be recommended by the University's Design Review Board or the University's Architectural Commission and must be approved through the appropriate process outlined in the City-University Agreement. The City-University Agreement outlines the process for amendments to the campus master plan and the *2018 Seattle CMP* has been updated to reflect this language.
37. The comment regarding the Innovation District is noted. Please refer to Chapter 4, Key Topic Areas, Section 4.5 (Innovation District Assumptions) for further details, including a description of existing Innovation District uses on campus and a discussion of the proposed inclusive Innovation District framework as part of the *2018 Seattle CMP*.
38. The *2018 Seattle CMP* does not propose any changes to the regulations governing the University's ability to purchase or lease property off-campus. University of Washington properties outside of the MIO, if redeveloped, would be redeveloped consistent with underlying zoning and other applicable regulations.
39. The UDCC opposition to the identified vacation of NE Northlake Place is noted. The identified street vacation of NE Northlake Place is a small section of the street that would not impact overall vehicle circulation in the area or access to waterfront dependent buildings.

40. The analysis done by the University and outlined in the Final EIS does not identify any significant, unavoidable impacts in the area of housing or child care due to the proposed action. Please refer to Chapter 4, Key Topic Areas, Section 4.16 for a discussion on childcare.
41. The comment regarding the Urban Center Boundary is noted. The 2018 Seattle CMP corrects the Urban Center Boundary from 35th Avenue NE to 15th Avenue NE.

UNIVERSITY PARK COMMUNITY CLUB

10 November 2016

University of Washington
Capital Planning and Development
P. O. Box 352205
University Facilities Building
Seattle, WA 98195-2205

**RE: Comments on October 2016 draft Plan/EIS of the 2018 UW Seattle Campus
Master Plan**

Dear Ms. Doherty:

We are pleased to participate in a review and comment on the draft CMP/EIS for 2018. As a prelude, it is appropriate to say that this community participated in the 2003 draft CMP/EIS in more of an adversarial position than today. Starting in 1995, our community had tried to get the UW to be a partner in solving a number of off-campus, student related activities, which were seriously impacting our quality of life. Our input for the 2003 CMP focused on student party houses which included noise, fights/weapons, unsafe student housing/slumlords, property damage, need for more UW student housing, illegal parking and parking enforcement, street drag racing, rental housing inspections, and off-campus student code-of-conduct.

It wasn't until 2006, however, when the UW President Mark Emmert formed the North-of-45th Working Group (WG) to identify off-campus, student-related issues with UW students, staff, and faculty, Mayor's staff, SPD/UWPD, and local community members, that the UW began an initial off-campus community outreach partnership. After three months of weekly meetings, ten recommendations were forwarded to and approved by President Emmert. Thus began the evolution of the UW from an isolationist stance to a community partnership, which could finally deal with the many off-campus community and student related issues. The follow-on N of 45th WG implementation effort recently celebrated ten years in being and is still moving ahead. Much has been accomplished to include a city-wide rental housing inspection program, an initial and now expanded off-campus student code-of-conduct, enhanced UW/SPD police coordination and cooperation, and establishment of the Husky Neighborhood Interns program.

**The following comments pertain in part to specific pages/topics in the Draft
CMP:**

- In general, it is interesting to note that the 2003 CMP addressed the need for additional development of 3 million gross sq. ft. which took roughly 13+ years to achieve. The 2018 CMP indicates the need for double that amount or 6 million gross sq. ft. to be accomplished in ten years or longer. Clearly, this is a much more aggressive approach. Looking at it another way, a 20% increase in student/staff/faculty will result in a needed 33% increase in overall gross sq. ft. on the campus. With the U. District Sound Transit Station activated 2021, and U District up-zone underway, the area will be under siege with development. Hopefully, construction activity will be carefully managed to minimize the great blue rookeries (cranes) in and around campus.

PAGE 35 - STUDENT HOUSING:

- We applaud the recent 2200 additional student housing beds built on west campus and those new facilities underway in the north central campus which will also add several hundred beds. We know that there continues to be a shortage of UW owned student housing. We would encourage the UW to pursue the 1100 net new beds needed by 2028 on a more prompt timeline. What we do not see is any mention of low income and affordable income housing for students and staff. We know, for example, that some UW students are homeless and use the U. District foodbank! What, if anything, is being done to address this issue as part of the overall CMP? Somewhat relatedly is a goal for more affordable rental housing for UW staff/faculty which did result in the joint Children's Hospital/UW venture. Relatedly, one of the North-of-45th Working Group's ten recommendations was for the UW to buy distressed rental properties in University Park to be used (rented/purchased) for UW employees. We would note that 17th Ave. NE was once called "Professors' Row", a clear tie to the UW, but it is no longer the same. UW efforts along this line would be a benefit to all concerned.

PAGES 71/124-133/140:

- It is noted that the 2003/2018 CMPs favor the west vs. east campus so much so that the ship (campus) is listing heavily to the west. Now we see that the huge east campus, with an impermeable parking lot and vast storm water runoff, is at least listed for possible development. Also noted is that the east campus parking lot is normally underutilized, except for the 6 or 7 football game days. The planned East Campus Land Bridge Gateway is a key and important first step to leading the "Green Way" to Union Bay Natural Area and Horticultural Center and academic building development. Looking ahead, then, there is a real opportunity for the UW to take the lead in building truly (think Bullitt) green buildings. Using all the technologies that the various UW schools have to offer and already developed/used commercial green capabilities, the East Campus will not only be a part of the innovative and interactive campus stated in the CMP, but it will reflect a leadership that shows it really cares about the environment. Relatedly, is tapping the methane

gas from below the parking lot, former garbage dump, and being channeled into providing new building power needs feasible or desirable? It is realized that the cost to build in this area is more expensive, but Olympia, King County, Seattle, the UW, and many of your donors think green and might even expedite the donation/state/local funding process for these game-changing buildings. As a side note, given the recent Gates Foundation's \$210 million donation for the Global Health type facility, it would seem developing the untapped East Campus is very appropriate both from an academic mission and a green environmental standpoint. Be Boundless!

PAGE 102 - BURKE GILMAN:

- This major thoroughfare for bike and pedestrian traffic seems to always be on the short list for improvements; yes, some improvements have been made by the UW. The five segments that still need funding within the UW campus need to be treated as a fundamental core infrastructure requirement that should not have to wait for incremental funding from various sources in/outside the UW. Our community has provided repeated letters of support to the UW as they try to gain outside funding – we all still await any action! It is time for the UW to implement green need efforts by taking internal funding precedence within, if necessary, to again reflect how important pedestrian/biking is to the overall movement on and off campus.

PAGE 90 - OPEN SPACE:

- We applaud the continued attempts to provide more open space within the campus. With the combined City's Portage Bay Park and West Campus Green, there is potential for a significant draw to the area. We do not agree that Boat Street should be vacated, as we believe the need for parking will be beyond the area's capability. While nearby pedestrians, such as from the dorms and central campus, will have a relatively short walk to the parks, cars and bikes, to a lesser extent, are the other options for getting there. While uncertain, it is possible that Metro could eliminate many north/south bound bus routes on 15th Ave. NE and University Way, after the Sound Transit Stations at NE 43rd (U. District) and NE 65th (Roosevelt) are activated, and concentrate on east/west bound buses along NE 45th and NE 65th, to transfer commuters to the new stations. Leaving Boat Street open and accessible for vehicle traffic/parking will ensure that many more families and groups will use the park. The street could be changed, with SDOT approval, to a slower speed limit, with these additional features: push button controls to activate the rapid flash beacons at crosswalks, speed bumps/humps, pay parking (although a detractor to usage), and a bike lane. Change the street to one-way access to cut down its use for non-park traffic. We would like to note that this new park does not in any way resolve the need for a large open space in the center of the U. District. As noted by Mark Hinshaw, a well-respected Urban Design Planner from another city, at a 2013 Urban Design framework community meeting, the need for a central open space is

important. He stated that open spaces on distant perimeters do not provide the necessary opportunities and synergy for a cohesive community-focused space. While outside the campus, it is hoped a concerted effort by the UW, focused on its community partnership outreach goals, can identify a large space, bigger than the IHOP property and from within its U. District properties, to meet the common good of the entire greater community.

14
cont.

PAGE 147 – RESTRICTED PARKING ZONES:

- University Park is a Zone 6 RPZ area, within the Primary Impact Zone, for which permits are renewed annually, due to the high turnover number of temporary residents (students). Relatedly, the UW, since the 2003 CMP, paid for a new SPD parking enforcement vehicle for the area; this has had a significant impact on reducing illegal parking during Zone 6 parking times. However, in the last two years, we have noted an increasing number of vehicles parked in our neighborhood during the evenings and on weekends, after the restricted parking times end. We cannot confirm where the vehicles actually come from, i.e. inside or outside the neighborhood, although it is believed that they are vehicles from nearby UW student residences that are temporarily being moved into our area until the morning/end of the weekend. (During the weekday, overall parking in Zone 6 is much less crowded and, of course, parking enforcement is in effect.) As a result, it is getting harder and harder for our residents to find parking spaces at night and on the weekends. Several years ago, we were able to get UW game-day parking restrictions implemented by SDOT – this has worked, again, but for only 6 or 7 game days a year. We think that, with UW assistance and funding, a new data collection should be conducted, covering evenings and weekends, to determine the source of the parking increases. This could justify our request to modify and extend the existing enforcement times in the RPZ Zone 6, to reduce the impact of encroachment on parking space availability for local residents.

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PAGE 160 – BUILDING SITES C19 AND C20:

- If built to the maximum building height limit of 105 feet, these two sites on the east side of 15th Ave. NE would provide a mighty barrier to a campus that the UW is trying to make more inviting. It is recognized that the main open entryways are farther north, with one feeder entryway shown as planned within the building site C19.

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PAGE 170 – BUILDING SITES W21 AND W30:

- With potential to build to 240 feet, these two sites seem out of scale with the area. The potential massive replacement for Schmitz Hall will cast huge shadows and block the sun east and west. This and the smaller site (W30) need to be in scale with the surrounding area. In general, while we agree with height variation in the west campus, obnoxiously tall buildings, in some cases with large footprints, are not

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what the greater community wants. The need for additional UW space must take into consideration the negative impacts of large, new buildings. We do not want to become another South Lake Union!

17
cont.

PAGE 228 – SECURITY:

- While we did not find any specific mention of security in the CMP, it clearly should be an important aspect in the planning and execution of any new UW construction project. As routine attendees at and participants in the UWPD Campus Security Advisory Committee, we were surprised to learn that the UWPD is not involved during the planning phase of new buildings, to ensure security needs will be met from the beginning. We also learned that the UWPD is actively trying to get various UW departments to request security assessments of their facilities. While the UWPD continues to carry out an increasing number of assessments, the sad fact is, when the results are provided and corrective action costs are listed, all too often the report is routinely filed without further action, due to a lack of funds. The same would apply to the UW Safety and the Emergency Preparedness Committees, if not already included.

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The following general and specific comments are provided related to the massive, but necessary EIS:

PAGES ii-vi FACT SHEET:

- While the No Action Alternative would be the ideal solution from a community perspective, it is not realistic given the planned increase in campus population over the years. On the other hand, the Alternatives 1-4, as reflected, seemed biased in one way or another, so that only the west campus is routinely and favorably weighted. Alternative 1 is the closest to what we believe is the appropriate mix of potential sites. Even Alternative 1 does not adequately reflect potential site development in the south campus, where clearly current needs have outdistanced the 1.35 mgsf. As usual, the East Campus, with the largest underutilized space, is once more shortchanged, although closer to the Alternative 4 of 1.7 mgsf. As stated earlier, we believe that the east campus should be the hub of new development for the campus. The south campus will, for the most part, be demolished and replaced with increased height levels which we can support. We only support central campus sites which replace an existing facility's footprint rather than expanding into any surrounding green space.

19

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PAGES ii-vi FACT SHEET – BUILDING HEIGHT LEVELS:

- In general, we support the building height level changes proposed in the east and south campus areas, together with no change for the central campus. (Height concerns about C19/C20 were discussed earlier.) West campus concerns, however, involve the ten potential sites in that area which could be built to 240 feet. Identifying the Hotel Deca, the UW Tower, and the University Condo Tower as

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examples and justification for adding even more height in the west campus adds no valued reasoning. In many ways, it is unfortunate that these very tall building were allowed in the past. As an example, there are potential hazards for Kenmore Air, which must remain 500 feet above the landscape on Lake Union landing approach and take-offs.

21
cont.

PAGE vi FACT 2 SHEET (ALTERNATIVE 5) VACATION OF STREET/AIR SPACE:

- As noted before, we do not support vacating Boat Street. However, we do support vacating the aerial space above a portion of the Montlake Blvd, in order to prepare for the pathway overcrossing. This is needed now and is essential for the anticipated actual site selection and construction, where the barren, hard-crusted, underutilized E1/E18 parking lots currently exist.

22

PAGES 3-1-28 – CAMPUS DEVELOPMENT, EAST CAMPUS:

- The critical environmental areas in the east campus are numerous and are influenced by these issues: the liquefaction factor, abandoned landfill, and the peat settlement areas. Cost is also a factor, but in reality, the benefit of challenging the environmental factors with all the skills the UW has to offer creates an opportunity to establish new standards in the academic field. Using already implemented UW campus building technologies and the Bullitt “so green it is clean” facility as a starting point, a world class innovative schooling environment is at the doorstep of history and implementation. The first step is building the land bridge over Montlake to the most desirable future campus location for new facilities.

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It is hoped that our input is seriously taken into consideration as the CMP process proceeds. We live here, socialize here, walk and use the beautiful campus, and admire the beautiful architecture in place. There is a true opportunity to take opportunity to take the initiative to right our listing ship and set a course that will reflect courage, foresight, and leadership in this fast changing world.

Sincerely,



Aileen M. Langhans

Secretary,

On behalf of the UPCC Board

aileenmargaret@yahoo.com

5215 19th Ave. NE, Seattle, Washington 98105

cc: President, UDCC

CUCAC

RESPONSE TO LETTER 28

University Park Community Club

1. The comment regarding growth within the 2003 Campus Master Plan and the *2018 Seattle CMP* is noted. The need for additional development capacity has increased as enrollment in undergraduate, graduate and professional studies has grown and the need for space and demand for spaces to support this growth continue to rise. The requested growth allowance is also intended to help correct existing space deficits that have been identified.
2. The comment regarding minimizing disturbance to plant and animal habitat during construction is noted. Please refer to Section 3.3 (Wetlands, Plants/Animals) for a discussion on blue heron.

As indicated in Section 3.3 (Wetlands, Plants and Animals) of the Draft EIS and this Final EIS, all development would comply with federal, state and local regulatory standards (including SMC 25.09.020 regulations related to wetlands) for development and mitigation BMPs could include: site disturbance controls, construction staging, erosion and spill control, drainage control (water quantity and quality), vegetation retention and re-vegetation plans, and BMP training and monitoring

3. The comment supporting the recent development of student housing in the West Campus and additional student housing under the *2018 Seattle CMP* is noted.
4. Please refer to Chapter 4, Key Topic Areas, Section 4.1 (Housing) and Section 3.8 (Housing) for further details on housing, including affordable housing.
5. The comment regarding the focus of campus development in the West Campus is noted. Redevelopment of parking lots in West Campus provide opportunities to reduce stormwater runoff and allocate valuable development space for the West Campus Green.
6. The comment regarding East Campus parking lots being currently underutilized is noted.
7. The comment regarding identified development in East Campus representing the opportunity to introduce sustainable features in this area of campus is noted. Please refer to the Sustainability Framework of the *2018 Seattle CMP* for more information about the innovative work that the University is doing to support green infrastructure and sustainable development.
8. The comment regarding the potential to encounter methane when implementing development in the East Campus is noted. Please refer to Section 3.1 (Earth) for a discussion on development in East Campus and relationship to Methane. Please also refer to the Sustainability Framework of the *2018 Seattle CMP* for more information about the

innovative work that the University is doing to support green infrastructure and sustainable development.

9. As noted in the comment, the University's vision for the East Campus is to support the academic and research mission and promote sustainable design and infrastructure.
10. The comment regarding pedestrian and bicycle improvements to the Burke Gilman Trail is noted.
11. The *2018 Seattle CMP* no longer proposes the vacation of NE Boat Street.
12. The Transportation Discipline Report (Appendix D to this Final EIS) assumes programmed investments in transit by Sound Transit (ST2 and ST3 assumed to be completed by 2028), and the City of Seattle associated with Implementation Plan investments from Move Seattle and the Transit Master Plan, as well as improvements identified in the 2025 Metro Connects service plan.
13. The *2018 Seattle CMP* no longer proposes the vacation of NE Boat Street
14. As noted in the comments, the University of Washington's identified development of the West Campus Green is intended to create a vibrant green space embedded within the U-District and West Campus. Please refer to Chapter 4 (Key Topic Areas) of this Final EIS for additional discussion on *2018 Seattle CMP* identified open space.
15. The Transportation Discipline Report (TDR – Appendix D to this Final EIS) includes a map of the parking designations in the primary and secondary impact zones. As part of the *2018 Seattle CMP* Transportation Management Plan, the University will contribute funds to the City of Seattle for implementation of parking and neighborhood access strategies such as RPZs in the Primary and Secondary Impact Zones.
16. Please refer to Chapter 4 – Key Topic Areas, Section 4.2 Building Height Relationship to Surrounding Area, for a detailed overview of the building height modifications to be made to the *2018 Seattle CMP*.
17. Please refer to Chapter 4 – Key Topic Areas, Section 4.2 Building Height Relationship to Surrounding Area, for a detailed overview of the building height modifications to be made to the *2018 Seattle CMP*.
18. The University of Washington takes the issue of campus security very seriously and works closely with the UW Police Department to keep the faculty, staff and students safe in and out of campus buildings.
19. The comment regarding Alternative 1 reflecting an appropriate mix of potential sites is noted. Please refer to Response to Letter 27 (University District Community Council)

comment 22 for a discussion on the level of development identified for the West Campus Sector.

20. The comment regarding the East Campus being the focus of development under the 2018 CMP is noted. The *2018 Seattle CMP* EIS analyzes a range of development for the East Campus sector ranging from 0.25 million gsf (Alternative 3) to 1.7 million gsf (Alternative 4).
21. The comment indicating support of the proposed building height increase in the East and South Campus sectors, and concern regarding proposed building height increase in West Campus is noted.

As indicated in Section 3.10 (Aesthetics), potential future development under Alternative 1 would change the aesthetic character of the West Campus sector which is primarily comprised of low- to mid-rise buildings (one- to six-stories in height), to a denser environment with taller buildings. Although these increases in building height would represent an increase in building heights when compared to the majority of existing buildings in the area, they would be consistent with the vision for future development as identified for the University District.

The *2018 Seattle CMP* Draft EIS also analyzed conditions with retention of current building heights (Alternative 2). In regards to Alternative 2, Section 3.10 (Aesthetics) indicates that compared to Alternative 1, the aesthetic character of West campus under Alternative 2 would reflect shorter buildings with a lesser amount of building modulation, reduction availability to provide view corridor, and lesser amount of area reserved for open space. Please refer to Chapter 4 – Key Topic Areas, Section 4.2 (Building Heights and Relationship to Surrounding Areas), of this Final EIS for additional discussion on building height and view corridors.

22. The comment regarding opposition to the vacation of identified portion of NE Boat Street is noted. The vacation of NE Boat Street and the aerial vacation for the East Campus Land Bridge are no longer included as part of the *2018 Seattle CMP*, although it is still a part of the long-term vision for campus. Please note that EIS Alternative 5 analyzed conditions without the identified vacations.
23. The comment regarding support for East Campus Sector development and associated land bridge is noted. Please refer to Response to Letter 21 (Department of Construction and Inspections), Comments 3, 4 and 8 for additional discussion on earth conditions in the East Campus.

11/21/16

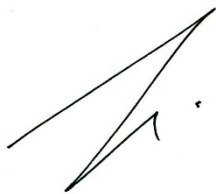
Comment from the College of Arts and Sciences on behalf of the Department of Biology regarding the Draft 2018 Seattle Campus Master Plan

This comment is focused on the proposed new allowable building heights for building sites S40, S41, S42 and S43 in the South Campus Zone along Pacific Avenue and the effects the new buildings heights would have on the functionality of the new greenhouse which is part of the College of Arts and Sciences new Life Sciences Building project that is scheduled for completion in the summer of 2018. Perkins and Will is the architectural firm that has worked on the Life Science Building (LSB) Project and they worked on a number of sun studies to help develop the greenhouse plans. The College asked them to do a solar study to assess the impact of new heights for building across the street from the Greenhouse and their study (20161121_LSB_GH_Solar_Exposure_Allowable_Heights.pdf) is attached.

The solar study assessed the cumulative incident of solar radiation on the greenhouses for the month of January (chosen when the impact would be greatest and the need for sun for the greenhouse at its greatest under two conditions; 1) if buildings for the 4 sites would be at the proposed 240' limit and 2) if buildings on these four sites were restricted to being 105' tall. Their analysis shows that in the first case cumulative incident solar radiation on the greenhouse would be reduced by 50% and in the second case would be reduced to 67% of that given existing buildings.

Both of these conditions would severely hamper the functionality of the greenhouse as a research facility. But, given the cloudy weather we experience in Seattle in the winter AND the latitude of Seattle, any loss of solar radiation would have an adverse impact on the functionality of the greenhouse since available light is already marginal-to-insufficient, especially in winter. No matter what the heights of buildings on sites S40-S43, Biology will need to use supplemental lighting to grow plants particularly in the winter months. The taller the buildings, the greater the need for supplemental lighting. This will lead to the need to install more lighting and will also lead to more energy use in the LSB and greenhouse. Therefore, when buildings are actually constructed on sites S40-S43 that are taller than the existing structures, mitigation funding to pay for the supplemental lighting and higher energy costs would be appropriate.

Sincerely



Stephen Majeski

Associate Dean for Research Administration and Infrastructure

College of Arts and Sciences



Figure 1.1 Aerial view of Existing Campus

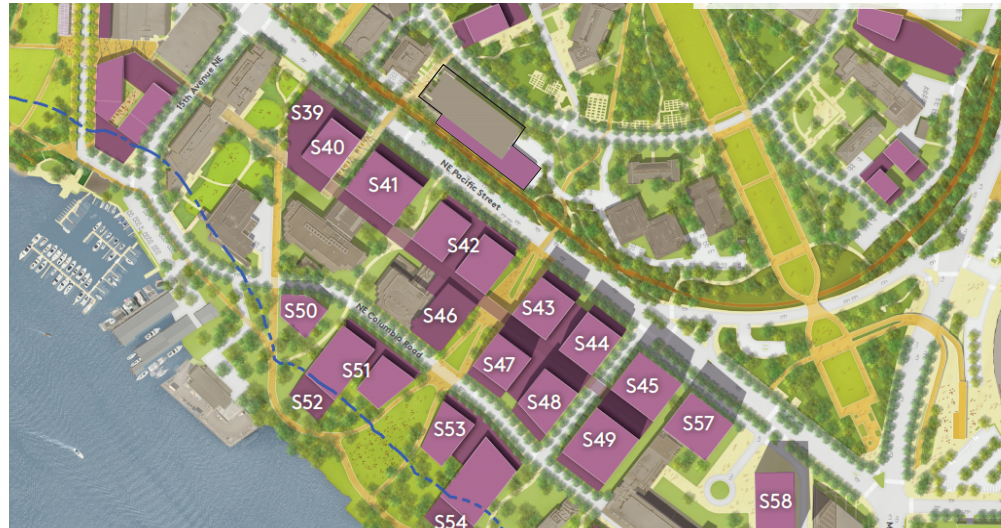


Figure 1.2 UW LSB Greenhouse and vicinity buildings per UW 2018 Draft Seattle Campus Master Plan

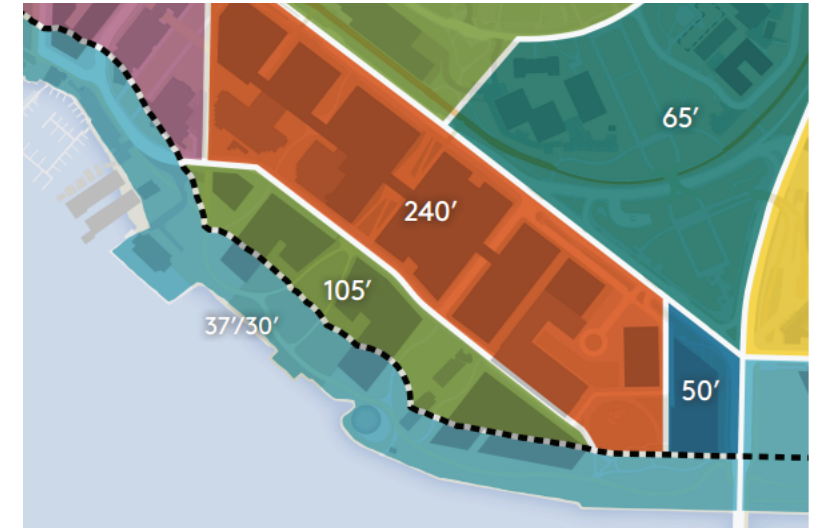


Figure 1.3 Allowable building heights per UW 2018 Draft Seattle Campus Master Plan

The UW Draft 2018 Seattle Campus Master Plan identifies an allowable height limit of 240 ft for the buildings south of the LifeSciences building (LSB); as shown in figure 1.3. This study explores the impact of the allowable height limit on the solar exposure at the LSB greenhouse. Figure 1.1 shows the location of LSB greenhouse. Figure 1.2 shows the location of site S41 & S42 directly across LSB.

It was concluded that in January, the cumulative incident solar radiation on the greenhouse would be reduced to 50% if the site S40, S41, S42 and S43 were built to the allowable height limit of 240 ft. See figure 2.1.

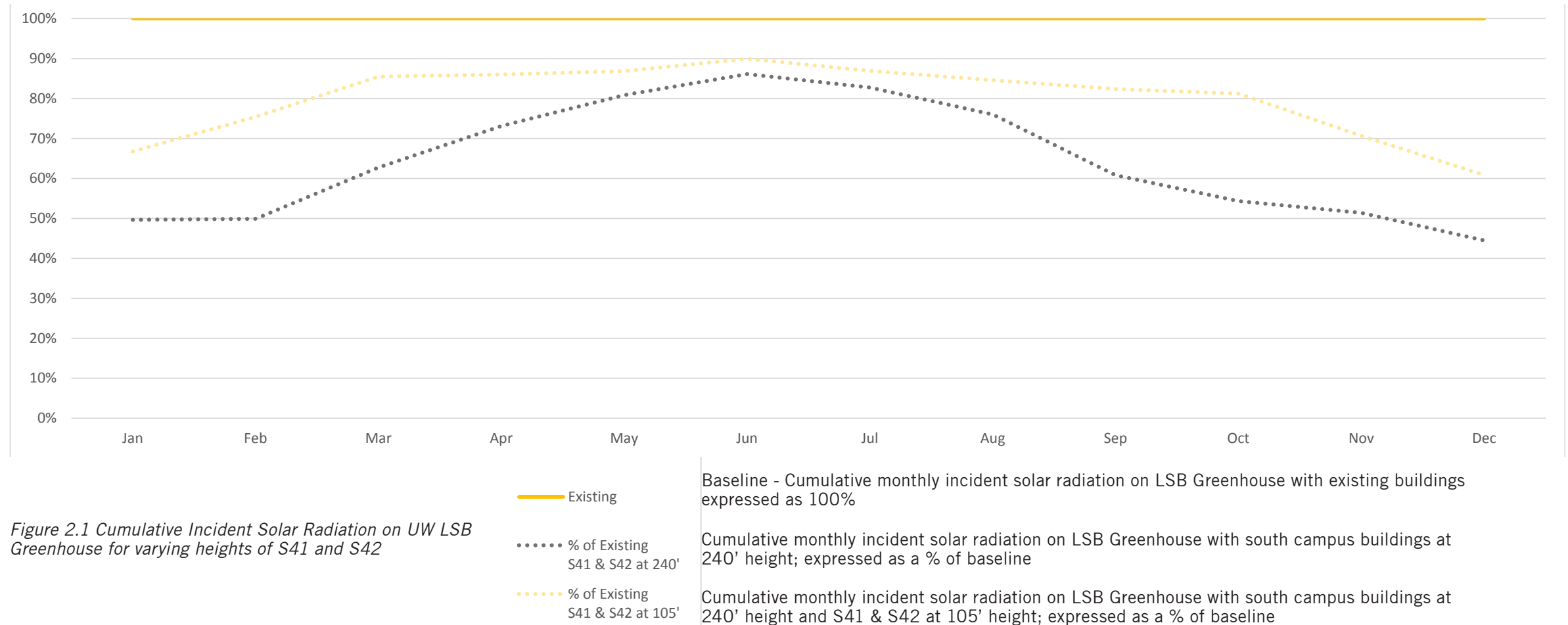


Figure 2.1 Cumulative Incident Solar Radiation on UW LSB Greenhouse for varying heights of S41 and S42

UW LSB Greenhouse

Cumulative Incident Solar Radiation Study

Impact of UW 2018 DRAFT SEATTLE CAMPUS MASTER PLAN

A further study of the cumulative incident solar radiation in January for various heights of S41 and S42 indicates that the height of S41 has a lesser impact on the solar exposure of the greenhouse than the height of S42. Further, with S40, S41 and S43 at 240ft and S42 at 105ft; the solar exposure at the greenhouse is reduced to 67% of that with existing buildings. See figure 3.0, 3.1, 3.2 and 3.3.

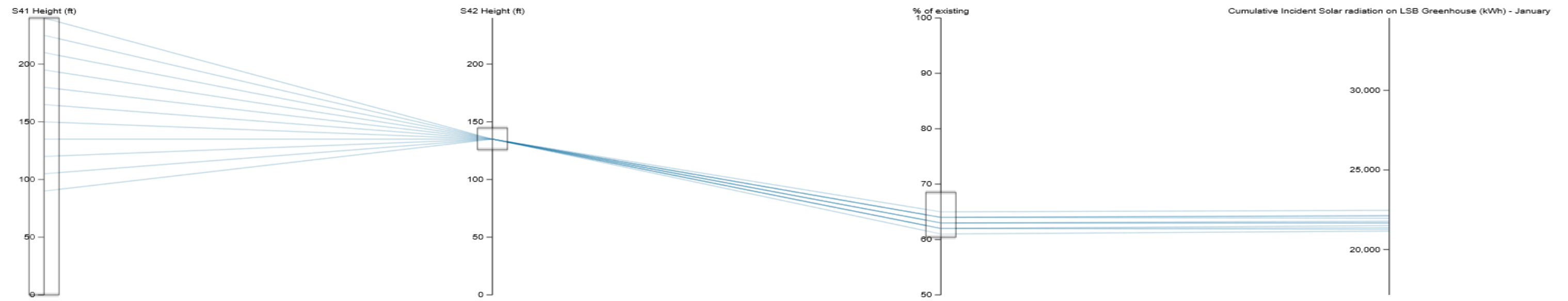


Figure 3.0 Cumulative Incident Solar Radiation on UW LSB Greenhouse for varying heights of S41 and S42 - January

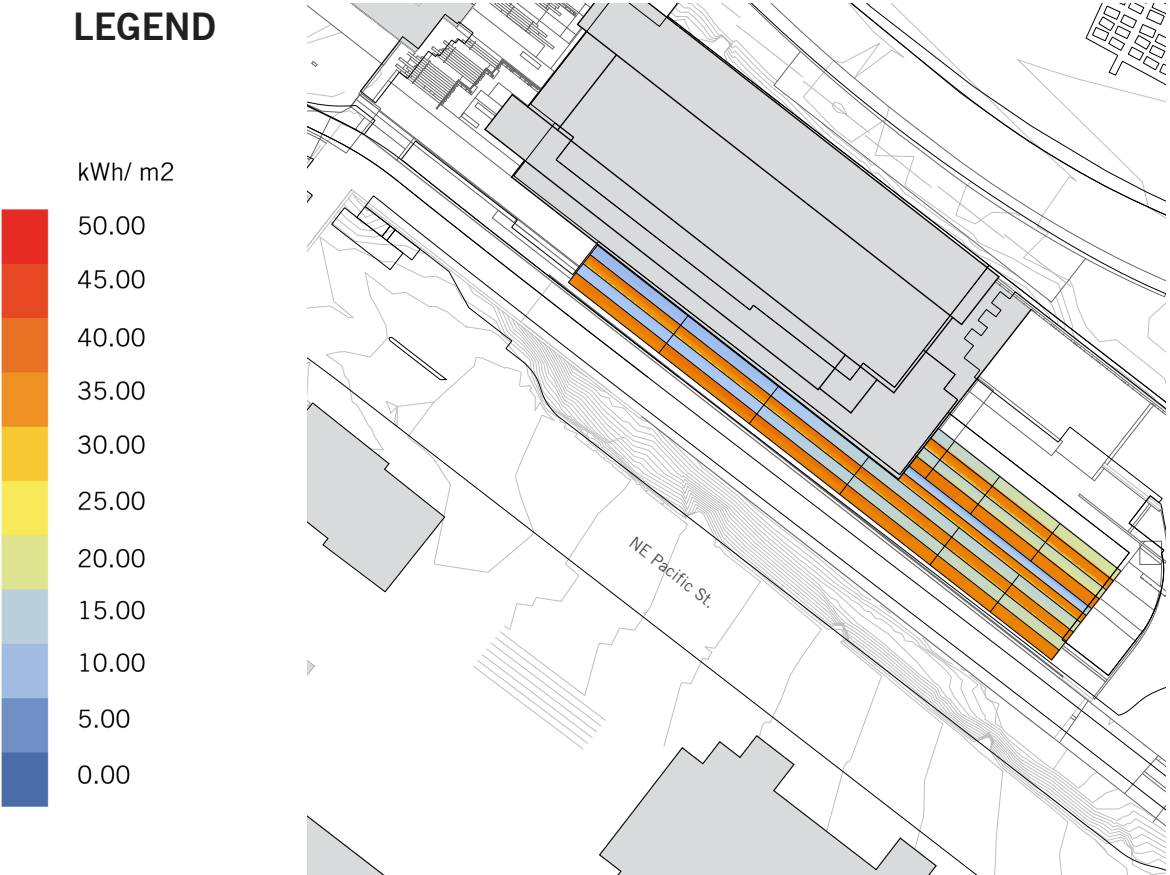


Figure 3.1 January Cumulative Incident Solar Radiation (kWh/m2) - Existing



Figure 3.2 January Cumulative Incident Solar Radiation (kWh/m2) - South campus buildings at 240 ft height; S42 at 105 ft Height



Figure 3.3 January Cumulative Incident Solar Radiation (kWh/m2) - All South campus buildings at 240 ft height

UW LSB Greenhouse

Cumulative Incident Solar Radiation Study

RESPONSE TO LETTER 29
UW College of Arts and Sciences

1. The comment regarding building heights in the South Campus and their effects on the functionality of the Life Sciences Building and associated Greenhouse are noted. The *2018 Seattle CMP* has been updated to reflect the potential effects on these existing buildings and states that building heights of future development need to be sensitive to the daylighting needs of the Life Sciences Building and Greenhouse. Please also refer to Chapter 4 – Key Topic Areas, Section 4.2 Building Height Relationships to Surrounding Areas.
2. Please see the response to Comment 1 of this letter.



UNIVERSITY OF WASHINGTON
PROFESSIONAL STAFF ORGANIZATION

Comment for the 2016 Draft Seattle Campus Master Plan "Transportation Discipline Report"

Introduction & Context:

The University of Washington has put forth a far-reaching and ambitious plan to develop an additional 6 million square feet of real estate on the Seattle campus. Amongst the documents provided with the Draft Master plan was included the "Transportation Discipline Report" - the comments offered below refer primarily to the statements and assumptions in that report, which is hereafter referred to as "CMP". The full text of that report is here:

<https://pm.uw.edu/sites/default/files/master-plan/2016-cmp/draft-transportation-report.pdf>

Summary of Comment:

- 1) The CMP indicates at least 3000 **new** Single-Occupant Vehicle (SOV) daily drivers to the University District by 2028
- 2) As transit riders move from Metro to Sound Transit, U-PASS costs will increase
- 3) U-PASS cost increases are predicted to cause the program to lose members
- 4) The University's employee transit subsidy is below average compared other large regional employers
- 5) The University's aggressive growth plans should also include proportional incentives for further U-PASS participation.
- 6) Failure to mitigate traffic impacts and meet obligations to the city could jeopardize the University's Master Use Permits and Building Permits

Full Comment:

There are very clear, significant new traffic impacts stated in the CMP. The University has the time it needs to plan for and mitigate for these, yet it is remarkable that **the CMP contains no transportation planning for growth**. The report assumes no changes in the 20% SOV mode split and predicts 15,000 new UW members commuting to campus DAILY by 2028 - (table 1.1, page 24). At a 20% SOV mode split, that is a minimum of 3000 new vehicles coming to campus daily. Quoting the CMP:

"It is desirable to have travel made by students, faculty and staff use lower impacting and more sustainable modes such as walking, biking or taking transit. The University of Washington has a strong record of achieving an aggressive mode split with drive-alone trips to the campus accounting for just 20 percent of all trips. This is significantly lower than other areas, employers, and communities. The drive-alone percentage has stayed near 20 percent for several years. While mode split could fluctuate with the increased access to rail transit or other emerging trends, for the purposes of the Transportation Discipline Report and this EIS, mode split is assumed to remain a conservative 20 percent single occupant driver through the year 2028 and for all alternatives." - section 2-6 / page 35.

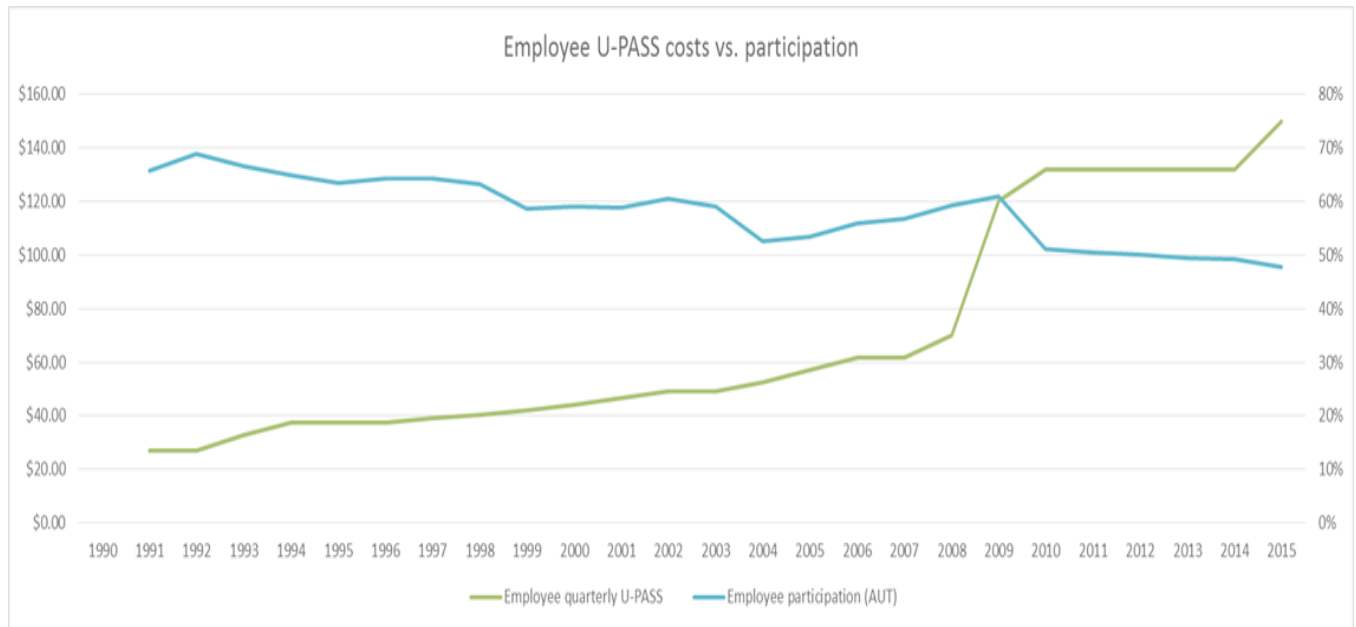
The historic mode split numbers are admirable, but the success of the UW Transportation Management Plan (TMP) has entirely hinged on the success of the UW U-PASS transit pass program which has provided a **low cost** transit pass for UW members to use to get to campus.

"The U-PASS is the primary component of the University's Seattle campus TMP, as described in the Campus Master Plan approved by the Seattle City Council in December 2002, and adopted by the UW Board of Regents in January 2003." - APS 53.04

When the U-PASS program started in 1991, the cost to faculty and staff was \$27 per quarter. Fast forward to 2016 and the cost is now **\$150 per quarter. This is no longer a low cost transit pass.** Program costs for U-PASS have increased dramatically and will absolutely continue to do so for the following reasons:

- Every transit trip by an employee is charged to the U-PASS program
- U-PASS Transit Users are migrating from Metro bus to Sound Transit light rail
- Metro (bus) trips have a maximum 2-zone peak cost of \$3.25
- Light rail is currently about the same cost as Metro (\$3.75) due to length of current rail lines
- Light rail charges by the mile; new, higher-mileage north and eastside lines will have higher fares charged directly to the U-PASS program

The University Transportation Committee (UTC) U-PASS subcommittee has examined the U-PASS program closely for several years and both past numbers and future models show that as the cost of the program increases, members abandon the program leaving only the most expensive, heavy-using members. Since the U-PASS program pays for every trip an employee takes, this creates a feedback loop that drives the program costs even higher.



Source: UW Transportation Services

We posit that even if the CMP SOV mode split assumption holds true, 20% of 15000 is still 3000 new drivers per day to the already overcrowded streets surrounding the University. Even if the CMP's highly optimistic 20% SOV mode split holds true, the UW still fails in its responsibility to prevent gridlock in the University District.

2

Also notable is that the University of Washington's employee transit subsidy is below average amongst other large Seattle employers. This was looked at by the faculty/staff UPASS subcommittee in 2015. One survey done by Transportation Services in Fall 2015 yielded the following comparisons:

3

Commuter Benefits Comparison: UW vs. Other Employers

Cost to Employer (Monthly)

Employer	Number of Employees	Number of Participants	Employer Contribution Amount(\$)	Employer Contribution Percent (%)	Employee Contribution Amount (\$)
Weyerhaeuser	1,200	1,200	\$145	100%	\$0
Group Health Cooperative	9,150	3,313	\$95	97%	\$3
City of Seattle	10,500	5,500	\$90	Varies	Balance
Boeing	80,000	1,908	\$60	Varies	Balance
Microsoft	55,000	40,000	NA	100%	\$0
King County	13,400	12,000	\$29	100%	\$0
Seattle Children's	5,100	5,100	\$25	100%	\$0
Starbucks (Corporate)	3,300	851	Varies	50%	Varies
UW (Employees)	26,200	13,100	\$23	33%	\$44

Commuter Benefits Comparison: UW vs. Other Employers

Employer	Employees	Commuter Benefits	Monthly Value*
Microsoft	41,000	Free ORCA card \$100/month vanpool subsidy Subsidized bike tune-ups Free Shuttle Connect and the Connector	\$90 - \$190
King County	15,000	Free ORCA card (except WS Ferries) \$45/month vanpool subsidy \$20/month incentive for walking, biking or carpooling	\$90 - \$135
City of Seattle	10,000	\$90/month transit subsidy Discounted Zipcar	\$90+
Seattle Children's	5,200	Free ORCA card \$3.25/day commute bonus for non-SOVs 50% vanpool subsidy with free parking Discounted carpool parking \$100/yr bike tune-up subsidy Free loaner bikes and bike classes	\$90 - \$163
Adobe	500 in Seattle	Free ORCA card \$65/month vanpool subsidy \$20 gift card/month for regular carpoolers \$30 gift card/month for regular bike, walk or kayak commuters Free WS Ferries and Sounder shuttle to work \$100/month walk-on ferry subsidy	\$90 - \$190
Seattle University	1,400	ORCA card (except WS Ferries) for \$10/month Central Sound Ferry Pass for \$35/month (50% subsidy) 75% discount for carpool parking 5 days of free parking/month for registered bicyclists and pedestrians	\$80 - \$105
Swedish	11,000	ORCA card for \$13/month Subsidized carpool parking Vanpool subsidies with ORCA card Free personal use of Zipcar 50% walk-on ferry subsidy Free campus shuttle service	\$77+
Boeing	86,000 in WA	\$60/month transit or vanpool subsidy (\$90/month at Downtown Seattle office) \$50/person carpool startup incentive \$50 after first 6 months of carpooling More desirable carpool/vanpool parking	\$60 - \$90
UW	26,000	U-PASS (except WS Ferries) for \$44/month \$70/month vanpool subsidy Discounted impromptu carpooling Free University Shuttles Discounted Zipcar Local merchant discounts	\$56+
REI	11,000 nationwide	50% transit fare subsidy Free personal use of WeCars while at work	\$45
Starbucks (Corporate)	3,000 at HQ	50% transit fare subsidy Free vanpool parking 50% discounted carpool parking \$12/month or free gym membership for bike, walk and carpool commuters	\$45

* Monthly value per employee based on the current retail price of a one-zone ORCA PugetPass (\$90/month).

The last point we make is that if the University does not meet its AM/PM peak traffic volumes obligation to the City of Seattle under the Commute Trip Reduction law, the City of Seattle has the option to suspend the University's Master Use and Building Permits:

4

"City Permits: Master Use Permits and Building Permits shall not be issued until it has been demonstrated to the satisfaction of the DCLU Director that additional mitigation measures will be implemented that will restore University student, faculty and staff vehicle trips to the baseline levels or below. If a peak-period baseline level is exceeded in two consecutive traffic counts or University District area estimates following a DCLU Director's determination that mitigation measures will restore vehicle trips to baseline levels, Master Use Permits or Building Permits shall not be issued for subsequent projects until baseline levels have been restored. " - see Page 169 of the TMP

Recommendation:

We believe that the interests of the UW Staff, the UW Administration, and the City of Seattle are served by doing everything possible to incentivize people to not drive single-occupant-vehicles to campus. To this end, new institutional investments in the U-PASS program are needed to reduce out-of-pocket costs for UW members. Additional incentives and infrastructure to support Active Transportation options are also essential. With bold new investments in non-SOV mode shares, we believe the campus master plan will succeed in guiding the next decade of UW growth, avoiding traffic gridlock, and continuing the "good neighbor" relationship between the University and the City of Seattle.

5

Signed,

The Professional Staff Organization Board
Professional Staff Organization
University of Washington
psoboard@uw.edu

References:

UW Draft Seattle Campus Master Plan Web site
<https://pm.uw.edu/campus-master-plan>

2016 Draft UW Seattle Campus Master Plan "Transportation Discipline Report":
<https://pm.uw.edu/sites/default/files/master-plan/2016-cmp/draft-transportation-report.pdf>

Transportation Services U-PASS reports:
<https://www.washington.edu/facilities/transportation/publications>

U-PASS Administrative Policy Statement:

<http://www.washington.edu/admin/rules/policies/APS/53.04.html>

University of Washington Master Plan -Seattle Campus: Transportation Management Plan (TMP):

http://www.washington.edu/community/files/2003/08/07_TMP_FP.pdf

Commute Trip Reduction Law - The CTR law was incorporated into the Washington Clean Air Act as RCW [70.94.521](#) through [70.94.551](#).

Other pressures on traffic around the UW Seattle campus include proposed growth (11/2016) University Village where 100,000 square feet of new development is occurring and 572 new parking spaces added:

<http://www.djc.com/news/re/12094444.html?action=get&id=12094444&printmode=true>

For an example of what Transportation Planning for growth looks like, see Children's Hospital's Master Plan: <http://masterplan.seattlechildrens.org/transportation.aspx>

RESPONSE TO LETTER 30

UW Professional Staff Organization

1. The comment regarding the University Transportation Committee's examination of the U-Pass program is noted. Please refer to Chapter 4 – Key Topic Areas, Section 4.7 Transit Subsidy Provisions for further details on the U-Pass program.
2. The Transportation Discipline Report (Appendix D to this Final EIS) conservatively assumes a drive alone mode of 20% which has been maintained for several years. More recently and since opening of the Light rail station, the drive alone mode split has lowered to 17.3%. As part of the *2018 Seattle CMP* Transportation Management Plan, the University is committing to lowering the drive alone mode split to 15 percent by 2028 as part of the *2018 Seattle CMP*.
3. Please refer to Chapter 4 – Key Topic Areas, Section 4.8 Transit Subsidy Provisions for further details on the U-Pass program.
4. Comment noted. The University will adhere to provisions of the *2018 Seattle CMP* including the Transportation Management Plan that includes measures to maintain and reduce drive alone modes.
5. The University is actively working to decrease the number of faculty, staff and students that come to campus via Single Occupancy Vehicles (SOV). The SOV rate in 2015 was 20% and with the opening of light rail at Husky Stadium in March of 2016, the 2016 SOV rate decreased to 17.3%. The TMP section of the *2018 Seattle CMP*, Section 3.16 of the FEIS and the Transportation Discipline Report outline how the University will continue to be a good neighbor and work closely with transit agencies, the City of Seattle and other advocates to create incentives and infrastructure in the area so that the regional issue of gridlock is worked on by all parties.

DEPARTMENT OF PSYCHOLOGY UNIVERSITY of WASHINGTON

November 21, 2016

Jan Arntz, SEPA Responsible Official
 Capital Projects office
 Box 352205

Re: Request for public comments on the 2018 Master Plan

EXECUTIVE SUMMARY

According to the maps published as part of the 2018 Master Plan, the Department of Psychology stands to lose 8 of the 10 campus buildings that house our research and clinics: **Guthrie Annexes 1, 2, 3, and 4** [total 12,160 ASF], the **Chemistry Library Building** [4,284 ASF], **3935/3939 University Way**- the site of our Behavioral Research and Therapy Clinics [4,792 ASF], and the **Brooklyn Trail Building** – the site of our Center for Child and Family Well-being, [5,549 ASF]. If Psychology is not able to replace the lost spaces with at least comparable spaces, the department will be destroyed. We understand that the proposed changes would not happen all at once or overnight. However, given that the options for the proposed Population Health building site include 5 of our buildings (Guthrie Annexes 1, 2, 3 [site 22C] or 3935/3939 University Way [site 33W]), the impact of what is described in the Master Plan seems quite real and immediate. Here we respectfully ask that Psychology be considered both as important partners in new building plans that impact our current spaces, and that the upper administration redefine Psychology spaces in a strategic way that honors our long term strategic plan and visions. To facilitate such discussions, here we articulate:

1. a brief summary of the Psychology Department strategic vision
2. the educational and scientific importance of the work being conducted in the targeted sites, including the consistency of this work with the University's initiative on Population Health and Diversity, and the critical outreach and other public services that are provided to the community.
3. the dramatic negative impact on the future of our department if we lose these spaces. For example:
 - In addition to lost functions and potential to achieve our visions, losing our spaces will eliminate existing highly collaborative research programs with other faculty (psychology faculty and those from partner departments on campus). Further, we (and the UW) have signed off commitments to provide adequate spaces for multiple multimillion dollar federal (and foundation) grants, and several multimillion dollar endowments. Losing the 8 buildings targeted by this Master Plan without appropriate replacement, has legal as well as programmatic ramifications.
4. the specific needs of our faculty who are currently located in six of the new spaces identified as Master Plan sites. This information is provided in order to insure continuity in our scientific, graduate training, and community outreach functions.

5. suggestions for housing our lost critical functions should we lose our current space(s) given that the College of Arts and Sciences has no space to contribute.
 - provide additional space within the Population Health building to accommodate our current and future needs. From a scientific and community perspective, this may make strategic sense (see below).
 - provide a building with new capacity to accommodate our lost clinical and research functions (e.g. replace the Chem Library building, or build on the west side of 15th Ave. N.E., and south of N. E. 40th)

Regardless of the outcome of this decision by the upper administration, Psychology respectfully requests to be included in future discussions about the growth of initiatives on population health and diversity as our research provides a critical foundational platform for this field.

1. The strategic vision of the Psychology Department

UW Psychology: Promoting Health Minds and Society through Psychological Science

Psychological research seeks to discover fundamental principles underlying human behavior. This improved understanding of human behavior is leveraged to inform strategies for changing harmful or dysfunctional behaviors to enhance our lives. Such strategies are delivered through new cutting-edge technologies, with the ultimate goal of improving world health, as well as increasing sustainability, fairness, and social justice.

Three visions that guide our research and instructional missions are as follows:

1. *Promote social equality* by
 - a. understanding how prejudice and bias develop and change
 - b. discovering new approaches that reveal implicit bias, inequalities, disparities
 - c. addressing social justice issues
2. *Optimizing human potential by increasing resilience*
 - a. in young children and adults (e.g. exposure to trauma, in cases of autism,)
 - b. to address mental health disparities (e.g. as they relate to race, ethnicity, sexual orientation, and gender identity)
 - c. when people find themselves in vulnerable conditions (e.g. addiction, depression, autism)
 - d. through new and innovative empirically supported intervention (e.g. for PTSD and depressed patients)
3. *Understanding behavior through brain science* to
 - a. enhance communication
 - b. make better decisions
 - c. improve learning and emotional stability

These visions guide our undergraduate and graduate instructional programs that train science-minded students to enter the workforce, and to create new leadership for a better world.

Important for this Master Plan response, our three visions include overlapping, interdisciplinary teams of Psychology faculty who also collaborate with faculty across the UW campus.

2. Educational and scientific importance of the work in Master Plan new spaces that currently house Psychology faculty and programs.

a. the Guthrie Annexes 1-4, 3935 / 3939 Univ Way, and Brooklyn Trail Building, the first two of which are proposed for the Population Health building.

These sites are currently occupied by training, research, and service facilities occupied by our internationally renowned clinical psychology program and one of our nationally recognized developmental psychology laboratories. These programs form the core of our vision to Optimize human potential, and they contribute to the other two visions of Promoting social equality and Understanding behavior through brain science.

Clinical Psychology Training Program

The clinical psychology program occupies most of the space being considered as the site of the Population Health building (sites 22C and 33W). Clinical psychology is the largest of the eight areas in the Psychology Department, 38% of the department's graduate students. The faculty consists of 11 of the department's 43 tenure-line faculty, a Principal Lecturer Clinic Director, and two Research Faculty. The clinical psychology program has been an integral part of the Department of Psychology for more than 70 years, and it is regarded as one of the premier scientific and clinical training programs in the world. Indeed, the clinical psychology training program has been ranked in the top 10 nationally for decades, and it annually attracts the top applicants in the country resulting in only a 1-2% annual acceptance rate. Its clinical science emphasis is squarely aligned with the University's mission as a major scientific institution.

Guthrie Annex 1 is the site of the department's Psychological Services and Training Center, a highly active community-based clinical training, research, and treatment center that has provided an average of 2000 client sessions per year.. It is a critical facility that serves a diverse population of people from the community with psychological disorders, most of whom are from low-income groups. In addition to the main clinic, Guthrie Annex 1 has three specialty clinics (the Learn Clinic for learning disorders; the Parent-Child Clinic; and the Functional Analytic Psychotherapy Clinic).

Research Conducted in the Guthrie Annexes, the BRTC, and the CCFW

The faculty in the Psychology Department are active and highly productive scientists who are committed to research that promotes the advancement of psychology as a science. Currently, the department has grant support exceeding \$12 million, ranking it third behind Physics and Chemistry among departments in the College of Arts and Sciences. The clinical psychology faculty accounts for \$6.07 million of our grant total, and the sites of this research are in the Guthrie annexes, the Behavioral Research and Therapy Clinics (BRTC), and the Center for Child and Family Well-being (CCFW). Clinical psychology faculty are strong contributors to the Department's research mission, and clinical students are highly productive scientists in their own right. During the 2015-16 academic year, 21 (42%) of our current students were the recipients of extramural grants (mainly from the National

Institute of Health and the National Science Foundation awards) and 17 (34%) had competed successfully for University- and department-based grants to support their research. Thus, student-initiated research funding totals more than \$1 million in additional grant support.

In addition to our training clinic, **Annex 1** has a research facility, the multimillion dollar Endowed Center for the Science of Social Connection, located in its north wing, along with the recently relocated (from Annex 4) Undergraduate Services. The latter includes the Writing Center, the Undergraduate Statistics & Methods (SAM) Lab, and the Introductory Psychology TA offices. **Annex 2** houses the Center for Anxiety and Traumatic Stress, a nationally renowned research and treatment facility. A well-funded and highly productive developmental psychology lab is located in Guthrie **Annex 3**. **Annex 4** houses a child trauma research program of international scope that is generating millions of dollars in federal grant support. Finally, the **BRTC** (Behavioral Research and Therapy Clinics) is one of the University's iconic research and treatment development centers. It serves a highly vulnerable client population that is at extreme suicide risk using a treatment approach that has been widely disseminated for treatment of severe mental illness worldwide. This fundamentally important work has been continually funded by millions of dollars from research grants, endowments, and donor gifts. The **CCFW** (Center for Child and Family Well-being) promotes the positive development and well-being of children, from infancy through adolescence, particularly those experiencing disadvantage and adversity. CCFW works to infuse mindfulness, compassion, and social-emotional skills into the lives of children, parents, caregivers, educators and practitioners. CCFW brings together over 20 faculty affiliates from across the University of Washington to achieve its goals locally and globally. CCFW research brings thousands of families in to assessment every year. The department and UW commitment to honor a multimillion dollar endowment and millions of dollars in research grants requires the UW to provide sufficient space to accomplish the goals of CCFW.

Relevance of the above research to the Population Health initiative

The research being conducted in the Guthrie Annex buildings, the BRTC and CCFW has not only been awarded millions of dollars in grant funding for the University of Washington in the past 5 years alone, but this work embodies the population health approach. Population health is focused on the distribution of health outcomes across the life-course in groups of individuals (Kindig & Stoddardt, 2003, *American Journal of Public Health*). Central to a population health approach is understanding the social determinants of health, factors that contribute to health disparities, and leveraging that knowledge to prevent the onset of disease and promote health across diverse populations. Ironically, the current integrative research being conducted in the targeted spaces forms the pillars of a population health approach. Specifically, our research encompasses the following areas, each of which is central to a population health approach:

a) Early-life determinants of health and disease

Numerous faculty conducting research in the Guthrie Annexes conduct research on the early-life determinants of health and disease outcomes, with

a particular focus on social and environmental factors including exposure to violence and poverty. Understanding how these types of environmental factors experienced early in life shape health trajectories across the lifespan is central to a population health approach, particularly because it provides targets for interventions and public policies aimed at improving health. Indeed, it has been demonstrated time and again that interventions and policies implemented early in development reap far greater benefits for the individual and for society than those implemented in adulthood (Heckman, 2006, *Science*). Faculty conducting research on the early-life determinants of health and disease include **Kevin King, Lynn Katz, Liliana Lengua, and Kate McLaughlin**. [Another faculty, Wendy Stone, also conducts research in this area but she is housed in CHDD]

b) Understanding Health Disparities

Identifying factors that contribute to health disparities—or inequity in health outcomes across groups—is a pillar of the population health approach. Research being conducted in the Guthrie Annexes is focused on understanding health disparities as they relate to race, ethnicity, sexual orientation, and gender identity. Ongoing grants include projects aimed at identifying core mechanisms that explain racial and ethnic disparities in mental health outcomes and charting the developmental and health trajectories of transgender children who are supported in their identity. Understanding the factors that contribute to disparate health outcomes across groups is critical for determining how to promote health equity. Faculty conducting research in this space on health disparities include **Kevin King, Liliana Lengua, Kate McLaughlin, Kristina Olson, and Lori Zoellner**.

c) Treatment of Vulnerable Populations

The research being conducted at the Guthrie Annex buildings is not only focused on identifying factors that contribute to divergent health outcomes across social groups, but it also aims to improve the health of vulnerable populations through the development and empirical examination of interventions. Intervention approaches being developed and validated by the faculty in these spaces focus not only on mental health—currently the leading causes of disability worldwide, accounting for 23% of all years lost because of disability (World Health Organization, 2008)—but also aim to improve childhood vaccination rates, improve inter-race relations, and decrease racism on college campuses. Mental health interventions developed and validated in the affected spaces include some of the most widely used evidence-based approaches for treating individuals who have experienced trauma (e.g., sexual assault or domestic violence) and individuals experiencing suicidal thoughts. Dialectical Behavior Therapy (DBT), one intervention developed by faculty in these spaces, has been named by Time Magazine as one of the 100 most important discoveries of the past decade. Faculty in this space doing active intervention research that aims to improve health include **Robert Kohlenberg, Corey Fagan, Shannon Dorsey, Marsha Linehan, Jane Simoni, Ronald Smith, and Lori Zoellner**.

d) Dissemination and Implementation of Evidence-Based Interventions

Developing interventions is the first step to promoting health in vulnerable populations. But these interventions will do little good at shifting the distribution of disease in the population if they are not disseminated to practitioners in the community who provide services. Indeed, the science to practice gap between what we know works to treat and prevent disease and what is actually used remains enormous. This emerging field of implementation science is widely recognized as a core pillar of population health. It takes 17 years for only 14% of original research to make it into standard patient care (Balas & Boren, 2000). The Guthrie Annexes, the BRTC and the CCFW clinics house internationally recognized leaders in implementation science including **Shannon Dorsey, Robert Kohlenberg, Liliana Lengua, Marsha Linehan, Jane Simoni, and Lori Zoellner**. Together, these faculty have projects focused on disseminating: evidence-based treatments for children who have experienced trauma (e.g., physical abuse) throughout Washington State and in low-resource settings internationally (e.g., East Africa, Southeast Asia); evidence-based approaches to improve medication adherence for individuals with HIV; and evidence-based treatments for adolescents and adults with severe mental illness. This research is actively improving the health of not only our local communities but the health of communities worldwide.

b. Educational and scientific importance of the work in the Chemistry Library building

Psychology faculty and research occupies 4,284 ASF across the ground, first and second floors of the Chemistry Library building. This building has major facilities constraints, constraints that limit who can occupy its spaces (e.g very poor HVAC control, spaces do not accommodate disabled personnel). Thus, only certain types of human subjects research can take place here. Currently it includes offices and laboratories of **Brian Flaherty, Bill George, Susan Joslyn, Randy Kyes, John Palmer, Ron Smith, Frank Smoll, and Andrea Stocco**. These laboratories conduct research in the areas of cognitive, developmental, quantitative, perception, and ecological psychology. In addition a few labs are occupied by clinical faculty but there are no clinical functions (as described above for the Annexes, BRTC or CCFW) in these spaces. The diverse array of faculty in the Chemistry Library building participate to varying degrees in all three of our research visions, but not in a coordinated way. Rather their participation in our visions occurs through interactions with faculty in other Psychology buildings, or with faculty across campus. The research in the Chemistry Library is very well funded with combinations of multimillion dollar federal (NSF, NIH) and foundation grants. In addition to these research related laboratories, several of our lecturers have offices in the Chemistry Library building.

3. Negative impact of the lost space on the future of our department

Clearly, loss of our building spaces will have a devastating effect on our department research and instructional visions, one that we simply could not recover from. Losing such

spaces would not only mean losing the specific functions of those spaces, but since many of the programs of research described above are part of integrative and collaborative programs across the department, losing (without adequate replacement) spaces targeted by the Master Plan will destroy highly productive and important research that occurs in other Psychology buildings as well. This type of ripple effect would destroy research visions that have been driving our department for years—visions to continue to be national leaders when it comes to understanding and improving cognitive function, mental health, social-emotional-cognitive development, and inequities and disparities in society.

2 cont.

The level of community service and scholarly activity that occurs in the targeted spaces necessitates seamless continuity in our scholarly, training, and service activities following any space disruption. That is, any relocation should provide a provision of at least compatible facilities that would be user-ready prior to any demolition in order to ensure functional continuity. This is particularly important given the high level of endowment and grant funding from the National Institute of Health (NIH) and National Science Foundation (NSF) that runs through these spaces. *Thus, if our labs will be demolished, an alternative that is suitable to performing the functions required for our research grants must be provided so that we may carry out our activities without interruption.* Given that the UW has signed commitments to this research, losing appropriate space has legal as well as programmatic ramifications.

3

4. Research, training, and community service needs should we lose spaces in the 8 buildings targeted by the 2018 Master Plan

Summary: We respectfully urge the University not to overlook the exemplary work in population health already being conducted in the targeted spaces. From our perspective (described above), new spaces can include additional floors to the new population health building or a major remodeling and expansion of spaces in the Chemistry Library building. Should the Population Health building land in our Annex spaces, this means we would need an additional 12,160 ASF in the Chemistry Library. Based on the Master Plan, it does look like there is sufficient real estate for such an expansion.

4

Clarity on this issue up front is particularly important to us given our long history of problematic space issues and unfulfilled promises to remedy these issues by the University administration: For more than 40 years, when half of the planned Guthrie Hall went unbuilt due to the withdrawal of federal matching funds during the Nixon administration, the clinical psychology faculty's training and research facilities have been spread across a number of "temporary" buildings (currently six of them, plus Guthrie). The Guthrie annexes have housed the department's training clinic, faculty offices, and research space during that entire period. On two occasions, new buildings (namely, Earth Sciences and the Guthrie Extension) that would have consolidated faculty office and research space with the Clinic have been abruptly cancelled, leaving us scattered widely across the west and south sides of the campus and without a shared space that would provide the necessary interaction that promotes collaboration and forms the backbone of a training program. We are now at a point where even with the existing spaces, we are no longer able to recruit top clinical faculty until our space crisis is resolved.

To assist in an analysis of our precise space needs should our buildings be demolished, we provide the specific details below. The space requirements include several particularly important components. One critically important requirement, due to the fact that we draw most of our clients and research participants from the community, is the availability of adjacent or nearby parking spaces and transit stops for clients (who come to our clinics) as well as research participants from the community. The latter include small children brought to our facilities by their parents or guardians. Many of these research participants come from disadvantaged communities that do not always feel comfortable navigating the University campus. Our current locations at the edge of campus are ideal in providing ready access to parking and easy access for our clients and research participants. Remote parking would destroy our ability to serve or conduct research with these populations.

The specific space needs of the faculty and programs that would be displaced by the new building are summarized below:

Annex 1

The *Psychology Clinic* in Annex 1 has recently had a costly state-of-the art digital recording system installed that complies with HIPAA requirements and that can be accessed remotely by off-campus clinical supervisors. This equipment is essential for the service and training functions of the Clinic and would need to be re-installed in a new facility, a process that took considerable time to accomplish during the initial installation. The Clinic itself requires an integrated setting with a reception area, office space for 5 or more staff and faculty, six or more therapy rooms, observation rooms, and a large conference room for teaching and meetings. The endowed *Center for the Study of Social Connections* is also located in Guthrie Annex 1 and includes offices for Dr. Jonathan Kanter as well as several graduate and undergraduate research assistants and a therapy room.

5

Annex 2

Dr. Lori Zoellner's space in Annex 2 includes the following essential elements, which the federal government expects to be provided by the University under the contractual terms of the grant that supports the research:

6

Laboratory space at the *UW Center for Anxiety and Traumatic Stress* provides both clinical and research rooms. The lab has a three-room sound-proofed experimental suite. This suite has two-way mirrors and sound proofing for assessments, a central control room, and two experimental rooms. One experimental room is equipped for cognitive/information processing experiments including EPrime and Inquisit software, while the other room is equipped for psychophysiological monitoring. A Biopac MP150 system with transducers for electromyography (EMG), skin conductance response and level (SCR/SCL), respiration, and electrocardiography (ECG) is available for use.

The *UW Center for Anxiety and Traumatic Stress* also has four clinical rooms that are available to staff for conducting clinically-related activities. These rooms include sound-proofing and two-way mirrors for videotaping of assessments and therapy sessions. Multiple digital video cameras are used for recording sessions. A large

research room, with additional computers and meeting space is also part of this suite. Dr. Zoellner also has office space in this suite.

The Center also requires two storage rooms, with double locking mechanisms. One storage room houses two servers and a -20 degrees Celsius chest freezer for storing patient samples. These servers are available for participant and clinician data entry of study material and study databases, with appropriate firewall protection. This server has daily and weekly automatic backup protocols in place. The second storage room includes three locked cabinets for storing of records and materials.

Annex 3

Dr. Kristina Olson's space in Annex 3 includes the following essential elements, which the federal government expects to be provided by the University under the contractual terms of the grant that supports the research:

7

- 3 subject testing rooms
- a video coding room
- a waiting area for families
- a small conference room used for small group meetings, lab meetings and joint meetings with a few other labs
- 4 grad student and staff offices (currently housing 2 staff, 2 postdocs, and 5 grad students)
- an undergraduate research assistant work area (with space for 5 at a time, as the projects involve 15-20 undergrads per quarter)
- a parking space in the front for research participants and their parents

Annex 4

Dr. Kate McLaughlin's space in Annex 4 includes the following essential elements, which the federal government expects to be provided by the University under the contractual terms of the multiple grants (each of which brings in millions of dollars) that support the research:

8

- 6 subject testing rooms
- a large waiting room for families
- a small conference room used for small group meetings, lab meetings and joint meetings with a few other labs
- 6 grad student and staff offices (currently housing 7 full-time staff, 3 postdocs, and 4 grad students)
- an undergraduate research assistant work area (with space for 6 at a time, as the projects involve 15-20 undergrads per quarter)
- two parking spaces in the front for research participants and their parents

Behavioral Research and Therapy Clinics (BRTC), 3935 University Way

The BRTC is housed in approximately 4,792 sq. ft. of space. This space is occupied by Drs. Marsha Linehan, Melanie Harned, and Kathryn Korslund and their research team. Assessment and therapy rooms are equipped with audio and video recording and assure private and confidential spaces to conduct research activities. Several therapy rooms were also recently installed with a state-of-the-art digital recording system that complies with HIPAA requirements and that can be accessed remotely by off-campus clinical supervisors.

9

To maintain the blind condition in randomized clinical trials, the assessment space is kept separate from the treatment space. Each space has its own wait area and entrance to receive research subjects.

The BRTC is located near numerous bus lines, making it very accessible to research participants who use public transportation. The BRTC is also situated next to a large parking lot, which can accommodate participants or visitors with cars. In addition, it has a ramp for wheelchair access.

The location of the BRTC is in walking distance to the main UW Medical Center emergency department and a short drive from Seattle Children’s Hospital (SCH) and Harborview Medical Center. Thus, emergency intervention for suicidal clients is easily accessible and made possible given its current location.

10

Center for Child and Family Well-being, Brooklyn Trail Building

CCFW houses research projects of four psychology faculty members (Katz, King, Lengua, Sommerville in 5,549 ASF) and provides rotating research space for collaborative projects. In addition, CCFW has a conference room that has been used extensively for research-to-real-world forums, research lectures and meetings, public lectures, professional training workshops, parent and educator outreach, etc. To be able to carry out the mission of CCFW, we require ready access to parking for up to 45 people at a time since about 2400 families are processed annually, and most of them drive to their appointments. Parking is needed on a daily basis for our families with young (and most often vulnerable) children participating in our research projects.

11

5. Suggestions for options should Psychology lose spaces in the 8 buildings targeted by the Master Plan and currently occupied by department research, clinics, and instruction.

To carry out our research, training, and community service missions, we need to have move-in space that replicates or improves upon what we already have prior to demolition. In our view, here are viable options that would prevent our department from becoming further fragmented to a state of no return:

a) Include additional space within or next to the new Health Metrics and Evaluation (Population Health) building if built on site 22C or 33W to accommodate the current and future needs of the otherwise lost research, teaching and community programs. This option is strategic in that much of our Psychology research is fundamental for any Population Health initiative, and likely very helpful in ensuring the long term viability of this initiative.

12

b) Create additional spaces — or a building — to accommodate the otherwise lost research, teaching and community programs. This might replace or remodel/expand the Chemistry Library building, or a new building might be placed across the street on the west side of 15th Ave. N.E. The latter would still be close enough to Guthrie to allow sufficient interaction with other Psychology faculty, students and programs. The latter location would also be close to the Speech and Hearing Department, which is in dire need of clinic spaces.

13

- c) In line with our department vision, our **preferred option** is to pull together all of faculty research that focus on *Optimizing human potential by increasing resilience* into one building on the Chemistry Library site. This would include all of our clinical faculty, as well as some developmental faculty, currently located in the Annexes, the BRTC, and CCFW. This central location will facilitate ongoing collaborations with Health Science colleagues, and it could house appropriate Speech and Hearing clinic functions. In other words this new building will have multidepartment functions that will increase collaborations with the Health Sciences and the Medical School.
- a. Where will the current Chemistry Library occupants go? One suggestion is to work with the Kincaid Backfill committee to determine whether it makes strategic sense for certain other Psychology faculty to move to Kincaid, freeing up space in Guthrie to accommodate the former Chemistry Library occupants.

14

I would like to point out that our much of our clinical and developmental research commitments depend on access to patients and research subjects from the community, both populations of which absolutely require ready access to parking and public transportation. This creates geographic constraints on available options for our clinical and developmental faculty displaced should the Annex space disappear. Kincaid space is unacceptable for any of our research that includes families, children, or mentally challenged adults for it does not allow for any parking or public transportation access or sufficient privacy protection for our very vulnerable research and patient populations. Also, it is worth noting that the time table for the planned renovation of Kincaid is so many years down the road that it is not compatible with the apparently speedier proposed destruction to make room for the Population Health building.

Thank you for considering the Psychology Department's input on this crucially important plan that will impact our future in dramatic ways.

Best regards,



Sheri J. Y. Mizumori
Professor and Chair

RESPONSE TO LETTER 31

UW Department of Psychology

1. The comment regarding the Department of Psychology being an important partner in the University of Washington community is noted. All departments at the University are critically important to the mission of the University, including the Psychology Department. The buildings that each department currently occupies sometimes meet all of their needs and other times, none of their needs. As a major institution in the City of Seattle, the UW is required to create a Master Plan that outlines its development needs over a 10 year planning horizon. To respond to that requirement, the University created both a Long Term Vision and a 10 year conceptual plan contained in the *2018 Seattle CMP*. The Long Term Vision identified almost 12 million gsf on 86 development sites. These 86 sites were identified as potential sites for new buildings for a number of factors including: (1) whether the current building is underutilizing the site; and (2) whether building a new building would be more cost effective than continuing to repair the current building on the site. The 86 sites that were identified in the Plan are twice as many sites as the University has stated it needs during the life of the plan. As the University approves new building programs, the site selection process includes review of what programs are currently on the sites. The site selection process includes an analysis of what uses are there now and to where they could be moved. All of the issues outlined in the letter are considered as sites are selected for development. If a program is being moved from one site in favor of a new building, the department will be very engaged in the discussion so that no program is disadvantaged due to a new building being developed.
2. The comment regarding the importance of the Guthrie Annex building to the Psychology Department is noted. Please refer to response to comment 1 of this letter.
3. Please refer to response to comment 1 of this letter for a discussion on the process for identifying suitable locations for University programs as part of site selection.
4. Please refer to response to comment 1 of this letter.
5. The comment regarding Guthrie Annex 1 is noted. Please refer to response to comment 1 of this letter.
6. The comment regarding Guthrie Annex 2 is noted. Please refer to response to comment 1 of this letter.
7. The comment regarding Guthrie Annex 3 is noted. Please refer to response to comment 1 of this letter.
8. The comment regarding Guthrie Annex 4 is noted. Please refer to response to comment 1 of this letter.

9. The comment regarding the 3935 University Way building is noted. Please refer to response to comment 1 of this letter.
10. The comment regarding the proximity of the existing buildings to the Medical Center is noted. Please refer to response to comment 1 of this letter.
11. The comment regarding the CCFW building is noted. Please refer to response to comment 1 of this letter.
12. The comment regarding including Psychology Department uses in the Planned Population Health Faculty building is noted.
13. The comment regarding need for additional Psychology Department building space is noted. Please refer to response to comment 1 of this letter.
14. The comment regarding consolidation of Psychology Department space in one building site is noted. Please refer to response to comment 1 of this letter.

From: Matt Newman
To: cmpinfo@uw.edu
Subject: Rec Sports response to 2018 Draft Campus Master Plan
Date: Monday, November 21, 2016 4:21:14 PM
Attachments: [RSP response to 2018 CMP - 11-19-16.docx](#)

Please find attached, and copied below, the response from Recreational Sports Programs to the 2018 Draft Campus Master Plan. Thank you.

- Matt

MATT NEWMAN

Director
 UW Recreational Sports Programs

University of Washington, IMA, Box 354090
 3924 Montlake Ave NE, Seattle, WA 98195
 office 206.543-7082 / mobile 206.915.5096 / fax 206.685.4661
mattn@uw.edu / www.washington.edu/ima

Date: November 19, 2016
 To: Rebecca Barnes and Theresa Doherty, Co-Chairs, UW Seattle Campus Master Plan
 From: Matt Newman, Director of Recreational Sports Programs
 RE: Response to 2018 Draft Seattle Campus Master Plan

Rebecca and Theresa, please accept sincere congratulations and appreciation from your colleagues in Rec Sports for all of your work and that of your staff on the 2018 Draft Campus Master Plan. And we are especially grateful to have had the opportunity to participate in the process and submit comments (which have been sent via the cmpinfo@uw.edu account prior to the 11/21/16 deadline).

1

The Executive Team and other staff in Rec Sports have reviewed the documents and participated in a number of events. Our comments include:

- We view the continuous waterfront trail very favorably and support its development as quickly as possible. Between that, the Burke-Gilman Trail, and the West Campus Green (to name just three), there's a tangible commitment to recreation space in the Plan. Thank you!
- We also support the overall idea of the East Campus Land Bridge, in particular in how it connects to the shoreline. While the notion of a goodly amount of parking going

2

away has its issues for some, Rec Sports supports the goal of becoming less vehicle-dependent and the Land Bridge would play an important role in that culture shift.

2
cont.

- **Our biggest concern is the idea of development on top of the current Golf Driving Range, sites E 74 and E 75.** The Golf Range is a long-standing and important amenity not just for the department of Rec Sports and the students it serves, but also for the broader campus and community use of the space. To have even the potential for that to go away is troubling, as it would create a gap in our recreation offerings, as well as create a funding gap that would negatively impact our overall operations. **We ask for E 74 and E 75 to be removed from the Plan.**

3

- In general, we want to preserve as much recreation space as possible, and a number of the efforts outlined in the Plan do just that. However, we do have areas of concern:

- o E 85, which could result in the removal of Husky Rock, a treasured climbing resource for the campus and Seattle communities. Please preserve Husky Rock!

4

- o E 85 development also presents concerns for our partners in Athletics, as it greatly reduces the only large-scale parking lot available immediately adjacent to Husky Stadium. This same parking area serves the Waterfront Activities Center (and perhaps a renovated ASUW Shell House in the future).

- o While the East Campus Land Bridge concept is strong and should be pursued, we feel the Montlake Ave/Hec Ed Bridge (listed as Snohomish Overpass on some maps) is a much more immediate need and should be included in the Plan. We understand there is talk of improving Snohomish Lane with the upcoming CSE2 construction, which is encouraging, but please do not overlook the bridge that carries the vast majority of recreation participants, which includes students, faculty/staff, and campus guests.

5

- o Related to the Hec Ed Bridge and Snohomish Lane issues, and consistent with the goals outlined related to Pedestrian Circulation (e.g., p. 54), Accessibility (e.g., p. 57), and Bicycle Circulation (e.g., p. 107), we strongly urge an even greater emphasis on moving students and others safely and efficiently. The Plan does an impressive job of trying to reduce single-vehicle trips, and we applaud and support that, but we see an even more important need to affirm our priorities in the Plan:

6

1. Pedestrians (including those with mobility issues)
2. Bicycles
3. Public Transportation

4. Shared vehicles (whether carpools, car-sharing, etc.)
5. Personal vehicles and deliveries

**6
cont.**

- While it seems appropriate and fine to consider potential future develop in E 61 and E 62, those plans should be proceed very cautiously, and obviously in full concert with the goals of Rec Sports and Athletics, as there is a lot of recreation space that could be lost.

7

- Finally, we strongly urge the Plan to include the opportunity for movement of the helipad (“Emergency Helistop”) from “Field 2” (immediately south of the Golf Range) to “Field 1/East” (immediately north of Ceramic Metal Arts). Its current location impedes the ability of Rec Sports to fully program and utilize Field 2, and it would allow development the Golf Driving Range into a full Golf Practice facility, most likely in conjunction with Athletics (yet another reason to discontinue E 74 and E 75 as future CMP development sites).

8

Please let us know if there are any questions or if clarification is needed. Thank you very much!

RESPONSE TO LETTER 32

UW Recreational Sports

1. The comment regarding the importance of the identified continuous Waterfront Trail is noted.
2. The comment regarding the importance of the identified East Campus Land Bridge is noted. The University has considered the East Campus Land Bridge and based on comments received and further review of the amount of development anticipated, the current pedestrian overpass meets the needs of that area of campus and the East Campus Land Bridge is no longer included as part of the *2018 Seattle CMP*, although it remains part of the long-term vision for campus.
3. The East Campus development capacity identified in the *2018 Seattle CMP* is 4,700,000 million square feet and the amount of space the University could develop over the life of this plan is 750,000. The identified development capacity is more than six times what the University is asking to develop over the life of the plan. Thus, it is very unlikely that the golf driving range sites would be developed during the life of this plan. Keeping all 86 sites in the plan gives the University flexibility to respond to growth needs during the life of the plan.
4. The comment regarding the climbing rock is noted. Site E58 of the *2018 Seattle CMP* has been modified to preserve the climbing rock.

A primary goal of the East Campus vision is to preserve athletic uses while transforming underutilized land within the East Campus into space for learning, academic partnerships and research. While the overall development capacity within East Campus is identified as 4.7 million net square feet, permitted development in East Campus would not exceed 750,000 square feet (please refer to Chapter 5 of the *2018 Seattle CMP*). The University values tailgating as part of the game day experience and such uses would be considered as development sites are reviewed.

5. The noted Hec Ed Bridge is under the control of the City of Seattle, not the University of Washington. The University is very interested in working with the City of Seattle if it has plans to replace the bridge. This bridge appears to be a very important travel option for the general public and University employees and students.
6. The Transportation Discipline Report (TDR – Appendix D of this Final EIS) identifies several measures of effectiveness that address pedestrians, bicycles and transit circulation including impacts of the *2018 Seattle CMP*. The TDR describes and discusses emerging transportation technologies and policies. In addition to the *2018 Seattle CMP*, the University maintains a Landscape Framework plan that addresses ADA issues and

identifies strategies for moving forward. The University also has a published plan for addressing the Burke-Gilman Trail to expand the trail as funding becomes available.

7. The comment regarding potential development on sites E61 and E62 and the potential loss of recreation space is noted.
8. The comment regarding the current location of the helistop is noted. The University and Children's Hospital and Medical Center entered into an agreement around construction and operation of the helistop in 1992 and that agreement is in effect today. This plan does not contemplate moving the helistop. Moving the helistop would have to be negotiated with the parties to the agreement.

Comments regarding the University of Washington Campus Master Plan

Date: 11/21/16

To: Theresa Doherty, Senior Project Director, University of Washington

From: Kevin Volkmann

The following addenda are suggested.

- | | |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------|
| <ol style="list-style-type: none"> 1. Expand the geographic scope of the Campus Master Plan. Consolidate and centralize disparate planning functions. <ol style="list-style-type: none"> a. University District: Include the area west of the Seattle Campus. Include University Park. Plan for expansion via eminent domain. b. Sand Point Corridor: Include Seattle Children's Hospital and Magnuson Park, extending from East Campus. c. Outlying Campuses: Consolidate and centralize planning for Bothell, Tacoma, Spokane, Bellevue, Friday Harbor, other out-state facilities and non-contiguous Seattle facilities. d. New Out-State Locations: Consider Port Angeles, Issaquah, Ellensburg, Moses Lake and Cheney for new facility locations. e. Overseas: Build new international campuses in locations that may include Berlin, Ankara, Moscow and Chongqing. 2. Build out-not-up. Place a moratorium on new above-ground construction on the Seattle Campus. Build elsewhere. 3. Register a Campus Historical District. 4. Plan for the rapid introduction of new automotive transportation technology. 5. Plan to build market-rate housing for the majority of faculty, staff and students. Invest in local service businesses. | <div>1</div> <div>2</div> <div>3</div> <div>4</div> <div>5</div> |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------|

RESPONSE TO LETTER 33

Volkman, Kevin

1. The comment regarding consolidating and centralizing uses, as well as focusing development in other areas of the city, region and world are noted. The City University Agreement defines the geographic scope of the plan which only includes the area inside the University's Major Institution Overlay zone boundary. The University is not proposing to expand its boundary as part of the *2018 Seattle CMP*.
2. The comment regarding placing a moratorium on new above-ground construction is noted.
3. The comment regarding a campus historic district is noted. The University works to be a steward of its historic assets and will continue this role in the future. Please refer to Chapter 4 (Key Topic Areas), Section 4.8 (Historic Resources) for detail.
4. As indicated in the Transportation Discipline Report included as Appendix D to this Final EIS, the University will continue to stay apprised of new technology and utilize new technology as appropriate.
5. The comment regarding market-rate housing for faculty, staff and students is noted. Please refer to Chapter 4 – Key Topic Areas, Section 4.1 (Housing), for further details on housing.

November 21, 2016

UW Office of Planning & Management
4333 Brooklyn Ave NE, Box 359445
Seattle, WA 98195

By email to: cmpinfo@uw.edu

Currently the U District has approximately 15,000 people, and traffic, parking, and general mobility are already extremely constrained, both coming into/exiting campus along 45th, along east campus, and near the UW hospital.

Page 1-9 of the Draft Transportation Discipline Report, or 2018 Campus Master Plan EIS shows a projected growth of 15,676, including faculty, staff, and students, which is more than 10 times the increase under the no-action alternative and is similar to the number of current residents.

In addition, the EIS does not address further elements that this 15,000 plus does not include:

* It neglects to address the large additional number of non-student/staff/faculty commuters coming to the U District/UW every weekday due to the UW's commercialization program.

* It does not address the additional significant increase in commuter traffic due to the multi-million square foot highrises to be built in the U District, both UW-connected (Brooklyn light rail station, CoMotion on Roosevelt and others) and non-UW connected.

* It does not address the loss of students in the U District, who now live within two miles of the campus and walk or bike, but who will no longer be able to afford in the U District when the cost to live there are beyond their reach (the 2013 Heartland Memo sponsored by the City of Seattle found that the cost to rent in a highrise would take a salary of \$80,000 a year and that 69% of those living in the U District make \$50,000 a year or less—thus eliminating the overwhelming majority of current residents).

* It does not address the reduction in student/faculty/staff UPass usage that the increased costs of the UPass will cause.

Therefore, the EIS does not adequately address the significant additional problems to issues such as traffic, pollution, parking, etc. It does not address the greater difficulty of emergency vehicle movement—a critical issue considering that the UW has a major hospital in the middle of where all this additional traffic will be.

And the addition of the Brooklyn light rail station will mitigate those impacts only very little. Sound Transit's Transportation Technical Report of its Final Environmental Impact Statement stated that light rail from Sea-Tac to Northgate would reduce traffic by only half of one percent and that traffic delays at intersections along the route would increase at 75% of the intersections.

David Ward

1

2

3

RESPONSE TO LETTER 34

Ward, David

1. The Transportation Discipline Report (Appendix D to this Final EIS) addresses growth, impacts and mitigation related to the *2018 Seattle CMP* for all modes. The Innovation District is further discussed in Chapter 4 – Key Topic Areas, Section 4.5. The U District Upzone, approved in fall 2016, is assumed as part of background growth. The Transportation Management Plan also describes the University commitment to the U-Pass. Please refer to Chapter 4 (Key Topic Areas), Section 4.1 (Housing) for details.
2. Please refer to the response to Comment 1 of this letter.
3. The Transportation Discipline Report (Appendix D to this Final EIS) includes transit measures of effectiveness that include background growth and the *2018 Seattle CMP* and assumes Sound Transit and Metro service described as planned and programmed.

Steve Wilkins
 PO Box 45344
 Seattle, WA 98145
 206-633-3279

UW Office of Planning & Management
 4333 Brooklyn Ave NE, Box 359445
 Seattle, WA 98195
 By email to: cmpinfo@uw.edu

Comments: Draft UW Campus Master Plan & EIS

The first two paragraphs of this letter concern errors of fact taken from 2016-10-03_UW_CMP_Transmit (1).pdf . These false and confusing statements can be found in the Neighborhood Context section on page 24.

The first error misstates Seattle's University District "UD" urban center boundaries as the area: "bounded by I-5 on the west...35th Ave NE on the east," this is a mistake. Our 'urban center' is described in the Draft EIS for the UD Urban Design Alternatives published April, 2014 as: "...bounded by I-5 on the west and 15th Ave. NE on the east," **NOT** 35th Ave NE on the east as is falsely stated in this document. This needs to be corrected.

1

Secondly, It is misleading and potentially dangerous to our surrounding neighborhoods to state in the U.W. Seattle Campus-2018 Master Plan EIS "UWCMP" that: "The University's broader neighborhood context includes ten surrounding neighborhoods, all of which are located **within a ten-minute walk** from campus. The surrounding neighborhoods include Roosevelt, University Park, the University District, Wallingford, Eastlake, Laurelhurst, Montlake, Portage Bay Roanoke, Ravenna, and Bryant..."

The 'ten-minute walk' AKA 'walk-shed' definition from the UD Urban Design Alternatives* published April, 2014 is the area surrounding the UD Sound Transit station "UDST." This walk-shed is a ten-minute walk or within a quarter mile radius of that central location. This definition is linked to Transit Oriented Development. TOD calls for the greatest density surrounding these transit hubs, allowing buildings up to three hundred and twenty feet tall (SM-U 95-320).* It is misleading to link the UWCMP ten minute walk shed to all our surrounding neighborhoods as if they were prime for 320' buildings.

2

The UWCMP language needs to correctly state that the UW is within 'a ten minute walk' (walk shed/quarter mile radius) of the UDST station. The UW is not within the walk-shed of all our surrounding neighborhoods. Old Washington 'blue' laws stipulated that no liquor could be served within a one mile radius of the Husky Student Union Building "HUB." The front door of the Blue Moon Tavern is one mile and one foot from the HUB which takes a bit longer than ten minutes to get to. The HUB might be within a ten minute walk of the UDST station.

Nowhere in this document is their confirmation of working in conjunction with the UD Urban Design Alternatives and Seattle's 2035 Comprehensive Plan. This document shows the neighborhood that the UW is free to build whatever wherever, placing 240' buildings in 85' zones and 200' buildings in 45' foot zones. Schmitz Hall (W21) is illustrated as a 240' building in an SM-U 85* zone. The Northlake building (W38) is illustrated as a 200' building in a IB/45* IC/-45* zone and includes removing a City street, NE Northlake Pl.

3

Half of the proposed west campus buildings are 240 feet tall. Two thirds of them are listed as parking lots. The UWCMP should be dedicated to transit use since it is now served by the Husky Stadium station and soon the UDST station. The build out of these tall buildings in the southern section of the UD will block view corridors, the inclusion of all the parking lots snubs a thumb at the effort of this City and region to get people out of cars and into transit. It seems everyone is required to use public transportation with the exception of the UW? This needs to be corrected.

During years of community input concerning our initial upzone to Urban Center followed by years of deliberation and community input collected during the U District Livability Partnership the neighborhood called for centrally located public open space and access to views and sunlight as necessary components of this build out. Errantly and on many occasions the University has promoted the Campus as public open space. If the UW was public open space it would be managed by the Parks Department. Instead one can see many Private Property signs posted restricting use to staff, faculty and students. Please correct any false mention of the UW as public open space from the Campus Master Plan.

4

As part of the Open Space Partners forum which brought together the City, Parks Department, UW and community representation it was again confirmed by consensus during public meetings that there is a need for centrally located public open space and retention of access to views and sunlight. It would be fitting that the University of a Thousand Years would give this community the centrally located area above the UDST station for a public park, after all both Sound Transit and the University of Washington are public agencies.

5

During an Open Space Partners Forum steering committee meeting I was asked by Theresa Doherty (Senior Project Director, Planning and Management for the UW) "why I hated the UW?" While not agreeing with her question I pointed out that the new west campus dorm construction had completely obliterated any views of the ship canal which was contrary to community wishes and upzone promises for open space and views. Her response was: "it's our property we can do whatever we want with it."

6

It is my hope that input during this review process will be taken to heart and that the UW will work with the neighborhood instead of towards its own purposes.

Sincerely,



Steve Wilkins

Enc: Steve Wilkins_comments UW Master Plan.pdf

11/21/16

RESPONSE TO LETTER 35

Wilkins, Steve

1. Comment noted. The *2018 Seattle CMP* corrects the Urban Center Boundary from 35th Avenue NE to 15th Avenue NE.
2. The comment regarding the walking distance between the University of Washington campus and many of the surrounding neighborhoods is noted and the Transportation Discipline Report (Appendix D to this Final EIS) has been updated to better define the 10 minute walking distance.
3. The Major Institutional Overlay (MIO) boundary defines the extent of the campus that is governed by the City-University Agreement. Please refer to Chapter 2 of the *2018 Seattle CMP* for more information about the City-University Agreement and the regulatory authority and planning process.
4. The West Campus Green is proposed to be a large public space that extends north from the City's Portage Bay Park and is designed to be accessible to all. Streetscapes throughout the campus are also a key element of the public realm and are considered public spaces. The University is a public institution that provides open spaces available to everyone. NE Boat Street is now proposed under the *2018 Seattle CMP* to remain (i.e. no vacation proposed).
5. The University of Washington has entered into an agreement with Sound Transit to use the air rights above the U District Station site to construct a building that meets the University's needs. When the University constructs the building, it will include the creation of open space in the area which is centrally located.
6. The comment regarding past conversations with the University of Washington regarding development in the West Campus is noted.

The University, as an educational institution, is required to use its property for uses that meet its mission. As new buildings are designed and built they will be required to meet the applicable requirements of the *2018 Seattle CMP* Development Standards (see Chapter 7 of the *2018 Seattle CMP*).



City of Seattle

Edward B. Murray, Mayor

Department of Construction and Inspections

Nathan Torgelson, Director

Letter 36

January 30, 2017

Theresa Doherty
Senior Project Director, Campus Master Plan
UW Planning & Management
UW Tower – T-12
Box 359445
Seattle, WA 98195-9445

Dear Ms. Doherty,

SDCI and other City and governmental agencies have completed an initial plan review of the University of Washington 2018 Seattle Campus Master Plan October 2016 (CMP) and the associated rezone analysis.

Many of the concepts presented in the CMP are exciting and in many cases, will create a better urban environment for the University and the surrounding communities. We applaud the large West Campus Open Space, the continuous waterfront trail, breaking down the walls on 15th Avenue and Pacific Street, the creation of more connectivity between central campus, east campus, south campus, and west campus, and the inclusion of through-block connections through large campus development sites.

It is imperative that the CMP include development standards to create a vibrant, well-scaled, and consistent urban fabric where the Campus proposals meets City rights-of-way and public open spaces. The Environmental Impact Statement identified development standards that would mitigate density and height, bulk and scale impacts. Development standards can also be used to better meet the rezone criteria.

Our comments will be categorized in the following order:

- 1) Campus Master Plan and the City University Agreement
- 2) The Campus Master Plan and Development Standards
- 3) Rezone analysis under SMC 23.34.008 and SMC 23.34.124
- 4) Comments received from affected City Departments and other governmental agencies

It is very important that the UW and the City agree how the Master Plan will be applied once approved. We hope that you will work with us so that the information presented in the Final CMP is accurate and clear, and can be applied to future development site review.

Section 1: SMC 23.69.006 B and the City University Agreement

1. The CMP nods to other state law, but fails to yield to the GMA's command that state agencies must comply with development regulations that do not preclude the siting of essential public facilities, and fails to respect the limited scope of the City-University Agreement.



City of Seattle, Department of Construction and Inspections
700 Fifth Avenue, Suite 2000
P.O. Box 34019, Seattle, WA 98124-4019

An equal employment opportunity, affirmative action employer. Accommodations for people with disabilities provided upon request.

Certain passages of the CMP suggest that it supersedes all City development regulations:

Page 26 states: "The Campus Master Plan includes development standards and other elements which differ from or are in addition to those included in the City's Major Institutions Code, consistent with the 1998 City-University Agreement."

Page 220 says: "The City/University Agreement requires all University of Washington development within the Major Institution Overlay (MIO) boundary follow the standards and guidelines outlined in this section."

Page 221 states: "Pursuant to the 1998 City-University Agreement and Seattle Municipal Code Chapter 23.69, University development within the University's MIO boundary is governed by this Campus Master Plan, not the underlying zoning or land use code."

The City University-Agreement does not purport to allow more than is allowed by SMC 23.69.006.B. The Agreement says only that the Master Plan will include, among other elements, "[t]he institutional zone and development standards to be used by the University." § II.A.1.d. It also commits UW to obtain "all City permits required by law"—without defining that term—and reserves the parties' conflicting legal positions about the City's "zoning or SEPA jurisdiction" over UW. §§ V and VII.

SMC 23.69.006.B allows only certain modifications to City land use regulations. It provides that the Agreement "shall govern . . . uses on campus, uses outside the campus boundaries, [and] zoning and environmental review authority . . ." It also says the Agreement or CMP may modify "development standards of the underlying zoning."

The CMP may dictate uses and development standards of the underlying zone, but may not supersede other City land use regulations.

The following development regulations should not be specifically discussed in the CMP.

a) Design review and departures pages 228-229. At page 229, the CMP says departures are allowed from all development standards. Departures should be considered a minor amendment if meeting the criteria listed in the City University Agreement Section II C4b and C5.

b) Historic preservation pages 224-226. UW Historic Preservation Policies and Practices states that "The review of historic resources on the campus does not include a review under the City of Seattle's Landmark Preservation Ordinance... and the University is not subject to the ordinance." SMC 23.12 is not a development standard of the underlying zone. All references to the Historic Preservation Ordinance should be removed from the CMP document.

See also 220: "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."

c) Shorelines. The standards of SMC 23.60A are not development standards of the underlying zone. The discussion on pages 230-234 seems to propose amending SMC 23.60A. All references to the Shoreline Master Plan should be removed from the CMP. Development will be reviewed for compliance to SMC 23.60A at the time of application.

- d) Grading code page 220. The CMP says demolition must be allowed as long as sites are left in a safe condition and free of debris. The Grading Code is not a development standard of the underlying zone. References to the Gracing Code should be removed from the CMP. 9
- e) Tree removal page 248. Regulation of trees in SMC 25.11 are not development standards of the underlying zone. All references to the Tree Protection Code, SMC 25.11, should be removed from the document. 10
2. Change references at pages 6 and 18 from “the regulatory vehicle” to “a primary regulatory vehicle.” 11
3. Any change to the Development Standards chapter should be reflected in the summary discussion of Development Standards at page 14. 12
4. All references to the City-University Agreement should be to the “City-University Agreement” without any date. Add “City-University Agreement” to the Glossary to define the term and explain its history. The current Agreement, as amended, was approved by the City Council in 2004. *See* Ord. 121688. References to a 1998 or 1983 Agreement are incorrect and misleading. The 1998 Agreement was amended in 2003 and 2004. *See* Ord. 121193 and Ord. 121688. Page 260 suggests the 1983 Agreement is still relevant. The 1998 and 2004 Agreements superseded the 1983 Agreement. *See* Ord. 118982, Att. 1 § VI, page 23 (1998). *See* Ord 121688, Att. 1 § VI (2004) 13
5. Page 26 states incorrectly that “[a] Major Institution Overlay (MIO) district and boundaries are established through the Campus Master Plan adoption.” The statement should be modified to read: “A Major Institution Overlay (MIO) district and boundaries are established through City ordinance.” 14
6. Page 260 uses the wrong impact zone map. The impact map at 260 is labeled incorrectly, it is labeled “General Physical Development Plan.” The Agreement at II.C.6 explains that “General Physical Development Plan” is another name for the Master Plan for 1991-2001. Compare the map at 260 with Ex. A to the Agreement adopted by Ord. 121688 (2004). The correct map is included for your use. 15
7. The City-University Agreement section IIA1c(3) states the general use shall be described in the CMP. On pages 24, 120-123, and 248-249, the use is described as “Academic.” Please clarify why the CMP does not define uses similar to the 2003 Master Plan: Academic, Housing, Transportation, Mixed Use, Open Space.¹ 16
8. The City-University Agreement section IIA1i states the CMP shall provide “the proposed development phases, including development priorities, estimated timetable for proposed developments and the proposed interim uses of property waiting for development.” The CMP, at pages 222-223, states a general development process. Please clarify how this process may differ 17

¹ University of Washington Master Plan Seattle Campus Approved Compiled Plan January 2003, page 86 125 and 135.

from the existing development process as established in the 2003 Master Plan. Will CUCAC maintain the same review process?	17 cont
9. The City-University Agreement section IIA1j states the CMP shall provide a description of any proposed street or alley vacation. The Master Plan's proposal for the West Campus Green on pages 171, 173, 175, 183, and 187 illustrates how a park and the surrounding development may look with a full vacation of Boat Street. A petition for a street vacation has not been filed and "the analysis of impacts is for disclosure purposes only." ² The CMP should include additional representations of the West Campus Green and surrounding development while maintaining Boat Street.	18
Please review Ordinance 117149 and the conditions of approval for the street vacation. Verify the CMP proposal is consistent with the required conditions of approval.	19
10. The City-University Agreement section IIA1f states a transportation plan shall be provided. A TMP has been provided on pages 142-151:	
a) Page 106: Please provide greater specificity as to what improvements are planned to the Burke-Gilman Trail.	20
b) Page 108: The discussion of the Transit Network should reference relevant parts of the City's Transit Master Plan and the transit providers' plans.	21
c) Page 128: One of the mobility strategies states: "work with communities to improve neighborhood character around the University." It is not clear how this relates to mobility.	22
d) Page 143: To what extent have trips increased outside the AM and PM peak periods? If such trips have increased substantially, perhaps ancillary goals should be developed to reduce future growth during these times.	23
e) Page 145: The paragraph directly above "Potential Transit Improvement Strategies" should refer to "the University of Washington station."	24
f) Page 147: References to SED should be changed to SDOT.	25
g) Page 148: The bicycle strategies could be reorganized and grouped; there is some overlap among strategies (e.g., "investments in covered and high-security parking" and "invest capital operating resources to reduce bicycle thefts").	26
h) Page 148: It would be helpful to include a strategy to identify additional bicycle parking within areas of high demand.	27

² University of Washington 2018 Seattle Campus Master Plan Draft EIS 3.6-61

i) Page 149: The strategy to “address existing pedestrian capacity issues and develop solutions for potential future capacity issues” should be enhanced through incorporation of material from sections of the DEIS where these issues are discussed.	28
j) Page 150: Because the Telecommuting section identifies strategies beyond just telecommuting, this section could be retitled.	29
k) Page 227: Are the standards identified in the Parking section consistent with current practice?	30
11. The City-University Agreement section IIA1c(2) states the CMP shall provide the location of proposed open space. “Areas reserved for potential new open spaces, including the West Campus Green... would help offset the proposed increase in land use density and building height on the campus.”	
The CMP should make a firm commitment for the timing of development of each open space.	31
12. An analysis of future housing needs is provided on pages 34-36.	
a) p. 34 please explain assumptions for 410K gsf housing deficit calculation.	32
b) p. 34 Does 61.5% net to gross square feet make sense for every use?	33
c) p. 35 Only student housing is addressed. What strategy is proposed to address faculty and staff housing demand resulting from projected growth?	34
d) p. 35 Why was the UW’s existing 372 gsf per bed assumed for proposed housing? Why not provide smaller, more affordable bed space?	35
e) p. 36 “UW’s existing space was benchmarked against its peers on an assignable square foot (gsf) per student FTE basis for classrooms, teaching and research labs, offices, study and library space, athletics and recreation space, and student life space.” Why is student, faculty, and staff housing not also benchmarked against peer institutions?	36
f) The following comments relate directly to the comments provided on the Draft EIS:	
• p. 35 How was 20% student population housed on campus derived? If comparing to peer institutions, name the ones selected.	37
• Indicate whether housing proposed to be built serves high-, middle-, or low-income students. Is on campus housing assignment based on financial need?	38
• Indicate whether housing proposed to be demolished served high-, middle-, or low-income students.	39
• Identify proposed measures to reduce or control housing impacts, if any.	40
13. The City- University Agreement states “DPD’s reviewing and recommendation shall be based on the provisions of this Agreement, neighborhood plans and policies adopted by ordinance, SEPA, other Applicable land use policies and regulations of the City. This review shall also consider the	

need for University development to allow the University to fulfill its mission of public instruction, research, and services, while assessing and mitigating the direct, indirect and cumulative impacts of such development on the physical and human environment and on city services, and whether the proposed development and changes represent a reasonable balance of the public benefits of development and change with the need to maintain livability and vitality of adjacent neighborhoods.”

Multiple City and University Policies discuss the need to support near-campus or on-campus housing to support the University population:

It is the City’s policy to “encourage housing preservation within major institution overlay districts and limit impacts on housing in surrounding areas. Discourage conversion or demolition of housing within a major institution’s campus, allowing it only when the institution needs to expand or when the institution replaces the lost housing with new housing.”³

CMP page 128 (Sustainability Framework Mobility) notes a strategy to “Support an increase in near-campus or on-campus housing opportunities for student, faculty and staff” will strengthen the mobility goals within the sustainability framework.

The City-University Agreement provides specific Housing Goals in subsection H. The current Master Plan proposal does not reflect the stated goals that: “The University will continue its efforts, to the extent allowed by law, to provide housing financing opportunities for its faculty and staff...”; and “The University will report to the City on its efforts to stimulate new housing options for faculty and staff...”

The 2003 CMP provided a more thorough presentation of housing policies for student, faculty, and staff housing.⁴

Given City policy, City-University policy, and the housing impacts that will be generated by additional UW growth, the UW Master Plan should more directly address the need to provide additional housing opportunities for students, faculty, and staff to create a “reasonable balance of the public benefits of development and change with the need to maintain livability and vitality of adjacent neighborhoods.”

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Section 2: Development Standards

The City-University Agreement section IIA1d states that the CMP shall provide the institutional zone and development standards to be used by the University. Development standards have been provided on pages 220-249.

- 1) The CMP uses many terms to describe the consideration for future development. For example, the development standard section on pages 220-249 includes design standards, development standards and site design standards.

Update the CMP to define design guideline and development standard. Clearly specify which term will describe intentions for future development (design guideline) and which standards are requirements for future development (development standards). Are site design standards considered development standards?

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³ Seattle Comprehensive Plan 2035

⁴ University of Washington Master Plan Seattle Campus Approved Compiled Plan January 2003 pages 201-208

2) Please reorganize the development standards section on pages 220-249 to clearly distinguish:

- Process. For example, this section would include University of Washington Site Identification and Development Review Process, CUCAC review process.
- City University Agreement Policies (Off-campus Leasing and Acquisition)
- Definitions alphabetically.
- Development Standards. For example, this section would include, but is not limited to:
 - Sector-by-sector gross floor area limits
 - Include site development tables for each sector- listing height and floor area
 - Structure height
 - View corridor restrictions
 - Setbacks
 - Public realm allowance
 - Site design standards
 - Mid-block passages
 - Gateways
 - Parking access and location, service and emergency vehicle access
 - Significant or major open space
 - Active street-level uses and development standards
 - Podium development standards
 - Upper level setbacks
 - Modulation
 - Tower floor plate size
 - Other Development Standards (Light and Glare, Noise, Odors, Parking, Street Improvements, Telecommunication, Temporary Facilities, Transportation)

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3) Remove references to all code regulations except where the CMP proposes a modification to underlying development standards. Other codes may be applicable at the time of development. See Section 1, comment 1 for specific references.

44

4) Development pages 26, 220, and 272. Define “Development” in one location. The definition of development should be consistent with the City-University Agreement.

The City-University Agreement defines “development” to mean “any University decision to undertake any action of a project nature within the Primary and Secondary Impact Zones . . . , which will directly modify the physical environment and which is not exempt from SEPA, unless the context clearly indicates otherwise.”

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The Draft 2018 CMP defines “development” inconsistently.

Page 26 asserts that many projects that might be considered “development” under the Agreement are excluded from the CMP. Not all projects included in the capital budgets are included in the CMP. Buildings less than 12,000 gross square feet, in-fill development of existing buildings, temporary facilities, renovation projects that do not involve material expansion and other projects categorically exempt from SEPA review are not included.

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Page 220 defines “development” more broadly than the Agreement to mean “any University decision to undertake any action of a project nature within the campus boundaries, that will directly modify the physical environment.”

The glossary at 272, under “development site” is more consistent with the Agreement: “As used throughout the Campus Master Plan, the word “development” will mean any University decision to undertake any action of a project nature within the campus boundaries, which will directly modify the physical environment and which is not exempt from SEPA.”

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cont

- 5) Development Review pages 221 and 224. Development proposed within the CMP is subject to City land use regulations. The CMP’s treatment of City land use regulations is inconsistent with state law, the City Code, and the Agreement:

Page 221: “This Campus Master Plan replaces the underlying zoning, development standards, and land use control ordinances for development within the MIO boundary ... These development standards supersede those of the underlying zoning for University development. If a development standard or land use control ordinance associated with the City’s code or underlying zoning is not acknowledged to apply in this Campus Master Plan, then it does not apply.

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“ Lack of specificity in the Campus Master Plan development standards shall not result in application of provisions of the underlying zoning or other provisions in the City’s code.”

Page 224: “As a state institution of higher education, the Regents have full control and authority over the development of the campus. 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.”

Those passages should be removed.

- 6) Potential Development page 222. The CMP states: “A proposal for a new potential development site not previously identified in this Campus Master Plan shall constitute an exempt Master Plan change.”

The City-University Agreement Section IIC2 identifies changes that are exempt from a Minor or Major Master Plan Amendment. Development on a site not included in the Master Plan is not identified as an exempt change, and will be subject to the Minor or Major Amendment Review process.

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- 7) Potential Development page 222. The CMP states: “The net new square footage of development may exceed the allocation for each campus sector by up to 20% on a cumulative basis over the life of this Plan without a Campus Master Plan amendment. Development that would cause the net new gross square footage for a sector to exceed the permitted gross square feet development for that sector by more than 20% on a cumulative basis over the life of this Plan, is a change that may be approved as a minor plan amendment.”

The City-University Agreement Section IIC4a states an amendment may be approved as a minor amendment if “the amendment will not result in significantly greater impacts than those contemplated in the EIS for the adopted Master Plan.” An impact analysis is currently being performed on a total of 6 million net gross square feet. The CMP should be updated to state net

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new gross square footage will be reviewed as a minor or major amendment based on the impact analysis that will be performed.	49 cont
8) Development Process and Phasing page 222. Please see Section 1, comment 8.	
9) Gross Square Footage page 223. The definition of gross square feet provided in the glossary on page 273 is inconsistent with the FICM calculations on 223-224. Define gross square feet in one location to be consistent throughout the CMP.	50
The CMP should specify how GSF in each sector will be tracked over the life of the Master Plan. How will the UW demonstrate compliance?	
10) Historic and Cultural Resources page 224-226. Please see Section 1, comment 1b.	
11) Off-Campus Leasing and Acquisition page 227. The City-University Agreement Section II articulates the Acquisition and Leasing Policy between the University of Washington and the City. The CMP does not include all the terms and conditions of the City-University Agreement.	51
The section should be updated to state "All off-campus leasing and acquisition is subject to the terms and conditions of the City-University Agreement."	
12) MIO page 227. The definition of MIO should reference the ordinance that established the MIO boundary.	52
13) Modulation page 227. The CMP states modulation is not required for University development. As noted in the comment letter by OPCD, modulation should be required "in order to ensure new development will be considerate of the need for access to sunlight, and provide some assurance that campus building will incorporate design measures responsive to pedestrian scale and a variety of building types and character of development".	53
The CMP should specify specific development standards for modulation.	
14) Odors page 227. Please update the CMP development standard to state that "odors will be vented a minimum of 10 feet above sidewalk grade and directed away from building and residential property."	54
15) Parking page 227. Please update the parking standards to provide for: (a) minimum site triangles; (b) maximum curbcut width; (c) minimum parking aisle for maneuvering; and (d) minimum and maximum driveway width, slope, and turning radius.	55
The CMP should specify if development will meet the standards of SMC 23.54.030, or clearly articulate specific standards that will be applied.	
16) Departures page 229. See Section 1, comment 1a.	
17) Setbacks page 230. The CMP indicates building structure setbacks are addressed in the Public Realm Allowance development standard, page 238. Setback and the Public Realm Allowance are	56

two separate types of development standards. The 2003 CMP, page 130-131, established setback requirements for structures across a City street from residentially zoned property not owned by the University. The same relationship with existing zoning will still exist along portions of the MIO boundary.

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cont

The 2003 setbacks should be maintained as development standards in the proposed CMP.

- 18) Shorelines page 230-234. Please see Section I, comment 1c. Remove reference to SMP criteria. Applications within 200 feet of the high-water mark will be reviewed under the regulations in SMC 23.60A.

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- 19) Signs and Banners page 234. The CMP proposes sign standards larger than those permitted under 2003 CMP. Please specify why larger signs are now being proposed. Are the sign standards design guidelines or development standards?

58

- 20) Active Street Level Use and Transparency page 236. In the definitions/glossary section, clearly define active uses.

Incorporate development standards for minimum height and depth for the active use to create a viable ground level space. For example, SMC 23.47A.008 specifies the standards the City applies in similar commercial zones: 13 feet floor-to-floor height; 15-foot minimum; 30-foot average depth.

59

Ground level parking and parking access should be prohibited on an active use street frontage.

- 21) Flexible Floorplates page 236. The CMP provides no limitation on tower floor plate sizes. As noted by Janet Shull, OPCD, "The UW Campus Master Plan DEIS refers to the increase in building height allowing for smaller building footprints and minimizing visual impacts (see p. 3.9-10 DEIS). However, there are no proposed development standards in the CMP to control this. The Draft CMP refers to a flexible floor plate size of 10,000 to 30,000 square feet. Floor plate limits should be tied to height, with taller buildings having smaller floor plates. While the CMP refers to taller buildings having smaller footprints to accommodate views and create more open space potential, the proposed development standards do not provide assurance that these smaller building footprints will be realized as buildings increase in height. The proposed zoning in the U District would limit most commercial development to 20,000 square feet and 160' height, and taller residential buildings have floor plate limits from 9,000-11,000 square feet. Somewhat larger floor plates may be appropriate in West Campus because blocks are generally wider, allowing bigger floor plates to avoid the elongation caused by the narrow parcels to the north."

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The CMP should be updated to include specific development standards for maximum floor plate size.

- 22) Gateways page 236. The City of Seattle 2035 Comprehensive Plan specifies gateways for the University District Urban Center. UC-P24 states: "Enhance gateways into the University Community, especially at NE 45th St and Seventh Avenue NE, NE 50th Street at Roosevelt Avenue NE, NE 45th Street at 15th Avenue NE, the Sound Transit light rail station, the "landing"

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of the University Bridge at NE 40th Street, 25th Avenue NE at NE 55th Street, and NE 45th Street at 25th Avenue NE. ‘Gateways’ means visual enhancements that signify entries into the community, such as improved landscaping, signage, artwork, or architectural features.”
Update the CMP to include a map of the identified ‘Gateways’ within the MIMP boundary. Establish development guidelines for ‘Gateways’ consistent with the intent of the 2035 Comprehensive Plan.

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cont

- 23) Mid-block Passages page 236. The CMP states midblock passages are strongly encouraged, though not required.

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Mid-block passages should be a requirement to minimize height, bulk and scale impacts of the increased height and density. The CMP should define specific development standards for required mid-block passages.

- 24) Podium Height page 237. The CMP states podium height shall be a maximum of 45 feet, with development above stepping back per upper-level setback guidelines under the public realm allowance. Because they are “guidelines” and not development standards. Further, the upper-level setback requirements lack clarity.

63

Update the CMP to require upper level setbacks as a development standard. Clearly define what upper level setbacks are required.

- 25) Potential Parking Access and Location page 237. Define “primary façade.” The primary façade should relate to the active street level use standards and definitions.

64

Modify the second-to-last sentence to read: “All above grade parking shall be wrapped with non-parking uses on the primary façade.” The remainder of the sentence is unnecessary and detracts from the clarity of the requirement.

- 26) The CMP states: “The Campus Master Plan designates access points to parking for illustrative purposes only.” Development standards should specify a hierarchy for vehicular access locations, similar to SMC 23.49.019 H1b.

For example, access is likely preferred from a UW local access road or alley, then from public access streets, then minor arterials, then principal arterials, or transit streets. The least preferred point of access should be green streets or on a façade facing a major open space. The CMP should identify in what instances access will be allowed from a less preferred street. For example, an alternative access point may be preferable for the site’s context related to pedestrian safety/comfort, movement of vehicles and transit, etc.

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Please coordinate with SDOT and SDCI to determine the most preferred to least preferred access points based on the public right-of-way designations and the criteria for when a less preferred vehicular access point may be allowed.

- 27) Protected View Corridors page 237. The CMP states view corridors will be maintained by prohibiting development. The CMP development standards section should: identify specific protected view corridors; provide measurement techniques for each corridor; provide more specificity on what may or may not be allowed in each corridor. Is any structure allowed? If so at what height? (see also Section 3, comment 7).

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28) Public Realm Allowance page 238. The public realm allowance is a setback from a public or private street curb. The public realm allowance may or may not require a building setback from a private property line along a public street. This development standard should specify:

- Compliance with SMC 23.53 Streets and Alleys.
- Compliance with the Street Improvement Manual.
- Development within the right-of-way will be subject to the review and approval of SDOT.
- The public realm allowance not located adjacent to a public street will include a pedestrian walkway that is ADA accessible, street trees, and lighting.
- The CMP representation of Brooklyn Avenue should be consistent with SDOT's Green Street proposal.

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29) Service and Emergency Vehicle Access page 240. Please see our comments on the parking access location, Section II, comment 26.

30) Significant Major Open Space page 240. 'Significant Major Open Space' should be defined and visually represented in the development standard section. Specific commitments to develop the open space should also be established in the development standard section (see Section I comment #11).

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31) Tower Separation page 240. The development standard should specify that separation standard applies to the portions of the building over 45 feet.

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32) Upper Level Setback page 240. The upper level setbacks development standard lacks clarity and could not currently be applied to a building permit review. Additional efforts are necessary to clearly articulate the requirements for the variety of conditions that may exist.

Upper level setbacks should be required along Brooklyn Avenue, Pacific Street, University Avenue, and for any façade facing a major open space.

The last paragraph of the Upper Level Setback section appears to be in the wrong format and to reference a different standard.

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33) Structure Height Limits page 246. Consider changing the CMP height measurement technique to an average grade as defined by DR 4-2012, consistent with height measurement in the remainder of the City.

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This section should reference the height limitations shown on the Development Site Spreadsheet provided on pages 120-123 of the CMP.

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Height measurement within 200 feet of the shoreline will be subject to SMC 23.60A standards.

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The CMP should include a maximum height limitation for light poles. For example, public schools are limited to a maximum height of 100 feet, if the Director determines that the additional height is necessary to ensure adequate illumination and that impacts from light and glare are minimized to the greatest extent practicable.

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The CMP should also specify that a project proposal will include an engineer's report demonstrating that impacts from light and glare are minimized to the greatest extent practicable. When proposed, light standards are reviewed as part of a project being reviewed pursuant to Chapter 25.05, Environmental Policies and Procedures, and requiring a SEPA determination, the applicant must demonstrate that the additional height contributes to a reduction in impacts from light and glare.

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34) Temporary Facilities page 247. The City will permit permanent structures per the standards of the CMP, or alternatively, SMC 23.42.040 will permit temporary facilities.

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35) Transportation page 247. See comments from SDCI and SDOT on the DEIS.

36) Trees page 248. As noted previously in Section I, comment 1e, SMC 25.11 is not an underlying development standard that can be modified through the CMP. Development in the CMP is not exempt from the Tree Protection Standards.

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37) Uses page 248. The CMP should define active uses.

Please remove reference to City temporary use criteria, except to say that temporary uses may be permitted under SMC 23.42.040.

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38) Other. Development standards should include a Green Factor requirement consistent with development in the remainder of the City.

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Section 3: Rezone Analysis

We have completed the rezone analysis under the criteria found in SMC 23.34.008 and SMC 23.34.124 C. The rezone proposal includes many area of the campus, and includes more than the potential development sites proposed for development over the next 10 years. Our comments reflect an analysis of the proposed rezones for the entirety of the rezone areas, not just the sites identified within those areas.

1) Page 115 documents the proposed heights. Additional explanation is necessary for the 'conditioned to' heights 160'/130', 90'/80', 160'/130', 160'/107' 37'/30. The CMP should clearly articulate the proposal for each location.

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2) The DEIS lacks adequate visuals to analyze the height, bulk, and scale impacts of the rezone proposal. Additional graphics should be provided that depict the potential massing from a viewpoint at ground level rather than a bird's eye view. Visual representations are necessary to understand how people walking through areas of campus will experience the proposed height and associated development standards. Specific analysis should be provided along University Way south of 45th and 43rd Street, Brooklyn Way, 11th Avenue, 12th Avenue, Campus Parkway, Pacific Street, Montlake Boulevard, and Mary Gates Drive.

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3) Context for the rezone analysis. Page 115 of the Master Plan, and the University of Washington rezone analysis assume the Council will approve the U-District rezone. If the U-District rezone does not take effect before publication of the FEIS and the Final Master Plan, an additional rezone analysis will be necessary based on the existing adjacent zoning designations. Because the documents do not present the relationship between the proposed and existing zoning, the City is

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unable to comment on whether the proposal will be meet the criteria in SMC 23.34.008 an SMC 23.34.124.

- 4) There are multiple references throughout the DEIS claiming increases in height and density under the 2018 Seattle CMP would be minimized through the implementation of the University's proposed general polices, development programs, and the development standards for the campus (including those standards identified within 2018 Seattle Campus Master Plan).⁵ The rezone analysis and DEIS should clearly specify what specific development standards mitigate what specific density or height, bulk, and scale impacts.

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Further, the 2003 CMP provided height, bulk, and scale control in the form of setbacks for the current (lesser) height allowance. These setbacks have not been carried over to the new Master Plan proposal, yet the relationship to surrounding zoning still exists. The setbacks from adjacent residential zoning designations provided on page 130-131 of the 2003 Plan should be maintained in the current Master Plan proposal.

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- 5) SMC 23.34.008 E Zoning Principals. The Land Use Code states a preference for a gradual transition between zoning categories, including height limits. SMC 23.34.124 C2 states height limits at the district boundary shall be compatible with those in the adjacent areas. Subsection C3 states transitional height limits shall be provided wherever feasible when the maximum permitted height within the overlay district is significantly higher than permitted in areas adjoining the major institution campus.

The following proposed MIMP height limits are inconsistent with these criteria:

- a) The area west of the University Bridge. The height limit proposed is 200', which will be located between a MR (allows 85') zone and IB and IC-45. Both adjacent zoning designations are not University property. The current zoning designation is 65', which is appropriate for this area. Please note that CUCAC has provided a comment recommending a view corridor at development site W38, SDCI concurs with this comment.
- b) The College Inn and the Church of Latter Day Saints are non-University owned properties. If ever proposed for redevelopment, those sites can develop to the underlying zoning heights. The College Inn is in a 65-foot high zone, and will be surrounded by a 240-foot zone. Development site W30 is located directly adjacent to the College Inn. The Church of Latter Day Saints is in a 65-foot high zone and will be surrounded by 200-foot high zone. Provide an appropriate height transition or specific development standards to minimize the height transition at each location.
- c) SMC 23.34.008 E2 states physical buffers may provide an effective separation between intensities of development. Subsection E3 states the decision-maker, when establishing boundaries, may consider physical buffers and zone boundaries, such as platted lot lines. A portion of the 240' height will be located along a shared property line.

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⁵ Page 3.6-30 University of Washington 2018 Seattle Campus Master Plan Draft EIS

The University District zoning development standards and tower spacing requirements will be applied within the zoning boundary. The proposed CMP development standards will apply within the CMP boundary.	87 cont
Please provide development standards that will require tower separation between the U-District rezone and the CMP development. Alternatively, the Master Plan can maintain the existing height proposal at this location along a shared property line.	88
d) The height proposed on University Way (240') is located directly adjacent to the U-District proposed height of 85'. The CMP should provide a gradual transition in height.	89
e) The CMP should provide a transition along NE Pacific Street in South Campus. A 240' wall is not appropriate along this corridor. Consider a 65-foot zone adjacent to the right-of-way before transitioning to a 240-foot zone, or a podium with substantial upper level setback.	90
f) The 65-foot height proposed east of Mary Gates Memorial Drive NE, adjacent to a SF5000 zone, lacks an appropriate transition. The CMP should provide one. Will this site be used for housing? If so, please quantify the quantity of additional housing units that will be provided due to the additional height.	91
6) Please note the CMP may not change the existing height limits within 200 feet of the shoreline. Please update the maps as necessary to reflect the current zoning designation and height limits.	92
7) SMC 23.34.124 C5 requires avoiding, where possible, obstruction of public scenic or landmark views to, from, or across the major institution campus. The Master Plan documents the location for key view corridors, but does not quantify them, nor provide specific development standards to limit or prohibit development within the corridors. See Section 2, comment 27 for additional detail.	93
SDCI supports CUCAC's request for an established view corridor for East Campus, across site W38 and site S-58.	94
8) SMC 23.34.008 F1 states an impact evaluation is required for the rezone. The EIS will review the impacts of many of the listed items. Please refer to our comprehensive list of comments on the DEIS. However, impacts to manufacturing activity, employment activity, shoreline view, and pedestrian safety have not been analyzed. Please provide an evaluation of the proposed rezone and consider the positive and negative impacts of the proposed for rezone its surroundings.	95
9) SMC 23.34.124 D states in addition to the general rezone criteria contained in SMC 23.34.124 E, the comments of the Major Institution Master Plan Advisory Committee for the major institution requesting the rezone shall also be considered. CUCAC provided a Draft Master Plan and DEIS comment letter dated December 16, 2016. Please review, consider, and respond to the comments pertaining to the rezone.	96

Section 4: Comments from Affected City departments and other governmental agencies

The City-University Agreement states that the Master Plan shall include a transportation plan, a general description future energy and utility needs, potential energy system and capacity improvements⁶.

SDCI's final report will include "comments from affected City departments and other governmental agencies."⁷

I have received the following comments. Review and revise the CMP as necessary to respond to the following comments. Please include a response letter to each agency with final CMP.

- Attachment 1: Email from Department of Neighborhoods
- Attachment 2: Letter from King County Metro
- Attachment 3: Letter from Office of Planning and Community Development
- Attachment 4: Correction from Parks Department
- Attachment 5: Letter from Seattle City Light
- Attachment 6: Letter from Seattle Department of Transportation
- Attachment 7: Letter from Seattle Public Utilities

In addition to the enclosed comments received from affected City departments and other governmental agencies, SDCI has received a substantial number of public comments. Please review the comment letters in detail as we will consider them throughout this review and add them to the project record for Hearing Examiner and City Council review.

SDCI, other City and governmental agencies, and the public have previously provided comments on the Draft Environmental Impact Statement. The Final CMP should be updated as necessary to document the impacts and associated mitigation as determined through the FEIS.

97

Again, we are happy to work with you should you have any questions regarding our comments on the Draft CMP.

Sincerely,



Lindsay King
Senior Land Use Planner

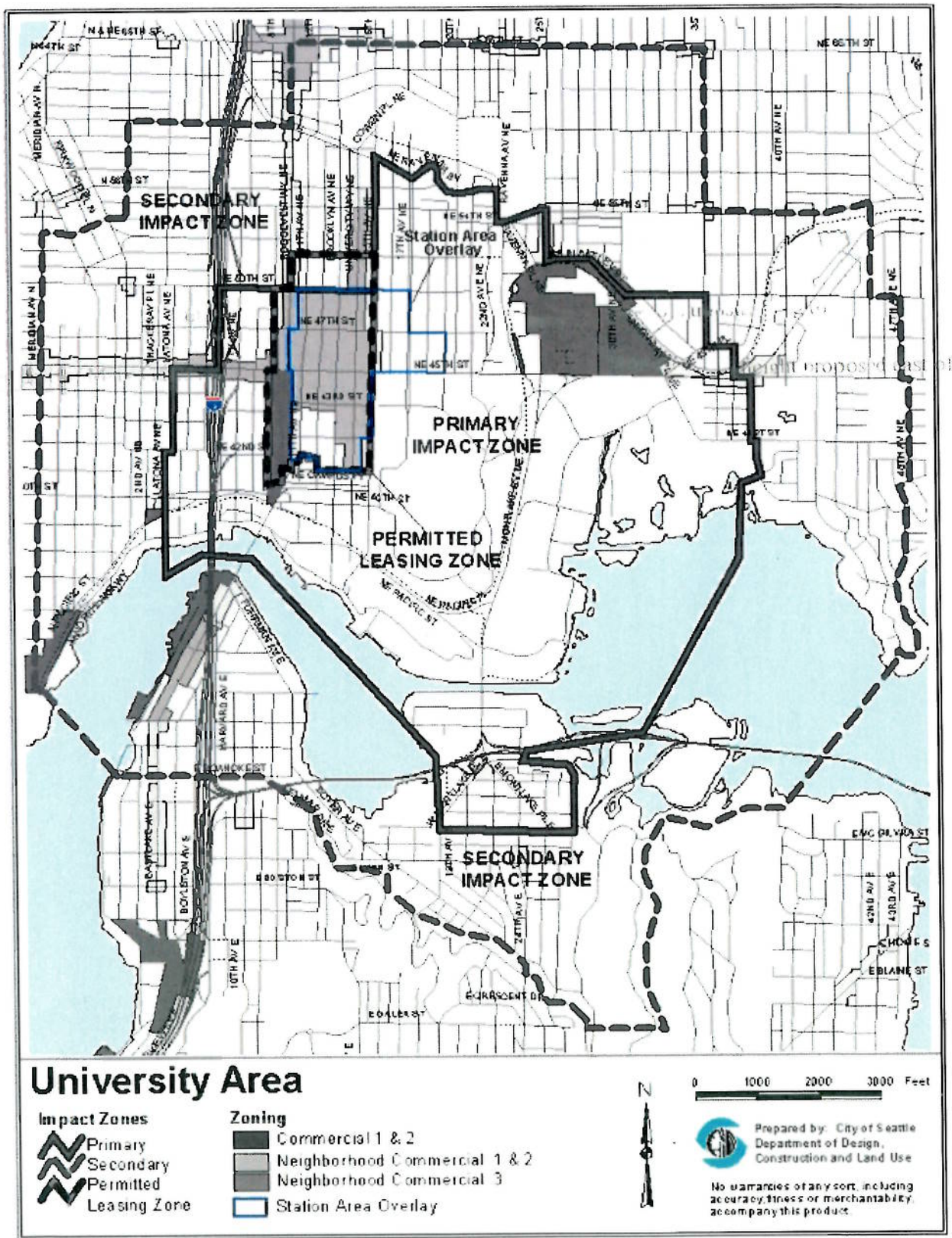
CC:

Nathan Torgelson, SDCI
Roberta Baker, SDCI
Stephanie Haines, SDCI
Cheryl Waldman, SDCI
John Shaw, SDCI
Emily Ehlers, SDOT
Sara Sodt, DON
Louis Webster, Parks
Lindsay Masters, OH

Janet Shull, OPCD
Laurie Hammack, SCL
Darrin Kinney, SCL
Mark Jaeger, SPU
Carol Cooper, KC Metro
Sunny Knot, KC Metro

⁶ City-University Agreement Section IIAf and g

⁷ City-University Agreement Section IIB8c (2)



King, Lindsay

Subject: UW Master Plan (SDCI #3023261)

From: Sodt, Sarah
Sent: Thursday, January 19, 2017 12:10 PM
To: King, Lindsay <Lindsay.King@seattle.gov>
Subject: RE: UW Master Plan (SDCI #3023261)

I have reviewed the University of Washington Draft 2018 Seattle Campus Master Plan per your request.

- Correct terminology should be utilized under the Guiding Principle #5 (page 86), "Registered State and Federal Historic Building" should read "Listed in the Washington Heritage Register and/or National Register of Historic Places."
- I also suggest that the draft Plan reference the Historic Resources Survey and Inventory Project that is currently being conducted in coordination with UW, DAHP and the City.

If you have any questions, or need clarification, please call me at 615-1786.

Sarah Sodt
City Historic Preservation Officer
Office: 206.615.1786
Street Address: 600 4th Avenue - 4th Floor, Seattle WA 98104
Mailing Address: PO Box 94649, Seattle WA 98124-4649
seattle.gov/neighborhoods/programs-and-services/historic-preservation



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King County

Department of Transportation
Metro Transit Division
General Managers Office
201 S. Jackson Street
KSC-TR-0415
Seattle, WA 98104-3856

January 30, 2017

Seattle Department of Construction and Inspections
500 5th Avenue
PO Box 34019
Seattle, WA 98124-4019

To Whom It May Concern:

Thank you for the opportunity to comment on the University of Washington's (UW) 2018 Draft Campus Master Plan (CMP). King County Metro supports increased density on campus, and we look forward to working with UW to ensure that measures are implemented to maximize the use of public transportation as UW's vision unfolds.

King County supports the UW's continued commitment, expressed in the CMP, to maintain the 1990 caps on vehicle trips and parking stalls. Given that over 40 percent of those traveling to the UW campus every day do so via transit (as of 2014, an average of more than 29,000 daily riders), we strongly urge close coordination in order to help the UW achieve its envisioned development while maintaining an efficient transportation network. The UW, the City of Seattle and King County Metro must continue working together to ensure that bus transit has the access, capacity, layover space and speed and reliability improvements necessary to accommodate the area's projected 20 percent increase in daily transit passenger trips by 2028 and support the continued development and integration of the regional bus and light rail.

The development proposed in the draft CMP is expected to result in approximately 10,310 new daily transit trips (bus and light rail). In recognition of significant transit travel pattern shifts since UW Link station opening in 2016, this element of the CMP should be scrutinized to ensure consistency with current transit ridership. Analysis is needed to identify service and facility needs to accommodate these additional riders in addition to exploring options for funding service and capital investments. This analysis is necessary to help prioritize future competitive, financially-constrained transit service and capital investments.

The Transportation Management Plan (TMP) is identified as the main instrument used to address transportation impacts (congestion, greenhouse gas emissions, etc.) of the proposed development. The documentation also states that specific strategies will be refined annually,

subsequent to the annual transportation survey and publication of CMP Annual Monitoring Reports. However, the documentation does not specify how the annual refinements would be formulated and implemented. King County Metro believes it is critical that the UW convene a formal interagency work group composed of transit agencies and the City of Seattle, with meetings each year during the annual strategy refinement process. This could be an element of the Campus Mobility Framework, which we recommend pursuing and could also support identification and prioritization of potential transit service and capital investments needed to support campus growth.

3
cont

The success of the current TMP is largely a result of partnerships between the University, the City of Seattle, and transit agencies. And since the Campus Mobility Framework would provide an outline of how stakeholders will work together to prioritize and achieve TMP goals, we suggest developing the Campus Mobility Framework as an element of the TMP. This should include a description of the process for annual strategy refinements. Together, these agreements will provide all stakeholders with greater assurance that TMP goals will be realized as the UW implements developments proposed in the CMP.

4

The U-PASS program, a key element of the TMP, must be maintained and enhanced in order to ensure the goals of the TMP are met. The U-PASS program provides an unlimited ride pass at relatively low cost to transit customers and has been very successful at encouraging transit use to and from the campus. Changes to the U-PASS program that would limit the range or increase the cost to riders would compromise the use of transit to and from campus and would compromise compliance with the vehicle trip and parking caps. Any proposed changes to U-PASS should be closely coordinated with King County Metro and the City of Seattle.

5

We look forward to working with you during development and implementation of the Campus Master Plan with our common goal of ensuring that bus transit remains a safe, convenient, and efficient means of travel to, from and within the UW Campus. During implementation, please inform Metro of future CMP projects, including proposed street vacations.

Detailed comments are included in the following pages as Attachment A. Thank you very much for your consideration.

Sincerely,



Rob Gannon
General Manager
King County Metro Transit Division

cc: Bill Bryant, Service Development Managing Director, King County Metro Transit

Attachment A

DETAILED COMMENTS

Impacts to transit speed and reliability. As expressed during initial scoping meetings for the Campus Mobility Framework, one of Metro's primary interests will be maintaining the speed and reliability of service through the University District in light of the increased growth. However, the CMP does not directly address impacts to transit operations. We look forward to working with the University of Washington (UW) and the City of Seattle to maintain and improve transit speed and reliability, an essential strategy identified on page 145 of the CMP.

6

Multi-modal circulation. The CMP should include more detailed transportation circulation analysis and information, both within and to/from campus, as well as explicit strategies for accommodating primary modes of travel. We recommend emphasizing close coordination between the UW, the City of Seattle and King County Metro to determine how modes of surface transportation can share streets and where modes must be prioritized. Discussion should include bicycle facilities on Stevens Way (including a possible cycle track) connecting into the City of Seattle bicycle network and the transit network.

7

Montlake Boulevard. There appears to be thought put into connections to/from campus over Montlake, but there needs to be more attention to the pedestrian/bike experience traveling north/south on Montlake and about how transit can better serve populations that will be located in the new buildings. This could be part of the work taken on within a Campus Mobility Framework. Also, we recommend designating the east side of Montlake Boulevard from the East Campus Land Bridge to the Link station a Potential Primary Route as this will be an important connection for the campus community in the new East Campus buildings.

8

Gateways and Hubs, P 52. The CMP identifies Campus Parkway and 15th Ave NE as the primary gateway into campus and the primary transit hub. Other gateways are also identified; however Montlake Triangle was not listed among them. Given all the improvements to the pedestrian network and the recent addition of Link light rail and improved bus stops in this area, Montlake Triangle should be considered a gateway as well. The level of pedestrian activity through Rainier Vista between Montlake Triangle and the campus center has likely increased significantly relative to the data collected for the Campus Landscape Framework shown in Figure 36 in the CMP. It would be more accurate to characterize Campus Parkway as one of two transit hubs, with the other being Montlake Triangle.

9

Guiding principle #4: Connectivity, P 82.

Metro applauds the UW's commitment to its role in the larger community. The CMP describes this role primarily in terms of new open spaces and "street-level interventions" including connections on 15th and Brooklyn Avenues NE. Metro asks the UW to also recognize its additional roles in these regards:

10

- The UW's position in the greater transportation network, where travelers can connect to and between transit services and use regional bicycle facilities; and

- The UW as a destination that draws people from a wide region for medical services, performances, conferences, events and other activities that occur weekdays, weekends and nights year-round.

Both of these added roles influence how the UW can foster travel connectivity to the broader community.

10
cont

Stevens Way improvements, P 101. We suggest editing the text to read as follows (edits italicized below), As the sole remaining loop road through a largely pedestrianized campus, Stevens Way is an access route, service route, pedestrian route, bus loop, and campus drive all rolled into one. The narrowness of the roadway in certain areas, combined with steep grades in parts, *can contribute to conflicts between bicyclists and general purpose traffic*. Stevens Way should be considered for potential bike improvements *and/or reductions in general purpose traffic*.

11

Bike circulation, P 106.

- Add bike access to transit as an objective.
- Add bullet: Improvements to bicycle circulation to and through UW that maintain and enhance efficient bike travel while assuring safety for all travelers. The UW is at the heart of The Burke-Gilman Trail and adjoins current and future protected bike lanes and area bicycle greenways. These facilities serve the UW population as well as people connecting to transit and to residential and commercial destinations.
- Add to bullet about bike parking: Work with transit and city partners to reserve space and other needed accommodations for secure bike parking for transit users. Enable access to secure bike parking for campus visitors.
- Add bullet: Anticipate opportunities to facilitate future bike share systems.

12

Transit network, P 108. Under 2nd bullet add Roosevelt Way NE, 11th Avenue NE and University Way to corridors anticipated to accommodate buses in the future. Also, add this text to end of 2nd bullet: “Seamless bus connections to U District Station in 2021 should be prioritized. Dedicated space for bus layover will continue to be an essential component of transit service.”

13

Transit, Statement on P 145 in TMP. 2nd paragraph references purchased transit service. The University does not currently purchase transit service, although this has been a key ridership development strategy in the formation of U-PASS and could be considered in the future through partnerships with the transit agencies. Service partnerships are called out in Metro’s strategic plan and long range plan. The inter-agency working group mentioned in the body of the letter could be the forum for discussing the potential for service partnerships to address increased demand for transit service.

14

The plan to accommodate operational needs of transit as the campus grows will also need to incorporate coordination with the surrounding neighborhoods. This may be stated elsewhere, but is worth repeating here.

Bus Layover, P 145 in TMP. Strategy 5 addresses the potential need for more transit service. This strategy should also address the potential need for additional bus layover.

15

As context, Metro and the UW have a signed agreement to allow bus layover on Memorial Way and Metro and the Seattle Department of Transportation (SDOT) have a signed agreement to allow bus layover at many locations throughout the areas designated as West Campus by the CMP. These layover facilities are crucial to transit operation.

Shared-Use Transportation on P 146 in TMP. Under #4, add ‘to avoid operational conflicts and ensure safety’ as additional goals in managing the University-owned curb space.

16

Parking Management on P 146 in TMP. There should be acknowledgment that parking revenue is and should continue to be an important source of funding for the U-PASS and other TMP activities.

17

Bicycle, P 148 in TMP.

- Under #1, add Campus bicycle network should include quality access to on-campus and off-campus transit.
- Under #2, suggest changing ‘Link’ to ‘transit hubs.’
- Under #3, after Montlake Bridge add ‘to SR520 and neighborhoods south of campus’
- Mimic #4 under the Pedestrian section for bikes, ‘Work with the City and transit agencies to improve sidewalks, transit stops/stations, and other bike amenities near transit services.
- Under #6, Provide quality secure bike parking supply to meet and anticipate demand, using flexible designs and space allocation.
- Under #11, revise to read, ‘Consider integrating programs like bike share and secure bike parking into the UPASS.’
- Add new bullet, Work with transit agencies and other organizations to assure space and needed features such as technology for secure bike parking at campus transit locations.
- Add new bullet, Implement ways to enable visitor access to secure bike parking through temporary codes, valets or other means. Publicize those opportunities through channels such as conference or event registration pages, ticket purchases and visitor transportation instructions.

18

Telework, P 150 in TMP. Given that telework is at the top of the UW mode hierarchy, we recommend expanding the telework section. Telework is inexpensive, has low carbon impact and currently has a small mode share, so there is significant opportunity to grow. We recommend implementing a campus-wide telework initiative, which could be facilitated by creating a more clear policy endorsement or mandate for supporting telework arrangements for employees.

19

Marketing and Education, P 150 in TMP. Under #6, revise to ‘Facilitate visitor use of transit, carpool, bike and walk arrival to campus. Use ongoing strategies such as prominently-positioned information on the main UW directions page as well as the pages of destinations including UW Medical Center, performing arts and museum venues, sports venues and conference centers. Augment ongoing information with targeted methods on registration or ticket pages such as

20

transit and other incentives; ridematching; access to secure bike parking; access to night-ride or Husky Walk to connect directly to transit; and other strategies.’

20
cont

Monitoring and Reporting, P 151 in TMP. We recommend setting mode share targets/goals that are developed specifically to maintain traffic volume below the trip caps.

We also recommend conducting an assessment of the current peak range. The Peak-period time range may need to change given current traffic patterns. The current span seems to be more like 6-10am in the AM Peak and 3-7pm in the PM peak. That, and/or incorporate all-day or mid-day traffic volumes to better reflect current traffic volumes.

21



City of Seattle

Edward B. Murray, Mayor

Office of Planning and Community Development

Samuel Assefa, Director

January 27, 2017

To: Lindsay King, Senior Land Use Planner
Seattle Department of Construction and Inspections

RE: UW Draft Campus Master Plan review comments

Dear Lindsay,

Please find attached OPCD comments on the UW Draft Campus Master Plan. Our review focused on *Chapter 7, Development Standards*, found on pages 220 through 251 of the Draft Campus Master Plan (CMP).

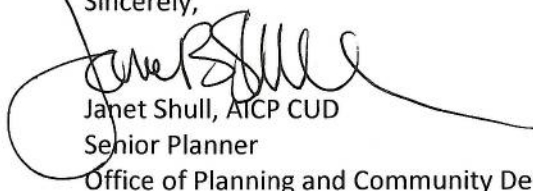
In particular, OPCD review took into consideration the relationship of potential new development under the proposed 2018 Campus Master Plan and the proposed zoning for the U District neighborhood, located just north of the West Campus area and west of Central Campus.

It is important to note, that at the time of this writing, the City Council is reviewing the proposed U District zoning legislation. They will likely take final action on the legislation in the next month or two. The Council may choose to modify the proposed zoning and development standards, and such action could modify some of the attached comments.

OPCD staff continues to coordinate with UW campus planners regarding planning and urban design actions in the U District Neighborhood. We will inform SDCI and UW staff of changes to the zoning proposal resulting from Council action.

Please let me know if OPCD can provide further assistance with the CMP review.

Sincerely,



Janet Shull, AICP CUD
Senior Planner
Office of Planning and Community Development

Attachment: Campus Master Plan Review Comments dated January 20, 2017



Comments on the Draft Campus Master Plan
Comments pertaining primarily to land use and aesthetics and focusing on the relationship of the
West Campus subarea with the adjacent U District Neighborhood.

January 20, 2017
Janet Shull, OPCD

Comments provided in this review focus on *Chapter 7, Development Standards*, found on pages 220 through 251 of the Draft Campus Master Plan (CMP).

In general, the draft 2018 CMP does add some specificity to development standards as compared with the existing 2003 CMP. The table on the following page notes where the proposed CMP development standards vary from the existing.

1. **Organization of Chapter 7 – Development Standards.** The organization of this section seems disjointed, in that paragraphs on development standards are separated by text on review processes and shoreline management requirements. For example: there is discussion of light and glare and modulation on page 227 and then setbacks on page 230. Presentation of site design standards is provided on pages 234–246. Separating the discussion of light and glare, modulation and setbacks from the site design standards text are pages of information related to development review processes and shoreline management requirements. We recommend organizing the CMP so that all height, bulk and scale requirements are clearly represented in one contiguous sub-section of the Development Standards chapter.

2. **Building Height.** The proposed building heights in the West Campus area adjacent to the U District Neighborhood range between 200 and 240 feet. This is generally consistent with proposed zoning in the neighborhood to the north, although heights along the Ave will likely be between 65-85'. It may be appropriate to continue the lower scale along the Ave south of 41st street, or to provide a more gradual transition to taller buildings moving southward along the Ave into the West Campus area.

The proposed MR-zoned area directly north of NE 40th St and west of 9th Ave NE will have a maximum height of 80' – providing a height transition or upper level setbacks in the CMP for the area directly south of the proposed MR-zoned area would be appropriate.

In addition, increased height limits in the U District Neighborhood are only allowable when amenities are provided in conjunction with the new development. The CMP speaks to provision of greater amount of open space (West Campus Green for example) in relationship to the increased heights, however there are no specific assurances as to how and when these amenities will be created in relationship to future development.

3. **Floor Plate Limits.** The UW Campus Master Plan DEIS refers to the increase in building height allowing for smaller building footprints and minimizing visual impacts (see p. 3.9-10 DEIS). However, there are no proposed development standards in the CMP to control this. The Draft CMP refers to a flexible floor plate size of 10,000 to 30,000 square feet. Floor plate limits should be tied to height, with taller buildings having smaller floor plates. While the CMP refers to taller buildings having smaller footprints to accommodate views and create more open space potential, the proposed development standards do not provide

assurance that these smaller building footprints will be realized as buildings increase in height. The proposed zoning in the U District would limit most commercial development to 20,000 square feet and 160' height, and taller residential buildings have floor plate limits from 9,000-11,000 square feet. Somewhat larger floor plates may be appropriate in West Campus because blocks are generally wider, allowing bigger floor plates to avoid the elongation caused by the narrow parcels to the north.

3
cont

4. **Façade Modulation.** The CMP specifies that façade modulation is not required (p. 227). Façade modulation should be required and specified in the CMP development standards in order to ensure new development will be considerate of the need for access to sunlight, and provide some assurance that campus buildings will incorporate design measures responsive to pedestrian scale and a variety of building types and character of development.

4

5. **Brooklyn Avenue streetscape.** The Draft CMP recognizes the importance of Brooklyn Avenue as a designated Green Street and incorporates ROW sections (pp. These ROW section details should be revised to reflect the adopted Green Street Concept Plan.

5

6. **Mid-block connections.** Locations are referenced, but no requirement or guidance for implementing mid-block connections is provided in the CMP.

6

7. **Tower separation** standards proposed in the CMP are generally in line with the SM-U proposed standard. We recommending adding a specification that the separation standard applies to the portion of buildings above 45 feet.

7

The table below provides a comparison of the proposed development standards for the proposed SM-U zones within the University Community Urban Center and the proposed development standards for the Draft CMP. This comparison is provided to help assess the compatibility of future development of the West Campus area with development in the adjacent area within the University Community Urban Center.

Comparison of proposed development standards: U District Zoning vs Draft Campus Master Plan			
Development Standard	U District Zoning	Campus Master Plan	Comments
Height	80 – 320’ (max. height of 160’ for larger floor plate)	200 – 240’ at south of boundary of West Campus and U District Existing height limits in West Campus range between 65 and 105’	<ul style="list-style-type: none"> Along “The Ave”, north of 41st St., 65’-85’ is proposed under the U District zoning proposal. The CMP proposes 240’ along the Ave south of 41st. This is an abrupt transition in height along this pedestrian-oriented corridor. The CMP proposes a 200’ height limit for the area south of NE Pacific St. @ West Campus. Tall buildings in this area would block views to the south. It also abuts a proposed 80’ midrise multifamily residential zoned area to north. A height transition or upper level setbacks should be applied in the CMP to help reduce impacts. In the U District zoning proposal, the maximum height limits are tied to bonus FAR which must be earned by providing amenities on site or nearby. In the CMP proposal, there would be no amenity provision tied to the increased height limits. In the U District zoning proposal, there are floor plate limits that ensure that taller buildings will have smaller maximum floor plates to prohibit tall bulky buildings that block access to sunlight. In the Draft CMP, there are no similar floor plate limits tied to proposed increased building heights. With regard to amenity provision and building bulk and scale, the CMP is inconsistent with the U District zoning proposal, and could result in a significantly different character of development – essentially taller and bulkier buildings with fewer building and site amenities.
Floor Plate Limits	<ul style="list-style-type: none"> No limit up to 45’ 20,000 square feet 45-160’ 10,500 sq. ft. all floors above 45’ when building is taller than 160’ and up to 240’ 	<ul style="list-style-type: none"> The CMP refers to “flexible floor plates” of between 10,000 and 30,000 sq. ft. with no differentiation related to building height 	<ul style="list-style-type: none"> As pointed out in the comments above, the CMP does not tie floor plate size to building height. There is the potential to have very tall buildings with very large floor plates. For example, up to 30,000 sq. ft. in towers up to 240’ tall as compared with floor plate limits of 10,500 sq. ft. in the adjacent U District SM-U-zoned areas. The CMP should include standards that control maximum floor plate size relative to increased height limits to ensure that the character of development on campus is complementary to that in the adjacent neighborhood.

8

9

	<ul style="list-style-type: none"> 9,500 all floors above 45' for buildings above 240' 	<ul style="list-style-type: none"> Reference p. 241 for illustration 		
Podium Height	45'	45'	The CMP appears to be consistent with proposed development standards for the U District SM-U zoning.	10
Façade Modulation	<ul style="list-style-type: none"> Modulation applies to any development on a lot greater than 15,000 square feet A minimum 10' building setback from street lot lines at widths and intervals that vary depending on height of building is required. 	The CMP specifies on p. 227 that facade modulation is NOT required.	<ul style="list-style-type: none"> For the CMP, there should be similar modulation requirements to ensure compatibility between the West Campus development and development adjacent and to the north of West Campus. Establishing minimum building modulation standards will also help ensure a pedestrian-oriented scale of new development, particularly at the ground level. 	11
Upper Level Setback	<ul style="list-style-type: none"> 10' for all portions above 65' 15' for all portions above 45' along the Ave. 15' for all portions above 65' when building 	<ul style="list-style-type: none"> 20' for buildings that exceed 45' in height on sites with footprints that exceed 30,000 sq. ft. 20' along two edges of buildings that exceed 45' in height on sights 	While the proposed CMP standard varies from the U District zoning proposal, it does apply an upper level setback, so is consistent in carrying this development standard concept throughout campus.	12

	is greater than 85'.	with footprints less than 30,000 sq. ft. A maximum of 50 percent of the building footprint may extend up to 85' w/o a setback.		
Property Line Setbacks	Green street setbacks on Brooklyn Ave, NE 42 nd (3' avg.) and NE 43 rd (3' avg.)	A Public Realm Allowance of 22' is identified for Brooklyn Ave and a cross section illustration is provided (p. 238)	<ul style="list-style-type: none"> • A portion of Brooklyn Ave (between NE 41st St and Portage Bay) and the south side of NE 42nd St (between 15th Ave NE and "The Ave") frontage is within the CMP boundary. • The CMP should specify how the cross-section for Brooklyn Ave (see Figure 180 on p. 238 of CMP) is consistent with the City's Green Street Concept Plan. The Brooklyn Ave. cross-section in the CMP indicates 4' of "lawn" between building façade and pedestrian zone as compared with 5' of "landscaping" in the Green Street Concept Plan. The CMP also shows sidewalks at 6' wide as compared with 6'-6" wide in the Green Street concept plan. 	13
Tower separation	75' for buildings 85' or greater in height	75' for buildings 85' or greater in height (except for the South Campus area where 50' is proposed in north-south direction and 75' in east-west direction)	The CMP tower separation standard is consistent with the SM-U zoning proposal for the U District.	14
Mid-block connections	Required on building sites > 30,000 sq. ft. that abut two n/s avenues	The CMP includes narrative about mid-block passages and states that they are "strongly encouraged" on sites of 40,000 sq. ft.	The CMP should specify conditions where mid-block connections will be provided. Maps on pp 242-245 indicate "pedestrian connection" locations, but there is no assurance in the CMP that such pedestrian connections will be implemented.	15

Street level character	<p>For lots within the SM U zone the following will apply:</p> <ul style="list-style-type: none"> • 60% transparency • Blank façade limitations • Setback and amenity requirements for ground level residential units • The Ave between 43rd and 41st is a designated Class 1 Pedestrian Street. Street level uses are required along 75% of façade frontage. 	<p>The CMP identifies active edge locations (pp 242-245) and specifies that development sites with active edges shall include active uses such as lounges, multi-use lobbies and cafes (p. 236).</p>	<p>While the CMP does identify active edge locations, it does not provide specific guidance for how those edges should be treated in terms of transparency, blank facades, setbacks, modulation, etc.</p>
-------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

King, Lindsay

From: Webster, Louis
Sent: Friday, December 16, 2016 12:02 PM
To: jodi@permitcnw.com
Cc: Graves, David; Bergsrud, Kevin; Conner, Kathleen; Jacobs, Max; King, Lindsay; Webster, Louis
Subject: Proj # 3023261, UW, 4000 15th Ave NE, Major Institution Master Plan

Good afternoon Jodi PATTERSON-O'HARE and UW,

I am the plans reviewer in the Department of Parks and Recreation for the City of Seattle and I have reviewed the plans referenced above.

I am failing the plan review in Hansen for the following two reasons:

- 1) Please clearly identify the Bryant Site as being owned and maintained by Seattle Parks and Recreation (SPR). This site will be developed by SPR into a public park, managed and maintained by SPR. | 1
- 2) The site of the future Portage Bay Park (Bryant Site) is no longer owned by UW. The site is owned and maintained by SPR and should be removed from the Major Institution Overlay Zone, (MIO). | 2

Please make the requested changes to the plans and resubmit said revised plans to SDCl. Kindly give me a heads up when the requested changes have been made. Feel free to call to discuss if you have any questions. Thank you.

Louis Webster, AICP

Real Property Agent
Property and Acquisition Services
Planning and Development Division
Seattle Department of Parks and Recreation
800 Maynard Avenue South
PK-01-01, Mailbox 19
Seattle, WA 98134
206-684-5461; fax 206-233-7038

From: Bergsrud, Kevin
Sent: Friday, December 16, 2016 2:42 PM
To: Conner, Kathleen <Kathleen.Conner@seattle.gov>
Subject: Potential Minor Impact to Vista

S58 – medical and academic; E85 parking structure are sited quite close to the outer axis of Rainier Vista. It seems that E85 footprint may be within a portion of the viewshed depending upon the viewing location. However the structure will be set below grade so that the viewshed is not impacted. This may be debatable depending how far to the SE one can see Mt. Rainier.

3



Seattle, Washington 98115
206-684-5831

Letter 36
Attachment 5

January 17, 2017

This is a response to the University of Washington 2018 Seattle Campus Master Plan Draft and associated EIS released in 2016.

Page 134 of the Campus Master Plan provided an overview of Seattle City Light infrastructure in the planning area. SCL has limited capacity in the planned area of expansion to serve additional electric loads. Any capacity upgrades require extensive civil and substation construction and SCL is unable to serve the 2.0 million square feet of new building they propose in the near term without system upgrades.

1

The University's long term plan should include the possibility of sourcing their University West and East substations with a new transmission line(s). This work may include relocating the substation to a site with more room for expansion as well as installing new underground conduits and cables along streets in the area. Before SCL will study and propose official options for serving the new loads the University must complete a new service application and pay the associated fees.

2

Seattle City Light suggests that the master plan should be updated to reflect the results of the impact analysis performed through this process.

3

Cordially,

 PE

Laurie Hammack, P.E.

Manager – System Planning
Seattle City Light



City of Seattle
Edward B. Murray, Mayor

Department of Transportation
Scott Kubly, Director

Letter 36
Attachment 6

MEMORANDUM

Date: 1/19/17
To: Lindsay King, SDCI
From: Emily Ehlers, SDOT
CC: Kevin O'Neill, SDOT
Elizabeth Sheldon, SDOT
Subject: 2018 Draft UW Campus Master Plan

Thank you for the opportunity to comment on the 2018 Draft University of Washington Campus Master Plan (CMP). SDOT supports the University's goal to limit vehicle trips to and from campus by prioritizing transit, biking and walking. SDOT would like to see these principles explicitly reflected in the CMP. Given the anticipated 20% increase in campus population and existing infrastructure constraints, we assume the EIS will analyze and identify significant impacts, and the CMP needs to account for and mitigate these impacts. This letter summarizes the Seattle Department of Transportation (SDOT) comments on the CMP's transportation management plan, physical infrastructure, and development standards. A more comprehensive spreadsheet of comments is attached.

Transportation Management Plan (TMP)

1. The TMP should identify specific strategies and align them with performance goals to document the expected effectiveness and mode share outcomes for each strategy
2. The TMP should clarify how the existing vehicle trip and parking caps are measured, and detail how the TMP strategies can accommodate a 20% growth in campus population while maintaining existing caps, per the City / University Agreement
3. The TMP should discuss specific U-Pass strategies, expected outcomes, and potential expansion.
4. The TMP should identify a mechanism to trigger funding additional transit service on routes adversely impacted by campus-related growth
5. The TMP should address the transportation impacts of special events, including those at Husky Stadium, per the existing City / University Agreement
6. The TMP should consider visitor trips, especially anticipating additional medical trips associated with South Campus expansion
7. The TMP should review restricted parking zone (RPZ) program commitments, including subsidies, and tie program to specific policy outcomes
8. The TMP should specify programing to encourage walking, biking, and transit
9. The TMP should provide specific and quantifiable monitoring and reporting requirements

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Physical infrastructure

- | | |
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| 1. The CMP should discuss and design for shared mobility (carshare, bikeshare, ridehail, microtransit, etc.) and access and hubs, including specific physical, digital and coordination recommendations to facilitate connections between modes at key transfer locations | 11 |
| 2. The CMP should identify main transit access portals and potential improvements to transit access, layover, and station amenities to accommodate additional transit trips | 12 |
| 3. The CMP should reflect Metro Long Range Transportation Plan recommendations, including improved transit connections between campus and the University District light rail station | 13 |
| 4. The CMP should reflect the city's modal plan recommendations for streets surrounding campus, particularly high capacity transit on Roosevelt, potential protected bicycle lanes on 15 th Ave NE, and safer crossings and more comfortable pedestrian facilities along Montlake Blvd | 14 |
| 5. The CMP should consider an alternative for the cloverleaf off-ramp from the University Bridge to NE 40 th St to increase pedestrian and bicycle safety while potentially freeing up land for future development | 15 |
| 6. The CMP should identify primary conflict points along the Burke-Gilman Trail and consider safety improvements to remedy the potential for increased conflicts among bicyclists and between modes | 16 |
| 7. The CMP should accommodate passenger and commercial loading throughout campus, particularly along Brooklyn Ave N along with proposed bicycle lane improvements | 17 |
| 8. The CMP should call-out existing skybridges and include recommendations to either ensure existing skybridges meet code and permitting requirements or replace sky bridges with at-grade pedestrian crossing opportunities | 18 |
| 9. The CMP should address how vehicle access and loading will be managed with the proposed Boat St vacation | 19 |

Development standards

- | | |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----|
| 1. Development standards should provide specific pedestrian, bicycle and transit improvements associated with each new development to set clear implementation guidance and expectations. | 20 |
| 2. Development standards should identify where and to what extent sidewalks and the Burke-Gilman Trail should be designed to meet additional demand | 21 |
| 3. Development standards should promote urban design best practices regarding streetscapes, green streets, parking, lighting, landscape, street furniture, signage and pedestrian and bike integration | 22 |

To discuss SDOT comments, please feel free to contact me at emily.ehlers@seattle.gov.

Sincerely,



Emily Ehlers

Attachment: SDOT CMP and DEIS Comments

Duplicate Table as Letter 20

November 21, 2016

Project: University of Washington Major Institution Master Plan Update
Document: Draft Campus Master Plan; DEIS; Transportation Discipline Report

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Use Codes:	<p>** Priority Levels:</p> <p>1) Critical issues requiring discussion/resolution</p> <p>2) Substantive comment (including issues pertaining to SDOT policy or precedent setting conclusions)</p> <p>3) Factual or substantive issue</p> <p>4) Editorial comment (suggestion to improve readability of the document or typographical error)</p>
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No.	Document	Chapter	Page	Exhibit No.	Priority**	Reviewer Comment	Reviewer Initials
1	Draft CMP	General		N/A	1	The UW needs to evaluate as part of the MIMP the continued need of the 5 existing skybridge that connect the campus with the surrounding neighborhood, as recommended by the Skybridge Review Committee and the Seattle Design Commission. As part of this evaluation, the UW should consider the impacts of removing the 15th Ave NE skybridge and the Pacific/Hitchcock bridge crossings. The UW should provide an analysis and implementation plan to upgrade the existing pedestrian environment along 15th Ave NE. The UW should identify improvements to all skybridges and at-grade crossings into compliance with ADA standards.	AG
2	Draft CMP	General			1	No mention of autonomous vehicles. If this has 20 year planning horizon, then the plan should at least address this technology and its potential impact on campus form and access trends.	EC
3	Draft CMP	General			4	Consider using the term "people riding bikes" in lieu of "cyclists," per best practices	EE
4	Draft CMP	1- Executive Summary	8			Development standards should address specific pedestrian and bicycle improvements pg 218-249. The graphics on page 242-245 show desired pedestrian connections, but standards don't give clear guidance for implementation.	EE
5	Draft CMP	1- Executive Summary	15		4	Regarding the "Transportation Master Plan": This section is referring to the Transportation Management Plan and the trip caps. These are presented as a foundational performance measure that limits peak hour trips to and from the campus to 1990 levels. However, there is no discussion in any of the documents (CMP, DEIS or TDR) that explains how this is measured with the exception of the performance measures found in the DEIS (p. 3.15-12) stating that the trips are measured by trips to garages within the MIO and within the University District. Current requirements or rules on how the trip cap is measured needs be more clearly stated.	AS
6	Draft CMP	2 - Introduction	22		4	Transportation Plan is incorrectly named. The existing program is called a "Transportation <u>Management</u> Plan".	AS
7	Draft CMP	3 - Growth Profile	32	Table 1	3	Consider adding current estimate of daily visitors since growth in visitor trips is projected elsewhere in the documents.	AS
8	Draft CMP	3 - Growth Profile	50		2	Appreciate the effort to address the "harsh (campus) edge conditions along NE Pacific St and 15th Ave NE." Please identify potential remedies as mitigation/a means to accommodate thousands of new pedestrian trips in the next ten years.	EE
9	Draft CMP	4 - Circulation and Parking Framework	52		3	Statement: ".....The introduction of recent and proposed light rail will further modify the mode split. The mode split is discussed in greater detail in the TMP section of the Campus Master Plan." This is not fully explained elsewhere and it is appears that the revised mode share analysis will be provided in the FEIS.	AS
10	Draft CMP	4 - Circulation and Parking Framework	52		3	More details on the reference to "findings in the campus wide survey" need to be included elsewhere in the documents. What non-SOV modes are expected to grow under each alternatives and what access points/services are key to support that growth?	AS
11	Draft CMP	4 - Circulation and Parking Framework	52-69		1	There is no mention or assessment of shared mobility access (car share, bike share, ridehail, etc). This is a major gap.	EC
12	Draft CMP	4 - Circulation and Parking Framework	53		3	Clarify the time of day for this mode share and populations it includes (student, faculty, staff? Visitors?)	AS
13	Draft CMP	4 - Circulation and Parking Framework	53	Figure 35	3	Include any initial mode split data since the opening of U-Link (if available)	CY
14	Draft CMP	4 - Circulation and Parking Framework	55	Figure 37	4	Define Major Route, Minor Route and Connector Route	CY
15	Draft CMP	4 - Circulation and Parking Framework	59	Figure 42	2	This map should show bike share stations. The accompanying text should indicate bike share ridership and predominant origin-destination pairs.	EC
16	Draft CMP	4 - Circulation and Parking Framework	59		3	Include bike parking and other trip end facilities. Growth in bike trips is discussed in other documentation.	AS
17	Draft CMP	4 - Circulation and Parking Framework	60	Figure 45	2	Text should indicate main transit access portals (i.e., high boardings and alightings). The map should show transit route shields, average boardings and alightings. Very surprised this is not illustrated.	EC
18	Draft CMP	4 - Circulation and Parking Framework	61	Figure 45	4	Legend symbols and descriptions are not lined up correctly	CY
19	Draft CMP	4 - Circulation and Parking Framework	61	Figure 45	4	It would be helpful to include a map displaying transit ridership by stop or aggregated stops	CY
20	Draft CMP	4 - Circulation and Parking Framework	61	Figure 45	4	Specify that the walksheds are for access to light rail. It would also be good to include walksheds for U District Station	CY

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No.	Document	Chapter	Page	Exhibit No.	Priority**	Reviewer Comment	Reviewer Initials
21	Draft CMP	4 - Circulation and Parking Framework	63	Figure 47	4	It would be helpful to include a map displaying average daily traffic (ADT) to get a sense of the volumes	CY
22	Draft CMP	4 - Circulation and Parking Framework	65	Figure 50	2	I like this graphic, but it would be good to understand utilization. Also, the text that supports this map does not discuss whether loading zone supply is sufficient to meet demand for current and future uses.	EC
23	Draft CMP	4 - Circulation and Parking Framework	68	Table 4	4	Include utilization rates if available.	CY
24	Draft CMP	5 - Planning Framework	85		1	The connectivity principle should include potential mobility hub locations at (at a minimum) Husky Stadium Station, UW Station/Brooklyn Ave, Roosevelt/11th/45th, and the Montlake Lid. This should be an organizing principle for transit access and connections between modes.	EC
25	Draft CMP	5 - Planning Framework	85		3	Principles should include connectivity that prioritizes access by transit, walking and biking and limits growth in SOV trips. There is also a key policy question of whether the large growth projected for off-peak SOV trips acceptable or also should be capped or monitored for potential mitigating measures.	AS
26	Draft CMP	5 - Planning Framework	95		2	Proposed Street Vacation with Waterfront park proposal - NE Boat St. street parking and loading zone impacts will need to be identified. As of October 2017, there are 65 paid spaces, 1 load/unload and 2 law enforcement only spaces along Boat St. and well used paid parking. Since it is possible that parkers are heading to other areas besides Boat St, SDOT would want to understand any impacts from the curbspace changes. With this new park, how will vehicle access and loading be managed?	MCS
27	Draft CMP	5 - Planning Framework	101		3	43rd Street entrance: the city's October 26, 2015 letter requested evaluation of a bus-only option to connect the campus to the new Brooklyn light rail station via NE 43rd. This evaluation is not included in any of the documentation. Other similar requests in that scoping letter have not been addressed.	AS
28	Draft CMP	5 - Planning Framework	104		3	If the UW intends to implement shared streets (11th & 12th) to improve the pedestrian experience and accommodate additional trips, they should be included in the TDR.	EE
29	Draft CMP	5 - Planning Framework	104-105		4	Access to transit should be listed as a priority and concepts should be graphically displayed to respond to this priority. Areas that present particular opportunities with redevelopment (like South Campus and medical facilities) should be highlighted.	AS
30	Draft CMP	5 - Planning Framework	107		3	Map of proposed bike circulation is helpful, but please include analysis and recommendations in the TDR and address bike safety and circulation improvements in east campus.	EE
31	Draft CMP	5 - Planning Framework	107	Figure 104	2	15th Ave is planned for protected bicycle lanes in the Bicycle Master Plan. There is no mention or rendering of these in the Master Plan.	CY
32	Draft CMP	5 - Planning Framework	107	Figure 104	4	Define what is meant by "Improved Bicycle Use"	CY
33	Draft CMP	5 - Planning Framework	107	Figure 104	2	Add bike share station locations.	EC
34	Draft CMP	5 - Planning Framework	108	Figure 105	1	There should be a recommendation about mobility hubs in this section and hub locations should be mapped at Husky Stadium Station, UW Station/Brooklyn Ave, Roosevelt/11th/45th, and the Montlake Lid (at a minimum).	EC
35	Draft CMP	5 - Planning Framework	108		1	This discussion and associated graphics seems unresponsive to comments in the City's October 26, 2015 scoping letter	AS
36	Draft CMP	5 - Planning Framework	108	Mitigation	3	Please identify where and to what extent sidewalks should be designed to meet additional demand (e.g. along NE 43rd St in all of west campus). Include minimum standards for new development.	EE
37	Draft CMP	5 - Planning Framework	111	Figure 106	1	Consider an alternative for the cloverleaf off-ramp from the University Bridge to NE 40th St. The objective would be to increase pedestrian and bicycle safety while potentially freeing up land for future development.	CY/EE
38	Draft CMP	5 - Planning Framework	111	Figure 106	2	Add "Potential" to Street Vacation in Legend	CY
39	Draft CMP	5 - Planning Framework	112-113		3	How and where parking cap is applied should be described and graphically represented	AS
40	Draft CMP	5 - Planning Framework	120-123		3	All uses are described as "academic". This is unacceptable and more detail should be provided so that travel impacts for different uses can be better understood and planned. For example, it is expected that the south campus will be a medical facility with trip patterns that are distinctly different than daytime academic classes on the main campus. Also, it is expected that some new uses will generate special event and high visitor trips rates. These should also be explained. Finally, while Husky Stadium is subject to a separate event TMP, the Campus Master Plan should describe its future role in the context of this growth plan.	AS
41	Draft CMP	5 - Planning Framework	128		3	Narrative says this plan goes beyond "commuting" - see Comment regarding growth in SOV non-peak travel.	AS
42	Draft CMP	5 - Planning Framework	128		3	Clarify statement about strengthening relationships between UW and ST. How does this relate to specific items proposed in the campus transportation strategy? Also, the phrase "encourage alternative forms of transportation" seems trite when the plan proposes to "cap" SOV trips to this area to 1990 levels.	AS

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No.	Document	Chapter	Page	Exhibit No.	Priority**	Reviewer Comment	Reviewer Initials
43	Draft CMP	5 - Planning Framework	128		2	Include a bullet that says: "Embrace and accommodate shared mobility modes such as car share, bike share, ridehailing, and micro transit as a way to improve transportation system efficiency and provide more travel options for campus affiliates."	EC
44	Draft CMP	5 - Planning Framework	142		3	Nine elements are proposed for the TMP but there is no supporting documentation about how they were chosen or assessment of their effectiveness or expected outcome. This was requested in the October 25, 2015 scoping letter from the City. The elements seems to be similar to the current TMP (found in the current campus master plan and city/university agreements: Ord. 121688 and 121193). Telecommuting has been proposed as a new element and "monitoring and evaluation" is omitted.	AS
45	Draft CMP	5 - Planning Framework	143		3	It appears that no assessment on the effectiveness of the proposed strategies has been conducted. An assessment of proposed Transportation Management Program (similar to the analysis conducted for the Children's Hospital MIMP) should be conducted to inform their value in reducing forecasted SOV trips and increasing specific non-SOV modes (like transit, bicycling, walking, rideshare and/or remote work)	AS
46	Draft CMP	5 - Planning Framework	143		3	It states that the TMP does not address Husky Stadium events. However, the current city/university agreement (Ordinance 121688, Section IV) does address planning for special events. This should be generally addressed in the updated Campus Master plan and associated documents. The TMP currently does not cover visitors but this should be discussed given that anticipated growth of the medical centers on the South Campus and sporting facilities on the East campus will generate significant new trips by non student, faculty or staff populations.	AS
47	Draft CMP	5 - Planning Framework	143	Table 12	3	Additional information on how "change in motor vehicle trips to the University..." is measured needs to be provided. Also, it is not clear how these caps are tied to the specific measures in the TMP; this needs to be added to this new TMP.	AS
48	Draft CMP	5 - Planning Framework	144		3	There needs to be a description of what the current "U-Pass program" is and what is proposed to be changed. Also, drive alone rates vary significantly between populations traveling to the University: students, faculty, staff and visitors. Information on how these populations participate in the U-Pass program needs to be included. This should also include a discussion on existing performance and future targets for these populations. U-Pass Strategies: there does not appear to be any documentation of these proposed strategies and expected outcomes.	AS
49	Draft CMP	5 - Planning Framework	144	Figure 13	4	Is the peak commute or all day commute?	AS
50	Draft CMP	5 - Planning Framework	145		3	Transit Strategies: What is the expected increase in transit as a result of these proposed strategies? What other options were considered? These strategies need more development.	AS
51	Draft CMP	5 - Planning Framework	145		3	Strategy 4: The performance goals are only focused on peak travel. These appear to be good strategies but they aren't aligned with current TMP performance goals that are appear to be proposed. This highlights the need for a more coherent and updated performance and monitoring plan.	AS
52	Draft CMP	5 - Planning Framework	145		1	Build in mobility hubs into this section. Please talk to Evan Corey at Seattle Department of Transportation for details (evan.corey@seattle.gov).	EC
53	Draft CMP	5 - Planning Framework	146		1	Text states: "The University also has a partnership with shared-use transportation companies such as Pronto, Car2Go and Zipcar, providing discounted memberships to students, faculty and staff. These transportation options, and other future providers, create flexible travel options to and from campus." There is no connection between statements made about shared mobility supply, demand (no assessment of this), partnerships/initiatives (vague statements about this), and the need to accommodate for greater levels of shared mobility (no assessment of this). This is a huge hole, and suggests that shared mobility is not a major factor in campus access or circulation. Prevailing national research on shared mobility, particularly with respect to Millennial mobility preferences, suggest otherwise. This needs to be addressed.	EC
54	Draft CMP	5 - Planning Framework	146		2	Recommendation 3: This is very vague, planner-y speak. Clarify what you are recommending.	EC
55	Draft CMP	5 - Planning Framework	146		2	Recommendation 4: Good recommendation, and this is the crux of mobility hub functionality. I would include specific text that goes beyond curb management and provides recommendations around how to facilitate connections between modes at key transit transfer locations. This section is lacking specific physical, digital, and coordination recommendations.	EC
56	Draft CMP	5 - Planning Framework	146		3	SDOT Parking team supports the Parking Management strategies on P 146-147	MCS
57	Draft CMP	5 - Planning Framework	146		3	Parking Management Strategies 1 & 2: when is this review proposed to be completed?	AS
58	Draft CMP	5 - Planning Framework	146		2	SDOT Parking team would encourage UW to adopt mobile parking payment and consider a similar system to SDOT in order to leverage investment and usage with the same app as the on-street parking system.	MCS

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59	Draft CMP	5 - Planning Framework	147		1	RPZ program: SDOT currently has a Policy Review underway to review the policy and program elements of this 35 year program. Our intent is to move to a data-driven program tied to policy outcomes, that accounts for neighborhood and program growth over time and that results in better overall parking and access management. One idea under consideration is to move to issuing permits on an annual basis, which would affect some of the zones that UW subsidizes permits currently.	MCS
60	Draft CMP	5 - Planning Framework	147		1	For the RPZ permit subsidies, SDOT would like to discuss with the UW and University district area residents, whether there are other options for the payment breakdown for the primary and secondary zones. SDOT is supportive of the cap on permit costs in the secondary zone. For instance, it might be easier administratively for all parties, if all permits in both impact areas were subsidized at 50%. This is just an example of what might be possible. One issue that arises is with the administration of the payment for the first, second or third permit per address, as SDOT moves to an online system where people are purchasing and obtaining their permit online (remotely). This is especially an issue where the household involves unrelated roommates.	MCS
61	Draft CMP	5 - Planning Framework	147		1	SDOT would also like UW to consider an annual or otherwise periodic review of their RPZ program commitments, consistent with an anticipated increased monitoring component of SDOT's RPZ Program. SDOT would like to discuss adjustments to the permit regulations, boundaries, fee levels, and UW financial support on a regular basis so that SDOT, with community input as well, can make data-driven parking management decisions in the University District area.	MCS
62	Draft CMP	5 - Planning Framework	148		3	Bicycle Improvement Strategies: 6-8, 10: A general bicycle parking plan should be included in the campus master plan review to ensure there is acceptable plan to meet projected bike parking demand across the campus. This should be coordinated with transit agencies for parking needs near hubs.	AS
63	Draft CMP	5 - Planning Framework	148		3	Bicycle Parking Strategies: 6-8, 10: A general bicycle parking plan should be included in the campus master plan review to ensure there is acceptable plan to meet projected bike parking demand across the campus. This should be coordinated with transit	AS
64	Draft CMP	5 - Planning Framework	148		3	Bicycle Improvement Strategy 11: This is the only reference to bike sharing. How is bike share considered as part of this TMP?	AS
65	Draft CMP	5 - Planning Framework	148		3	Are their programmatic elements to encourage bike commuting and bike trips? Encouragement programs for regular commuters? Valet parking for special events and activities? Others?	AS
66	Draft CMP	5 - Planning Framework	149		3	What pedestrian connections are key for providing walking trips to/from the campus and University District? This discussion appears to be absent for the documentation. Consider adding prioritization to the plan for linkages and connections that are identified.	AS
67	Draft CMP	5 - Planning Framework	149		3	Consider adding a performance walking mode share goal tied to an evaluation of proposed strategies (this should also be considered for transit, bicycling, and rideshare elements)	AS
68	Draft CMP	5 - Planning Framework	150		3	Marketing and education: More discussion is needed of these strategies. What is new and what is existing? Also, what is proposed for increasing transit use by visitors and patients (see Strategy 6)	AS
69	Draft CMP	5 - Planning Framework	150		3	Telecommuting is a new proposed element of the TMP: what is currently telecommute usage on campus? It appears that this is not captured in the biennial transportation survey: http://www.washington.edu/facilities/transportation/files/reports/transportation_survey_report_2014.pdf	AS
70	Draft CMP	5 - Planning Framework	150		3	Institutional policies: The existing TMP has 17 "possible" institutional policy improvements"(http://www.washington.edu/community/files/2003/08/07_TMP_FP.pdf) This new TMP proposes 4. What is status of policies in previous plan and what is expected outcome of 4 proposed strategies?	AS
71	Draft CMP	5 - Planning Framework	151		3	Monitoring and reporting: this reporting program is significantly reduced from what required in the existing TMP (see page 166-169: http://www.washington.edu/community/files/2003/08/07_TMP_FP.pdf). Will the biennial telephone survey be updated to capture additional information. How is the trip cap measured and does it need to be adjusted to aligned with stated performance objective regarding SOV rates and other mode share rates. Should proposed 20 SOV rate be formally adopted and is measurement currently used adequate (for example, what market segments/time durations should be measured)?	AS
72	Draft CMP	5 - Planning Framework	156		3	In the discussion on development standards in Central Campus related to public realm and connectivity, include details on what constitutes generous pedestrian facilities that enhance connections.	EE
73	Draft CMP	5 - Planning Framework	166		3	Where are major points of conflict on B-GT? Discuss safety improvements and include in TDR and EIS.	EE

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74	Draft CMP	5 - Planning Framework	176-177		2	Changes to Brooklyn: SDOT Parking Team would like to hear about how passenger and commercial loading for the offices and housing along Brooklyn Ave will be accommodated in this new street design concept. The image of existing conditions highlights a demand for package delivery (indicated by the Fed Ex truck parked half on sidewalk, half in bike lane).	MCS
75	Draft CMP	5 - Planning Framework	177		3	Green bike lane on Brooklyn is inconsistent with NACTO and city of Seattle best practices. Refer to the city's Bicycle Master Plan for bike facility design standards.	EE
76	Draft CMP	5 - Planning Framework	178		3	The Campus Master Plan re-imagines 15th Avenue as an activated pedestrian-oriented street with enhanced streetscapes and increased access between campus sectors, while retaining its functionality as a transit corridor. Please elaborate and evaluate in TDR and EIS.	EE
77	Draft CMP	5 - Planning Framework	185		3	Evaluate reconnecting NE 41st St b/t Roosevelt and 11th Ave NE in the CMP in the TDR, as discussed in the CMP	EE
78	Draft CMP	5 - Planning Framework	213		3	What does, "enhance pedestrian experience along Montlake" mean? Please elaborate and evaluate this in the TDR and EIS.	EE
79	Draft CMP	5 - Planning Framework	216		4	In development zone P, consider additional bike/ped connection b/t the B-GT and NE 47th St to improve access to University Village. Here the B-GT grade is relatively consistent with that of the adjacent street grid aka 25th Ave NE	EE
80	Draft CMP	5 - Planning Framework	237		3	Development should promote urban design best practices regarding streetscapes, green streets, parking, lighting, landscape, street furniture, signage, and pedestrian and bike integration.	EE
81	Draft CMP	5 - Planning Framework	260		1	This Map is critical for the RPZ program in terms of determining residential addresses within each impact area, and this version is much too small to read accurately. Request is for a full page map with boundaries clearly identified with street names.	MCS
82	Draft CMP	General			2	Consider analyzing impact of new UW Innovation District on trip generation and mode split	EE
83	DEIS	General	G		1	The UW has previously stated that they intended to remove the existing Hec Ed bridge and replace it. The UW needs to provide long range plans on the status of the Hec Ed bridge removal and replacement.	AG
84	DEIS	General	G		1	If EIS will address pedestrian connectivity as well as vehicular, then the EIS needs to analyze the existing skybridges and ADA access and full range of pedestrian connections.	AG
85	DEIS	General	G		4	Consider using the term "people riding bikes" in lieu of "cyclists," per best practices	EE
86	DEIS	General	G		3	Pedestrian performance measures use proximity to multi-family housing and residence halls. This assumes there is the ability for multi-family housing and/or residence halls to absorb projected increase in student population. Assuming existing multi-family housing and residence halls are currently at capacity, does CMP or any alternatives include new construction? This metric also does not get at whether/how the pedestrian network can accommodate additional trips from multi-family housing, assuming all new campus populations live in multi-family housing with 1/2 mile, as inferred in the EIS.	JCM/EE
87	DEIS	1- Summary	1-16		3	The TMP does not cover construction. Clarify this reference in other text regarding construction. Also applies to p. 1-61.	AS
88	DEIS	1- Summary	1-31 to 1-32		3	Clarify that new daily and peak trips are SOV only and tie to meeting SOV trip caps (and other performance goals recommended by the city). The document should note that a significant amount of new trips are not during the peak, given trip characteristics of university classroom, laboratory, health care, and special event trips, etc. Discuss visitor trips, including patient trips.	AS
89	DEIS	1- Summary	1-32		2	The report states, "Pedestrian enhancements under Alt 1 would greatly improve circulation compared with the No Action Alternative" Please articulate what these pedestrian enhancements are.	EE
90	DEIS	1- Summary	1-33		2	The report states, "Improved circulation, particularly in the West, South and East Campus would improve bicycle travel." Please articulate what these bicycle enhancements are.	EE
91	DEIS	1- Summary	1-33		3	Bike trips and operations: new bicycle trips will also require additional bike parking (not just travel facilities). This needs to be added. A general bicycle parking plan should be included in the campus master plan to ensure there is acceptable plan to meet projected bike parking demand across the campus.	AS
92	DEIS	1- Summary	1-34		1	The statement is made that the trip cap is exceeded. This seems like a significant unmitigated impact that is not adequately discussed. Stating that the University has historically met the trip cap is not a sufficient guarantee that it will continue to do so after growing by 20%.	AS/EE
93	DEIS	1- Summary	1-57		3	The city has no plans to expand the Burke-Gilman Trail, as stated.	EE
94	DEIS	1- Summary	1-55	Table 1-2	3	Where is analysis regarding "travel mode" to support these recommendations? Also, bicycle parking will need to be expanded and not just improved.	AS

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No.	Document	Chapter	Page	Exhibit No.	Priority**	Reviewer Comment	Reviewer Initials
95	DEIS	1- Summary	1-55		3	Please include additional pedestrian mitigation measures above midblock connections, land bridge and vague "improved pedestrian network." Consider including ADA access improvements, generous sidewalks, better pedestrian lighting, improved connection between light rail and campus, particularly at NE 43rd St, etc.	EE
96	DEIS	1- Summary	1-55		3	What does "improved bicycle network" mean?	EE
97	DEIS	1- Summary	1-56		3	There is not adequate analysis to show how they will "assure that 1990 levels of impact are not exceeded". Previous statements say they will exceed a "trip cap" (p. 1-34).	AS
98	DEIS	1- Summary	1-56		3	The monitoring measures proposed for "parking and trips" is significantly reduced from what is required in the current CMP and city/university agreements. This needs to be clarified in the documentation	AS
99	DEIS	1- Summary	1-57		4	Are surveys proposed to be annual or biennial? What is current practice?	AS
100	DEIS	2 - Description of Proposed Action and Alternatives	2-25		3	See previous statement about trip cap. How is trip cap measured and how does this related to stated objectives?	AS
101	DEIS	3.7 Population and Housing	3.7-16		4	How does growth in student population and addition of 1,000 new units for students relate to TMP goals and mentioned SOV goal of 20%?	AS
102	DEIS	3.15 Transportation	3.15-1		3	There is not an adequate discussion of existing monitoring requirements. The reporting program indicated in the CMP is significantly reduced from what is required in the existing TMP. Will the biennial telephone survey be updated to capture additional information. How is the trip cap measured and does it need to be adjusted to align with stated performance objective regarding SOV rates and other mode share rates. Should proposed 20 SOV rate be formally adopted and is measurement currently used adequate (for example, what market segments/time durations should be measured)?	AS
103	DEIS	3.15 Transportation	3.15-1		4	Where is figure 2-3 found? Include page number or link to page.	AS
104	DEIS	3.15 Transportation	3.15-2		4	What is the purpose of the "UWTS Mode Hierarchy" discussion in this document?	AS
105	DEIS	3.15 Transportation	3.15-3	Table 3.15-1	4	Also show as mode shares	AS
106	DEIS	3.15 Transportation	3-15-4	Table 3.15-2	3	These graphics are inconsistent with previous table. For example, staff drive alone rate is 33% and not 9% and faculty drive alone rate is 44.5% and not 5%.	AS
107	DEIS	3.15 Transportation	3.15-4		3	This section notes plans for construction of multi-family housing. Is this coming from the Seattle comp plan and rezoning efforts for U District? Same comment on 3.15-74	JCM
108	DEIS	3.15 Transportation	3.15-5		4	Peer Comparison: See FHWA Report published in May 2016 "Ridesharing, Technology and TDM in University Settings" which also includes a peer analysis. Analysis is much more extensive. Link: http://ntl.bts.gov/lib/59000/59200/59274/Rideshare3_University_Transportation.pdf	AS
109	DEIS	3.15 Transportation	3.15-6		2	Background improvements assumed in the EIS by 2028 are not accurate. Elements of Bicycle, Pedestrian and Transit Master Plans should only be reflected as part of the background analysis if there is known funding and timeline for implementation. Green streets along Brooklyn, NE 43rd, and NE 42nd St are unfunded and implemented by private development on a voluntary basis. The bicycle facilities identified on this page (N 50th St, 35th Ave NE and Brooklyn Ave N) are recommendations included in the Bike Master Plan and are not expected to be built by 2028, at this time. Please remove.	EE, JCM
110	DEIS	3.15 Transportation	3.15-8		3	Address noted barriers to pedestrian access on campus, including 15th Ave NE, NE Pacific St, and Montlake Blvd NE; and ADA barriers	EE
111	DEIS	3.15 Transportation	3.15-8		3	The EIS notes that there are various barriers that separate Central Campus from other sub areas of the campus, but then relies on Pedestrian Master Plan to address those barriers. The elements identified in the Pedestrian Master Plan can be used to identify possible improvement efforts that could be pursued by the UW to enhance pedestrian accessibility and safety to mitigate pedestrian growth in and near the campus.	JCM
112	DEIS	3.15 Transportation	3.15-10		2	How do high pedestrian collision locations align with projected pedestrian growth in key routes taken? Study should identify potential improvements to mitigate growth impacts.	JCM
113	DEIS	3.15 Transportation	3.15-10		3	The DEIS and TDR are not consistent. The DEIS notes Stevens Way bicycle improvements are a "key opportunity for improving campus bicycle connectivity," but the TDR does not appear to consider bicycle improvement.	EE
114	DEIS	3.15 Transportation	3.15-12		3	More information is needed on use of carpool/vanpool and shuttle. What are results from transportation survey on this mode share? What policies are proposed to increase vanpool/carpool?	AS
115	DEIS	3.15 Transportation	3.15-19		3	Discussion on concept of "trip cap" and how it is measured (including what has changed over time) is inadequate.	AS

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116	DEIS	3.15 Transportation	3.15-21		1	Only analyzed PM peak period transportation performance. In SDOT's work developing the Market/45th transit corridor we were interested in corridor performance during AM, Midday, and PM periods. Also a 2010 LOS analysis done for 45th by another consultant is inconsistent with Transpo's 2015 LOS analysis for 45th, e.g. LOS at a number of intersections is worse in 2010 than it is in 2015. It would be good to learn why the LOS analyses are so different for this corridor. It would be good to know how UW related traffic will affect transit travel times and reliability.	JeB
117	DEIS	3.15 Transportation	3.15-25		2	Metro's Service Guidelines are presented as a transit performance measure yet there is scant performance analysis provided in the Discipline Report and none in the EIS.	JeB
118	DEIS	3.15 Transportation	3.15-22		4	Why are TMP performance measures not mentioned here?	AS
119	DEIS	3.15 Transportation	3.15-25		3	Bicycle and pedestrian performance metrics are inadequate. They should measure the ability of these facilities to accommodate campus-related growth and reflect trip distributions associated with various development scenarios. Presumably the distribution of 6m GSF of development across campus will impact travel patterns.	EE
120	DEIS	3.15 Transportation	3.15-25		4	Bicycle: add growth in bike parking supply (not just utilization) as a measure linked to increases in trips/populations	AS
121	DEIS	3.15 Transportation	3.15-25		4	Transit: add use of transit passes/subsidies by targeted populations	AS
122	DEIS	3.15 Transportation	3.15-25 to 3.15-26		3	Consider additional performance goals to meet objective of "capping to 1990 levels of impact" (presumably SOV trips generated by UW demand) OR eliminate that objective. It seems an inaccurate portrayal to continue. Include mode share goals (by different populations) and other agreed upon measures to limited and/or measure vehicle trip growth in the areas of impact that aligned with TMP strategies that have been evaluated for their expected effectiveness and outcomes.	AS
123	DEIS	3.15 Transportation	3.15-26		4	How is trip cap concept measured? Footnoted reference is not acceptable.	AS
124	DEIS	3.15 Transportation	3.15-28		3	Where is the trip generation methodology for the "no action" alternative described? Unclear how daily trip estimates were calculated.	JCM
125	DEIS	3.15 Transportation	3.15-28	Table 3.15-11	3	Define peak hour? Is this consistent with "trip cap" definition of peak hour?	AS
126	DEIS	3.15 Transportation	3.15-29		4	Information in these tables translates to a 30% SOV rate for all daily trips coming to campus. I recommend that we set a goal for all daily trips, as well as peak trips.	AS
127	DEIS	3.15 Transportation	3.15-32		2	The DEIS cites a 2012 B-GT corridor study by SvR and Fehr & Peers, which estimated that B-GT ridership is expected to increase by about 1300 trips by 2030 and recommended means to accommodate these trips. Replicate this study's methodology to distribute bike and pedestrian trips and identify the impact of another 1,000 bicycle trips and 2,800 new pedestrian trips by 2028 as a result of campus related growth. The SvR and Fehr & Peers study predicted a level of service F for the trail by 2030. Consider applying similar rigor to bike, ped and transit analysis as vehicle analysis, particularly if these modes are expected to accommodate the bulk of the new trips.	EE
128	DEIS	3.15 Transportation	3.15-36		2	Explain why the following two performance measures were used to determine impact on transit system: 1) the proportion of development within 1/2-mile of RapidRide and the proportion of development within 1/2-mile of Light Rail. (see page 3.15-36 of the draft EIS.) How do these measures determine if Metro and Sound Transit will be able to accommodate all the new UW generated transit trips without added transit service? What will be the UW development's impact on transit quality of service?	JeB
129	DEIS	3.15 Transportation	3.15-36		1	Provide peak hour (AM, midday, and PM) transit demand and capacity impact analysis for rail and bus.	JeB
130	DEIS	3.15 Transportation	3.15-47		1	This table shows that proposed trip caps are exceeded for AM peak periods.	AS
131	DEIS	3.15 Transportation	3.15-49	Table 3.15-22	3	The table shows significant increase to delay at Roosevelt and 41st. Why?	JCM
132	DEIS	3.15 Transportation	3.15-72		1	As previously noted, analysis of TMP measures and potential outcomes is inadequate. This seems significant since DEIS documentation shows that trip caps will be exceeded and reliance is placed on a TMP to avoid this. It is also recommended that a new TMP include other performance goals to evaluate measures to reduce or "cap" the growth of SOV trips to the University area induced by growth plans and to track performance of increased use of other modes of travel.	AS

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133	DEIS	3.15 Transportation			1	Per EIS scoping memo, evaluate accessibility of skybridges, necessity of all skybridges, recommended heights, seismic and other standards. Evaluate at-grade crossing alternatives and the need to evaluate separation of campus entrances from the street environment.	EE
134	TDR	1	1-2	Figure 1.1	3	Add vehicle trip data going back to 1990 or sooner to show impact of U-PASS. The narrative describes the substantial decline in vehicle trips since 1991, but Figure 1.1 only includes data between 2009-2015.	CY
135	TDR	1	1-3	Figure 1.2	4	The scales for the vertical axis should be the same as Figure 1.3. Add note on why outbound trips are higher and closer to the cap. Potential mitigation for outbound trips appears to be more imminent.	CY, EE
136	TDR	1	1-3	Figure 1.2 and 1.3	4	Consider discussing the dramatic increase in peak hour vehicle trips in 2013 and the disparity between AM and PM vehicle trips to and from campus, respectively.	EE
137	TDR	1	1-9		4	Explain rationale for using headcount vs FTE	CY
138	TDR	1	1-9		4	Floating "6" in first paragraph. Revise.	EE
139	TDR	1	1-14		3	Better describe the Alternative 5 development options.	CY
140	TDR	2	2-3	Table 2.1	2	Please note some background city investments are currently only partially funded. In some cases, completion of these projects hinges on local partnerships and grant funding.	EE
141	TDR	2	2-3	Table 2.1	3	Bicycle Master Plan Implementation Plan is in the process of being updated. Please review to updated plan for changes to future planned projects.	JCM
142	TDR	2	2-3	Table 2.1	2	Table 2.1 identifies N50th St as background bike project. The boundaries for this project are Phinney to GreenLake and are outside of the any of the impact zones or study areas. Similarly 35th Ave NE project boundaries are from NE 68th St to NE 87th St, which is outside the area this study effectively evaluates. These projects are also not planned to be constructed at this time.	JCM
143	TDR	2	2-3		3	Change Mobility Plans to Master Plans (i.e. Pedestrian, Bicycle, Transit, Freight)	CY
144	TDR	2	2-3			Please note that green street recommendations are implemented voluntarily by the private sector as parcels redevelop. The city has no dedicated funding stream or identified program to implement green street corridors. Same recommendation applies on page 3-6, 4-3, 4-4.	EE
145	TDR	2	2-4		3	All references to 2035 Comprehensive Plan should now reflect its adoption	CY
146	TDR	2	2-5		4	Replace "camps" with campus	EE
147	TDR	2	2-6		1	Only analyzed PM peak period transportation performance. In SDOT's work developing the Market/45th transit corridor we were interested in corridor performance during AM, Midday, and PM periods. Also a 2010 LOS analysis done for 45th by another consultant is inconsistent with Transpo's 2015 LOS analysis for 45th, e.g. LOS at a number of intersections is worse in 2010 than it is in 2015. It would be good to learn why the LOS analyses are so different. It would be good to know how UW related traffic will affect transit travel times and reliability.	JeB
148	TDR	2	2-7		2	The study does not appear to include much if any analysis on impacts associated with the Secondary Impact zone. How are bike or vehicle trips distributed in secondary zone? Are there intesections that would be impacted?	JCM
149	TDR	2	2-9		2	Explain why the following two performance measures were used to determine impact on transit system: 1) the proportion of development within 1/2-mile of RapidRide and the proportion of development within 1/2-mile of Light Rail. (see page 3.15-36 of the draft EIS.) How do these measures determine if Metro and Sound Transit will be able to accommodate all the new UW generated transit trips without added transit service? What will be the UW development's impact on transit quality of service?	JeB
150	TDR	2	2-9		1	Provide peak hour (AM, midday, and PM) transit demand and capacity impact analysis for rail and bus.	JeB
151	TDR	2	2-9	Table 2.3	3	For pedestrian performance measure, the quality of the pedestrian environment was assessed based on the Landscape Framework Plan. Similar to bicycle performance measure, quality of pedestrian environment should look at network connectivity and safety. If the Landscape Framework Plan is part of the CMP, please reference.	JCM/EE
152	TDR	2	2-9	Table 2-3	3	Change Rapid Ride walkshed to 1/4-mile. Studies demonstrate that riders will walk further for rail (1/2-mile). This has not been demonstrated for BRT.	CY

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153	TDR	2	2-9	Table 2-3	3	Add mode share as a performance measure. This may be the City's proposed new LOS measure for concurrency. The location of future development, depending on the alternative, will have an impact on mode splits.	CY
154	TDR	3	3-5		3	In the last paragraph, after mentioning the city's Pedestrian Master Plan Update, which identifies gaps in the sidewalk network, widely spaced crosswalks and potential safety concerns, please identify any of these deficiencies within the MIO, including installing the missing sidewalk along Pacific e/o 15th Ave NE (priority investment network as identified in the PMP) and safer crossings and a more welcoming pedestrian environment along Montlake (high priority safety corridor identified in the PMP) and NE 45th St. Please include these on the figures 3-4 and 3-5	EE
155	TDR	3	3-6		3	It may be appropriate to identify how many, if any, the green street recommendations have been implemented along NE 42nd St, NE 43rd St and Brooklyn Ave NE in this existing conditions chapter.	EE
156	TDR	3	3-8		1	The UW needs to evaluate as part of the MIMP the continued need of the 5 existing skybridge that connect the campus with the surrounding neighborhood, as recommended by the Skybridge Review Committee and the Seattle Design Commission. As part of this evaluation, the UW should consider the impacts of removing the 15th Ave NE skybridge and the Pacific/Hitchcock bridge crossings. The UW should provide an analysis and implementation plan to upgrade the existing pedestrian environment along 15th Ave NE. The UW should identify improvements to all skybridges and at-grade crossings into compliance with ADA standards.	AG
157	TDR	3	3-10		2	Four intersections were identified as having higher pedestrian vehicular collisions. How do projected new pedestrian trips associated with future action alternatives coincide with these locations? While the Pedestrian Master Plan and Vision Zero do focus on pedestrian safety improvements city wide, MIMP should include mitigation efforts or city partnerships that the University can pursue to help mitigate or improve pedestrian safety at these or other key pedestrian locations.	JCM
158	TDR	3	3-11		1	Please discuss why pedestrian performance metrics (proportion of development w/in 1/2 mile of multifamily housing) are appropriate to distinguish pedestrian impacts by alternative action scenario.	EE
159	TDR	3	3-14		2	Provide more specifics about the pedestrian improvements along Roosevelt, 42nd, and 43rd, and across I-5 and Montlake Cut that have been "identified." What do these improvements entail and who is responsible for implementing them? Does maintaining the 30% walk mode share as the UW develops hinge on these improvements? If so, please document how they are expected to meet additional campus-related growth. Please also discuss new waterfront trail mentioned in the CMP.	EE
160	TDR	3	3-15	Figure 3.11	4	Reconsider use of term "unprotected bike lane" throughout document.	EE
161	TDR	3	3-16		2	Bike improvements along Stevens Way are recommended in the CMP, but ignored in the TDR. TDR mentions Stevens Way as a "key opportunity" for improving campus bicycle connectivity. Please provide more specifics.	EE
162	TDR	3	3-16	Figure 3.12	4	The vertical axis label is unclear -- does it reflect a ratio of bikes to stalls or the number of stalls? If the latter, maybe the narrative can include information on why the number of bike parking stalls fluctuated year after year	EE
163	TDR	3	3-16		4	The first sentence doesn't make sense. Why don't faculty and staff use UW provided racks? Remove either the word, "of" or "with" in last sentence.	EE
164	TDR	3	3-19	Table 3.6	4	Include more current bicycle volumes (if available). Existing analysis provided relies on two years of data, which may not be sufficient to identify trends.	CY, EE
165	TDR	3	3-19		3	The collision data discussed in section 3.3.4 would be more useful if overlaid on the utilization map in Figure 3.17.	EE
166	TDR	3	3-22		4	I'm not sure it's important to separate campus wide bike parking and west campus bike parking in Figures 3-12 and 3-18, respectively. If it is, consider including the west campus bike parking discussion (currently in section 3.3.5) along with the campus wide bike parking discussion in 3.3.2	EE
167	TDR	3	3-23		4	Throughout, consider using the term "people riding bikes" in lieu of "cyclists," per best practices	EE
168	TDR	3	3-23		3	Stevens Way is identified as a primary circulation route throughout campus, particularly for bikes; please provide more detail on how this route will be impacted in each alternative and proposed improvements to mitigate any associated adverse impacts.	EE
169	TDR	3	3-25		2	It would be helpful to also see peak hour transit capacity utilization	CY

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170	TDR	3	3-25		2	Add load factor as transit performance metric to better assess whether existing transit has the capacity to absorb 10,000 new transit trips by 2028 (in addition to cumulative, background growth). Assuming eventually new transit service will need to be provided to accommodate new trips, consider discussing a mechanism or trigger to add service when needed.	EE
171	TDR	3	3-25		2	Add transit delay as a performance metric	EE
172	TDR	3	3-27	Table 3.7	4	Comma misplaced for King County Metro ridership	EE
173	TDR	3	3-29		2	Metro's Service Guidelines are presented as a transit performance measure yet there is scant performance analysis provided in the Discipline Report and none in the EIS.	JeB
174	TDR	3	3-33	Figure 3.26	4	Consider adding green streets and major freight routes to the graphic in Figure 3-26, since the discussion references them.	EE
175	TDR	3	3-34	Table 3.9	4	Note speed limits been lowered, in conjunction with default arterial speed reclassification	EE
176	TDR	3 or APPENDIX C	3-39	LOS Summary Table	2	The LOS results shown on 3-39 and in the summary table in appendix C appear to match relatively well when compared to previous studies. However, some intersections appear to be off from expected LOS results, in particular, Brooklyn & 45th previously evaluated at LOS D instead of B, and Roosevelt & 45th previously evaluated at LOS D instead of B. As a result additional delay incurred from future action alternatives would likely result in LOS of E or F at these locations. See JeB comment on DEIS page 3.15-21.	JCM
177	TDR	3	3-51	Table 3.15	3	On-street - clarify whether this is on campus in the street system or nearby on City streets. SDOT completed the 2016 Annual Paid Parking Study which included a complete review of paid street parking in the U-District. U-District Core area (the Ave, 15th over to 12th) was 62% full in morning, 77% full average in afternoon, and 84% full in evening. The afternoon and evening are within SDOT performance targets. More info here: http://www.seattle.gov/transportation/parking/reports.htm	MCS
178	TDR	4	4-3	Table 4.2	3	It's unclear how trip generation is being calculated. I assume that it is based on projected increase in student, faculty, and staff population, and calculated on mode splits obtained from the average three year survey, but am unable to replicate the figures arrived at in Table 4.2.	JCM
179	TDR	4	4-3	Table 4.2	3	Table 2 on page 34 of the October 2016 Draft CMP identifies space needs by land use category. These should presumably reflect the amount of new laboratory, teaching space, research space, housing, etc., which in turn could also be used to develop trip generation rates and to distribute trips in the off- and peak periods. This is unclear in the documents.	EE
180	TDR	4	4-3	Table 4.2	3	Additional information is needed about the assumptions made such as number of trips associated with each population type. Is it assumed that each SOV student, faculty, or staff account for 2 trips / day (1 in 1out)?	JCM
181	TDR	4	4-3		2	It would be helpful to include survey information about am and pm splits, which are used to determine future trip information.	JCM
182	TDR	4	4-4		3	Pedestrian improvements associated with Sound Transit and Roosevelt HCT projects will be focused primarily close to the station or along the HCT corridor. The MIMP should evaluate pedestrian facilities network to identify deficiencies and potential improvements needed to help improve connectivity between transit, the campus or existing key ped facilities.	JCM
183	TDR	4	4-6		2	Better define "Quality of Pedestrian Environment". How is this evaluated?	CY
184	TDR	4	4-7	Table 4.4	1	Would the second project listed in table 4.4 (Roosevelt and NE 42nd St) already be captured in the boundaries of the first project (Roosevelt from NE 40th to 45th), or are these different projects?	JCM
185	TDR	4	4-7		2	Update to reflect release of 2016-2020 BMP Implementation Plan (e.g. 11th/12th slated for 2020)	CY
186	TDR	4	4-8	Figure 4.3	4	For legibility and internal consistency, please show potential projects as dashed and existing facilities as solid, throughout Figure 4.3. Please make the purple city-driven projects post 2020 dashed.	EE
187	TDR	4	4-9	Table 4.5	3	Please discuss how these bike volume forecasts were developed. The table cites an outside study by SvR, but please discuss briefly in the narrative. See DEIS note for page 3.15-32.	EE
188	TDR	4	4-10		2	Better define "Quality of Bicycle Environment". How is this evaluated?	CY
189	TDR	4	4-13		2	There is less research on whether transit riders will walk further to access BRT. 1/4-mile is a more appropriate measure for BRT walksheds.	CY
190	TDR	4	4-16	Figure 4.6	3	Vehicle Distribution does not show any trips assigned to 15th Ave NE or NE 50th St. This doesn't seem to make sense.	JCM
191	TDR	4	4-17, 4-18	Figure 4.7, 4.8	1	Need to first show intersection volumes indicating only new trips so reader can better understand where trips have been allocated.	JCM

Project: University of Washington Major Institution Master Plan Update
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November 21, 2016

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No.	Document	Chapter	Page	Exhibit No.	Priority**	Reviewer Comment	Reviewer Initials
192	TDR	4	4-27	4.5.5.	2	Service Freight: for buildings on the West Campus that might rely on curbspace for loading (passenger and services delivery), to encourage redevelopment to have loading available onsite as over time curbspace may be used for other functions other than access for commerce	MCS
193	TDR	5	5-3	Table 5.1	3	Please show how number of trips were calculated.	JCM
194	TDR	5	5-5		1	Pedestrian performance measures should include people taking transit and walking to their ultimate destination. The 10K new transit trips that likely won't be door-to-door, particularly for the light rail trips, will quadruple the expected 2800 new ped trips at full build out.	EE
195	TDR	5	5-7		1	The report mentions a "number of new pedestrian facilities in and surrounding this (new open space in west campus) area." Please discuss what these new facilities are and how they can accommodate additional growth. Overall, there seems to be a weak qualitative discussion of impacts on the pedestrian network.	EE
196	TDR	5	5-7		1	Please define the planned expansion of the B-GT. If this is funded and implementation is certain, perhaps it should be included in the background improvements identified on page 2-3. Please use data (perhaps extending the SvR/Fehr&Peers B-GT capacity analysis from 2012) to support the assertion that the planned expansion of the B-GT is adequate to meet expected UW expansion and unrelated background growth.	EE
197	TDR	5	5-7		2	While central campus isn't expected to grow in GSF in Alternative 1, it currently houses two major libraries, union and other major gathering spots, which may attract new campus populations. Additionally, through trips connecting to campus growth centers (like the east and west and south) may constrain the B-GT and other bicycle and pedestrian facilities. Please provide additional analysis substantiating claim that bike and pedestrian facility capacity constraints are not anticipated as the UW grows by 6m GSF and 15K more people.	EE
198	TDR	5	5-7		2	What is the new ADA accessible route identified in the CMP? Would it also provide a bike connection?	JCM
199	TDR	5	5-8		1	Add load factor as transit performance metric to better assess whether existing transit has the capacity to absorb 10,000 new transit trips by 2028 (in addition to cumulative, background growth). The existing metric, proportion of new development within 1/2 mile of transit, does not capture this. Please distribute transit trips by campus areas under each growth scenario. It's hard to imagine each growth scenario has the same transit impact (none) on each campus area. Note transit riders rely on pedestrian facilities to access transit.	EE
200	TDR	5	5-9		1	Trip distribution patterns are incorrectly identified as being figure 4.5 but should be 4.6.	JCM
201	TDR	5	5-16		4	There's an error in the page numbering in chapter 5. After 5-16 it goes back to 5-2 to 5-18.	JCM, EE
202	TDR	5	5-10		2	Please discuss the additional heavy vehicle/freight trips expected in order to serve the 6M new GSF across campus.	EE
203	TDR	5	5-15		2	Please describe why the street vacation would improve vehicle operations at 15th Ave NE and NE Boat St. and "operate at an LOS E with the vacation and LOS F without the vacation."	EE
204	TDR	5	5-15, 5-16		4	Please discuss the impacts of the loss of on-street parking as a result of the street vacations	EE
205	TDR	5	5-16, 5-17		2	The analysis currently identifies one transportation impact. Please address the need to mitigate approximately 100 trips in the AM peak hour in the TMP. What strategies (beyond a promise to meet the trip cap) is the UW planning?	EE
206	TDR	5	5-18 (incorrectly numbered 5-3)		3	It's noted that at some of the stop controlled intersections identified as having an increase in delay the delay can be attributed to the increase in pedestrian and bicycle volumes. Which intersections? Are the bike and pedestrian volume increases associated with the UW action alternatives?	JCM
207	TDR	5	5-18 (incorrectly numbered 5-3)		3	While some intersections that are calculated to operate at a poor LOS for vehicles may not be prioritized as high for improvement in light of balancing pedestrian, bicycle and transit needs, the City would continue to seek mitigation for improvements where feasible, when projects or development result in significant impact to LOS.	JCM
208	TDR	5	5-28 (incorrectly labeled 5-13)		3	Please identify measures to be taken to help mitigate secondary parking impacts. Identify areas where this is more likely to occur or already occurring and to what level are there traffic impacts to these areas associated with hide and ride activities?	JCM
209	TDR	6	6-7, 6-8		3	Need further information about how trips are distributed. Based on discussion provided, trips are assigned based on future volumes and trip distribution patterns shown in figure 4.6. But if all alternatives generate the same number of trips and all alternatives use the same Figure 4.6 distribution pattern, then they would all be assigned the same way, but clearly the volumes shown for individual intersections vary between Alt 1 and Alt 2. How are volumes adjusted to better reflect various alternatives?	JCM

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No.	Document	Chapter	Page	Exhibit No.	Priority**	Reviewer Comment	Reviewer Initials
210	TDR	8	8-4		4	With development concentrated in the east section, please discuss the impact of the existing and planned street grid on bike and ped access. Without better bike facilities in the east sector, this development scenario could be the least attractive to encourage people to walk or bike. It appears as though the TDR is not consistent with the CMP, which identifies new pedestrian connections through east campus (CMP p. 204-205). Consider more direct north-south connections through east campus and designate routes for bikes.	EE
211	TDR	8	8-4		4	Please combine sentence fragments or separate into two complete sentences: "This alternative would also increase cross traffic at the new potential East Campus Land Bridge. The greatest of all Alternatives and would likely increase travel along the eastern segment of the Burke-Gilman Trail between Rainier Vista and Pend Oreille Road."	EE
212	TDR	9	9-3		4	Please address the typographical error in the "Burke-Gilman Trail Capacity" section of 9.3.1: "Growth in travel along and across the trail would generally be concentrated in West and East campus for and 5.4"	EE
213	TDR	9	9-3		1	The UW has identified 3 potential street and aerial vacations and notes that if a vacation is sought the vacation would be subject the City's vacation review process. It would be helpful for the MIMP to more fully discuss the potential vacations and whether the vacation is planned or potential. What criteria will be used for the UW to determine whether to move forward with a vacation and when such decisions might occur should be discussed more fully. A more robust look at the criteria in the Street Vacation Policies would assist both the City and UW as the plan moves forward. Aerial vacations are unusual and the MIMP should begin to address the need/justification for an aerial vacation as opposed to a skybridge provided for by a term permit.	BB
214	TDR	10			2	This chapter reflects "cumulative and secondary impacts." Cumulative impacts should have been included in the assessment of the action alternatives compared to no action (2028 w/ background growth) alternative. Please discuss how Chapter 10 is different from Chapter 4.	EE
215	TDR	10	10-1		3	Provide additional information on bike, ped, transit, and freight conditions, particularly if non-auto modes are expected to absorb 80% of campus growth.	EE
216	TDR	11	11-1		1	Once performance metrics are updated to better reflect the impact of additional trips on bike, ped and transit network, it will be easier to identify what mitigation improvements are necessary to accommodate this growth. Please provide more specifics on potential bike, ped and transit improvements, starting with those identified in the Campus Master Plan, safety improvements, and improvements to intersection controls to give priority to people walking and biking.	EE
217	TDR	11	11-1		3	On page 56 the CMP states: "UW is committed to providing equal access to all individuals, and addresses American Disability Association (ADA) accessibility standards through a campus-wide, programmatic approach. This means that UW removes barriers through both physical improvements as well as programmatic improvements such as Dial-a-Ride shuttle service." In the TDR, please discuss removing barriers to accessibility and accommodating additional bike, ped and transit growth through the implementation of the ADA Transition Plan as potential mitigation.	EE
218	TDR	11	11-1	Table 11.1	3	The 2028 CMP identifies a variety of improvements on campus that helps campus circulation in the immediate area but fails to identify broader improvements to connectivity between campus and transit facilities, existing pedestrian network and key pedestrian destinations. Similarly, the plan should enhance bicycle safety and connectivity to existing and planned bike network. There should be better connectivity to the area north of the campus.	JCM
219	TDR	11	11-1	Table 11.1	3	The EIS identifies various intersections that will experience minor to significant delay due to various action alternatives evaluated. The analysis utilizes minor optimization techniques to improve traffic efficiency and mitigate these impacts. The City of Seattle recently applied for a federal grant to implement a broad area ITS (intelligent transportation system) project in the University District. The project would deploy "core" technologies of upgraded traffic signal control, detection, transit signal priority, CCTV, DMS and communications throughout the U District and will enable adaptive traffic signal control. These improvements would have a significant impact on improving traffic operations in the area for all modes including vehicular, pedestrian and transit. Support and/or partnership with the City to implement these improvements should be included in the CMP to help mitigate transportation impacts associated with the 2028 plan.	JCM
220	TDR	11	11-1		4	Please include transit, freight and parking improvements in the table on page 1, not only bike, pedestrian and vehicle operations.	EE

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221	TDR	11	11-2		1	TMP should be consistent across Campus Master Plan and TDR. See CMP comments.	EE
222	TDR	12	12-1		4	Please clarify the "increases in all modes" that are referenced in the first sentence, which reads, "Implementation of the University of Washington 2018 Campus Master Plan would result in increases to all travel modes – pedestrian, bicycle, transit, vehicle, and freight."	EE
223	TDR	12	12-1		4	The last sentence of the TDR refers to mitigation measures that are not identified in the document. The sentence reads, "With implementation of the identified mitigation measures, no significant unavoidable adverse impacts are anticipated."	EE
224	TDR	12	12-1		2	After the sentence that reads, "Additionally, the University will be working to enhance connectivity and circulation with each development." Please be more specific about how the University with work to enhance the connectivity and circulation with each development. Perhaps include specific development standards related to the width of adjacent sidewalk, proximity to bicycle facilities, bicycle facility improvements, and/or specific Burke-Gilman Trail improvements.	EE
225	TDR	APPENDIX B	B-16	Section 8.6	2	The methodology described for determining arterial level of service and future travel times would likely not produce reliable results for future projections. While it could be used for relative comparison of alternatives against each other use of standard corridor modeling software such as Vissim would produce more reliable forecasts of future LOS and travel times.	JCM
226	TDR	APPENDIX				This should include key monitoring reports that the UW has provided to meet its existing CMP requirements	AS
227	TDR				2	Should include clear, direct pedestrian paths to both Link stations as Major Routes, esp. from South and East Campus to UW Station	BAS
228	TDR				1	Does not include NE 43rd St between 15th Ave NE & NE Stevens Way as transit corridor per Metro Long Range Plan and TMP (RR Corridor 5 alt alignment)	BAS
229	TDR				2	What exactly are "Potential Modification to Transit Operations" on Stevens Way?	BAS
230	TDR				2	15th Ave NE is major transit corridor in TMP (Priority Bus PB4)	BAS
231	TDR				2	Should note corridors at start of Transit row are all RapidRide; also add future RapidRide along 25th Ave NE and Montlake or Stevens Way	BAS
232	TDR				2	Consider active edge also along NE 43rd St/Stevens Way connecting to U District Link Station, in accordance with U District Green Streets concept plan recommendations for NE 43rd St, specifically more generous pedestrian space.	BAS, EE
233	TDR				1	Review pedestrian lighting and wayfinding- would be good to see some recommendations, particularly on connections to transit.	AK

Date: January 27, 2017

To: Lindsay King, SDCI

From: Mark Jaeger, SPU

Re: SPU Comments on the University of Washington Draft Master Plan

Seattle Public Utilities appreciates the opportunity to comment on the proposed UW Master Plan. The plan looks at a number of different areas but the focus of SPU's comments is on helping the University of Washington ensure that water, drainage, sewer and solid waste infrastructure and services will be adequate to meet the increased growth described in the proposed Master Plan. The Master Plan presents an important opportunity to identify and evaluate the various potential impacts that additional growth may create on these utility systems and to ensure that any new or upgraded infrastructure or services needed to support this growth is identified and planned for to ensure public health and safety is protected. Seattle Public Utilities appreciates the strong partnership and shared goals it has with the University of Washington in providing effective, efficient and forward looking Utility services at the University of Washington campus.

In many areas the Master Plan is very robust in detailing out existing conditions and impacts and planned mitigation for those impacts but when it comes to utility services this is not the case. There is a statement made several times in the Utility section on pages 134 and pages 136-137 that SPU is uncomfortable with. The statement is that "*there are no known capacity issues*" in the water, drainage and wastewater systems. The one exception is the mention of an existing impact from stormwater in central campus flowing into the University's combined system which connects to the King County system and generates combined sewer overflows (CSOs) (page 137).

SPU is uncomfortable with this language for the following reasons:

The potential development capacity as shown in Tables 8-11 p's 119 - 123, does not provide any mechanism to estimate the increase in flows as the "General Use" for all sites is classified as "*academic*". This classification encompasses anything from research labs to lecture halls. Without more specific information, it is not possible to ascertain the range of protentional impacts to the sewer system.

On p. 134 the CMP states that the "*Campus steam, compressed air, water supply and sanitary sewer systems can accommodate all growth illustrated in the Campus Master*

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Plan". It is not clear if this is intended to refer to the University-owned sewer and drainage system, or the combination of the systems which are owned and operated by the University, as well as Seattle and King County. Regardless, the Campus Master Plan does not make distinctions between these systems, beyond the general statements that *"sanitary sewer system can accommodate all growth illustrated in the Campus Master Plan"* and *"There are no known capacity issues related to water, sanitary sewer and storm drainage"*. The plan has not defined "capacity" for the purpose of determining the current operating conditions, I.E., SPU typically operates a gravity sewer and storm drain system, but portions of the system may surcharge under certain conditions which may not manifest themselves as a "known capacity issue", such as flooding or a sanitary sewer overflow (SSO). Further, a hydraulic model has not been provided to document what the existing flows are, and what the potential impacts are from flows that will be added as a result of the development proposed as a result of this Campus Master Plan. As such:

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cont

- The current language in the Master Plan only represents a perception of the current state without any documentation of knowledge or investigation and analysis of what the actual current capacities of these systems are.
- The current language in the Master Plan states that capacity will be evaluated as new development occurs but without flow monitoring and modeling there is no basis to determine whether there will be capacity when UW wants to build.
- Based on the above SPU believes this language could be misleading because there is nothing to document that there are not any problems nor that any added flows won't create problems.
- Waiting to evaluate capacity as new development may result in project delays, unanticipated costs, patchwork system expansion, inefficient system development, and overall higher costs.

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Language committing to pro-active development and implementation of a clear plan and schedule for evaluating existing capacities through flow monitoring and modeling for these systems as well as performing an analysis of the impacts of future demand for the growth that the University of Washington is proposing needs to be included in this document. As part of this analysis the potential impacts of climate change should also be considered.

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Incorporating this language would be consistent with language the University has already included in this Master Plan for the University's own energy utilities on page 137 under "Distribution Systems"

"More detailed campus planning is needed to enable the university to engage in capital planning for upgrades and enhancement to utility distribution systems. Specifically, once the Campus Master Plan's illustration of physical growth allowance by district is accompanied by an understanding of program and phased development, the university will have the key ingredients to launch a utility master plan. This plan will leverage existing knowledge of the capacities and limitations of its distribution systems with updated information and modeling."

The university needs to do flow monitoring and modeling of the existing systems to understand current capacities. It also needs to determine the demand on the affected systems from proposed future buildings considering the types of uses for the buildings

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and estimated demands for those types of uses as well as the locations of the buildings related to the systems that support them. This can be done at a relatively high level with rough order of magnitudes to forecast ranges of demand that consider the uncertainty of where specific buildings and uses will end up.

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cont**

There is no mention of solid waste utility services in the utility framework which appears to be a gap. Some statement of current services and an estimate of the impacts of increased proposed growth and how it will be mitigated should be included.

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SPU believes that addressing these elements as part of your EIS impact analysis will provide a strong basis to understand what the impacts of the proposed development in this Master Plan will be on the existing utility systems and allow for appropriate planning and mitigation of any of these impacts to ensure appropriate levels of service and ensure public health and safety.

11

cc: Madeline Goddard, SPU Deputy Director
Leslie Webster, DWW Planning Manager
Bill Wells, Water Lob Planning Manager

RESPONSE TO LETTER 36

Seattle Department of Construction and Inspections

1. The comment regarding the *2018 Seattle CMP* is noted.
2. Please refer to the Development Standards in Chapter 7 of the *2018 Seattle CMP* for more information about how the University plans to create a vibrant, urban environment through appropriate development standards.
3. The comment regarding implementation of the *2018 Seattle CMP* for future development site review is noted.
4. The comment is noted. The discussion in Section 3.6 (Relationship to Plans and Policies) of the FEIS has been updated to remove the citation to SMC 23.12.120.

The 1998 City-University Agreement is the governing GMA development regulation. See *Laurelhurst I*, CPSGMHB Case No. 03-3-008, Order on Motions (Jun. 18, 2003). The Agreement is codified at SMC 23.69.006(B). See *Laurelhurst II*, CPSGMHB Case No. 03-3-0016, Final Decision and Order (March 3, 2004). The language in SMC 23.69.006(B) summarizes the contents of the Agreement, but it does not limit its terms. The full City-University Agreement, adopted by City ordinance and incorporated into the Code, controls the content of the Campus Master Plan, and it is not limited by the short summary in the Code. The Agreement sets out what is required to be in the Campus Master Plan, including identification of the institutional zone and development standards to be used by the University. See Ord. 121688, Att. 1, Sec. II.A.1.d. In the City-University Agreement, development standards are not limited to only those of the underlying zoning.

The *2018 Seattle CMP* will be approved per the process and standards set forth in the Agreement. Once adopted under this process, the Plan will set forth the development standards to be used by the University. Consistent with the Agreement, the development standards in the *2018 Seattle CMP* may include development standards and other elements that differ from or are in addition to those included in the City's Major Institutions Code. See 2003 CMP, Pg. 4.

To the extent this comment appears to seek legal argument related to pending litigation, the position of the parties can be viewed in the briefing for *City of Seattle, DOCOMOMO US-WEWA, Historic Seattle, Washington Trust for Historic Preservation v. University of Washington*, Case No. 75204-9-1 (Wn. App. Div. 1).

5. Please refer to the response to Comment 4 of this letter.

6. The design review departure procedure discussion in the *2018 Seattle CMP* has been eliminated to clarify that departures will be consistent with the City-University Agreement Section II.C.4.
7. Please refer to the response to Comment 4 of this letter. The legislature has granted the University's Board of Regents "full control of the university and its property of various kinds, except as otherwise provided by law." RCW 28B.20.130. The University's position is that the Regents' authority supersedes any restrictions imposed by the City's Landmarks Preservation Ordinance ("LPB") (SMC Ch. 25.12). Please also refer to response to Letter 10, Comment 7.
8. Please refer to the response to Letter 21 (City of Seattle DCI), Comment 20.
9. Vacant sites are intended to be allowed as temporary uses. The City-University Agreement and SMC 23.69.006(B) allows all permitted University uses to be set out in the Campus Master Plan. Further, the ability of the University to demolish structures prior to development is retained from the 2003 Campus Master Plan. See 2003 CMP, Pg. 86, 128.

The reference to the City's Grading Code in the comment is misplaced. Chapter 7 of the *2018 Seattle CMP* does not cite the Grading Code, nor does the City's Grading Code at SMC Ch. 22.170 prohibit demolition. The *2018 Seattle CMP* acknowledges that the University will comply with the City's Grading Code.

10. Please refer to the response to Comment 4 of this letter. Please also refer to the response to Letter 15 (Laurelhurst Community Club), Comment 15 and Chapter 4 – Key Topic Areas, Section 4.14 Urban Forestry Plan of this Final EIS.
11. Chapters 1 and 2 in the *2018 Seattle CMP* have been updated to change the references to "the regulatory vehicle" to read as "a primary regulatory vehicle".
12. Updates to Development Standards in the *2018 Seattle CMP* have also been reflected in the summary narrative in Chapter 1 regarding Development Standards.
13. Comment noted. All references to the City-University Agreement have been updated as requested by the comment, and a definition of the City-University Agreement has been added to the *2018 Seattle CMP*.
14. Comment noted. The referenced language is retained from the 2003 Campus Master Plan, and the University understands it to be consistent with the City-University Agreement. See Ord. 121688, Att. 1, Sec. II.A.1.a. Campus Master Plan adoption includes passage of a City ordinance.

15. Chapter 7 of the *2018 Seattle CMP* has been updated to include Exhibit A from the City of Seattle Ordinance 121688 (2004).
16. The *2018 Seattle CMP* has been updated to further define each building use, which is also reflected on the Development Site tables.
17. The *2018 Seattle CMP* has been updated to confirm that CUCAC will have the same review processes as under the 2003 Seattle CMP. Please also refer to Chapter 6 (Project Review and Processes) of the *2018 Seattle CMP*.
18. The *2018 Seattle CMP* has been updated to remove the potential vacation of NE Boat Street.
19. Comment noted. The University is no longer pursuing a street vacation of NE Boat Street in the *2018 Seattle CMP*. The University has not filed any street vacation petitions for consideration along with the CMP approval. The City-University Agreement only requires the University to describe proposed vacations.
20. Please refer to the Burke-Gilman Trail Corridor Study for additional detail related to recommendations for potential improvements to the Burke-Gilman Trail. The study can be found at <http://cpd.uw.edu/projects/burke-gilman>.
21. Based on discussions with Seattle DOT the Transportation Discipline Report assumes the funded elements of ST2 and ST3, the elements of SDOTs Transit Master Plan that are assumed to be funded by 2028. Additionally, the analysis assumes the 2025 service plan noted by Metro in their Metro Connects plan; however, the Metro Connects plan is not assumed to be fully funded.
22. Chapter 5 of the *2018 Seattle CMP* has been updated to read "work with communities through the UDP to improve connections with adjacent neighborhoods."
23. The Transportation Discipline Report evaluates the PM Peak worst single hour including defining impacts and potential mitigation. As the worst single hour, it is assumed that if mitigation can meet the peak hour impact it will be adequate to address impacts at other (lower volume) hours
24. The TMP has been revised to reflect this comment.
25. The TMP has been revised to reflect this comment.
26. The comment regarding the reorganization of the discussion on bicycle strategies in the TMP is noted. The TMP has been revised to reflect this comment

27. The University conducts annual bicycle parking inventories and tracks areas of high parking demand. Generally bicycle parking is not over capacity in any campus sector; however, there is a demand for secured bike parking.
28. The items listed under “Potential Pedestrian Improvement Strategies” are ideas that the University could implement if capacity issues are identified during the life of the Plan as part of the Transportation Demand Management Program. The TDR describes pedestrian demands based on background and growth under the *2018 Seattle CMP*. Please refer to the TMP and Section 3.16 (Transportation) of this Final EIS for further details.
29. Within the Transportation Management Plan, telecommuting has been included under institutional policies
30. The parking dimensions outlined in the “Parking” section of the *2018 Seattle CMP* Development Standards (Chapter 7) are the current standards for parking spaces on campus.
31. The University agrees that implementation mechanisms are essential for successful implementation of the West Campus vision to create a vibrant, mixed use district. The timing of implementation of these new open spaces is summarized in Chapter 4 – Key Topic Areas, Section 4.11 Commitment to Open Space, Waterfront Trail and View Corridors. Please also refer to Chapter 6 of the *2018 Seattle CMP* for more information.
32. A new “Housing” section has been added to the *2018 Seattle CMP* in Chapter 9 to give more background on student housing and housing programs at the University. The square footage deficit for “student housing” is the number of beds needed to keep the percentage of students that are housed on campus at the Housing and Food Services goal of 22% in 2028. That calculation takes the student population projected for 2028 (see Table 1. Student, Faculty and Staff Figures - 52,400) and multiplying it by 22% to find the number of beds needed on campus to keep the housing number at 22%. $52,400 * 22\% = 11,528$. Then the difference between the current student beds and the beds needed to stay at 22% = $11,528 - 10,870 = 658$. The amount of square footage the University uses for per bed = 372 gsf. So the “deficit” is found by taking $658 * .372 = 245$ gsf for student housing deficit.
33. The net to gross square feet calculation uses a space efficiency average of 61.5%. Student life spaces and recreation facility are typically 55% efficient, while academic buildings range from 65 to 70 percent efficient. The master planning team has noticed a decrease in building efficiency percentages as institutions evolve space planning and construction to support wider corridors, additional lounges and collaboration spaces. The master planning team therefore considers the efficiency average to be a reasonable metric.

34. Please refer to Chapter 4 – Key Topic Areas, Section 4.1 Housing for further details on housing, including staff housing.
35. The per bed gross square foot calculation in the *2018 Seattle CMP* accounts for all spaces within the building; it is inclusive of shared spaces including kitchens, restrooms, lounge spaces and hallways.
36. Universities typically do not benchmark student housing on the basis of square footage because it is less relevant given the variability of percentages of students housed on campus. Similarly, faculty and staff housing is not a typical offering especially for public institutions. Frequently, when housing, or housing incentive programs are offered they are associated with private institutions.
37. The University’s goal of housing 22% of its students on campus considered several factors. First, looking at other PAC 12 Universities and achieving an average of these other schools. Second, considering the amount of land available within the MIO that could be considered for student housing given all of the other institutional uses that are needed on campus and third, looking at the available money Housing and Food Services (HFS) has to put towards these project as well as the amount of University debt that is available for HFS to use to borrow to fund the projects. HFS is a self-sustaining unit of the University and while its rents pay back University debt, the current amount of UW debt capacity is limited. Based on all of these factors the University arrived at a goal of housing 22% of students on campus.
38. Please refer to Chapter 4 – Key Topic Areas, Section 4.1 Housing for further details on housing, including staff housing.
39. Please refer to Chapter 4 – Key Topic Areas, Section 4.1 Housing for further details on housing, including staff housing.
40. Please refer to Chapter 4 – Key Topic Areas, Section 4.1 Housing for further details on housing, including staff housing.
41. A new “Housing” section has been added to the 2018 Seattle CMP (Chapter 9) and more information on housing has been added to Section 3.8 (Housing) of this Final EIS. In addition, see Chapter 4, Key Topics, Section 4.1 Housing. The University continues to support the creation of housing near campus for faculty and staff and new housing on campus for students. The University was supportive of the recent U District upzone legislation that will increase the amount of market rate and 65% to 80% AMI housing and continues to build more on-campus housing for students. The University continues to complete the required Annual Report and in it, reports on its “....effort, to the extent allowed by law, to provide housing financing opportunities for its faculty and staff...: and “The university will report to the City on its efforts to stimulate new housing options for

faculty and staff.” The past 15 years of these Annual Reports can be found at: <http://cpd.uw.edu/campus-master-plan>. The University continues to provide the Hometown Homeloan Program, partnered with Seattle Childrens’ to build Bridges @ 11th where UW faculty and staff get priority and some apartments are at 65% to 85% of AMI.

42. The *2018 Seattle CMP* structure has been revised to better clarify aspirational design guidance. Please see Chapters 6 and 7 of the *2018 Seattle CMP* for details.
43. Comment noted. The University has restructured the development standards and design guidelines in the *2018 Seattle CMP* in a way that works for the University project planners and architects. The process, standards and guidelines are clearly outlined in the revised document. Please see Chapters 6 and 7 of the *2018 Seattle CMP* for details.
44. The purpose of the *2018 Seattle CMP* is to provide the preeminent source of development standards applicable to University development within the MIO. The code sections listed in the *2018 Seattle CMP* are necessary to carry out that purpose. If there are additional codes and regulations applicable at the time the University proposes a specific development project, then the University and the City can identify them at that time.
45. Comment noted. Language in the *2018 Seattle CMP* has been updated to be more consistent. Please refer to the response for Letter 21 (City of Seattle DCI), Comment 23. The definition of development is retained from the 2003 Campus Master Plan, as is the description of the Capital Budgeting process, except that the applicable SEPA threshold has been updated and the language clarified.
46. Please refer to the response to Comment 45 of this letter.
47. Please refer to the response to Letter 21 (City of Seattle DCI), Comment 2 for a discussion regarding underlying zoning and Development Standards.
48. The City-University Agreement characterizes changes to the location of a proposed structure or other improvement from what is shown in the *2018 Seattle CMP* as an exempt change, provided that the location is within the same sector and the development meets the development standards in the Master Plan. Ord. 121688, Att. 1 Sec. II.C.2.a. The language has been updated to be consistent with the City-University Agreement.
49. Comment noted. The language cited by the City comment is language retained from the 2003 Campus Master Plan (see 2003 CMP, Pg. 82). For the same language in the *2018 Seattle CMP* please refer to Chapter 7. The FEIS alternatives are designed to study the impact of up to 20% square footage increases in each campus sector. For example, compared to the *2018 Seattle CMP* illustrative allocation under EIS Alternative 1, Alternative 3 reflects increased building square footage in the West and South Campus, and Alternative 4 reflects increased building square footage in the Central and East

Campus. Accordingly, the impacts analysis has been conducted and impacts are disclosed in the Final EIS and no plan amendment is necessary.

Increases over 20% can be accomplished via a minor plan amendment per the requirements of the City-University Agreement. See Ord. 121688, Att. 1. Sec. II.C.2.a. See Chapter 7 of the *2018 Seattle CMP*. During development under the 2003 CMP, this process was used several times.

50. The *2018 Seattle CMP* has been updated to include the glossary section as part of the Definitions section of the Development Standards chapter. The University will continue to create an annual report that identifies all buildings that are under construction and will document the square footage that is being subtracted from the growth allowance, both campus-wide and by sector.
51. The glossary section of the *2018 Seattle CMP* has been deleted. Gross square footage is defined in Chapter 7 (Development Standards) of the *2018 Seattle CMP*.
52. The definition of MIO has been updated to reference the ordinance that established the MIO boundary Ord. 121041.
53. The University shares the goal of modulating facades to provide variation, break down the massing, and enhance the pedestrian environment. A new paragraph on Facade Modulation has been added to the Chapter 6 (Project Review and Design Guidance) of the *2018 Seattle CMP*. While not a requirement, it will be strongly encouraged, especially throughout the West Campus.
54. The *2018 Seattle CMP* has been updated to include the City's suggested language related to odors in Chapter 7.
55. The language on (a) minimum site triangles; (b) maximum curbcut width; (c) minimum parking aisle widths; and, (d) minimum and maximum driveway width, slope and turning radius has been updated to be consistent with City standards on streets that are owned by the City of Seattle. For streets owned by the University there are no standards. Please also refer to the revised language in the Development Standards section of the *2018 Seattle CMP*.
56. The *2018 Seattle CMP* has been updated to incorporate the 2003 Campus Master Plan setback conditions within the Development Standards (Chapter 7 of the *2018 Seattle CMP*).
57. Comment noted. As acknowledged on Chapter 7 of the *2018 Seattle CMP*, shoreline development will comply with the standards of the City's Shoreline Master Program, contained in SMC 23.60A.

58. Signs and banner sizes in the *2018 Seattle CMP* have been reduced to what they were in the 2003 Seattle CMP. Signs and banners are in the Development Standard chapter (Chapter 7) of the *2018 Seattle CMP* and are development standards.
59. The *2018 Seattle CMP* has been updated to incorporate additional specificity related to the dimensional qualities of active street level uses and transparency into the Development Standards chapter (Chapter 7). Parking will remain as a separate section from active uses within the Development Standards, and will reiterate the goal of limiting parking access along active use corridors, although it is not prohibited.
60. The flexible floorplates language has been removed altogether from the Development Standards section. It should be noted that the allowable square footage per site does not fill the entire development envelope. Additional language to this effect has been added to Chapter 7 of the *2018 Seattle CMP*. There are no specific floor plate limits for University development within the MIO, other development standards identified in Chapter 7 control floorplate size.
61. The *2018 Seattle CMP* has been updated to include language related to gateways in Chapter 6 (Project Review and Design Guidance. A map identifying where the gateways can be found has also been added to Chapter 6. Gateways are considered design guidance.
62. Mid-block passages across campus are a proven way to create safe pedestrian connections and enhance the public realm. Please refer to the Mid-block passages section in Chapter 7 of the *2018 Seattle CMP* for more information about how the University encourages these pedestrian passages throughout campus. Language in Chapter 7 of the *2018 Seattle CMP* has been updated to require mid-block connections identified on the Development Standards maps.
63. Please refer to the Chapter 4 – Key Topic Areas, Section 4.2 Building Height Relationship to Surrounding Area, for a detailed overview of the changes to building heights and setbacks. The *2018 Seattle CMP* has been reorganized to clearly articulate the upper level setback development standard and refer to visual aids to express setback standards. Please refer to Chapter 7 of the *2018 Seattle CMP* regarding upper level setbacks, which affirms the description and use of upper level setbacks in the Plan.
64. The hierarchy for vehicular access locations has been added to Chapter 7 (Development Standards) of the *2018 Seattle CMP*.
65. As noted in the comment, generally, those protocols were followed to define locations for theoretical access for parking. It is assumed that more refined analysis of driveways and traffic impact would be evaluated as part of project-specific SEPA analysis.

66. The *2018 Seattle CMP* has been updated to incorporate language within the Development Standards chapter that refers to and supports the view corridor maps in Chapter 7.
67. The University does not have parcel lines, which prompted the creation of the Public Realm Allowance. Setback language from the 2003 CMP has been incorporated into the *2018 Seattle CMP* to address setbacks from adjacent residential zoning designations. In addition a second upper level setback will be required of buildings that exceed 160' along more public oriented streets, including University Way, Pacific Street, and Campus Parkway. Please refer to Chapter 4 – Key Topic Areas, Section 4.2 Building Height Relationship to Surrounding Area, for a detailed overview of the building height modifications to be made to the Campus Master Plan. The representation of Brooklyn Avenue has also been updated to be consistent with SDOT's Green Street proposal.
68. The University agrees that implementation mechanisms are essential for successful implementation of the West Campus vision to create a vibrant, mixed use district. Please refer to Chapter 5 of the *2018 Seattle CMP* and Chapter 4 – Key Topic Areas, Section 4.13 Commitment to Open Space for more information. Significant major open spaces are defined and visually represented in the Development Standards chapter of the *2018 Seattle CMP* (Chapter 7).
69. Please refer to Chapter 4 – Key Topic Areas, Section 4.2 Building Height Relationship to Surrounding Area, for a detailed overview of the building height modifications to be made to the *2018 Seattle CMP*.
70. Please refer to Chapter 4 – Key Topic Areas, Section 4.2 Building Height Relationship to Surrounding Area for a detailed overview of the changes to building heights and setbacks. The *2018 Seattle CMP* has been reorganized to clearly articulate the upper level setback development standard and refer to visual aids to express setback standards.
71. The comment regarding the utilization of average grade as the method for height measurement in the *2018 Seattle CMP* is noted. The language regarding height measurement techniques has been retained from the 2003 Seattle CMP (see page 133 of the 2003 Seattle CMP)
72. Additional discussion has been added to the *2018 Seattle CMP* to refer to the Development Sites Spreadsheets in Chapter 7 of the *2018 Seattle CMP*.
73. The *2018 Seattle CMP* has been updated to recognize that development within the shoreline will be subject to the City's SMP, including for height measurements.

74. The *2018 Seattle CMP* has been updated to include maximum height limits for light poles as part of the Development Standards (Chapter 7). The height of light poles may be exceeded through the departure process.
75. Comment noted. Applicable language has been added to the development standards section of the *2018 Seattle CMP*. Impacts of light and glare may be considered under applicable SEPA policies.
76. Comment noted. The proposed language is retained from the 2003 Campus Master Plan regarding temporary facilities. See 2003 CMP at 135.
77. Comment noted. Please see the response to Letter 15 (Laurelhurst Community Club), Comment 15 for a discussion regarding tree preservation and the applicability of the City's Tree Preservation Ordinance on campus.
78. Comment noted. The University has full control over University uses allowed on campus. All uses that are determined by the University to be necessary to fulfill the mission of the University are permitted. Temporary uses meeting that definition are allowed.
- Transitional encampments may be considered a permitted temporary use as long as the University determines the use meets its mission and goals, in addition to the other criteria listed in the *2018 Seattle CMP* (see Chapter 7).
79. The *2018 Seattle CMP* has been updated to include green factors as part of the development standards.
80. Comment noted. The text of the *2018 Seattle CMP* has been revised to clarify that "Conditioned Down Building Heights" defines the maximum building heights for a particular development site. These Conditioned Down Building Heights are included in Tables 14 through 17 of the *2018 Seattle CMP*. While the height established by the MIO zone may be higher than the number listed, the heights listed in the tables control for particular development sites.
81. The comment regarding providing visual simulations illustrating the proposed building height increases is noted. Please note that Section 3.6 (Land Use) and Section 3.9 (Aesthetics) have been updated to include 3-D visual simulations of potential development under the *2018 Seattle CMP*.
82. Comment noted. Subsequent to issuance of the Draft EIS, the Seattle City Council approved the U-District Rezone.
83. Setback language from the 2003 Seattle CMP has been incorporated into the *2018 Seattle CMP* to address setbacks from adjacent residential zoning designations.

A similar setback chart from the 2003 Seattle CMP is now included in the *2018 Seattle CMP* as part of the Development Standards chapter (Chapter 7).

84. Setback language from the 2003 Seattle CMP has been incorporated into the *2018 Seattle CMP* to address setbacks from adjacent residential zoning designations.
85. The maximum building height of the W38 development site has been reduced from 200' to 130'. Please refer to Chapter 4 – Key Topic Areas, Section 4.2 Building Height Relationship to Surrounding Area, for a detailed overview of the building height modifications that are included in the *2018 Seattle CMP*.
86. Please refer to Chapter 4 – Key Topic Areas, Section 4.2 Building Height Relationship to Surrounding Area, for a detailed overview of the building height modifications to be made to the *2018 Seattle CMP*.
87. Please refer to Chapter 4 – Key Topic Areas, Section 4.2 Building Height Relationship to Surrounding Area, for a detailed overview of the building height modifications to be made to the *2018 Seattle CMP*.
88. Please refer to Chapter 4 – Key Topic Areas, Section 4.2 Building Height Relationship to Surrounding Area, for a detailed overview of the building height modifications to be made to the *2018 Seattle CMP*.
89. Please refer to Chapter 4 – Key Topic Areas, Section 4.2 Building Height Relationship to Surrounding Area, for a detailed overview of the building height modifications to be made to the *2018 Seattle CMP*.
90. Please refer to Chapter 4 – Key Topic Areas, Section 4.2 Building Height Relationship to Surrounding Area, for a detailed overview of the building height modifications to be made to the *2018 Seattle CMP*.
91. Please refer to Chapter 4 – Key Topic Areas, Section 4.2 Building Height Relationship to Surrounding Area, for a detailed overview of the building height modifications to be made to the *2018 Seattle CMP*.
92. Comment noted. The *2018 Seattle CMP* states that development within the shoreline area will follow the standards of the SMP, including the 30 foot height limit. *2018 Seattle CMP* includes a West Campus view corridor on Roosevelt by site W38 (formerly site W37). This view corridor is also shown on the West Campus Development Standards map, Figure 157. Section 3.10 (Aesthetics) includes an updated analysis and visual simulations that include the view from this location.

93. Please refer to Chapter 4 – Key Topic Areas, Section 4.2 Building Height Relationship to Surrounding Area, for a detailed overview of the building height modifications to be made to the *2018 Seattle CMP*.
94. The maximum building height of the W38 development site has been reduced from 200' to 130'. Please refer to Chapter 4 – Key Topic Areas, Section 4.2 Building Height Relationship to Surrounding Area, for a detailed overview of the building height modifications to be made to the *2018 Seattle CMP*.
95. Comments from CUCAC and other agencies are responded to in this Final EIS including comments from Washington State DAHP, King County DOT, Seattle DOT, and Seattle DCI.
96. The comment regarding the consideration of comments from SDCI and CUCAC is noted. Comments from SDCI and CUCAC are considered in the *2018 Seattle CMP* and the rezone analysis has been updated in Section 3.6 of this Final EIS.
97. All comments from the DEIS are included in the FEIS and have been incorporated into the *2018 Seattle CMP* as applicable.

RESPONSE TO LETTER 36 – ATTACHMENT 1

Sodt, Sarah

1. The *2018 Seattle CMP* has been updated in Chapter 5 to incorporate the following language to describe registered historic buildings, "Listed in the Washington Heritage Register and/or National Register of Historic Places."
2. Please refer to Chapter 4 – Key Topic Areas, Section 4.10 Historic Preservation, for a detailed overview of the historic preservation process and Historic Resources Survey effort currently underway.

RESPONSE TO LETTER 36 – ATTACHMENT 2

King County Metro

1. The Transportation Management Plan includes convening a stakeholder group including Metro to coordinate on infrastructure and operation opportunities and constraints.
2. The Transportation Discipline Report includes transit measures of effectiveness that include background growth and the *2018 Seattle CMP*, and assumes Sound Transit and Metro service described as planned and programmed.
3. The Transportation Management Plan includes convening a stakeholder group including Metro to coordinate on infrastructure and operation opportunities and constraints.
4. The development of the Campus Mobility Framework is not moving forward.
5. The University is committed to the U-Pass program. The Transportation Management Plan includes convening a stakeholder group including Metro to coordinate on infrastructure and operation opportunities and constraints.
6. The Transportation Discipline Report suggests potential mitigation to help meet transit speed and reliability goals including all door boarding and contributing to ITS/Adaptive signal plans
7. The *2018 Seattle CMP* no longer considers a cycle track on Stevens Way. The Transportation Discipline Report analyzes measures of effectiveness for transit, pedestrian and bike modes assuming programmed investments in these modes.
8. The *2018 Seattle CMP* has been updated regarding Montlake Boulevard; however, it should be noted that the East Campus Land Bridge is no longer included as part of the *2018 Seattle CMP*. As noted in the response to Comment 4 of this letter, the development of the Campus Mobility Framework is not moving forward.
9. The *2018 Seattle CMP* has been updated to incorporate Montlake Triangle as a gateway and language in Chapter 4 has been revised to include Montlake as one of two transit hubs, with the other being Campus Parkway. The Montlake Triangle is identified as a gateway Chapter 6 of the *2018 Seattle CMP*. All gateways have also been added to the Development Guidelines Maps in Chapter 6 of the *2018 Seattle CMP*.
10. The *2018 Seattle CMP* has been updated to incorporate language regarding the University's role as a regional connector and destination within the greater transportation network in Chapter 5 of the *2018 Seattle CMP* (principle #4).

11. The discussion regarding Stevens Way has been revised to include the following language:
The narrowness of the roadway in certain areas, combined with steep grades in parts, can contribute to conflicts between bicyclists and general purpose traffic. Stevens Way could be considered for potential bike improvements and/or reductions in general purpose traffic.
12. The *2018 Seattle CMP* Circulation and Parking Framework section on bike circulation has been updated. The *2018 Seattle CMP* TMP has also been updated with an extensive section on bicycles and bicycle circulation.
13. The *2018 Seattle CMP* Circulation and Parking Framework section on the transit network has been updated. The *2018 Seattle CMP* TMP has also been updated and includes an extensive section on transit access.
14. The Transportation Management Plan includes convening a stakeholder group including Metro to coordinate on infrastructure and operation opportunities and constraints for transit service.
15. The Transportation Management Plan includes convening a stakeholder group including Metro to coordinate on infrastructure and operation opportunities and constraints including topics like layover.
16. The TMP has been updated to reflect this comment.
17. The TMP has been updated to reflect this comment.
18. The TMP has been updated to reflect these comments regarding bicycle use.
19. Telework is included in the TMP Institutional policies. The University seeks feedback on Telework as part of their annual survey.
20. The TMP describes strategies for education. These are reinforced through web and other transportation information provided by the University. With a direct transit trip between the University and major destinations such as Sea-Tac airport and downtown, the use of transit for visitors and other trips are expected to increase. When a second station opens in 2021, and major expansions are completed in 2023 to the east, north and south transit use is expected to increase even more.
21. The TMP proposes a drive alone mode share that will not impact the caps. At the same time the drive alone mode share is applied to all campus trips (existing as well as growth) and results in an overall reduction in impact over the 20% drive alone mode analyzed. In addition, the TMP identifies a goal to decrease the SOV rate to 15 percent by 2028.

RESPONSE TO LETTER 36 – ATTACHMENT 3

Seattle Office of Planning and Community Development

1. The structure of the Development Standards section has been revised to clarify aspirational design guidance versus requirements. Please see Chapter 6 and 7 of the *2018 Seattle CMP* for details.
2. Please refer to Chapter 4 – Key Topic Areas, Section 4.2 Building Height Relationship to Surrounding Area, for a detailed overview of the building height modifications to be made to the *2018 Seattle CMP*. Regarding open space amenities, please refer to Chapter 4 – Key Topic Areas, Section 4.13 Commitment to Open Space.
3. The flexible floorplates language has been removed altogether from the Development Standards section. It should be noted that the allowable square footage per site does not fill the entire development envelope. Additional language to this effect has been added to Chapter 7 of the *2018 Seattle CMP*. There are no specific floor plate limits for University development within the MIO. Other development standards identified in Chapter 6 of the *2018 Seattle CMP* control floor plate size.
4. The University shares the goal of modulating facades to provide variation, break down the massing, and enhance the pedestrian environment. A new paragraph on Facade Modulation has been added to Chapter 6 (Project Review and Design Guidance). While not a requirement, it will be strongly encouraged, especially throughout the West Campus.
5. The image reflects the cross section proposed within the City of Seattle's U District Green Streets Concept Plans, and is intended for illustrative purposes only.
6. Mid-block passages across campus are a proven way to create safe pedestrian connections and enhance the public realm. Please refer to the mid-block passages section on in Chapter 7 of the *2018 Seattle CMP* for more information about how the University encourages these pedestrian passages throughout campus. Language on in Chapter 7 of the *2018 Seattle CMP* has been updated to require mid-block connections identified on the Development Guidelines maps in Chapter 6.
7. Please refer to Chapter 4 – Key Topic Areas, Section 4.2 Building Height Relationship to Surrounding Area, for a detailed overview of the changes to building heights and setbacks. The *2018 Seattle CMP* has been reorganized to clearly articulate the upper level setback development standard and refer to visual aids to express setback standards. Please also refer to Chapter 7 of the *2018 Seattle CMP* for a discussion on guidelines related to tower separation.

8. Please refer to Chapter 4 – Key Topic Areas, Section 4.2 Building Height Relationship to Surrounding Area, for a detailed overview of the building height modifications to be made to the *2018 Seattle CMP*.
9. The flexible floorplates language has been removed altogether from the Development Standards section. It should be noted that the allowable square footage per site does not fill the entire development envelope. Additional language to this effect has been added to Chapter 7 of the *2018 Seattle CMP*. There are no specific floor plate limits for University development within the MIO. Other development standards identified in Chapter 6 of the *2018 Seattle CMP* control floor plate size.
10. The comment regarding the *2018 Seattle CMP* alignment with the U-District SM-U zoning is noted.
11. The University shares the goal of modulating facades to provide variation, break down the massing, and enhance the pedestrian environment. A new paragraph on Facade Modulation has been added to Chapter 6 (Project Review and Design Guidance). While not a requirement, it will be strongly encouraged, especially throughout the West Campus.
12. Please refer to Chapter 4 – Key Topic Areas, Section 4.2 Building Height Relationship to Surrounding Area, for a detailed overview of the building height modifications to be made to the *2018 Seattle CMP*. This includes the creation of a second upper level setback.
13. The proposed Public Realm Allowance aligns with the proposed concept design for the Brooklyn Avenue Green Street as documented in the U District Green Streets Concept Plans.
14. Please refer to Chapter 4 – Key Topic Areas, Section 4.2 Building Height Relationship to Surrounding Area, for a detailed overview of the changes to building heights and setbacks. The *2018 Seattle CMP* has been reorganized to clearly articulate the upper level setback development standard and refer to visual aids to express setback standards.
15. Mid-block passages across campus are a proven way to create safe pedestrian connections and enhance the public realm. Please refer to the mid-block passages section in Chapter 7 of the *2018 Seattle CMP* for more information about how the University encourages these pedestrian passages throughout campus. Language in Chapter 7 of the *2018 Seattle CMP* has been updated to require mid-block connections identified on the Development Guidelines maps in Chapter 6.

16. The comment regarding the definition of active uses and transparency is noted. The *2018 Seattle CMP* has been updated to incorporate additional specificity related to the dimensional qualities of active street level uses and transparency in the Development Standards chapter. Parking will remain as a separate section from active uses within the Development Standards, and will reiterate the goal of limiting parking access along active use corridors, although it won't be prohibited.

RESPONSE TO LETTER 36 – ATTACHMENT 4
Seattle Department of Parks and Recreation

1. The Portage Bay Park is identified as a non-institutional use in Chapter 4 of the *2018 Seattle CMP*. Chapter 4 of the *2018 Seattle CMP* has been updated to include "(Seattle Parks and Recreation)" after Portage Bay Park to further reinforce that the park is not owned by the University.
2. The Portage Bay Park is identified as a non-institutional use on Chapter 4 of the *2018 Seattle CMP*. Chapter 4 of the *2018 Seattle CMP* has been updated to include "(Seattle Parks and Recreation)" after Portage Bay Park to further reinforce that the park is not owned by the University.
3. Sites S58 and E85 fall do not impact the Rainier Vista viewshed. Impacts of development on this viewshed are being studied within the EIS.

RESPONSE TO LETTER 36 – ATTACHMENT 5

Seattle City Light

1. The Utility section of the *2018 Seattle CMP* (Chapter 5) concludes that depending on the use and mix of uses in new buildings, the current primary power capacity has the ability to accommodate approximately 1.5 to 2.0 million net new gross square feet across the campus. The University will continue to work with Seattle City Light to assure that adequate capacity is available for all future University development. Refer to Section 3.4 (Energy) and Chapter 4 – Key Topic Areas, Section 4.4 Utility Demand, of this Final EIS for further details
2. Please refer to the response to Comment 1 of this letter.
3. The results of the University's analysis of power capacity is included in Section 4.4 (Energy) of the FEIS. The Utility section of the *2018 Seattle CMP* (Chapter 5) concludes that depending on the use and mix of uses in new buildings, the current primary power capacity has the ability to accommodate approximately 1.5 to 2.0 million net new gross square feet across the campus. The University will continue to work with Seattle City Light to assure that adequate capacity is available for all future University development.

RESPONSE TO LETTER 36 – ATTACHMENT 6

Seattle Department of Transportation

1. The Transportation Discipline Report reflects analysis of all modes and an assumption of a 20% drive alone mode. With a 19% drive alone mode the University could stay under the trip caps. The Transportation Management Plan includes a SOV mode share goal of 15 percent by 2028 to stay under the trip caps.
2. The intent of the Transportation Management Plan is to provide an array of strategies that could be called upon to meet the overall drive alone mode share goal. The TMP may be in place for ten years or longer and some strategies may or may not be effective depending on the conditions and context of the period and may change over time.
3. The caps measurement is described in the Methodology appendix of the Transportation Discipline Report.
4. The University is committed to the U-Pass and currently subsidizes the program. The program is the cornerstone to the success of the University's award winning program that results in one of the lowest drive alone modes in the City and the lowest for all Major Institutions. With increasing access to reliable and efficient light rail transit, the University anticipates ability to further lower drive alone mode share. The U-Pass program has been the centerpiece of the University's TMP. The University is committed to maintaining the program. How the program is structured and funded will continue to be reviewed by the University Transportation Committee (UTC), the University's administration and the Board of Regents.
5. The Transportation Discipline Report does not identify routes adversely impacted by campus-related growth.
6. No changes are proposed to the Husky Stadium function or facility with this Campus Master Plan. Husky Stadium is subject to it's own event TMP. Development proposed in the East Campus Sector is low and is not anticipated to impact Stadium operations.
7. Trip generation for the campus was based on current operations including the hospital and the level of visitors today. As one of several specific uses, the campus trip generation was aggregated to reflect all uses. In the future hospital uses or uses with high visitors are not anticipated to occur in greater proportion than other uses.
8. The University coordinates with SDOT on the effectiveness of the RPZs and the TMP identifies support of the City in implementing parking operational strategies in the primary and secondary impact areas

9. The Transportation Management Plan includes a discussion of pedestrian, walking and biking strategies. The University remains open to new, cost effective strategies for encouraging alternative (non-drive alone) modes
10. The Transportation Management Plan includes mode split goals that would be monitored through annual campus surveys
11. The Transportation Discipline Report includes a discussion on emerging transportation trends and technology that could affect the campus. Bike Share - Pronto - is noted to have been discontinued as of March 2017
12. The Transportation Discipline Report includes data (APC and AVL) and identified 10 main station origins that have been evaluated
13. The Transportation Discipline Report refers to the Metro Connects 2025 service plan and was used to conduct transit analysis.
14. The CMP and Transportation Discipline Report includes plans for transit and bicycle networks showing connections and integration with the City Modal Master Plans (Bike Master Plan, Transit Master Plan and Pedestrian Master Plan).
15. There are no plans to modify this intersection; it has not been identified as a development site.
16. The Burke-Gilman Trail Plan prepared by the University addresses conflict points on the trail and identifies goals for modifications and updates. In 2016, a portion of the trail was expanded to help improve overall operations. As funding becomes available other sections of the trail will be improved.
17. Brooklyn Avenue is proposed as a Green Street, with on-going development specific spaces for loading would be reviewed along with access and parking.
18. The existing skybridges on campus are called out in the map on page Xx and the 2018 Seattle CMP recommends retaining all skybridges. The University regularly goes through a permit process related to the skybridges serving the campus. There are currently no plans to replace or remove any of the skybridges serving the campus. The existing skybridges provide unimpeded and high volume capacity connections between campus sectors and currently are not scheduled for replacement or removal. The University will continue to work with the City to update permits for the bridges. A detailed pedestrian analysis looking at the capacity for pedestrians crossing the arterials around the central campus (15th, 45th, Pacific and Montlake) was conducted for the PM Peak period with these connections, as well as an analysis of capacity with removal of the skybridges. This analysis is located in the Transportation Discipline Report (Affected Environment section) included in Appendix D and is summarized in Section 3.16 (Transportation) of this Final

EIS. A campus wide ADA assessment of the campus was conducted in the Landscape Framework Plan located at: <https://cpd.uw.edu/do/tours/campus-landscape-framework>. Additionally, the University addresses ADA issues as individual development project occur on campus and as part of all capital investments.

19. The *2018 Seattle CMP* no longer includes the vacation of a portion of Boat Street
20. Please refer to the Development Guidelines maps in Chapter 6 of the *2018 Seattle CMP* for more detailed information concerning pedestrian, bicycle and transit improvements associated with each campus sector. Additional information is provided in the Pedestrian Connections paragraph within the Development Standards section (Chapter 7)
21. Development standards within the *2018 Seattle CMP* outline planning level requirements for new development. Sidewalk and trail specifications will be evaluated as development occurs. Please refer to the Burke-Gilman Trail Corridor Study for additional detail related to recommendations for potential improvements to the Burke-Gilman Trail. <http://cpd.uw.edu/projects/burke-gilman>
22. Please refer to the Development Standards in Chapter 7 for more information regarding site design standards and the inclusion of urban design principles including lighting, parking, landscape, signage and pedestrian and bike integration.

RESPONSE TO LETTER 36 – ATTACHMENT 6 TABLE

Seattle Department of Transportation

This table is a duplicate of the table that was attached to Letter 20. Please refer to the responses to Letter 20 – Table for further details.

RESPONSE TO LETTER 36 – ATTACHMENT 7

Seattle Public Utilities

1. The *2018 Seattle CMP* allows six million gross square feet of new space to be developed during the life of this plan to respond to University growth. The current 2003 Campus Master Plan anticipated the need to develop three million gsf and it has taken the University almost 15 years to develop that amount of space due to funding and program constraints.

The pace of development during the last 15 years (2003 to 2018) has been around 200,000 gsf per year. Some years has seen more development and some years, less. On page 85 of the 2003 CMP, it says the following: *“...Because the funding of capital projects depends upon the State Legislature and/or private sources, the University’s development program is difficult to predict. Based on past development trends, need and funding sources, it is anticipated that during the life of the plan the University will build approximately 600,000 gsf of new buildings every biennium up to 3 million gsf. However, there may be some biennia where the development is less than 600,000 gsf or more than 600,000 gsf.”* The same assumption is being made for the *2018 Seattle CMP*. In Chapter 6 of the *2018 Seattle CMP* it says: *“... Based on past development trends, need, and funding sources, it is anticipated that during the life of this Plan the University will build on average 600,000 gsf of net new buildings annually for a total development of 6 million net new gsf over the life of the 2018 Seattle CMP. However, there may be some years where the development is more or less than 600,000 net new gsf.”* If the *2018 Seattle CMP* takes the same 15 years to complete as the 2003 CMP did, then the average pace of development during a 15 year period would be 400,000 a year instead of 600,000. If this plan takes longer to complete due to funding constraints, the amount of development per year would decrease accordingly. The uses that are allowed on campus are described in the *2018 Seattle CMP* and can be found in Chapter 7 – Development Standards of the *2018 Seattle CMP* and are listed in the Development Sites Spreadsheets also located in Chapter 7.

The University plans to work with SPU to help with long term planning of load forecasting and demand for power however, the best way to do that would be to continue to work closely with staff as new information about building funding is received. The University currently report through the Annual Report on our efforts to obtain legislative funding and identify which sites buildings will be built on once funding is secured.

The current list of building projects and their location on campus can be found in the Annual Reports that are done every year by the Office of Regional and Community Relations. The 2017 report will be issued in June and it includes the following information. You can tell the location of the building by the letter after the site number and the use of the building is listed under “Program Description”. Those that have “NA” listed under the

site number are on sites that already have buildings on them but were demolished to make way for new, more efficient buildings. This same information will be provided yearly during the life of the 2018 Plan. If SPU would like to receive yearly copies of these documents you can contact Aaron Hoard at ahoard@uw.edu to get on the mailing list.

The table below shows CMP sites that have been approved for development by the University of Washington, but are not currently under construction.

Campus Master Plan Chosen Sites

Project Name	CMP Site	Program Description	Anticipated Start
Population Health	22C	Academic	2018
Computer Science and Engineering II	16C	Academic	2017

Source: University of Washington, 2017.

The following table shows sites that have been approved for development and are either currently under construction or completed.

Sites Under Construction or Projects Completed

Project Name	CMP Site	Program Description	Status
Biological and Environmental Sciences	21C	Academic	Under Construction
Burke Museum	1C	Academic	Under Construction
Business School (PACCAR Hall)	4C	Academic	Completed
Business School Phase II (Balmer Hall)	6C	Academic	Completed
Denny Hall Renovation	NA	Academic	Completed
Fluke Hall Renovation	NA	Academic	Under Construction
House of Knowledge Longhouse	7C	Academic	Completed
Molecular Bioengineering	25C	Academic	Completed
Nano Engineering and Sciences Building	25C	Academic	Under Construction
HFS – Cedar Hall	31W	Academic	Completed
HFS – Elm Hall	32W	Academic	Completed
HFS – Poplar Hall	33W	Academic	Completed
HFS – Alder Hall	35W	Academic	Completed
UWPD Police Station	36W	Academic	Completed
HFS – Mercer Hall	29W/42W	Academic	Completed
HFS – Lander Hall	NA	Academic	Completed
HFS – Terry Hall	NA	Academic	Completed
HFS – Maple Hall	NA	Academic	Completed
HFS – North Campus Housing	NA	Academic	Under Construction

Project Name	CMP Site	Program Description	Status
Animal Research and Care Facility	NA/Underground	Academic	Under Construction
Ethnic Cultural Center	38W	Academic	Completed
SW Campus Central Utility Plant	41W	Academic	Completed
Soccer Stands	58E	Academic	Completed
Baseball Stands	59E	Academic	Completed
Husky Stadium Renovation	64E	Academic	Completed
West Campus Parking Garage	68S	Transportation	Completed
UWMC Expansion	69S	Academic	Completed
UWMC Expansion Ph.II	NA	Academic	Under Construction
Cunningham Relocation	70C	Academic	Completed
HUB Renovation	NA	Academic	Completed

Source: University of Washington, 2017.

The table below shows the amount of approved development capacity by sector of the campus. The last column in the chart shows the amount of development capacity that has been used as of this reporting period.

Amended Development Capacity by Campus Area as of 12/31/16

Campus Area	% of Total Campus Development Capacity in Campus Area	Permitted GSF Development	% of Total Development Capacity constructed as of this report
Central	32%	965,000	11%
West	47%	1,405,000	43%
South/Southwest	16%	468,000	10%
East	5%	162,000	3%
Total	100%	3,000,000	67%

Source: University of Washington, 2017.

For a complete list of all amendments requested and approved since the 2003 CMP was approved, please refer to Appendix D. As allowed in the CMP on page 82 (*The square footage of development may exceed the allocation for each campus area by up to 20% on a cumulative basis over the life of the Plan without Plan amendment*), the CMP allocation for the East Campus was changed from 150,000 gsf to 162,000 gsf, an increase of 8.00%, by reallocating 12,000 gsf from the Central Campus to the East Campus.

- Generally, the Central, South and East Campus sectors are served by the University of Washington system, with the West Campus sector served by a combination of the University and Seattle Public Utilities systems. All sewer flows generated on campus are directed via the various systems to the King County trunk line that follows Montlake Boulevard NE and NE Pacific Street. As noted in the DEIS, the University has a current sewer demand of 363,000,000 gallons which assumes 29 gallons per building square foot.

The *2018 Seattle CMP* has been revised to align with the Final EIS and includes the following statement about capacity on the UW campus - *There are no known capacity issues associated with the University of Washington sewer piping system or lift stations except for the SPU owned lift station at Brooklyn Avenue and Boat Street*

3. The *2018 Seattle CMP* has been updated to include additional discussion on utilities in Chapter 5.
4. The comment regarding the evaluating capacity as new development is planned and developed in the *2018 Seattle CMP* and EIS is noted. Once the *2018 Seattle CMP* is accompanied by an understanding of the program and phased development, the University will be able to develop a utility master plan. The plan will review in more detail, the capacities and limitations of its distribution systems
5. The *2018 Seattle CMP* has been updated to include a statement about future capacity issues at the SPU owned lift state at Brooklyn Avenue NE and NE Boat Street.
6. The comment regarding the evaluating capacity as new development is planned and developed in the *2018 Seattle CMP* and EIS is noted. Once the *2018 Seattle CMP* is accompanied by an understanding of the program and phased development, the University will be able to develop a utility master plan. The plan will review in more detail, the capacities and limitations of its distribution systems
7. The comment regarding pro-active development is noted. Please refer to Chapter 5 of the *2018 Seattle CMP* under the sub-section *Distribution Systems*, regarding the University's commitment to pro-active development and opportunities to develop and implement a utility master plan and drainage master plan, identified in the EIS.
8. In 2007, the University signed the American College and University President's Climate Commitment (ACUPCC), which prompted the creation of the Climate Action Plan (CAP). The CAP includes a greenhouse gas inventory, referenced in Chapter 5 of the *2018 Seattle CMP*. In order to reinforce the connection between transportation and emissions, the University added additional information to the *2018 Seattle CMP* Sustainability Framework (see Chapter 5).
9. The comment regarding modeling existing systems for capacity and demand of future development is noted. Once the *2018 Seattle CMP* is accompanied by an understanding of the program and phased development, the University will be able to develop a utility master plan. The plan will review in more detail, the capacities and limitations of its distribution systems

10. The 2018 Seattle CMP has been updated to include the following language related to solid waste.

The University's current solid waste management system consists of several different programs that handle both disposal and recycling of solid waste. Most of the mixed solid waste generated on-campus is collected by the University's solid waste collection service. The University's Recycling & Solid Waste Office, within the Division of Building Services, manages both programs. In addition, some campus facilities have their own trucks and haul waste generated on an occasional basis, such as for special events or for special projects. The waste collected from those campus facilities that generate large quantities of waste and require larger containers and special equipment for loading and unloading the containers is handled by private contractors and hauled off-site.

The University has reduced solid waste generation by promoting recycling and composting. The University recycles paper, used motor oil, ferrous and non-ferrous metals, aluminum, glass, plastic, cardboard and batteries. The University also has an extensive compost program. Food waste, compostable packaging, landscape debris/yard waste, and clean wood are hauled on a weekly basis by a contracted vendor. Some leaves are composted on-campus for use on planting beds, and branches are reduced to chips and used in planter areas. The percentage of waste that is recycled has increased from 55 percent in 2010 to 66 percent in 2015.

11. The comment regarding the utilities discussion in the 2018 Seattle CMP and EIS is noted.

Seattle Urban Forestry Commission

Tom Early, Chair • Steve Zemke, Vice-Chair

Weston Brinkley • Leif Fixen • Reid Haefer • Donna Kostka • Richard Martin • Joanna Nelson de Flores

Erik Rundell • Andrew Zellers

January 4, 2017

Theresa Doherty and Kristine Kenney
University of Washington
Seattle, Washington

RE: UW's Urban Forest Management Plan

Dear Theresa and Kristine,

The Urban Forestry Commission appreciated your briefing on the University of Washington's Draft 2018 Master Plan and the Draft Urban Forest Management Plan.

The Commission would like to commend the UW for going beyond the City's current canopy cover goal for institutional properties by setting a goal of 23 percent canopy cover by 2037. Also commendable, the UW is emphasizing the importance of their urban trees with the following actions:

- Adopting high urban forestry management standards
- Aligning the UW's tree policies with the City's
- Completing and maintaining a tree inventory
- Adopting a tree replacement policy
- Maintaining and restoring the Union Bay natural area, and
- Considering the impacts of climate change

The Commission urges the UW to address their invasive species challenges by exploring partnerships with groups such as the Green Seattle Partnership, which has been very successful in addressing similar issues in Seattle's forested parklands.

Sincerely,



Tom Early, Chair

cc: Mayor Edward B. Murray, Council President Harrell, Councilmember Bagshaw, Councilmember Burgess, Councilmember Gonzalez, Councilmember Herbold, Councilmember Johnson, Councilmember Juarez, Councilmember O'Brien, Councilmember Sawant, Jessica Finn Coven, Nathan Torgelson, Lindsay King, Michelle Caulfield, Maureen Sheehan, Dionne Foster, Aaron Blumenthal, Eric McConaghy.

Sandra Pinto de Bader, Urban Forestry Commission Coordinator
City of Seattle, Office of Sustainability & Environment
PO Box 94729 Seattle, WA 98124-4729 Tel: 206-684-3194 Fax: 206-684-3013
www.seattle.gov/UrbanForestryCommission

RESPONSE TO LETTER 37

Seattle Urban Forestry Commission

1. The comment supporting the University's Urban Forestry Management Plan and canopy coverage goal is noted.

From: druliner@uw.edu on behalf of [cmpinfo](mailto:cmpinfo@uw.edu)
To: cmpinfo@uw.edu
Subject: Justin Ashworth
Date: Tuesday, October 25, 2016 5:01:24 PM

Submitted on Tuesday, October 25, 2016 - 17:01
Submitted by anonymous user: 138.25.2.155
Submitted values are:

Your Name: Justin Ashworth
Your Email: ashwortj@uw.edu
Your Message:

I recently heard that the UW Outdoor Climbing Rock sculpture was potentially and mistakenly threatened by new development plans at the University of Washington.

I think it would be a huge and embarrassing oversight in planning for the University of Washington to mistakenly threaten such a priceless, unique, irreplaceable and defining monument on its campus. In addition to ensuring the awareness of its existence and importance in university planning, the UW Outdoor Climbing Rock Sculpture should be formally and proudly recognized, protected, honored, and [re]dedicated to the important climbing and mountaineering legacy of the State of Washington and the University of Washington, and the only such object and monument of its kind, authenticity and legacy in the Pacific Northwest.

Thank you for reading this and for honoring and protecting our proud and pioneering legacy!

The results of this submission may be viewed at:
<http://pm.uw.edu/node/17/submission/296>

RESPONSE TO EMAIL 1

Ashworth, Justin

1. The University plans to protect the outdoor climbing rock in its current site. The proposed E58 site (formerly E85) has been modified to preserve this recreational community asset.

From: [Jorgen Bader](#)
To: [Cory Crocker](#)
Cc: cmpinfo@uw.edu
Subject: Re: Public Comment on the UW Draft 2018 Campus Master Plan
Date: Tuesday, November 22, 2016 1:17:53 PM

The definitions in the ordinance of "open space, neighborhood" and of "park" in the ordinance and Seattle Municipal Code do NOT require that the public have access to the space. Therefore, a roof top garden reserved for tenants and/or condo owners would qualify; the same applies to a gated enclosure.

1

On Mon, Nov 21, 2016 at 11:59 PM, Cory Crocker <cory@udistrictsquare.org> wrote:

Hello,

I would like to submit public comments to the Campus Master Plan currently under consideration by the University of Washington.

Please include the following comments in the official documentation.

Thank you,

Cory Crocker.

...

CHOOSE PUBLIC SPACE

Open Space First

The preferable Campus Master Plan's Alternative 1 leverages higher buildings with more "publicly-accessible" open space, where Alternative 2 loses much of that open space if existing zoning is adopted. In contrast, the adjacent and concurrent U District Rezone proposes higher buildings without adequate public open space.

In both cases, an "open space first" approach should be adopted to provide an essential organizing element to each community as a shared commons for civil interaction, a focal point for neighborhood identity, a venue for recreational use, and an event space for community festivals and even peaceful protests.

Building Heights Along University Way NE, the 'Ave'

After much community input, and some contention, the proposed U District Rezone caps buildings at 85' along the 'Ave', with its unusually long, narrow blocks. So, it is out of character to have buildings on the Ave abruptly jump three times in height to the proposed 240' in the adjacent West Campus area.

For example, in the plans, Schmitz Hall, along the Ave, could be redeveloped to 240'. The UW should observe the same height caps along the Ave that our community wants on this preeminent pedestrian corridor and spine of our

neighborhood.

Prioritize the 'Ave'

Recent actions by the University call into question its commitment to support and connect to the wider community in which it is located. First, the bicycle greenway located along 12th Avenue NE was envisioned as a major north-south bike arterial connecting Ravenna Park with the Burke-Gilman Trail. After a pledge by the University of Washington to this concept, it is unfortunate that the bike path dead-ends at Campus Parkway to make way for a pedestrian-only space between two dormitories.

Second, the urban-campus approach in the re-design of West Campus brought services that mimic the restaurants, stores, and facilities already provided along the 'Ave' in the adjacent U District, while not offering any concessions to local small businesses.

In this context, the apparent strengthening of the Brooklyn Avenue NE corridor, as depicted in the West Campus plan comes at the expense of the 'Ave', and to a lesser degree to 12th Avenue NE. The obvious connection between the UW Tower and the West Campus along Brooklyn attempts to bypass the already-established commercial spine of our community, which jeopardizes the viability of our neighborhood's core.

...

Cory Crocker - U District Square
cory.crocker@udistrictsquare.org

RESPONSE TO EMAIL 2

Bader, Jorgen

1. The comment regarding the definition in the Seattle Municipal Code of open space not requiring public access is noted.

From: [William Baratuci](#)
To: cmpinfo@uw.edu
Subject: UW Seattle Campus Master Plan
Date: Monday, November 21, 2016 5:05:21 PM

Hi UW Seattle Campus Master Plan Committee,

I have concerns about the Seattle Campus Master plan. My major concerns are the increase of traffic to the school. Namely to the Montlake blvd and U Village area. This area is under constant traffic and expansion here would make it so much worse. The massive expansion in E1 parking lot, Laurel Village and Urban Horticulture Area will definitely make this a problem. I am also worried about the Urban Horticulture Area as you plan to build a large building, E84, in there. People love walking and running through there. Adding a large building in there would really detract from the area and wreck the best open space UW has to offer. I highly recommend you remove E84 from the building plan and save the open space. Thank you for listening to my concerns and I hope you make the correct changes.

Sincerely,
Bill Baratuci

1

2

RESPONSE TO EMAIL 3

Baratuci, Bill

1. The Transportation Discipline Report evaluates traffic impacts at over 80 intersections including those near Montlake Boulevard and the University Village on NE 45th Street and NE 47th Street at Sand Point.
2. The E86 development site (formerly E84) is only allowed to be 30 feet in height, and would not impact the existing greenhouse. The site of the proposed structure would be on land that has already accommodates exterior building support functions.

From: [Erica Bartlett](#)
To: [UW Seattle Campus Master Plan](#)
Subject: RE: Learn more about the future University of Washington Seattle Campus!
Date: Wednesday, October 5, 2016 3:54:29 PM
Attachments: [image002.jpg](#)

Hi,

Can you please clarify what time the Campus Master Plan Online Open House will take place on 10/12? I see 12pm (noon) to 1pm in the email below, but the online registration link and Outlook calendar event that is affiliated when registering lists the time as 9am-10am (which is 12pm-1pm Eastern Time).

1

ERICA BARTLETT

Program Coordinator
UW Recycling / Building Services Department

Publications Services Building Box 355010
3900 Seventh Avenue N.E., Admin Office, Third Floor, Seattle, WA 98195-0004
206.685.2811 / desk 206.543.0443
recycle@uw.edu / [UW Recycling](#)

e-sig

From: UW Seattle Campus Master Plan [mailto:cmpinfo@uw.edu]
Sent: Wednesday, October 5, 2016 8:16 AM
To: Erica Bartlett <ericab8@uw.edu>
Subject: Learn more about the future University of Washington Seattle Campus!

Campus Master Plan



The **2018 Draft Seattle Campus Master Plan** provides the framework for the University of Washington's future campus development. Progressive and sustainable, it balances the preservation of the core campus with the need to accommodate increasing density. The plan integrates the

University's academic, research, and service missions with its capital plan objectives.

The Draft CMP and EIS has been issued today, October 5, 2016. This begins a 45-day comment period that ends November 21, 2016. To view or download the draft documents, visit the [project website](#).

Learn more about the draft plan and share your input with project staff at our public events:

Campus Master Plan (CMP) Online Open House

Wednesday, October 12

Noon – 1 p.m.

Sign up at: tinyurl.com/UWSeattleCampus-2018MasterPlan

Open House

Tuesday, October 18

Noon – 2 p.m.

[Haggett Hall](#) Cascade Room

University of Washington Campus

Open House

Thursday, October 20

7 – 9 p.m.

[UW Tower](#) 22nd Floor Auditorium

4333 Brooklyn Ave NE

Environmental Impact Statement (EIS) Online Open House

Tuesday, October 25

Noon – 1 p.m.

Sign up at: tinyurl.com/UWSeattleCampus-2018MasterPlanEIS

SEPA Public Hearing

Wednesday, October 26

6:30 – 9 p.m.

[UW Tower](#) 22nd Floor Auditorium

4333 Brooklyn Ave NE

Drop-in Office Hours

[Suzzallo Library Café](#)

Wednesday, October 19

1 – 3 p.m.

University of Washington Campus

[Café Allegro](#)

Monday, October 24

3– 5 p.m.

4214 University Way NE

(Enter from the alley behind Magus Books)

[Post Alley Café](#)

Wednesday, November 2

2:30 – 4:30 p.m.

4507 Brooklyn Ave NE

In the Hotel Deca

Can't attend our open houses or office hours?

You may also review the draft plan and EIS online at pm.uw.edu/campus-master-plan and send comments to cmpinfo@uw.edu.

The University of Washington will take public comments on the Draft CMP and EIS for 45 days after its publication date.

The CMP and EIS schedule as well as all public open house information is posted on our website: pm.uw.edu/campus-master-plan



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RESPONSE TO EMAIL 4

Bartlett, Erika

1. A response was sent to Ms. Bartlett confirming the time of the online open house was 12 PM to 1 PM on October 12th.

From: jeb.edward
To: cmpinfo@uw.edu
Subject: U of Wash Campus Master Plan of 2108
Date: Tuesday, November 22, 2016 4:36:10 PM

Dear UW Representatives,

I am submitting this public comment to be including with the official public comment letters regarding the proposed master plan.

Alternative 1 appears to be the best as it recognizes, to a degree, the importance of open space in the mix with higher density buildings, as well as open space that can be easily accessed by the public. There is already a severe deficit of open space generally in the U District, so anything that can be included to provide relief from high light-blocking structures will be a plus overall. Not to mention all the potential use benefits that will be available too.

1

The one thing that I am frankly shocked by is the proposed concept of allowing 240-foot high buildings on University Way just a little south of the heart of the U District! Since the buildings along 'The Ave', per the City's zoning, will be 85' or lower, it would be very poor planning to allow 240' buildings to suddenly rise up where the 85' zone ends. Not only would it look odd but would stand forever as an example of how the University does not really want to be an integral part of the community. I'm surprised at the University's audacity to so totally ignore common sense zoning and planning with this! **ALL ZONING ALTERNATIVES SHOULD REFLECT THAT BUILDINGS ON UNIVERSITY WAY WILL NOT EXCEED 85 FEET!!**

2

Thank you for considering these comments as you move forward.

John Bennett, AIA

RESPONSE TO EMAIL 5

Bennett, John

1. The comment supporting Alternative 1 is noted. Alternative 1 is identified as the preferred alternative being studied as part of the Campus Master Plan. The addition of public open spaces around campus, like the West Campus Green, will increase access to connected pedestrian spaces and enhance the public realm.
2. Please refer to Chapter 4 – Key Topic Areas, Section 4.2 Building Height Relationship to Surrounding Area, for a detailed overview of the building height modifications to be made to the *2018 Seattle CMP*.

From: [Theresa Doherty](#)
To: [CMP Info](#)
Subject: FW: Comments - UW Campus Master Plan
Date: Sunday, November 20, 2016 1:15:30 PM

From: Julie Blakeslee <jblakesl@uw.edu>
Date: Friday, November 18, 2016 at 4:26 PM
To: Theresa Doherty <tdoherty@uw.edu>
Cc: Leslie Stark <lstark24@uw.edu>
Subject: FW: Comments - UW Campus Master Plan

From: Brooke Best [<mailto:bvbseattle@comcast.net>]
Sent: Monday, November 14, 2016 7:42 PM
To: Julie Blakeslee
Subject: Comments - UW Campus Master Plan

Dear Ms. Blakeslee:

I'm writing to you with my comments on the Draft 2018 Campus Master Plan (CMP) and Draft Environmental Impact Statement (DEIS). Our daughter currently is an undergraduate student in UW's Architectural Studies program, so we were particularly concerned to see the University's long-range plan for balancing increased development with its historic assets.

UW's physical campus reflects its evolution through many decades spanning the late 19th and early 20th centuries. Significant character-defining features, landscapes, and buildings encompass historic resources related to its early growth, as well as an impressive collection of post-WWII resources.

The CMP should carefully consider the value of its historic and cultural resources from all eras. Instead, the draft CMP continues the University's disregard of most of its mid-century modern historic resources. This was recently demonstrated with the demolition of the National Register-listed Nuclear Reactor Building. The draft plan indicates the UW's intent to demolish more significant mid-20th century resources, including McMahon Hall (where our daughter spent her freshman year) and Haggett Hall. Both dorm buildings were designed by the prominent firm of Kirk Wallace & McKinley Associates and determined eligible for listing in the National Register by the Washington State Department of Archaeology and Historic Preservation (DAHP). Additionally, the draft CMP does not make reference to any historic properties determined eligible for the Washington Heritage and National Registers (a search of DAHP's WIZAARD database would reveal this information).

How does this jive with the CMP's guiding principle, "Stewardship of Historic and Cultural Resources"?

The University seems to have contradictory statements, at once touting the importance of architectural stewardship, while declaring that any structure more than 25 years old or historic can be demolished "if authorized by the UW Board of Regents."

1

2

3

4

Lastly, the CMP states that the UW is not subject to the Seattle Landmarks Preservation Ordinance (LPO), following a recent King County Superior Court ruling in its favor. However, the draft Plan does not reveal the fact that litigation is pending in the State Court of Appeals to rule on this very issue.

We ask that the UW be responsible stewards and take a more strategic approach in balancing future growth and meaningful preservation of its irreplaceable historic resources!

Thank you for the opportunity to weigh in on the draft CMP.

Sincerely,

Brooke and Robert Best

RESPONSE TO EMAIL 6

Best, Brooke

1. The comment regarding historic and cultural resources is noted. Please refer to Chapter 4 – Key Topic Areas, Section 4.9 for further details on historic preservation.
2. Please see the response to Comment 1 of this letter.
3. The guiding principle on Stewardship of Historic and Cultural Resources states that the University will take a balanced approach to property development and the preservation of historic resources. Please refer to Chapter 5 of the *2018 Seattle CMP* for more information concerning the principle and to Chapter 6 for more information about the University's historic preservation policies and practices.
4. Please refer to the response to Comment 3 of this letter.
5. The comment regarding the City's Landmark Preservation Ordinance is noted. Please refer to Chapter 4 – Key Topic Areas, Section 4.9 for further details on the ordinance and its applicability on campus.

From: [Daniel Bolliger](#)
To: cmpinfo@uw.edu
Subject: Campus Master plan
Date: Thursday, October 20, 2016 7:23:33 PM

Hello,

The UW climbing rock is located on campus in the southeast corner near the Montlake cut and the stadium. In the current master plan, there is a potential building in the exact location that this wall currently stands.

The UW climbing wall has a rich history that ties the current climbing community at UW to our shared history, experiences, and culture. It is a place for community gathering, enjoyment of the outdoors, and sport. One of the primary goals of the master plan is to retain important historical elements of campus, and removing the wall would be in direct opposition to that goal. The UW climbing community has very few, if any, other centers of historical importance on campus.

Keeping this wall up would be a step to recognize our history and keep a highly appreciated outdoor area in use.

Please consider relocated the planned building to an adjacent open space near our wall.

Thanks,

Daniel Bolliger

Intended Major Mechanical Engineering
University of Washington - 2019
danielmb@uw.edu
206.777.5318

RESPONSE TO EMAIL 7

Bollinger, Daniel

1. The University plans to protect the outdoor climbing rock in its current site. The proposed E58 site (formerly E85) has been modified to preserve this recreational community asset.

From: [Theresa Doherty](#)
To: cmpinfo@uw.edu
Subject: FW: Seriously?
Date: Thursday, October 6, 2016 4:35:59 PM

-----Original Message-----

From: Trevor A Branch [<mailto:tbranch@uw.edu>]
 Sent: Wednesday, October 05, 2016 5:43 PM
 To: Theresa Doherty <tdoherty@uw.edu>
 Subject: Seriously?

Dear Theresa Doherty

Just saw the master plan on twitter, and must admit to being a little surprised given I am a faculty member in SAFS, one of the departments most affected by the plans on west campus. No consultation with us before putting the plans online?

1

Some background. This year we were asked if we would be prepared to host the homeless encampment in lot W35 over winter, right in the middle of our buildings (FSH, FTR). After vigorous discussion we agreed. Then in June we were informed (no consultation) that W35 would be given to distant construction workers for two years (for Biology) starting in August.

2

Now, without consultation, it turns out you plan to demolish one of our buildings (FTR) housing our fish collection, labs, and many of our faculty (who will go where?). Also demolish our parking lot, and the replacement parking I use now, and demolish the SMEA department who we work closely with, and demolish the building housing the Program on the Environment.

3

This is frankly ridiculous. Where will our faculty and facilities go?
 I see no plan to rehouse people.

On the other hand, my office would get a fantastic view of Mt Rainier.
 Maybe that is the bribe...

Trevor Branch

--

Richard C. and Lois M. Worthington Endowed Professor in Fisheries Management, School of Aquatic and Fisheries Sciences, University of Washington

Twitter: @TrevorABranch; <http://fish.washington.edu/people/branch/>

Branch TA et al. (2013) Opportunistic exploitation: an overlooked pathway to extinction. Trends Ecol
 Evol 28:409-413 (open access)

Branch TA, Linnell AE (2016) What makes some fisheries papers highly cited? Fish and Fisheries
 doi:10.1111/faf.12160

RESPONSE TO EMAIL 8

Branch, Trevor

1. The *2018 Seattle CMP* had an extensive outreach program that is outlined in Chapter 10 of the *2018 Seattle CMP*. The Faculty Senate and Faculty Committee on University services were engaged during several committee meetings. During the Draft *2018 Seattle CMP* comment period, many print and electronic means of communication were employed to reach out to faculty, staff and students including articles in the on-line UW Today, UW Daily and emails from the Provost, Senior Project Director as well as mailings and posters to advertise the upcoming outreach meetings. In addition, during the site selection process, departments that are in any buildings that would have to be moved, will be consulted early in the process as outlined Chapter 6 of the *2018 Seattle CMP*.
2. Please refer to the response to Comment 1 of this letter.
3. The *2018 Seattle CMP* identifies potential sites where development could occur on campus over the 10-year planning horizon. During the site selection process for specific development projects under the CMP, the University would coordinate with affected departments within any buildings that would be displaced by a specific project to develop a plan for relocation of affected staff, faculty and facilities.

From: [Ryan Bressler](#)
To: cmpinfo@uw.edu
Subject: Comment on Campus Master Plan - Don't Eliminate the UW Rock
Date: Tuesday, October 18, 2016 3:10:35 PM

Hello,

As an alumni of the University of Washington I have many fond memories of the uw campus but most of all of the unique climbing rock located near the boathouse know as the University of Washington Practice Rock or UW Rock. I was very disappointed to see a building shown in its location in the new master plan.

This is one of the oldest such climbing rocks in the country and is an entirely irreplaceable fixture of UW campus life.

It has a long history and has been written about in books like John Krakauer's "Eiger Dreams", magazines and even been the subject of at least two guidebooks which i believe can still be viewed in the UW's libraries special collection. Due to its cast concrete walls and reall stone holds it provides an experience much closer to that of climbing on actual cascade granite then any of the other gyms or artificial walls in Seattle can hope too. It is a *much* better place to train the technique, strength and precision required to climb outdoors then the plastic holds of the nearby IMA gym.

A number of UW rock aficionados (and uw alum) have including names like Colin Haley and Fitz Cahall have gone on to fame in the climbing world.

Personally, the rock and its community we're a major factor in my decision to attend the university of washington. To me it signified that the school still allowed for an awesome experience for an outdoors person despite its urban location. It's been years since I graduated and I now live out of state but I still recommend the UW to perspective students based in part on the wall.

Thanks for Your Consideration,
Ryan Bressler
UW Class of 2005, Math and Anthropology
Principal Scientist,
Theorem LP

RESPONSE TO EMAIL 9

Bressler, Ryan

1. The University plans to protect the outdoor climbing rock in its current site. The proposed E58 site (formerly E85) has been modified to preserve this recreational community asset.

From: [Leslie Stark](#)
To: [cmpinfo](#)
Subject: FW: Questions & Comments About the Master Plan
Date: Tuesday, November 22, 2016 9:19:56 AM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.jpg](#)
[image005.png](#)

LESLIE STARK

Assistant to the Director, Campus Master Plan
UW Planning & Management

UW Tower – T-12
Box 359445 Seattle, WA 98195
206.543.1271/ mobile 206.291.0090 / lstark24@uw.edu



From: Julie Blakeslee [<mailto:jblakesl@uw.edu>]
Sent: Monday, November 21, 2016 7:41 PM
To: Theresa Doherty <tdoherty@uw.edu>; Leslie Stark <lstark24@uw.edu>
Subject: FW: Questions & Comments About the Master Plan

From: Brooke Brod [<mailto:brooke.brod@gmail.com>]
Sent: Monday, November 21, 2016 11:53 AM
To: cmpinfo@uw.edu; Julie Blakeslee
Cc: Rob.johnson@seattle.gov; Lisa Herbold; Mike O'Brien; lorena.gonzalez@seattle.gov
Subject: Questions & Comments About the Master Plan

November 21, 2016

To Whom it May Concern:

Thank you for sharing details about the University of Washington's Master Plan for development. I appreciate that campus is willing and interested in engaging the community to come up with the best plan for the future. I live within walking distance of the campus on 17th Ave NE and Ravenna and appreciate what living near the UW means for this community. I go see shows at the Henry Gallery, visit the Burke Museum, use the libraries, and have gone to talks and lectures on the campus. Even though I am not faculty, staff or a student the campus contributes to the livability of this neighborhood.

I think the proposed master plan has a lot to offer the community. In particular I like the planned preservation of and expansion of open space in the West Campus area. The interest in adding a protected bike lane along Stevens Way (I often bike home from the link station along Stevens Way and a protected bike lane would be very appreciated), and increased density overall.

However, I am deeply concerned by the lack of attention placed on the need to create additional housing for students, faculty and staff that appears in the current draft plan. According to the draft plan and EIS, the University of Washington is anticipating 20% growth in the student, faculty, and staff population; amounting to over 13,000 new people coming into the neighborhood. Yet in all 5 alternatives put forth in the EIS, no more than 1000 additional student beds are planned for; essentially requiring the other 12,000 or so students, faculty, and staff (including their families) to look in surrounding neighborhoods and further afield for housing.

Given that I can't see how you can say that additional growth is not "...anticipated to result in significant housing impacts to the private housing market in the surrounding areas and region." The current plan for the up-zone in the U-District and implementation of mandatory housing affordability will yield between 600-900 more affordable units. This is a great step in the right direction, but will surely not meet the needs of the additional 3,239 anticipated staffers, 1,410 anticipated faculty, and 8,675 anticipated students. Without additional on-campus housing for staff and faculty as well as students, housing prices will continue to rise and many people will be forced to look much further north and south to look for affordable housing. This will absolutely contribute to sprawl, which is in direct contradiction to the Growth Management and is contradiction to the the stated goals of the master plan to support connectivity and mobility by encouraging "...an increase in near-campus or on-campus housing opportunities for students, faculty and staff." Pushing growth out into the surrounding neighborhoods and even as far north as Shoreline and far south as Renton will also have negative impacts on the environment as it will force people to have a larger carbon footprint and further crowd roads and public transit.

I strongly believe that the University of Washington needs to make a much bigger commitment to building workforce housing as part of their master plan. I would gladly support even more increased density if that's what it would take to achieve this goal.

I look forward to seeing future drafts of this plan and hope that they take into consideration my concerns.

Thank you,
Brooke Brod
5813 17th Avenue NE
Seattle, 98105

RESPONSE TO EMAIL 10

Brod, Brooke

1. The comments regarding housing for students, faculty and staff is noted. Please refer to Section 3.8 Housing and Chapter 4 – Key Topic Areas, Housing, for additional analysis and discussion regarding housing.
2. The comment regarding the U-District rezone and additional affordable housing units that could be available as development occurs in the area is noted. Please refer to Section 3.8 Housing and Chapter 4 – Key Topic Areas, Housing, for additional analysis and discussion regarding housing.
3. The comment regarding additional on-campus housing for students and employees is noted. Please refer to Section 3.8 Housing and Chapter 4 – Key Topic Areas, Housing, for additional analysis and discussion regarding housing.
4. The comment regarding increased housing opportunities, the potential for students, faculty and staff having to live further from campus and associated impacts from increased traffic and emissions is noted. Please refer to Chapter 4 – Key Topic Areas, Section 4.1 Housing, for further details on housing.
5. The comment supporting the provision of workforce housing at the University of Washington is noted. Please refer to Chapter 4 – Key Topic Areas, Section 4.1 Housing, for further details on housing.

From: joe-chris.clare
To: cmpinfo@uw.edu; tdoherty@uw.edu; lstark24@uw.edu; jblakesl@uw.edu
Subject: Comments October 2016 Draft Campus Master Plan
Date: Tuesday, November 15, 2016 3:28:12 PM

Below are comments regarding the October 2016 Draft Master Plan

- Regarding proposed bike circulation, Figure 104
 - The plan outlines a secondary connection along NE Clark Road to Walla Walla Road. A continuation of this route on Walla Walla Road should be shown to the athletic facilities and the Link UW Stadium Station.
 1
- Proposed Pedestrian Circulation, Figure 103
 - A secondary pedestrian route is illustrated on East Campus to cross the driving range, Ravenna Creek and the athletic fields along NE 45th Street. The secondary pedestrian route should be shown along NE Clark Road unless it's planned as a new route.
 2
 - A secondary pedestrian route should be planned to link East Campus with crossing NE 45th Street at Montlake Blvd., Figure 103
 3
- Development proposed at the 30th Avenue NE family housing E79 and the Blakely Village East and West buildings E78
 - The existing pedestrian sidewalk network is inadequate on the Union Bay Place NE, 30th Avenue NE and NE Blakely Street. Please identify in plan and propose improvements.
 4
 - The redevelopment of the family housing E78 and Blakely Village E78 would likely increase vehicle trips on NE 50th Street which is identified as a residential street. There are no sidewalks on NE 50th Street between 30th Avenue NE and 33rd Avenue NE. Please identify in plan as impact area and propose improvements.
 5
- The draft plan Figure 103 outlines three east-west crossings of the Burke Gilman Trail to provide pedestrian access between main campus and east campus including a proposed land bridge Figure 96 & 103.
 - The east-west crossings of the Burke Gilman Trail would increase the pedestrian traffic crossings of the trail. Due to the amount of proposed development of the east campus, grade separation of the BG Trail
 6

would provide for safety at the proposed crossings. Please identify proposed crossings as grade separated.

Sincerely,

Joe Clare

joechris.clare@gmail.com

RESPONSE TO EMAIL 11

Clare, Joe

1. Figure 107 of the *2018 Seattle CMP* has been updated.
2. Figure 106 of the *2018 Seattle CMP* has been updated.
3. Figure 106 of the *2018 Seattle CMP* has been updated.
4. Figure 106 of the *2018 Seattle CMP* has been updated.
5. The campus long-range vision considers future development in Blakely Village but the 10-year plan illustrative allocation does not show any development in Blakely Village/Laurel Village.
6. The University has developed a Burke-Gilman Trail Plan that includes the ultimate configuration of the trail including separation of the trail into slower and higher speed facilities. The University will work towards implementation of this Plan as funding becomes available.

From: [Theresa Doherty](#)
To: [CMP Info](#)
Subject: FW: Draft 2018 Campus Master Plan and DEIS
Date: Sunday, November 20, 2016 1:15:10 PM

On 11/18/16, 4:29 PM, "Julie Blakeslee" <jblakesl@uw.edu> wrote:

>

>

>-----Original Message-----

>From: Russell Coney [<mailto:rwcssea@msn.com>]

>Sent: Wednesday, November 16, 2016 4:06 PM

>To: Julie Blakeslee

>Subject: Draft 2018 Campus Master Plan and DEIS

>

>November 16, 2016

>

>via E-mail

>

>Ms. Julie Blakeslee

>Environmental & Land Use Planner

>Capital Planning & Development

>Box 352205

>Seattle, WA 98195-2205

>

>Re: Comments for the Draft 2018 Campus Master Plan and DEIS

>

>Dear Ms. Blakeslee:

>

>As a life-long resident of Seattle and an advocate of historical preservation I encourage Capital Planning and Development (CPD) to expand and elaborate its commitment to, and written guidelines for, the stewardship of historic and cultural resources at the University of Washington, not in opposition or at the expense of additional growth, but in concert with appropriate new construction that does not erode the historic buildings and landscapes of the University's Seattle campus. This expansion and elaboration of the guidelines that determine when structures, landscapes and other defining features should be considered for historical preservation will serve to define the campus and provide additional criteria to guide the actions of CPD into the future. Less ambiguity and more defining criteria will further minimize future conflicts.

>

>Historically, the UW has had one of the most impressive and beautiful university campuses in the United States. Guided by its late 19th and early 20th century plans and executed designs, the campus's character-defining features, spaces, and buildings reflect an evolution of development and growth through many decades. The significant historic resources on campus include not only the older buildings but also the collection of post-WWII resources.

>

>To fully reflect its history, the UW must carefully consider the value of its historic and cultural resources from all eras, not just the older buildings related to its early roots. The draft campus plan continues the UW's disregard of most of its post-WWII historic resources. This past summer, the UW demolished the National Register-listed Nuclear Reactor Building. The draft 2018 Plan indicates the UW's intent to demolish more significant mid-century modern resources such as McMahon Hall and Haggett Hall dorms, designed by the prominent firm of Kirk Wallace & McKinley Associates and determined eligible for listing in the National Register of Historic Places by the Washington State Department of Archaeology and Historic Preservation (DAHP).

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>The potential loss of more historic resources is troubling. Equally distressing is the University's own contradictory statements that, on the one hand, tout "stewardship of historic and cultural resources" as a guiding principle, and on the other hand, give itself an "out" with its bold declaration that any structure that is more than 25 years old or historic can be demolished "if authorized by the UW Board of Regents."

4

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>Furthermore, the CMP states that the UW is not subject to the Seattle Landmarks Preservation Ordinance, following a recent King County Superior Court ruling in its favor. However, the draft Plan does not reveal the fact that there is pending litigation in the State Court of Appeals that will rule on this very issue.

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>

>Sincerely,

>

>Russell Coney

>214 13th Ave E

>Seattle, WA 98102

>

>

>

RESPONSE TO EMAIL 12

Coney, Russel

1. The comment regarding historic and cultural resource guidelines is noted. The guiding principle on Stewardship of Historic and Cultural Resources states that the University will take a balanced approach to property development and the preservation of historic resources. Please refer to Chapter 5 of the *2018 Seattle CMP* for more information concerning the principle and Chapter 6 of the plan for more information about the University's historic preservation policies and practices. Please also refer to Chapter 4 – Key Topic Areas, Section 4.9 for further details on historic preservation.
2. The comment regarding the existing campus buildings and historic resources is noted.
3. The comment regarding post-World War II-era structures and previous demolition of the former Nuclear Reactor structure on campus is noted. Please refer to Chapter 4 – Key Topic Areas, Section 4.9 for further details on historic preservation.
4. The guiding principle on Stewardship of Historic and Cultural Resources states that the University will take a balanced approach to property development and the preservation of historic resources. Please refer to Chapter 5 of the *2018 Seattle CMP* for more information concerning the principle and Chapter 6 of the plan for more information about the University's historic preservation policies and practices.
5. Please refer to Chapter 4 – Key Topic Areas, Section 4.10 Historic Preservation, for a detailed overview of the LPO and the University's legal position related to historic structures on campus.

From: [Cory Crocker](#)
 To: cmpinfo@uw.edu
 Subject: Public Comment on the UW Draft 2018 Campus Master Plan
 Date: Monday, November 21, 2016 11:59:43 PM

Hello,

I would like to submit public comments to the Campus Master Plan currently under consideration by the University of Washington.

Please include the following comments in the official documentation.

Thank you,

Cory Crocker.

...

CHOOSE PUBLIC SPACE

Open Space First

The preferable Campus Master Plan's Alternative 1 leverages higher buildings with more "publicly-accessible" open space, where Alternative 2 loses much of that open space if existing zoning is adopted. In contrast, the adjacent and concurrent U District Rezone proposes higher buildings without adequate public open space.

1

In both cases, an "open space first" approach should be adopted to provide an essential organizing element to each community as a shared commons for civil interaction, a focal point for neighborhood identity, a venue for recreational use, and an event space for community festivals and even peaceful protests.

Building Heights Along University Way NE, the 'Ave'

After much community input, and some contention, the proposed U District Rezone caps buildings at 85' along the 'Ave', with its unusually long, narrow blocks. So, it is out of character to have buildings on the Ave abruptly jump three times in height to the proposed 240' in the adjacent West Campus area.

2

For example, in the plans, Schmitz Hall, along the Ave, could be redeveloped to 240'. The UW should observe the same height caps along the Ave that our community wants on this preeminent pedestrian corridor and spine of our neighborhood.

Prioritize the 'Ave'

Recent actions by the University call into question its commitment to support and connect to the wider community in which it is located. First, the bicycle greenway located along 12th Avenue NE was envisioned as a major north-south bike arterial connecting Ravenna Park with the Burke-Gilman Trail. After a pledge by the

3

University of Washington to this concept, it is unfortunate that the bike path dead-ends at Campus Parkway to make way for a pedestrian-only space between two dormitories.

**3
cont.**

Second, the urban-campus approach in the re-design of West Campus brought services that mimic the restaurants, stores, and facilities already provided along the 'Ave' in the adjacent U District, while not offering any concessions to local small businesses.

4

In this context, the apparent strengthening of the Brooklyn Avenue NE corridor, as depicted in the West Campus plan comes at the expense of the 'Ave', and to a lesser degree to 12th Avenue NE. The obvious connection between the UW Tower and the West Campus along Brooklyn attempts to bypass the already-established commercial spine of our community, which jeopardizes the viability of our neighborhood's core.

...

Cory Crocker - U.District.Square
cory.crocker@udistrictsquare.org

RESPONSE TO EMAIL 13

Crocker, Cory

1. The *2018 Seattle CMP* identifies open spaces that strengthen connections between existing primary open spaces and each of the campus districts. The potential new primary open spaces system will inform potential new campus development and support new active uses. As stated in Chapter 5 of the Plan, the West Campus Green and Plaza will be created co-terminus with the development of the 3 million net new gross square feet of development in the West Campus. Please also refer to Chapter 4 – Key Topic Areas, Section 4.11 Commitment to Open Space, Waterfront Trail and View Corridors, and Chapter 5 of the *2018 Seattle CMP* for additional discussion on the timing of construction of the identified open spaces.
2. Please refer to Chapter 4 – Key Topic Areas, Section 3.2 Building Height Relationship to Surrounding Area, for a detailed overview of the building height modifications to be made to the *2018 Seattle CMP*.
3. The existing 12th Avenue Greenway extends north from Campus Parkway. While bike access is still encouraged between Campus Parkway and the Burke-Gilman Trail, those connection will continue to be through ramps in the mews between residence halls and along the proposed unprotected bike lanes, please refer to Chapter 5 of the *2018 Seattle CMP*. The University has identified the mews as a Bike Walk Zone within Figure 107.
4. The City of Seattle has identified Brooklyn Avenue NE as a green street and the illustrative drawings in the plan which show the development of Brooklyn Avenue NE use the concepts approved by the City as development occurs. Implementing Brooklyn Avenue NE as a green street will not negatively impact the businesses along University Way NE because Brooklyn Avenue NE is not a business district but a pedestrian corridor.

From: druliner@uw.edu on behalf of [cmpinfo](mailto:cmpinfo@uw.edu)
To: cmpinfo@uw.edu
Subject: David Dailey
Date: Wednesday, October 26, 2016 12:17:51 AM

Submitted on Wednesday, October 26, 2016 - 00:17
Submitted by anonymous user: 70.199.154.239
Submitted values are:

Your Name: David Dailey
Your Email: D.d@frontier.com
Your Message:
Save the climbing rock
Great thing and Bob Phelps memorial
(PhD math prof and spearhead to build it
(And me)

| 1

Dave

The results of this submission may be viewed at:
<http://pm.uw.edu/node/17/submission/299>

RESPONSE TO EMAIL 14

Dailey, David

1. The University plans to protect the outdoor climbing rock in its current site. The proposed E58 site (formerly E85) has been modified to preserve this recreational community asset.

From: druliner@uw.edu on behalf of [cmpinfo](mailto:cmpinfo@uw.edu)
To: cmpinfo@uw.edu
Subject: Theresa Doherty
Date: Thursday, October 6, 2016 3:10:26 PM

Submitted on Thursday, October 6, 2016 - 15:10
Submitted by anonymous user: 69.91.222.155
Submitted values are:

Your Name: Theresa Doherty
Your Email: tdoherty@uw.edu
Your Message: Love that plan!!

1

The results of this submission may be viewed at:
<http://pm.uw.edu/node/17/submission/271>

RESPONSE TO EMAIL 15

Doherty, Theresa

1. The comment supporting the *2018 Seattle CMP* is noted.

From: [Karen's personal mail](#)
To: cmpinfo@uw.edu; jblakesl@uw.edu
Cc: rdm36@cornell.edu; [joe-chris clare](#); [Cliff and Frances Traismin](#)
Subject: Comments on Campus Master Plan
Date: Saturday, November 19, 2016 4:16:42 PM

Hello,

I have only had a bare minimum of time to look at the draft 2018 CMP and Draft EIS but feel a need to comment nonetheless. I assume there is a copy of each at our branch library? The amount of information is challenging to review by downloading those documents on my computer, I must admit.

I live in the secondary impact zone and do not see any mitigations listed for our area. We already suffer with increasing need for RPZ's in order to have any parking for residents, permits which create a hardship on our neighborhoods; significant ambient light from the athletic fields; and of course, significant traffic on all our arterials.

1

My main concerns include:

- The increased student housing on 30th NE and redevelopment of the facilities on Blakely will obviously add congestion and increased trips/need for parking. What are the specific mitigations? 2
- NE 50th is already suffering from increased traffic and is unsafe due to lack of sidewalks, storm drainage and unorthodox parking (and resultant trash) at the intersection with 35th NE. More traffic cutting across NE 50th should be mitigated by circle barriers, sidewalks and storm drains. 3
- The CMP identified the East Campus as targeted for a 13 fold increase in building square footage, yet a decrease of 17% in parking spaces. Given that there will be employees (as well as students) in the "cutting edge industrial and manufacturing" facilities planned for this area, it would seem additional rather than less parking is needed since employees most likely would commute by car - the cost and availability of housing being what it is in the Seattle area. 4
- Where will the Husky fans hold their tail gate parties? It's a reality of campus life. 5

I think it is important for the city and the University to realize that this secondary impact zone is already subject to the impacts of four major institutions: the University, Children's Hospital, University Village and the development of Magnuson Park. Each of these institutions develop a master plan but the coordination between plans is non-existent. It is impossible to assess the cumulative impacts on our neighborhood one master plan at a time. I feel it is the City of Seattle's responsibility to provide an overview of the cumulative impacts and consider those alongside each of these individual plans.

6

Sincerely,
Karen Eames

RESPONSE TO EMAIL 16

Eames, Karen

1. The Transportation Discipline Report includes a discussion of mitigation that includes a commitment by the University to a Transportation Management Plan (in the *2018 Seattle CMP*) that includes parking strategies such as RPZs or other neighborhood access programs in the Primary and Secondary Impact areas.
2. Additional data and analysis is provided noting where unrestricted on-street parking is available in the Primary and Secondary Impact areas. The Transportation Management Plan identifies potential mitigation with the City of Seattle to implement mitigation including Residential Parking Zones or other neighborhood access strategies.
3. The comment regarding NE 50th Street is noted. NE 50th Street is outside of the MIO boundary and is a City of Seattle right-of-way. The City would be responsible for implementing any street improvements on this roadway.
4. Additional data and analysis has been provided noting where unrestricted on-street parking is available in the primary and secondary areas. The Transportation Management Plan identifies potential mitigation with the City of Seattle to implement mitigation including Residential Parking Zones or other strategies. Parking on campus adheres to the parking caps and is managed on a campus-wide basis to ensure appropriate supply where it is needed
5. A primary goal of the East Campus vision is to preserve athletic uses while transforming underutilized land within the East Campus into space for learning, academic partnerships and research. While the overall development capacity within East Campus is identified as 4.7 million net square feet, permitted development in East Campus will not exceed 750,000 square feet (please refer to Chapter 5 of the *2018 Seattle CMP*). The University values tailgating as part of the game day experience and would consider this issue during the site selection process.
6. The comment regarding cumulative impacts from major institution and commercial development in the campus vicinity is noted. The Draft EIS includes an analysis of cumulative impacts under each environmental element. Please also refer to Chapter 4 – Key Topic Areas, Section 4.4 Overall Cumulative Conditions, for further details on cumulative impacts associated with the *2018 Seattle CMP*.

From: [Sterling Eckard](#)
To: cmpinfo@uw.edu
Subject: Seattle Campus Master Plan Comments
Date: Monday, November 21, 2016 4:29:44 PM

Hi UW Seattle Campus Master Plan Committee,

My name is Sterling Eckard and I am a proud Alumni (2014). I have read the Seattle Campus Master plan and I have concerns about it. My major concerns are the increase of traffic to the school. Namely to the Montlake blvd and U Village area. This area is under constant traffic and expansion here would make it so much worse. The massive expansion in E1 parking lot, Laurel Village and Urban Horticulture Area will definitely make this a problem. I am also worried about the Urban Horticulture Area as you plan to build a large building, E84, in that space. I love walking and running through there, and adding a large building would really detract from the area and ruin the best open space UW has to offer. It's not even clear what the intended purpose is for this building - I highly recommend you remove E84 from the building plan and save the open space. Thank you for listening to my concerns and I hope you make the correct changes.

Sincerely,

Sterling Eckard

--

Sterling Eckard
Postdoctoral Fellow
Department of Immunology
Genentech, Inc.
(650).866.2080

RESPONSE TO EMAIL 17

Eckard, Sterling

1. The Transportation Discipline Report evaluates traffic impacts at over 80 intersections including those near Montlake Boulevard and the University Village on NE 45th Street and NE 47th Street at Sand Point.
2. The E86 development site (formerly E84) is only allowed to be 30 feet in height, and would not impact the existing greenhouse. The site of the proposed structure would be on land that has already accommodated exterior building support functions.

From: druliner@uw.edu on behalf of [cmpinfo](mailto:cmpinfo@uw.edu)
To: cmpinfo@uw.edu
Subject: Brennan Enright
Date: Friday, October 21, 2016 11:43:54 AM

Submitted on Friday, October 21, 2016 - 11:43
Submitted by anonymous user: 50.202.80.186
Submitted values are:

Your Name: Brennan Enright
Your Email: enrig002@uw.edu

Your Message: I have become aware that there are plans to place a building where the iconic Husky Rock climbing wall is located down by the WAC. I would like to voice my opposition to removal of this historic landmark. Husky Rock was the first man made rock climbing surface and revolutionized rock climbing. Many now-famous rock climbers honed their skills there. In addition to this, students use it on a regular basis. I have yet to go climbing at Husky Rock and not meet at least two or three other climbers also having a wonderful time down there. In addition, the UW climbing club regularly meets there as a way to provide access to climbing to all students (since the indoor gym isn't free and is often crowded). Finally, the waterfront area where Husky Rock is located is a wonderful green space on campus, with groves of trees, open grass, and waterfront access near the historic Conibear Shellhouse. Placing a building here will not only remove some of the green space on campus (which is becoming increasingly scarce) but will affect multiple historic landmarks. If this unnamed building cannot be moved, I strongly urge you to find a new home for Husky Rock and relocate it. I appreciate you taking the time to hear out the concerns of me and many of my peers.

1

The results of this submission may be viewed at:
<http://pm.uw.edu/node/17/submission/283>

RESPONSE TO EMAIL 18

Enright, Brennan

1. The University plans to protect the outdoor climbing rock in its current site. The proposed E58 site (formerly E85) has been modified to preserve this recreational community asset.

From: [Theresa Doherty](#)
To: [CMP Info](#)
Subject: FW: follow up on Jerry's Campus Master Plan message
Date: Monday, November 28, 2016 11:09:16 AM

From: "Lucia P. Ersfeld" <luciap@uw.edu>
Date: Wednesday, November 23, 2016 at 10:57 AM
To: Theresa Doherty <tdoherty@uw.edu>
Subject: FW: follow up on Jerry's Campus Master Plan message

Dear Theresa,
My apologies for the delay – please see below for comments from the College of Engineering on the Campus Master Plan.
Thank you!
Lucia

From: Heather R. Mair [<mailto:hskelton@uw.edu>]
Sent: Wednesday, November 23, 2016 10:56 AM
To: Lucia P. Ersfeld <luciap@uw.edu>; Alicia M. Palacio <amp@uw.edu>
Subject: RE: follow up on Jerry's Campus Master Plan message

Please send to Theresa. Thank you!

From: Lucia P. Ersfeld [<mailto:luciap@uw.edu>]
Sent: Wednesday, November 23, 2016 7:50 AM
To: Alicia M. Palacio <amp@uw.edu>
Cc: Heather R. Mair <hskelton@uw.edu>
Subject: RE: follow up on Jerry's Campus Master Plan message

Hi Alicia, cc Heather,
My apologies for the delay in submitting comments from Engineering. The comment we have is:

The College of Engineering expects the new master plan considers in the new planned for space existing CoE buildings that seem to be designated to be removed in the next 10 years or so (e.g. Harris Lab).

Is it possible for this comment to still be included – should I send it to Theresa Doherty?

Thank you!
Lucia

From: Alicia M. Palacio [<mailto:amp@uw.edu>]

Sent: Tuesday, November 15, 2016 10:16 AM

To: Azita Emami <emamia@uw.edu>; Betsy Wilson <betsyw@uw.edu>; David L. Eaton <deaton@uw.edu>; Ed Taylor <edtaylor@uw.edu>; Edwina Uehara <eddi@uw.edu>; Harry Bruce <harryb@uw.edu>; James Jiambalvo <jjiambal@uw.edu>; Joel H. Berg <joelberg@uw.edu>; Joel D. Kaufman <joelk@uw.edu>; John E. Schaufelberger <jesbcon@uw.edu>; Kellye Y. Testy <ktesty@uw.edu>; Lisa J. Graumlich <graumlic@uw.edu>; Mark A. Pagano <mpagano@uw.edu>; MIA TUAN <mtuan@uw.edu>; MICHAEL B. BRAGG <mbragg@uw.edu>; Paul G. Ramsey <pramsey@uw.edu>; Robert C. Stacey <bstacey@uw.edu>; Sandra O. Archibald <sarch@uw.edu>; Sean D. Sullivan <sdsull@uw.edu>; Wolf Yeigh <yeigh@uwb.edu>

Cc: Alina Solano <alinau@uw.edu>; Andrea Perkins <andreap@uw.edu>; Ann Cox <anncox@uw.edu>; Corinne Goellnitz <goell@uw.edu>; Dawn M. Bell <belld3@uw.edu>; Jennifer H. Grant <jengrant@uw.edu>; Jerry L. Pangilinan <jlpan@uw.edu>; JeShawna A. Schmidt <jacs1007@uw.edu>; Julie Monteith <jspiro@uw.edu>; Karen Erickson <karene@uw.edu>; Linda J. Ambre <lambre@uw.edu>; Lucia P. Ersfeld <luciap@uw.edu>; Margie H. Ramsdell <mhr@uw.edu>; Melissa M. Kreptul <mkreptul@uw.edu>; Micah L. Trapp <micahlt@uw.edu>; Patricia Kline <pk2@uw.edu>; SARA BASQUE <sbasque@uw.edu>; Susanne Adamson <adamsons@uw.edu>; Timothy Hogan <thogan@uw.edu>; Trish Respalie <respalie@uw.edu>

Subject: follow up on Jerry's Campus Master Plan message

Hello all,

Regarding the November 21 comment deadline mentioned in Jerry's message from earlier this morning, if you or someone in your unit plans to submit a comment letter but cannot make the deadline, please contact the project director, Theresa Doherty (221-2603 or tdoherty@uw.edu), to let her know when your comment letter will be submitted.

Thank you,

Alicia

Alicia Palacio
Assistant to the Provost
Office of the Provost, Box 351237
University of Washington
Seattle, WA 98195-1237
VM: 206.221.3958
amp@uw.edu
office hours: 7:00 a.m. – 3:00 p.m.

RESPONSE TO EMAIL 19

Ersfeld, Lucia

1. The *2018 Seattle CMP* identifies several sites for redevelopment that would involve demolishing the existing buildings and construction of a new facility in its place. There is sufficient development capacity within the plan to accommodate any displacement or demolition that occurs as a result of redevelopment. The “Project Review Processes” outlined in Chapter 6 of the *2018 Seattle CMP* outlines the process used to identify new building projects, funding and accommodating displaced uses.

From: druliner@uw.edu on behalf of [cmpinfo](mailto:cmpinfo@uw.edu)
To: cmpinfo@uw.edu
Subject: Bruce Finlayson
Date: Wednesday, October 5, 2016 10:02:30 AM

Submitted on Wednesday, October 5, 2016 - 10:02

Submitted by anonymous user: 73.53.58.216

Submitted values are:

Your Name: Bruce Finlayson

Your Email: bafinlayson@mindspring.com

Your Message: Why don't you have a link to a map so that we don't have to download and search through a 275 page pdf file?

1

The results of this submission may be viewed at:

<http://pm.uw.edu/node/17/submission/268>

RESPONSE TO EMAIL 20

Finlayson, Bruce

1. The comment regarding the provision of a direct link to the *2018 Seattle CMP* development map on the University's website is noted. There are numerous maps in the *2018 Seattle CMP* that show current and future development in terms of both the Long Term Vision and the illustrative allocation of development in the 10 year Conceptual Plan.

From: druliner@uw.edu on behalf of [cmpinfo](mailto:cmpinfo@uw.edu)
To: cmpinfo@uw.edu
Subject: Sean Fitzpatrick
Date: Tuesday, October 25, 2016 12:31:20 PM

Submitted on Tuesday, October 25, 2016 - 12:31
Submitted by anonymous user: 24.17.123.21
Submitted values are:

Your Name: Sean Fitzpatrick

Your Email: Fitzer78@yahoo.com

Your Message: I'm a graduate of the UW and the climbing wall has been a therapeutic part of my life since since before I went to college(20yrs ago). I have climbed rock and mountains all over the world, this wall is an amazing training area that should not be torn down.

1

The results of this submission may be viewed at:
<http://pm.uw.edu/node/17/submission/293>

RESPONSE TO EMAIL 21

Fitzpatrick, Sean

1. The University plans to protect the outdoor climbing rock in its current site. The proposed E58 site (formerly E85) has been modified to preserve this recreational community asset.

From: [Theresa Doherty](#)
To: [CMP Info](#)
Subject: FW: Draft Campus Plan
Date: Tuesday, November 15, 2016 3:51:15 PM

I can't remember if this one is in your file. It was originally sent to the President.....

-----Original Message-----

From: David L Fluharty [<mailto:fluharty@u.washington.edu>]
 Sent: Thursday, October 6, 2016 11:17 PM
 To: Ana Mari Cauce <president@uw.edu>
 Cc: College of the Environment <coenv@uw.edu>; Terrie Klinger <tklinger@uw.edu>; Andre E. Punt <aepunt@uw.edu>; Lorenz Hauser <lhauser@uw.edu>; Kerry Naish <knaish@uw.edu>
 Subject: Draft Campus Plan

Dear President Cauce:

Can you imagine checking your email about big UW plans to find out that your office, building and immediate neighborhood had been eliminated and designated a green zone as part of a Draft Campus Master Plan? I am definitely surprised and unhappy with the way this Draft Campus Plan has been launched. This is an architect's dream. It does not do justice to collegiality or consensus building at the UW.

I am referring specifically to the West Campus part of the Campus Master Plan released yesterday. I pay attention to emails, planning processes, opportunities to participate in governance. Nothing of the sort warned me that Wallace Hall, Marine Affairs Building, and SAFS Lab building which houses the internationally acclaimed fish collection would simply be wiped of the face of the earth. That is a bad enough shock but what is worse is that there is no information in the Draft Campus Master Plan that even acknowledges that these key UW campus facilities will be eliminated. And worse yet, there is no indication of any process by which the impacts on the College of the Environment, the School of Marine and Environmental Affairs, the Climate Impacts Group or the School of Aquatic and Fishery Science would be relocated. When I asked my colleagues in SAFS about these developments they asked me, "Why are we investing large amounts of money in upgrading lab facilities that are! to be dismantled?" A very good question.

The text of the Draft states that this West Campus plan will improve collaborative opportunities. I can assure you that displacing these units does nothing to improve interdisciplinarity and collaboration among the units in the College of the Environment.

Please assure us units on West Campus that there is an equally forward looking plan for how to accommodate the units that are displaced in the Draft Campus Master Plan and that we will not just be casualties of an architect's dream.

Please understand that West Campus a part of the University of Washington still is reeling from the decision to impose a Homeless Camp in our midst this Winter. I am beginning to think that anything south of Pacific Parkway does not rate very high in the view of the rest of the campus.

Yes, I may be over-reacting and I have opportunity to comment on the Draft and I will comment. However, I do object to the high-handed approach to collegiality and inclusion in campus decision-making that I feel this Draft Campus Master Plan represents.

Sincerely,

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David Fluharty, Associate Professor WOT
BA UW 1968 MA 1972

RESPONSE TO EMAIL 22

Fluharty, David

1. The University began the *2018 Seattle CMP* in October 2015 and included several in-person and online open houses throughout the development of the Plan. Please refer to Chapter 10 of the *2018 Seattle CMP* for more information about previous and future opportunities to participate in the Plan. Any square footage that is displaced as a result of new development allowed pursuant to the Plan would be accommodated elsewhere on campus. There is sufficient development capacity within the Plan to accommodate any displacement or demolition that occurs as a result of redevelopment, thereby ensuring that any program within the demolished facilities will not be eliminated. Please refer to Chapter 5 of the Plan, which indicates the building footprints of buildings where uses would need to be relocated.
2. All departments at the University are critically important to the mission of the University, including the College of the Environments, the School of Marine and Environmental Affairs, the Climate Impacts Group, and the School of Aquatic and Fishery Sciences. The buildings that various departments and schools currently occupy sometimes meet all of their needs and other times, none of their needs. As a major institution in the City of Seattle, the UW is required to create a Master Plan that outlines its development needs over a 10-year time frame. To respond to that requirement, the University created both a Long Term Vision and a 10-year Conceptual Plan. The Long Term Vision identified almost 12 million gsf on 86 development sites. These 86 sites were identified as potential sites for new buildings for a number of factors including: (1) whether the current building is underutilizing the site, and (2) whether building a new building would be more cost effective than continuing to repair the current building on the site. The 86 sites that were identified in the Plan are twice as many sites as the University has stated it needs during the conceptual planning horizon. As the University approves new building programs, the site selection process includes review of what programs are currently on the sites. The site selection process includes an analysis of what uses are there now and where could they be moved to. New buildings or in buildings that are already there. All of the issues outlined in your letter are considered as sites are considered for development. If a program is being moved from one site in favor of a new building, the department will be very engaged in the discussion so that no program is disadvantaged due to a new building being developed.
3. The *2018 Seattle CMP* is a framework that establishes a long-term vision for the Seattle campus in addition to the 10-year Conceptual Plan. The plan limits development in West Campus to half of the total identified growth allowance over a ten year period. For any uses that are displaced, there is sufficient development capacity within the plan to

accommodate any displacement or demolition that occurs as a result of redevelopment. The phasing strategy for accommodating displaced uses is resolved by the University as those decisions are made in the future.

4. Please refer to the response to Comment 1 and 2 of this letter
5. The comment regarding a previous homeless campus in the West Campus is noted.
6. The development of the *2018 Seattle CMP* included an extensive outreach program that is outlined in Chapter 10. The Faculty Senate and Faculty Committee on University services were engaged during several committee meetings. During the Draft CMP comment period, many print and electronic means of communication were employed to reach out to faculty, staff and students including articles in the on-line UW Today, UW Daily and emails from the Provost, Senior Project Director as well as mailings and posters to advertise the upcoming outreach meetings.

From: spuddybuddy@gmail.com on behalf of [mark a. foltz](mailto:mark.a.foltz@alum.mit.edu)
To: cmpinfo@uw.edu
Subject: UW 2018 Draft Master Plan comments
Date: Saturday, November 19, 2016 9:46:37 PM

I am writing to comment on the UW 2018 Draft Master Plan which lays out the development roadmap for UW owned property.

The plan drastically underestimates the need for on campus student housing. Despite a projected student population growth of 20%, it only projects a deficit of 400,000 gsf (perhaps 500-700 units). Already many students are forced to compete in the U District private housing market. With the opening of light rail in 2021, these students will also be competing with professionals who will have an easy commute to downtown, and as a result, will be pushed further and further from campus.

1

The plan makes no commitment to increasing the amount of family sized housing on campus. Affordable, family sized housing is in extremely scarce supply in the U District and families will be pushed far away from campus to be able to find housing.

2

The plan also make absolutely no commitment to building workforce housing for UW's nearly 20,000 employees. These employees are also being displaced from the U District by rising rents and will be required to commute from much further away, requiring them to spend much more of their income on transportation. Affordable, on campus housing for staff will mitigate the impact of this displacement.

3

The environmental impact of the displacement induced by these choices makes the EIS a non-starter. UW should not and cannot become a commuter campus.

4

Committing the West campus parcels that are now surface parking to high rise student housing and affordable workforce housing would be a step in the right direction. Before adopting the master plan UW must undertake a full evaluation of the housing and transportation needs of students and staff, including the reduction in carbon footprint by adding more on-campus housing.

5

Mark A. Foltz
markafoltz@alum.mit.edu

RESPONSE TO EMAIL 23

Foltz, Mark

1. Space to support student housing is determined in the plan as a percentage of the overall population. Please refer to Chapter 3 of the *2018 Seattle CMP* for more information regarding student housing growth. Please also refer to Chapter 3.7, Population and Housing and Chapter 4 – Key Topic Areas, Section 4.1 Housing, of this Final EIS for additional analysis and further details on housing.
2. The comment regarding family-sized housing on campus is noted. Please refer to Chapter 3.7, Population and Housing and Chapter 4 – Key Topic Areas, Section 4.1 Housing, of this Final EIS for additional analysis and further details on housing.
3. The comment supporting the provision of workforce housing at the University of Washington is noted. Please refer to Chapter 3.7, Population and Housing and Chapter 4 – Key Topic Areas, Section 4.1 Housing, of this Final EIS for additional analysis and further details on housing.
4. The comment that the University of Washington should not become a commuter campus is noted.
5. The comment regarding a full evaluation of the housing and transportation needs of students and staff is noted.

From: [john fox](#)
To: cmpinfo@uw.edu
Subject: Comments on proposed changes to Campus Master Plan
Date: Monday, November 21, 2016 4:48:19 PM

To: UW Office of Planning & Management

4333 Brooklyn Ave NE, Box 359445

Seattle, WA 98195

By email to: cmpinfo@uw.edu

On November 16th City Council will held what may be its one and only public hearing on city plans to upzone most of the University District neighborhood for 240-to-320-foot highrises, new residential and commercial development at a scale rivaling densities allowed in downtown and South Lake Union.

Within “ground zero” of the proposed upzone are over 1500 units of existing low-income and affordable housing and many dozens of small businesses. All are threatened by these plans driven largely by large property owners, University of Washington, and developer interests in control of City Hall.

Housing advocates and neighborhood groups are calling on the city instead to mitigate the impact of the runaway growth we’re already seeing in the UDistrict under existing zoning. The community in fact now has two to three times the zoned capacity needed to accommodate expected job and housing growth projections through 2035 and is drowning in record levels of new construction.

While there’s been some press on the planned upzones for the UDistrict, there’s been almost no coverage of plans by the University of Washington (UW) to effectively upzone the campus itself. While few were looking, UW administrators quietly drafted changes to its “Campus Master Plan” that would allow as much as an additional 12.9 million square feet of office and classroom space over the next two decades in buildings as tall as 17 stories. This plan is now undergoing environmental review and will be presented to City Council for approval in the next year.

Changes to the Campus Master Plan would apply not just to the current campus, but also to UW properties to the east where the golf driving range and parking lots are now located, (say goodbye to views of the mountains from the Burke Gilman Trail), and along and south of Campus Parkway to Portage Bay.

1

If you've ever walked the main campus and marveled at its pastoral setting, its extraordinary vistas of lakes and mountains, and the unique historic architecture, imagine how well steel and glass towers would mix with that. While renderings of UW's plans show most new development occurring on the periphery, that easily could change should the City Council unconditionally grant these increased densities.

2

When combined with the city's planned upzone for the UDistrict neighborhood, the Campus Master Plan would accommodate levels of commercial development exceeding Amazon's meteoric growth in South Lake Union. UW administrators say not to worry; they're only expecting to actually develop 6 million of the 12.9 million square feet of added capacity over the next decade or so. We're not reassured.

Let's take that additional 6 million square feet UW says it will put on campus and add that to the 4 million square feet of highrise offices allowed under the proposed upzone for the UDistrict. That total 10 million square feet of office space would accommodate roughly another 35,000 jobs in the UDistrict.

3

Consider that even if only 45 percent of these new UDistrict workers choose to live in the suburbs (recent studies show over 60 percent of Seattle workers live there now), and then let's say only 30 percent of those coming in from the suburbs drive alone with the rest taking mass transit (a very optimistic assumption), that's still over 4700 additional cars every day coming into a community already facing near gridlock every rush hour. Considering that a freeway lane can accommodate about 1000 cars an hour, our optimistic scenario creates a demand for an additional 4-5 freeway lanes--which of course won't be built. We'll just have more cars spilling more carbon emissions into our already polluted urban air.

4

Now let's consider the 1500 existing affordable units within the area of the neighborhood upzone. A significant portion of people living in these units are service workers who maintain and manage UW facilities. But these units will almost inevitably be torn down to make way for the new towers. So we'll see more of this workforce displaced and living further out and commuting longer distances to UW for their jobs.

5

Why not locate a significant portion of the office space planned for the UW main campus at its satellite campuses, say, in Bothell and Tacoma, closer to where many if not most of their new employees (and many of the students and teachers) will be living anyway? This would take pressure off the UDistrict and our city as a whole. And putting those jobs closer to where people choose to live (for economic or personal reasons) would be more environmentally sound, reducing commute distances and number of cars on roads into and out of Seattle.

6

The UDistrict Upzone is the first of the Mayor's planned "HALA upzones" and Campus Master Plan - the cumulative effect and taken singly - affect the entire city. Citizens and small business owners from the UDistrict say this is an egregious example of how these plans ignore community needs.

7

John V. Fox for the Seattle Displacement Coalition

RESPONSE TO EMAIL 24

Fox, John

1. The comment regarding development under the *2018 Seattle CMP* and impacts to views of the mountains is noted. An analysis of views and visual simulations of potential development under the EIS Alternatives was included in the Draft EIS and has been updated in this Final EIS in Chapter 3.9, Aesthetics. Please note that the *2018 Seattle CMP* does not propose any change to the MIO boundaries, and the Plan would only apply within the existing MIO.
2. The comment regarding existing campus vistas is noted. As noted in the Draft EIS, the *2018 Seattle CMP* is intended to preserve existing primary campus vistas such as Rainier Vista, Memorial Way NE, the Liberal Arts Quad, Olympic Vista (along NE Campus Parkway) and the Portage Bay Vista.
3. The comment regarding cumulative development within the University District and additional jobs is noted.
4. Freeway capacity per hour is much higher than 1,000 vehicles per hour (more like 1,900 per lane per hour) per Highway Capacity Manual. The Transportation Discipline Report identifies substantial increased capacity in transit serving the University District including ST2 and ST3 and Metro Connects. The Transportation Management Plan includes a drive alone goal of 15 percent by 2028. The transportation analysis used a conservative 20 percent SOV rate. The new mode split would apply to existing trips as well as growth.
5. The comment regarding affordable housing is noted. Please refer to Chapter 3.7, Population and Housing and Chapter 4 – Key Topic Areas, Section 4.1 Housing, of this Final EIS for additional analysis and further details on housing.
6. The comment regarding dispersed University educational development is noted. Each of the three University of Washington campuses has its own growth plans that meet the needs of its mission. UW Bothell and UW Tacoma have been growing at even higher rates than the Seattle campus and their programs and office space need to be located on their campus to make their programs work. The same program requirements relate to the Seattle campus. See Chapter 4 (Key Topic Areas) for discussion on where people working at the Seattle campus live.
7. The comment regarding the University District zoning changes is noted. The EIS provides an analysis of cumulative impacts with development under the *2018 Seattle CMP*, including cumulative impacts associated with the University District zoning changes. Please also refer to Chapter 4 – Key Topic Areas, Section 4.4, Overall Cumulative Conditions for further discussion on cumulative impacts.

From: [Tom Fucoloro](#)
To: cmpinfo@uw.edu
Subject: Media inquiry: Question from Seattle Bike Blog
Date: Tuesday, October 25, 2016 1:06:00 PM

Hi, this is Tom from Seattle Bike Blog.

I am working on a story for tomorrow about the Campus Master Plan update, and I have two questions:

1) I've received a lot of inquiries from readers, mostly about this bullet point on page 92:

"Reroutes bicycle traffic off the Burke-Gilman Trail down 11th Avenue along NE Pacific Street and connects back at the corner of 15th Avenue to ensure safer Burke-Gilman Trail connections."

Previous work by UW Transportation, including a full plan to rehab the trail and a TIGER grant application, called for trail improvements in this area and improved crossings to make the trail safer. Is the new Campus Master Plan looking to toss out these existing trail plans?

What is the reasoning for trying to move people biking to Pacific?

For background, I covered those previous plans here (note, in particular, the Brooklyn crossing image): <http://www.seattlebikeblog.com/2013/05/22/our-regions-best-candidate-for-tiger-transportation-funds-rebuild-the-burke-gilman-trail-through-uw/>

2) I see there are plans for a "continuous waterfront trail" from Montlake Blvd to the West Campus Green and beyond, but the trail is not included on the bicycle circulation map on page 107. Is this trail intended to be walking only? What is the reason for not making it a bike route?

Thanks for your help.

Tom Fucoloro
206.696.3059

RESPONSE TO EMAIL 25

Fucoloro, Tom

1. The Burke-Gilman Trail Plan prepared by the University addresses conflict points on the trail and identifies goals for modifications and updates. In 2016, a portion of the trail was expanded to help improve overall operations. As funding becomes available other sections of the trail will be improved. Please refer to Figure 107 of the *2018 Seattle CMP* for details on potential bike circulation lanes.
2. The continuous waterfront trail that is identified in the *2018 Seattle CMP* will prioritize pedestrian activity over bicycling and encourage passive activities along the water's edge. The Burke-Gilman Trail will continue to serve as the primary regional bike route through the Seattle campus.

From: druliner@uw.edu on behalf of [cmpinfo](mailto:cmpinfo@uw.edu)
To: cmpinfo@uw.edu
Subject: Tyler Ganter
Date: Thursday, October 20, 2016 9:38:22 PM

Submitted on Thursday, October 20, 2016 - 21:38
Submitted by anonymous user: 174.50.68.68
Submitted values are:

Your Name: Tyler Ganter
Your Email: tylergan@uw.edu
Your Message:
To whom it may concern,

I just recently heard word of the 2018 UW Campus Master Plan and as you may have heard, there is a building plan that is in conflict with the UW rock, a popular rock climbing area near the Husky stadium.

I'm messaging here to express my concern with the possibility of taking down the UW rock. As a UW alumni and former officer for the UW rock climbing club I can attest to the sentimental value and current student community surrounding this feature. It has been used as a weekly meeting spot for the climbing club as well as a regular stop for many other students, staff and other climbers. I have met many friends through the community developed around this location and can't imagine ruining this opportunity for future generations.

With this is mine I ask with my most genuine sincerity that you take the concerns of the community into account and please, please, please do not take down UW rock!!!

Please feel free to reach out to me if you have any other questions or concerns. I am happy to respond and be involved to whatever extent I can provide. Thank you for your time.

-Tyler

The results of this submission may be viewed at:
<http://pm.uw.edu/node/17/submission/279>

RESPONSE TO EMAIL 26

Ganter, Tyler

1. The University plans to protect the outdoor climbing rock in its current site. The proposed E58 site (formerly E85) has been modified to preserve this recreational community asset.

From: [Theresa Doherty](#)
To: [Garrett P. Genereux](#)
Cc: [CMP Info](#)
Subject: Re: 2018 CMP Comment
Date: Thursday, November 3, 2016 9:25:31 AM

Garrett

Thank you for your comment about the climbing rock. I will be sure this comment is included with all comments and responded to in the Final Environmental Impact Statement.

Theresa

From: "Garrett P. Genereux" <ggenereu@uw.edu>
Date: Wednesday, November 2, 2016 at 6:51 PM
To: Theresa Doherty <tdoherty@uw.edu>
Subject: 2018 CMP Comment

Hello Ms. Doherty,

I would like to submit a comment to the 2018 Campus Master Plan. The Recreational Sports Programs Department will be making an official comment regarding our facilities representation in the 2018 CMP. However, I wanted to make an individual comment regarding a facility that I oversee. In the plan, on South campus, there is a potential building just south of Husky Stadium. While it is impossible to tell from the rendering, it appears that the footprint of this potential building covers, or comes very close to an existing structure in that area. Husky Rock (originally called the UW Practice Rock, also known as UW Rock) is an artificial, concrete climbing structure that sits just off of the E12 parking lot in that green space. That rock climbing structure is of serious historical significance. Built in 1974, it is the first climbing structure ever built on a college campus in the United States. Since its construction it has been an invaluable resource to the UW community and Seattle climbing community. In the plan, Guiding Principle #5 states: Stewardship of Historic and Cultural Resources. Husky Rock certainly fits within those parameters. Additionally, its importance as an area of accessible outdoor recreation cannot be understated. For many UW community members it is a simple walk or bike ride to access free, outdoor climbing in a beautiful place. I understand that the potential building is just that, potential not guaranteed, but I want to make it clear that Husky Rock itself is worth being of note on this 2018 Campus Master Plan and future CMPs.

1

Thank you for your time,

GARRETT GENEREUX
Climbing Coordinator – UW Wild Adventures
Recreational Sports Programs

IMA Building Box 354090
3924 Montlake Blvd NE, Seattle, WA 98195
206.616.1143/ fax 206.685.4667
ggenereu@uw.edu

RESPONSE TO EMAIL 27

Genereux, Garrett

1. The University plans to protect the outdoor climbing rock in its current site. The proposed E58 site (formerly E85) has been modified to preserve this recreational community asset.

From: [Leslie Stark](#)
To: [cmpinfo](#)
Subject: FW: UW Master Campus Plan
Date: Monday, November 14, 2016 9:15:19 AM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.jpg](#)
[image005.png](#)

LESLIE STARK

Assistant to the Director, Campus Master Plan
 UW Planning & Management

UW Tower – T-12
 Box 359445 Seattle, WA 98195
 206.543.1271/ mobile 206.291.0090 / lstark24@uw.edu



From: Julie Blakeslee [<mailto:jblakesl@uw.edu>]
Sent: Friday, November 11, 2016 10:04 AM
To: Theresa Doherty <tdoherty@uw.edu>; Leslie Stark <lstark24@uw.edu>
Subject: FW: UW Master Campus Plan

From: c.h.gibbs@comcast.net [<mailto:c.h.gibbs@comcast.net>]
Sent: Friday, November 11, 2016 9:49 AM
To: Julie Blakeslee
Subject: UW Master Campus Plan

Ms. Blakeslee:

I applaud your efforts to expand the UW campus to meet the growing needs of the faculty and students. As a member of the Historic Seattle I voice my concerns, that in an effort to expand UW, you may destroy some of the very historical characteristics and atmosphere that draw students to the UW campus.

I concur with Eugenia Woo, Director of Preservation Services, that UW can increase height limits and allow new construction in a strategic manner that will not negatively impact the campus as a whole. Please refer to her letter of November 10, 2016.

Thank you for your attention.

Sincerely,
Cynthia Gibbs

RESPONSE TO EMAIL 28

Gibbs, Cynthia

1. The comment regarding historic preservation on campus is noted. The *2018 Seattle CMP* includes a guiding principle, Stewardship of Historic and Cultural Resources, which states that the University will take a balanced approach to property development and the preservation of historic resources. Please refer to Chapter 5 of the *2018 Seattle CMP* for more information concerning the principle and Chapter 6 of the Plan for more information about the University's historic preservation policies and practices.

From: [Kathryn Grubbs](#)
To: cmpinfo@uw.edu
Subject: Project Plan Comments
Date: Wednesday, October 5, 2016 10:38:52 AM

I am curious to know, for those of us currently working in buildings that are slated for removal (e.g. Guthrie Annexes), where do our programs get housed? Do we retain space in the new building structures? Is there any consideration of what programs exist in these spaces and where it makes sense to rehouse them? Will there be a chance for conversation/input with those of us affected in this manner?

1

Thank you,

Kathryn

--

KATHRYN GRUBBS
(She/Her/Hers)
Academic Counselor
UW Robinson Center for Young Scholars
Guthrie Annex 2 Box 351630 / Seattle, WA 98195-9475
206.616.0841 / fax: 206.685.3890
kgrubbs@uw.edu / robinsoncenter.uw.edu

RESPONSE TO EMAIL 29

Grubbs, Kathryn

1. The *2018 Seattle CMP* identifies potential sites where development could occur on campus over the 10-year Planning Horizon. During the site selection process for specific development projects under the CMP, the University would coordinate with affected departments within any buildings that would be displaced by a specific project to develop a plan for relocation of affected staff, faculty and facilities.

From: [Gustafson, Joshua](#)
To: ["cmpinfo@uw.edu"](mailto:cmpinfo@uw.edu)
Subject: Seattle Campus Master Plan Comments
Date: Monday, November 21, 2016 3:21:49 PM

Hi UW Seattle Campus Master Plan Committee,

My name is Joshua Gustafson. I have read the Seattle Campus Master plan and I have concerns about it. My major concerns are the increase of traffic to the school. Namely to the Montlake blvd and U Village area. This area is under constant traffic and expansion here would make it so much worse. The massive expansion in E1 parking lot, Laurel Village and Urban Horticulture Area will definitely make this a problem. I am also worried about the Urban Horticulture Area as you plan to build a large building, E84, in there. I love walking and running through there. Adding a large building in there would really detract from the area and wreck the best open space UW has to offer. I can not find out what this building is for. I highly recommend you remove E84 from the building plan and save the open space which is becoming increasingly rare in this growing city. Thank you for listening to my concerns and I hope you make the correct changes.

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Sincerely,

Joshua Gustafson

Joshua Gustafson

Research Scientist III | Jensen Lab | Ben Towne Center for Childhood Cancer Research
Seattle Children's Research Institute

508-265-1366 CELL

206-884-1249 OFFICE

joshua.gustafson@seattlechildrens.org

OFFICE 1100 Olive Way, Seattle, WA 98101

MAIL M/S OL-1, PO Box 5371, Seattle, WA 98145

WWW www.seattlechildrens.org/research/

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RESPONSE TO EMAIL 30

Gustafson, Joshua

1. The Transportation Discipline Report evaluates traffic impacts at over 80 intersections including those near Montlake Boulevard and the University Village on NE 45th Street and NE 47th Street at Sand Point.
2. The E86 development site (formerly E84) has been modified to only allow up to 30 feet of building height. Please refer to Chapter 4 – Key Topic Areas, Section 4.2 Building Height Relationship to Surrounding Area, for a detailed overview of the building height modifications to be made to the *2018 Seattle CMP*.

From: [Erika Harnett](#)
To: cmpinfo@uw.edu; tdoherty@uw.edu
Subject: Comments regarding Campus Master plan
Date: Friday, November 4, 2016 1:48:33 PM

I would like to comment that I have severe misgivings regarding the proposed Campus Master plan. A central theme of the plan seems to be eliminating the green spaces on campus. How can the UW claim to be environmentally friendly when it seems to planning to lay waste to most of the current green space on campus? One may argue that there is an urgent need for instructional space on campus but to that I would say, if there is such a huge need for classroom space why has the recent UW building plan been to build so many new buildings on main campus that lack any classroom space (Molecular Engineering Building, Nano Engineering Building, Animal Science Building/Bunker)? The lack of instructional space on campus is entirely due to incredibly poor planning on the part of those that have approved so many buildings to be built with no classroom space.

1

2

Erika Harnett
Earth and Space Sciences

RESPONSE TO EMAIL 31

Harnett, Erika

1. Please refer to Chapter 5 of the *2018 Seattle CMP* for a description of the proposed open space network, which delineates between existing and proposed open spaces. As is noted in Chapter 5, existing open spaces on the Central Campus are retained, and new anchoring open spaces are introduced in the West, South and East Campuses. The percent change in open space has also been included in the *2018 Seattle CMP*.
2. Please refer to Chapter 3 within the *2018 Seattle CMP*, under the space needs assessment section. Additional instructional space responds to increased growth on campus. The University is actively considering schedule modifications to further alleviate classroom demand. Classroom buildings are not the only instructional spaces; many of the new buildings cited in this comment include teaching and research labs, which are also critical to the University's academic, research and service missions.

From: [Mark Harniss](#)
To: [UW Seattle Campus Master Plan](#)
Subject: RE: Learn more about the future University of Washington Seattle Campus!
Date: Wednesday, October 5, 2016 2:15:31 PM
Attachments: [image001.jpg](#)

On the website, I think you may have the wrong document linked from the text in yellow below. It goes to the campus master plan kickoff, not the central and south plan?

1



From: UW Seattle Campus Master Plan [mailto:cmpinfo@uw.edu]
Sent: Wednesday, October 5, 2016 9:40 AM
To: Mark Harniss <mharniss@uw.edu>
Subject: Learn more about the future University of Washington Seattle Campus!

Campus Master Plan



The **2018 Draft Seattle Campus Master Plan** provides the framework for the University of Washington's future campus development. Progressive and sustainable, it balances the preservation of the core campus with the need to accommodate increasing density. The plan integrates the University's academic, research, and service missions with its capital plan objectives.

The Draft CMP and EIS has been issued today, October 5, 2016. This begins a 45-day comment period that ends November 21, 2016. To view or download the draft documents, visit the [project website](#).

Learn more about the draft plan and share your input with project staff at our public events:

Campus Master Plan (CMP) Online Open House

Wednesday, October 12

Noon – 1 p.m.

Sign up at: tinyurl.com/UWSeattleCampus-2018MasterPlan

Open House

Tuesday, October 18

Noon – 2 p.m.

[Haggett Hall](#) Cascade Room

University of Washington Campus

Open House

Thursday, October 20

7 – 9 p.m.

[UW Tower](#) 22nd Floor Auditorium

4333 Brooklyn Ave NE

Environmental Impact Statement (EIS) Online Open House

Tuesday, October 25

Noon – 1 p.m.

Sign up at: tinyurl.com/UWSeattleCampus-2018MasterPlanEIS

SEPA Public Hearing

Wednesday, October 26

6:30 – 9 p.m.

[UW Tower](#) 22nd Floor Auditorium

4333 Brooklyn Ave NE

Drop-in Office Hours

[Suzzallo Library Café](#)

Wednesday, October 19

1 – 3 p.m.

University of Washington Campus

[Café Allegro](#)

Monday, October 24

3– 5 p.m.

4214 University Way NE

(Enter from the alley behind Magus Books)

[Post Alley Café](#)

Wednesday, November 2

2:30 – 4:30 p.m.

4507 Brooklyn Ave NE

In the Hotel Deca

Can't attend our open houses or office hours?

You may also review the draft plan and EIS online at pm.uw.edu/campus-master-plan and send comments to cmpinfo@uw.edu.

The University of Washington will take public comments on the Draft CMP and EIS for 45 days after its publication date.

RESPONSE TO EMAIL 32

Harniss, Mark

1. The comment regarding the website link is noted.

From: druliner@uw.edu on behalf of [cmpinfo](mailto:cmpinfo@uw.edu)
To: cmpinfo@uw.edu
Subject: Kameron Harris
Date: Monday, October 31, 2016 8:36:46 AM

Submitted on Monday, October 31, 2016 - 08:36
Submitted by anonymous user: 108.179.181.199
Submitted values are:

Your Name: Kameron Harris
Your Email: kamdh@uw.edu

Your Message: As a graduate student (PhD candidate in Applied Math), I've spent many afternoon hours climbing at the Husky Rock outdoor climbing area. It's one of the oldest such climbing structures in the country. I've improved as a climber, met friends, and even broke my ankle there, but I still enjoy going. That area of open grass and trees by the Montlake cut is a peaceful place on an otherwise busy campus. UW should not sacrifice that special corner of campus in new development. Please don't get rid of the UW rock.

1

The results of this submission may be viewed at:
<http://pm.uw.edu/node/17/submission/309>

RESPONSE TO EMAIL 33

Harris, Kameron

1. The University plans to protect the outdoor climbing rock in its current site. The proposed E58 site (formerly E85) has been modified to preserve this recreational community asset.

From: [Theresa Doherty](#)
To: [CMP Info](#)
Subject: FW: Written comments for 2018 UW Master Plan
Date: Thursday, November 3, 2016 9:25:20 AM

From: Amy Hatch Ono <ahatchono@gmail.com>
Date: Wednesday, November 2, 2016 at 1:36 PM
To: "cmpinfo@uw.edu" <cmpinfo@uw.edu>
Cc: Theresa Doherty <tdoherty@uw.edu>
Subject: Written comments for 2018 UW Master Plan

November 2, 2016

Dear UW 2018 Master Plan Team:

I sincerely appreciate the opportunity to share my concerns and asks here and in person at the public hearing on October 26, 2016.

I want to start by saying that I love the University of Washington. I graduated from UW. I hope my daughter goes to UW when she is older. I begged my husband to move back to Seattle from the Eastside and so I was thrilled when we moved into our house in the "Town of Yesler" in the lower part of Laurelhurst. I love our house. We have put a lot of work into it and it's really great for us. My daughter loves going to the Horticultural Center across the street. But, we have been greatly impacted by the parking situation near our home.

When we first moved in about two years ago it was annoying, but less of an issue because we both worked such long hours, so by the time we got home -- closer to 6:30 or 7:00 pm -- there would usually be parking somewhere on our street. I began to notice how much the neighborhood would fill up with cars coming in from elsewhere when I would leave late or come home early from a doctor appointment during my pregnancy and not be able to park on our street. During my maternity leave when I would have doctor's appointments with a crying infant and my own appointments for postpartum depression, it was really upsetting to me on some pretty bad days when I couldn't park near my house. We do have a small narrow driveway, but the way the steps and walkway were designed it is hard to park a car in the driveway, especially with a carseat in the back and then be able to get the carseat and child out from the driveway. Because of this, we did change some of the original landscaping and railing for the stairs to make it so that we can usually get one of our cars in the driveway.

Now, however, I have a much tighter schedule with childcare and have to get home earlier than I used to, which is stressful on many levels from being in more traffic, to feeling more crunched at work and then nine out of ten times I am not able to park on my street. I have been warned (and thankfully been there) for having part of my car stick out of my driveway and into the sidewalk (so that I could exit my vehicle from the driveway, because it is narrow). I got a parking ticket from the street around the corner -- which is one block in our area that is zoned 2-hour parking with no permit (something that is upsetting to everyone in the area, both on and off the street), when we

had a childcare emergency and I had to stay home with my daughter and had parked there the night before assuming I would leave in the morning around 7am. Early afternoon I realized where my car had been parked and rushed out to see that I had a \$44 ticket...for just parking by my own house in the only available space.

I am reaching out now because while I am very happy that the UW has been so successful and will continue to expand, I worry that the parking near our home will only get worse with the growth and I am begging for help in getting a solution.

1

I have heard at these meetings around the Master Plan that the number of parking spots on campus will not increase, and that the number of students, faculty and staff parking on campus has gone down. I believe that is true. My sister works at UW and cannot -- or finds it very costly -- to park on campus, especially in comparison to her salary, so she is able to take a bus from near her home. But, I know many, many students and staff don't have easy public transportation options. The PNW isn't exactly known for amazing public transportation.

And, so many of these UW students and staff do in fact still drive in, but they park in our neighborhood rather than pay to park at UW. I drive by the E1 lot on my way to work each day and it is very empty, but my street is full of students, UW staff and commuters now that walk to lightrail before I leave each morning. There is a professor who parks almost consistently in front of my neighbors house. There are two different vehicles that usually park just to the left side of my house or right out in front where a UW vehicle (a van) drops them off at their cars and truck at the end of the day when I am sitting at the table feeding my daughter and looking out. The UW branded work vehicle actually slows down and drops them off to get in their cars and leave.

2

I understand not wanting to pay to park for work. I work in downtown Seattle and to make sure I can get in and leave when I need to for childcare and still work enough hours, I have to pay for monthly parking. It's expensive. I get it. But, I also want to then be able to park near my home with toddler when I am done working. My neighbors feel the same. Our little area is surrounded by numerous things that contribute to parking by non-residents. A large part of it is tied to UW, but not all of it. That said, I know it will only continue to be impacted as UW (rightfully) grows, so I am asking for help. We deal with insane amounts of parking on Husky game days from folks that then walk to the games; we get overflow parking from the Horticultural Center events on weekends and weeknights alike (dances, weddings, plant sales, corporate events, memorial services, etc). The parking of UW students, staff and faculty to save on parking and then cut through the paths up behind the baseball fields. And, now with the success of the light rail, but no place to park for those commuters they come to our neighborhood. We had one car park in front for 9 days -- gone for a vacation -- with sun shades up in the windows. Yes, I called -- three times -- after it had been 72 hours and was told someone would come out and mark it and then ticket it, but it never happened. We have people park in front of our house, get their bike out of the their trunk and ride to the Light rail. At the top of the Town of Yesler there is a similar issue with people "commuting" to our neighborhood to park and then grab the bus on 45th or take their bikes from their onto the Burke Gilman.

3

I don't know what the right solution is, but I do know that there is available parking on campus and near campus that is not being utilized because of cost. And, I know that UW is growing and that is wonderful, but it does affect our lives. It may seem like a small thing, but when it is day in and day out for commuting, for events, for games, etc, it becomes too much. As a neighborhood we have

4

tried to get an RPZ. We were told we don't qualify. I know how many cars are here on rainy non-game day weekend days and it's not a lot. On a dry spring mid-morning it is packed. The Horticultural Center has signs up all over stating "No commuter parking" so we know that it is an issue in our area. We are the closest neighborhood to the University of Washington without an RPZ. I have an elderly neighbor around the corner who tries to leave her garbage can out so she can park near her front steps. I know neighbors try to put out cones only to have them taken. We also only consist of nine blocks - period. We are surrounded on all four sides by the Talaris Conference Center, 45th and all the retail that runs along it, UW's grad student housing and then the Yesler Swamp/ Horticultural Center on all sides. There are only 9 blocks. There may be no way to meet the traditional requirements for an RPZ that way. But, we desperately need one and want one (as a neighborhood).

I understand and I do empathize with the parkers looking to save money, but surely there is a way to help them -- be it free transit passes or lowered and subsidized parking on campus in certain lots for students and employees who qualify and help for us to get an RPZ. It would still allow for short-term parking, and evening events at the Horticultural Center and for overflow from businesses on 45th for short-term diners and shoppers, but it would greatly help our neighborhood.

Please consider areas like ours in the Master Plan that are already impacted by UW and that will be impacted even more with the growth that comes with UW's success. Please help us to preserve our ability to easily get around and park within our neighborhood, and also make it easier for the students and staff that need to commute by vehicle to do so on campus.

Thank you, sincerely, for allowing me to share this with you.

Amy Hatch Ono
3606 NE 41st Street
Seattle, WA 98105
(206) 579-7243
ahatchono@gmail.com

RESPONSE TO EMAIL 34

Hatch-Ono, Ann

1. The comment regarding street parking in the vicinity of the University is noted.
2. The Transportation Management Plan includes a contribution to the City for parking strategies in the Primary and Secondary impact areas such as RPZs.
3. The Transportation Management Plan includes a contribution to the City for RPZs or other neighborhood access strategies in the Primary and Secondary impact areas.
4. The University outlines its intent to continue supporting current RPZs or other neighborhood access programs within the Primary and Secondary Impact Zone as well as support the neighborhoods efforts to create new RPZs if the community and City feel the RPZ is warranted.

From: [Matt Hays](#)
To: cmpinfo@uw.edu
Subject: Campus master plan open house sign-up for Thursday?
Date: Wednesday, October 19, 2016 10:49:12 AM

Does the Thursday night open house require advance sign-up? On the list forwarded to me, some dates had sign-up links but not this one. Also not seeing on <https://pm.uw.edu/campus-master-plan>. I'll be there in any case. Thanks,

1

Matt Hays
Senior Proposals Manager – Marketing

LEASE CRUTCHER LEWIS
2200 Western Avenue – Suite 500, Seattle, WA 98121
D: 206.689.0506 | T: 206.622.0500
lewisbuilds.com

RESPONSE TO EMAIL 35

Hays, Matt

1. The evening open houses on the *2018 Seattle CMP* and Draft EIS were open to the public and did not require advanced registration to attend.

From: mike@routesetter.com on behalf of [Mike Helt](#)
To: rgbarnes@uw.edu; cmpinfo@uw.edu
Subject: Article on Master Plan and UW Rock
Date: Wednesday, October 26, 2016 4:58:08 PM

Dear Ms, Barnes,

I'm the editor-in-chief at the Climbing Business Journal. We cover the climbing industry, specifically climbing gyms and artificial walls.

It came to my notice that a Change.org petition was recently posted here:

<https://www.change.org/p/cmpinfo-uw-edu-save-uw-climbing-rock>

It states that the new UW Campus Master Plan shows a new building where the UW Rock is currently located. The implication is that the climbing structure would be torn down. I'm simply seeking clarity on this and whether or not this is the case.

1

If you have time to answer a few questions for a piece we're planning about the UW Rock. You can respond here or if you prefer, we can schedule a time to chat on the phone.

- Will the UW Rock be torn down to make way for a new building?
- If so, what is the reason?
- Was the historic nature of the climbing structure taken into consideration?
- Will the UW Rock be replaced by any other climbing structure?
- If possible, how many people use the UW Rock in a year?

2

Thanks for your time and hope to hear from you soon.

Best,

Mike Helt
Editor-in-Chief
[Climbing Business Journal](#)

RESPONSE TO EMAIL 36

Helt, Mike

1. The University plans to protect the outdoor climbing rock in its current site. The proposed E58 site (formerly E85) has been modified to preserve this recreational community asset.
2. Please see the response to Comment 1 of this letter.

From: druliner@uw.edu on behalf of [cmpinfo](mailto:cmpinfo@uw.edu)
To: cmpinfo@uw.edu
Subject: Nick Howard
Date: Saturday, October 22, 2016 12:13:53 AM

Submitted on Saturday, October 22, 2016 - 00:13
Submitted by anonymous user: 70.199.129.240
Submitted values are:

Your Name: Nick Howard
Your Email: Nickjhoward@hotmail.com
Your Message:

Please consider leaving the UW climbing wall as it is. It is a community resource that has been there for generations of climbers in the Pacific Northwest, and should remain as such.

1

The results of this submission may be viewed at:
<http://pm.uw.edu/node/17/submission/287>

RESPONSE TO EMAIL 37

Howard, Nick

1. The University plans to protect the outdoor climbing rock in its current site. The proposed E58 site (formerly E85) has been modified to preserve this recreational community asset.

From: druliner@uw.edu on behalf of [cmpinfo](mailto:cmpinfo@uw.edu)
To: cmpinfo@uw.edu
Subject: Nathan Hubbell
Date: Wednesday, October 26, 2016 3:23:25 PM

Submitted on Wednesday, October 26, 2016 - 15:23
Submitted by anonymous user: 107.77.97.83
Submitted values are:

Your Name: Nathan Hubbell
Your Email: nathan@pellego.com

Your Message:

Removing the climbing wall would be a significant loss to the UW culture, and replacing it with another facility would be a large waste of money. It's not broken, don't try and fix it. You could build a nice roof over it if you want.

1

The results of this submission may be viewed at:
<http://pm.uw.edu/node/17/submission/301>

RESPONSE TO EMAIL 38

Hubbell, Nathan

1. The University plans to protect the outdoor climbing rock in its current site. The proposed E58 site (formerly E85) has been modified to preserve this recreational community asset.

From: [Jessica Jarvi](#)
To: cmpinfo@uw.edu
Subject: EIS Open House
Date: Wednesday, October 5, 2016 6:40:52 PM

To whom it may concern,

On the online registration page, it states that the EIS Open House is from 12pm to 1pm Eastern Daylight Time. Is this a mistake or does it really take place at 9am to 10am Pacific Time?

1

-Jessica Jarvi

RESPONSE TO EMAIL 39

Jarvi, Jessica

1. The EIS open house that is referred to in the comment was held from 12 PM to 1 PM pacific standard time.

From: [James Jiambalvo](#)
To: cmpinfo@uw.edu; [Gerald J. Baldasty](#); [Michael J. McCormick](#)
Subject: Building in N-5
Date: Thursday, October 6, 2016 10:09:54 AM
Attachments: [B40BDD5B-D369-4995-B06C-DD18D08004F1\[18\].png](#)

Hi Jerry and Mike,

In the master plan that was distributed, it appears that N-5 parking goes away and is replaced by a building. This would take away 175 parking slots and have a serious negative impact on the many, many executives that visit Foster as well as our evening MBA students (around 300 managers from local companies).

1

Even currently, parking is extremely difficult. We had potential employers come for a meeting just yesterday and they left campus and parked in the Wells Fargo building.

I'm certainly not expert in the master plan so there may be ways that the parking problem will be mitigated. If so, can you share this information?

2

Thanks for your consideration,

Jim

--

James Jiambalvo
Orin & Janet Smith Dean
Michael G. Foster School of Business
University of Washington
Dempsey Hall 303A
Box 353223
Seattle, WA 98195-3223
Assistant: 206.221.5749



RESPONSE TO EMAIL 40

Jiambalvo, James

1. The Transportation Discipline Report (Appendix D) addresses parking. As noted in the TDR, as sites are developed parking may be replaced in either structured parking or redistributed to other parking options, depending on a number of factors. Parking is managed on a campus-wide basis and would not exceed the parking cap of 12,300 eligible stalls campus-wide.
2. Please refer to the response to Comment 1 of this letter.

From: [Adam Johnson](#)
To: cmpinfo@uw.edu
Subject: Seattle Campus Master Plan Comments
Date: Monday, November 21, 2016 3:38:56 PM

Hi UW Seattle Campus Master Plan Committee,

My name is Adam Johnson. I have read the Seattle Campus Master plan and I have concerns about it. My major concerns are the increase of traffic to the school. Namely to the Montlake blvd and U Village area. This area is under constant traffic and expansion here would make it so much worse. The massive expansion in E1 parking lot, Laurel Village and Urban Horticulture Area will definitely make this a problem. I am also worried about the Urban Horticulture Area as you plan to build a large building, E84, in there. I love walking and running through there. Adding a large building in there would really detract from the area and wreck the best open space UW has to offer. I can not find out what this building is for. I highly recommend you remove E84 from the building plan and save the open space. Thank you for listening to my concerns and I hope you make the correct changes.

Sincerely,

Adam Johnson

1

2

RESPONSE TO EMAIL 41

Johnson, Adam

1. The Transportation Discipline Report evaluates traffic impacts at over 80 intersections including those near Montlake Boulevard and the University Village on NE 45th Street and NE 47th Street at Sand Point.
2. The E86 development site (formerly E84) is only allowed to be 30 feet in height, and would not impact the existing greenhouse. The site of the proposed structure would be on land that has already accommodated exterior building support functions.

Master Plan Comments November 21, 2016

By Mary Fran Joseph and Mike Stanislaus

Summary:

All is based on new monies.

No mention of Population Health only mentions innovation district. It is surprising that population health was not mentioned in academic and research partnerships or in innovation framework. Also Medicine was not mentioned as part of innovation district.

1

Net parking growth in South campus is much higher percentage of total growth versus building growth, it will create greater traffic congestion which is unanswered in the plan. Vacations in the West (Boat Street) may also create additional traffic congestion, (Parking on pages 160, 182, 198, 210)

Location	% of Net Parking Growth	% of Net Building Growth
South	62%	23%
West	35%	50%
Central	14%	15%
East	-11%	12%
Total	100%	100%

2

There are certain wings in Health Sciences not mentioned for renovation, is there a reason (H, I, K or AA)?

3

It notes existing chilled water has capacity. There were issues in Health Sciences historically.

4

References:

Page 39: The Innovation district only identifies Arts and Sciences, technology and engineering to find most creative solutions to local, national and global problems. It does not mention Medicine. Page 132: Innovation Framework is noted as E and W, excludes S and Central

It was surprising that population health was not mentioned in academic and research partnerships or in innovation framework.

Page 76: Identified Health Sciences as building with significant deferred maintenance.

5

Page 80. Over the 10 years, growth allowance is 6 million net new gross square feet, South campus is identified as 1,350,000 or 23% of the total. Page 118 and 122: have to demolish 2,776,265 of south campus to yield the net new growth. South Campus demolition is 54.5% of the space identified for demolition in the master plan. (Is Hitchcock Hall historic?) (P. 122) (Harris Hydraulics, South Campus Center) (HS wings BB, RR, SW, NN, EA, EB, B, C, D, F, G, J, T) Is there a reason H, I, K or AA not included?

Page 102: Burke Gilman improvements if funding is available.

Page 110: South Campus-removal of San Juan Road, new street to connect NE Pacific and NE Columbia west of the UW Medical Center. West campus-vacation along NE Northlake Place East of 8th ave Ne and dead end street. Second potential is along NE Boat Street from Fisheries to Brooklyn Ave NE. Full vacation of Boat Street creates continuous open space. (My concern is that traffic is already horrific in South Campus—how is this responsive to current traffic conditions and traffic under growth scenarios?)

Page 112: Parking cap will remain at 12,300, current parking spots are at 10,940. Increase of people at 20% but increase of parking at 12.4% if at cap. Univ states they will remain under cap. Is that realistic? South campus identified as potential for significant parking relative to others growth of 3,000 spots (page 122 , page 198)

Page 114: Assumes that proposed building heights in East, West and South Campuses have increased

Page 132: Innovation Framework is noted as E and W, excludes S and Central

Pages 134-135: Chilled Water is a current issue that is not recognized

Page 142: University talks about successfully kept single occupant vehicle trips under 1990 levels despite a 35% increase in campus population. This ignores the existing transportation/traffic congestion.

Page 145: Positive strategies to improve transit opportunities

Page 146: Parking management strategies—Don't agree with review parking options for high-demand parking lots as these are what is available—no control.

Page 148: good ideas for bicycling

**5
cont.**

RESPONSE TO EMAIL 42

Joseph, Mary

1. Please refer to the response to Letter 13 – Comment 1.
2. Please refer to the response to Letter 13 – Comment 2.
3. Please refer to the response to Letter 13 – Comment 3.
4. Please refer to the response to Letter 13 – Comment 4.
5. Please refer to the response to Letter 13 – Comment 5 through 13.

From: [Hannah Maryam Kalinoski](#)
To: cmpinfo@uw.edu
Subject: Seattle Campus Master Plan Comments
Date: Monday, November 21, 2016 6:37:49 PM

Hi UW Seattle Campus Master Plan Committee,

My name is Hannah Kalinoski and I am a proud alumni 2015. I have read the Seattle Campus Master plan and I have concerns about it. My major concerns are the increase of traffic to the school. Namely to the Montlake blvd and U Village area. This area is under constant traffic and expansion here would make it so much worse. The massive expansion in E1 parking lot, Laurel Village and Urban Horticulture Area will definitely make this a problem. I am also worried about the Urban Horticulture Area as you plan to build a large building, E84, in there. I love walking and running through there. Adding a large building in there would really detract from the area and wreck the best open space UW has to offer. I can not find out what this building is for. I highly recommend you remove E84 from the building plan and save the open space. Thank you for listening to my concerns and I hope you make the correct changes.

1

2

Sincerely,

Hannah Kalinoski

RESPONSE TO EMAIL 43

Kalinoski, Hannah

1. The Transportation Discipline Report evaluates traffic impacts at over 80 intersections including those near Montlake Boulevard and the University Village on NE 45th Street and NE 47th Street at Sand Point.
2. The E86 development site (E84) is only allowed to be 30 feet in height, and would not impact the existing greenhouse. The site of the proposed structure would be on land that has already accommodated exterior building support functions.

From: druliner@uw.edu on behalf of [cmpinfo](mailto:cmpinfo@uw.edu)
To: cmpinfo@uw.edu
Subject: Curtis Knapp
Date: Wednesday, October 5, 2016 12:54:31 PM

Submitted on Wednesday, October 5, 2016 - 12:54

Submitted by anonymous user: 66.193.98.102

Submitted values are:

Your Name: Curtis Knapp

Your Email: cknapp08@comcast.net

Your Message:

I'm very disappointed that this plan only includes a passing mention of affordable housing, and only in the transportation section of the plan. The UW is making the affordable housing crisis in Seattle worse by prioritizing bringing big corporate bucks to the University District over promoting the development of affordable housing. This robs students, recent grads, and families of critical space where affordable housing is needed much more than startups and corporate office space.

1

The UW is Seattle's largest employer and is educating tomorrow's workforce, workers who will face an economy of stagnant wages and growth only for those at the top. It would be so shameful for the UW to miss this opportunity to be a better partner in making our region a place where people can afford to stay after completing their education at UW.

2

The results of this submission may be viewed at:

<http://pm.uw.edu/node/17/submission/269>

RESPONSE TO EMAIL 44

Knapp, Curtis

1. The comment regarding affordable housing is noted. Please refer to Chapter 4 – Key Topic Areas, Section 4.1 Housing, for further details on housing, including affordable housing.
2. The comment regarding the Seattle and regional economy is noted. Please refer to Chapter 4 – Key Topic Areas, Section 4.1 Housing, for further details on housing, including affordable housing.

From: [Theresa Doherty](#)
To: [CMP Info](#)
Subject: FW: Draft Master Plan
Date: Monday, November 28, 2016 6:41:43 PM

This one may have already been sent to the CMP email address

From: Curtis Knapp [<mailto:cknapp08@comcast.net>]
Sent: Wednesday, October 5, 2016 1:04 PM
To: Ana Mari Cauce <president@uw.edu>
Subject: Draft Master Plan

President Cauce,

I'm very disappointed that the draft master plan only includes a passing mention of affordable housing, and only in the transportation section of the plan. The UW is making the affordable housing crisis in Seattle worse by prioritizing bringing big corporate cash to the University District over promoting the development of affordable housing. This robs students, recent grads, and families of critical space where affordable housing is needed much more than startups and corporate office space.

1

The UW is Seattle's largest employer and is educating tomorrow's workforce, workers who will face an economy of stagnant wages and growth only for those at the top. It would be so shameful for the UW to miss this opportunity to be a better partner in making our region a place where people can afford to live after completing their education at the UW.

2

I hope to see the UW use this master plan as a platform to argue as forcefully for affordable housing as you are promoting the construction of corporate office space in the "innovation district."

Thanks,
Curtis Knapp
UW Class of 2012 graduate

--

Curtis Knapp
509-954-3186

RESPONSE TO EMAIL 45

Knapp, Curtis (2)

1. The comment regarding affordable housing is noted. Please refer to Chapter 4 – Key Topic Areas, Section 4.1 Housing, for further details on housing, including affordable housing.
2. The comment regarding the Seattle and regional economy is noted. Please refer to Chapter 4 – Key Topic Areas, Section 4.1 Housing, for further details on housing, including affordable housing.

From: [Theresa Doherty](#)
To: cmpinfo@uw.edu
Subject: FW: Master Plan
Date: Thursday, October 6, 2016 4:36:15 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)

THERESA DOHERTY

Senior Project Director, Campus Master Plan
 UW Planning & Management

UW Tower – T-12
 Box 359445 Seattle, WA 98195-9445
 206.221.2603/ mobile 253.341.5585 / tdoherty@uw.edu



From: Curtis Knapp [mailto:cknapp08@comcast.net]
Sent: Wednesday, October 05, 2016 1:03 PM
To: Theresa Doherty <tdoherty@uw.edu>
Subject: Master Plan

Theresa,

I'm very disappointed that the draft master plan only includes a passing mention of affordable housing, and only in the transportation section of the plan. The UW is making the affordable housing crisis in Seattle worse by prioritizing bringing big corporate cash to the University District over promoting the development of affordable housing. This robs students, recent grads, and families of critical space where affordable housing is needed much more than startups and corporate office space.

1

The UW is Seattle's largest employer and is educating tomorrow's workforce, workers who will face an economy of stagnant wages and growth only for those at the top. It would be so shameful for the UW to miss this opportunity to be a better partner in making our region a place where people can afford to live after completing their education at the UW.

2

I hope to see the UW use this master plan as a platform to argue as forcefully for affordable housing as you are promoting the construction of corporate office space in the “innovation district.”

Thanks,
 Curtis Knapp
 UW Class of 2012 graduate

--

Curtis Knapp
509-954-3186

RESPONSE TO EMAIL 46

Knapp, Curtis (3)

1. The comment regarding affordable housing is noted. Please refer to Chapter 4 – Key Topic Areas, Section 4.1 Housing, for further details on housing, including affordable housing.
2. The comment regarding the Seattle and regional economy is noted. Please refer to Chapter 4 – Key Topic Areas, Section 4.1 Housing, for further details on housing, including affordable housing.

From: [John K.](#)
To: cmpinfo@uw.edu
Subject: Feedback on Campus Master Plan
Date: Wednesday, November 30, 2016 3:49:24 PM

Please keep the climbing wall. Why add to global warming by driving somewhere to climb? Not everyone owns a car. Thank you.

1

John Kranick

RESPONSE TO EMAIL 47

Krannick, John

1. The University plans to protect the outdoor climbing rock on its current site. The proposed E58 site (formerly E85) has been modified to preserve this recreational community asset.

From: druliner@uw.edu on behalf of [cmpinfo](mailto:cmpinfo@uw.edu)
To: cmpinfo@uw.edu
Subject: Trevor Lane
Date: Tuesday, October 25, 2016 10:21:37 AM

Submitted on Tuesday, October 25, 2016 - 10:21
Submitted by anonymous user: 140.226.169.98
Submitted values are:

Your Name: Trevor Lane
Your Email: trevlane@gmail.com
Your Message:

I have heard that you are considering tearing down the UW outdoor climbing wall near the stadium. I sincerely hope this does not happen. I have spent innumerable hours there after class or during a break while riding the Burke Gilman trail and would be deeply saddened to see it go. I went to UW for both undergrad and medical school and plan to move back to UW in a year. If this is gone then I will have to go to Marymoor for nearby outdoor climbing; I know the AAC has a wall near Magnuson, but that doesn't even compare. Please don't tear it down!

Thanks,
Trevor

1

The results of this submission may be viewed at:
<http://pm.uw.edu/node/17/submission/292>

RESPONSE TO EMAIL 48

Lane, Trevor

1. The University plans to protect the outdoor climbing rock on its current site. The proposed E58 site (formerly E85) has been modified to preserve this recreational community asset.

From: [Nam Le](#)
To: cmpinfo@uw.edu
Subject: Seattle Campus Master Plan Comments
Date: Monday, November 21, 2016 4:53:09 PM

Hi UW Seattle Campus Master Plan Committee,

My name is Nam Le I have read the Seattle Campus Master plan and I have concerns about it. My major concerns are the increase of traffic to the school. Namely to the Montlake blvd and U Village area. This area is under constant traffic and expansion here would make it so much worse. The massive expansion in E1 parking lot, Laurel Village and Urban Horticulture Area will definitely make this a problem. I am also worried about the Urban Horticulture Area as you plan to build a large building, E84, in there. I love walking and running through there. Adding a large building in there would really detract from the area and wreck the best open space UW has to offer. I can not find out what this building is for. I highly recommend you remove E84 from the building plan and save the open space. Thank you for listening to my concerns and I hope you make the correct changes.

1

2

Sincerely,

Nam Le

--

Nam Le

M. 503.473.2377

RESPONSE TO EMAIL 49

Le, Nam

1. The Transportation Discipline Report evaluates traffic impacts at over 80 intersections including those near Montlake Boulevard and the University Village on NE 45th Street and NE 47th Street at Sand Point.
2. The E86 development site (formerly E84) is only allowed to be 30 feet in height, and would not impact the existing greenhouse. The site of the proposed structure would be on land that has already accommodated exterior building support functions.

From: [Leslie Stark](#)
To: [cmpinfo](#)
Subject: FW: Possible Error in CMP Map
Date: Monday, October 10, 2016 9:49:45 AM
Attachments: [image004.png](#)
[image005.png](#)
[image006.png](#)
[image007.png](#)
[image001.png](#)
[image002.png](#)
[image003.png](#)
[image008.png](#)
[image009.jpg](#)
[image010.jpg](#)
[image011.jpg](#)
[image012.jpg](#)

LESLIE STARK

Assistant to the Director, Campus Master Plan
UW Planning & Management

UW Tower – T-12
Box 359445 Seattle, WA 98195
206.543.1271/ mobile 206.291.0090 / lstark24@uw.edu



From: Theresa Doherty [<mailto:tdoherty@uw.edu>]
Sent: Friday, October 07, 2016 1:26 PM
To: mikeleake <msleake@earthlink.net>
Cc: Leslie Stark <lstark24@uw.edu>
Subject: RE: Possible Error in CMP Map

Mike,

Thank you for your comment on the Campus Master Plan.

In creating the graphics for the plan we decided to show all buildings as “existing” if they are under construction now and will be done by 2018. So, that is why you see the new Burke as “existing” in the graphics because it will be complete by 2018 when this plan is approved. The other building site close to the current Burke is shown as potential because it is a new potential development site.

I hope that answers your question.

THERESA DOHERTY

Senior Project Director, Campus Master Plan

UW Planning & Management

UW Tower – T-12
Box 359445 Seattle, WA 98195-9445
206.221.2603/ mobile 253.341.5585 / tdoherty@uw.edu



From: mikeleake [<mailto:msleake@earthlink.net>]
Sent: Friday, October 07, 2016 8:48 AM
To: UW Seattle Campus Master Plan <cmpinfo@uw.edu>
Subject: Possible Error in CMP Map

On page 7, it seems that the existing Burke building is shown as 'potential', and the new building is shown as 'existing'.

1

-----Original Message-----

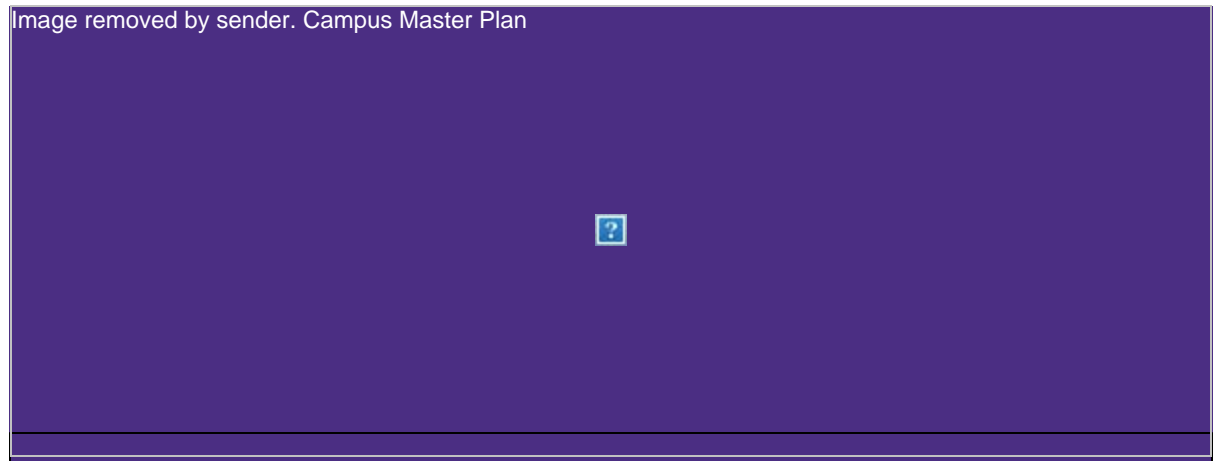
From: UW Seattle Campus Master Plan

Sent: Oct 5, 2016 9:40 AM

To: leakem@uw.edu

Subject: Learn more about the future University of Washington Seattle Campus!

Image removed by sender. Campus Master Plan



The **2018 Draft Seattle Campus Master Plan** provides the framework for the University of Washington's future campus development. Progressive and sustainable, it balances the preservation of the core campus with the need to accommodate increasing density. The plan integrates the University's academic, research, and service missions with its capital plan objectives.

The Draft CMP and EIS has been issued today, October 5, 2016. This begins a 45-day comment period that ends November 21, 2016. To view or download the draft documents, visit the [project website](#).

Learn more about the draft plan and share your input with project staff at our public events:

Campus Master Plan (CMP) Online Open House

Wednesday, October 12

Noon – 1 p.m.

Sign up at: tinyurl.com/UWSeattleCampus-2018MasterPlan

Open House

Tuesday, October 18

Noon – 2 p.m.

[Haggett Hall](#) Cascade Room

University of Washington Campus

Open House

Thursday, October 20

7 – 9 p.m.

[UW Tower](#) 22nd Floor Auditorium

4333 Brooklyn Ave NE

Environmental Impact Statement (EIS) Online Open House

Tuesday, October 25

Noon – 1 p.m.

Sign up at: tinyurl.com/UWSeattleCampus-2018MasterPlanEIS

SEPA Public Hearing

Wednesday, October 26

6:30 – 9 p.m.

[UW Tower](#) 22nd Floor Auditorium

4333 Brooklyn Ave NE

Drop-in Office Hours

[**Suzzallo Library Café**](#)

Wednesday, October 19

1 – 3 p.m.

University of Washington Campus

[**Café Allegro**](#)

Monday, October 24

3– 5 p.m.

4214 University Way NE

(Enter from the alley behind Magus Books)

[Post Alley Café](#)

Wednesday, November 2

2:30 – 4:30 p.m.

4507 Brooklyn Ave NE

In the Hotel Deca

Can't attend our open houses or office hours?

You may also review the draft plan and EIS online at pm.uw.edu/campus-master-plan and send comments to cmpinfo@uw.edu.

The University of Washington will take public comments on the Draft CMP and EIS for 45 days after its publication date.

The CMP and EIS schedule as well as all public open house information is posted on our website: pm.uw.edu/campus-master-plan



||

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RESPONSE TO EMAIL 50

Leake, Mike

1. The new Burke Museum that is currently under construction is shown as an existing building because it is assumed to be completed by the time the *2018 Seattle CMP* is in effect and was developed under the 2003 Seattle CMP. The former Burke Museum site is shown as a potential site since it is assumed to be available for development with the completion of the new Burke Museum.

From: [Nicole Perry Lieberman](#)
To: cmpinfo@uw.edu
Subject: Seattle Campus Master Plan Comments
Date: Monday, November 21, 2016 4:46:30 PM

Hi UW Seattle Campus Master Plan Committee,

My name is Nicole Lieberman. I have read the Seattle Campus Master plan and I have concerns about it. My major concerns are the increase of traffic to the school. Namely to the Montlake blvd and U Village area. This area is under constant traffic and expansion here would make it so much worse. The massive expansion in E1 parking lot, Laurel Village and Urban Horticulture Area will definitely make this a problem. I am also worried about the Urban Horticulture Area as you plan to build a large building, E84, in there. I love walking and running through there. Adding a large building in there would really detract from the area and wreck the best open space UW has to offer. I can not find out what this building is for. I highly recommend you remove E84 from the building plan and save the open space. Thank you for listening to my concerns and I hope you make the correct changes.

1

2

Sincerely,

Nicole Lieberman

RESPONSE TO EMAIL 51

Lieberman, Nicole

1. The Transportation Discipline Report evaluates traffic impacts at over 80 intersections including those near Montlake Boulevard and the University Village on NE 45th Street and NE 47th Street at Sand Point.
2. The E86 development site (former E84) is only allowed to be 30 feet in height, and would not impact the existing greenhouse. The site of the proposed structure would be on land that has already accommodated exterior building support functions.

From: [Linda](#)
To: cmpinfo@uw.edu
Subject: Comment on Campus Master Plan
Date: Wednesday, October 5, 2016 7:45:23 PM

Hello,

As someone who lives nearby, my biggest concern is the construction and other noise that will be generated. I ask that noise abatement measures be put in place. The worst noise consists of the backup alarms from trucks and other vehicles. Seattle has a legal alternative to backup alarms, which consists of the swishing noise that you hear from Seattle city recycling trucks when they go into reverse. It is way, way better to hear that than the backup alarms, which, after all, are designed to be annoying in the extreme.

1

You can get more info about this by using the following contact info, which I found on the seattle.gov site:

Ask Us

- [Contact a Noise Control Specialist](#)

Online

- dan.powers@seattle.gov
- david.george@seattle.gov
- james.dasher@seattle.gov
- guy.kelley@seattle.gov

Thanks,
Linda

RESPONSE TO EMAIL 52

Linda

1. The comment regarding construction noise is noted. Construction-related noise mitigation measures are identified in Chapter 3.5 (Environmental Health).

From: druliner@uw.edu on behalf of [cmpinfo](mailto:cmpinfo@uw.edu)
To: cmpinfo@uw.edu
Subject: August Longino
Date: Wednesday, October 26, 2016 10:22:01 PM

Submitted on Wednesday, October 26, 2016 - 22:21

Submitted by anonymous user: 71.35.186.47

Submitted values are:

Your Name: August Longino

Your Email: august.longino@gmail.com

Your Message: Rock climbing has become increasingly popular in recent years, and climbing gyms are now a standard fixture of well-developed university athletics programs around the country. College bouldering and climbing teams are commonplace, taking root at Harvard, MIT, Duke, and of course UW. In the private sector, climbing gyms have exploded as an industry- Seattle alone has at least 7, including the UW Rock. In recognition of the groundswell of support for this developing sport, rock climbing will be a recognized event in the 2020 Olympics- all due in large part to the ability of climbers, young and old, to hone their skills at facilities like the Rock. The fact that one of the first ever training grounds for some of the greatest athletic pioneers in the game is right here on UW's campus is worthy of recognition, and respect. To pave over one of the earliest man-made climbing structures in the United States at the same moment that the sport is rising to cultural prominence is a short-sighted choice- one that future generations of UW students will both regret and resent.

1

The results of this submission may be viewed at:

<http://pm.uw.edu/node/17/submission/302>

RESPONSE TO EMAIL 53

Longino, August

1. The University plans to protect the outdoor climbing rock on its current site. The proposed E58 site (formerly E85) has been modified to preserve this recreational community asset.

From: [Josh Lowy](#)
To: cmpinfo@uw.edu
Subject: Master Plan 2016: Husky Rock
Date: Wednesday, October 19, 2016 10:11:39 PM

To whom it may concern:

I am writing to comment on the proposed Campus Master Plan for 2018. I am a UW Student (Class of 2017) and I greatly appreciate the commitment of the UW to promote sustainable growth through a comprehensive Campus Master Plan.

Please consider preserving the outdoor practice climbing structure located on the East Campus near the Stadium and Boathouse. According to the Master Plan document there is a potential structure that is shown in the current location of the climbing rock. I ask that you please consider the historical importance of this practice climbing area (as one of the first outdoor practice climbing areas in the country) and the importance that this climbing structure holds for the climbing community of the greater Seattle area.

1

Thank you, I will plan to attend the open house at the UW Tower Mezzanine Auditorium on 10/20 from 7-9 PM to offer public comment on this portion of the Campus Master Plan.

Sincerely,

Josh Lowy
UW Climbing Team Captain

RESPONSE TO EMAIL 54

Lowy, Josh

1. The University plans to protect the outdoor climbing rock on its current site. The proposed E58 site (formerly E85) has been modified to preserve this recreational community asset.

From: [N. Machida](#)
To: cmpinfo@uw.edu
Subject: HOV Lanes
Date: Thursday, October 27, 2016 6:56:54 PM

If the university is going to densify to this extent, which I support, there needs to be an explicit effort to get continuous Bus/Shuttle/HOV lanes radiating out from campus.

First priority would be Montlake-Pacific-15th-45th from SR520 to I-5, second priority would be Roosevelt corridor, and third priority would be Montlake from Husky Stadium to U-Village and 45th from 15th to U-Village. If we want to avoid this whole area becoming choked like South Lake Union, we need to prioritize high occupancy vehicles and transit - give those who are considerate of the geometric reality of an urban campus a faster ride and move more people while we're at it.

We have the solutions for a more traversable U-District and it's time to start implementing them!

Thank you.

RESPONSE TO EMAIL 55

Machida, N

1. The Transportation Discipline Report includes the evaluation of transit, pedestrian and bicycle modes measures of effectiveness (see Appendix D of this Final EIS). The Transportation Discipline Report assumes programmed expansion of transit light rail and Rapid Ride. The Transportation Management Plan also includes a goal for reducing drive alone mode to 15 percent by 2028.

From: [Stephen J. Majeski](#)
To: cmpinfo@uw.edu
Cc: [H D. Bradshaw](#)
Subject: Comment from the College of Arts and Sciences on behalf of the Department of Biology regarding the Draft 2018 Seattle Campus Master Plan
Date: Monday, November 21, 2016 2:49:29 PM
Attachments: [image001.jpg](#)
[Comment from the College of Arts and Sciences regarding the Draft 2018 Seattle Campus Master Plan.docx](#)
[20161121_LSB_GH_Solar_Exposure_Allowable_Heights.pdf](#)

11/21/16

Comment from the College of Arts and Sciences on behalf of the Department of Biology regarding the Draft 2018 Seattle Campus Master Plan

This comment is focused on the proposed new allowable building heights for building sites S40, S41, S42 and S43 in the South Campus Zone along Pacific Avenue and the effects the new buildings heights would have on the functionality of the new greenhouse which is part of the College of Arts and Sciences new Life Sciences Building project that is scheduled for completion in the summer of 2018. Perkins and Will is the architectural firm that has worked on the Life Science Building (LSB) Project and they worked on a number of sun studies to help develop the greenhouse plans. The College asked them to do a solar study to assess the impact of new heights for building across the street from the Greenhouse and their study (20161121_LSB_GH_Solar_Exposure_Allowable_Heights.pdf) is attached.

1

The solar study assessed the cumulative incident of solar radiation on the greenhouses for the month of January (chosen when the impact would be greatest and the need for sun for the greenhouse at its greatest under two conditions; 1) if buildings for the 4 sites would be at the proposed 240' limit and 2) if buildings on these four sites were restricted to being 105' tall. Their analysis shows that in the first case cumulative incident solar radiation on the greenhouse would be reduced by 50% and in the second case would be reduced to 67% of that given existing buildings.

Both of these conditions would severely hamper the functionality of the greenhouse as a research facility. But, given the cloudy weather we experience in Seattle in the winter AND the latitude of Seattle, any loss of solar radiation would have an adverse impact on the functionality of the greenhouse since available light is already marginal-to-insufficient, especially in winter. No matter what the heights of buildings on sites S40-S43, Biology will need to use supplemental lighting to grow plants particularly in the winter months. The taller the buildings, the greater the need for supplemental lighting. This will lead to the need to install more lighting and will also lead to more energy use in the LSB and greenhouse. Therefore, when buildings are actually constructed on sites S40-S43 that are taller than the existing structures, mitigation funding to pay for the supplemental lighting and higher energy costs would be appropriate.

2

Sincerely

sm-signature



Stephen Majeski

Associate Dean for Research Administration and Infrastructure

College of Arts and Sciences

RESPONSE TO EMAIL 56

Majeski, Stephen

1. The comment regarding building heights in the South Campus and their effects on the functionality of the Life Sciences Building and associated Greenhouse are noted.
2. The *2018 Seattle CMP* has been updated to reflect the potential effects of increased building heights in the South Campus on the Life Sciences Building and Greenhouse. The updated plan states that building heights of future development need to be sensitive to the daylighting needs of the Life Sciences Building and Greenhouse. Please also refer to Chapter 4 – Key Topic Areas, Section 4.1 Building Height Relationships to Surrounding Areas.

From: druliner@uw.edu on behalf of [cmpinfo](mailto:cmpinfo@uw.edu)
To: cmpinfo@uw.edu
Subject: Joe Manning
Date: Thursday, October 27, 2016 4:46:30 PM

Submitted on Thursday, October 27, 2016 - 16:46
Submitted by anonymous user: 67.155.205.66
Submitted values are:

Your Name: Joe Manning
Your Email: manninjo@gmail.com
Your Message:
I just signed the petition to save UW rock.

Please consider the historical legacy and future of area climbers by
preserving this structure. Thank you.

1

<https://www.change.org/p/cmpinfo-uw-edu-save-uw-climbing-rock>

Sincerely,

Joe Manning
Class of 2010

The results of this submission may be viewed at:
<http://pm.uw.edu/node/17/submission/304>

RESPONSE TO EMAIL 57

Manning, Joe

1. The University plans to protect the outdoor climbing rock on its current site. The proposed E58 site (formerly E85) has been modified to preserve this recreational community asset.

From: druliner@uw.edu on behalf of [cmpinfo](mailto:cmpinfo@uw.edu)
To: cmpinfo@uw.edu
Subject: Hans Martin
Date: Wednesday, October 26, 2016 1:05:39 PM

Submitted on Wednesday, October 26, 2016 - 13:05
Submitted by anonymous user: 128.95.32.105
Submitted values are:

Your Name: Hans Martin
Your Email: hansmrtn@uw.edu
Your Message:

The seemingly meaningless big concrete structure that is the Husky Rock is actually really important to me, and to countless other climbers over the past 30 or 40 years. It is where I have honed many skills for bigger climbing goals and met many other climbers. Frankly I don't think any other bouldering or climbing gyms compare. It would be a real loss to the Seattle climbing community and UW if it were removed for some unneeded sports building that we probably can't even use that our tuition pays for. If you support a rich history and future generations of the constantly growing climbing community, please consider signing this. I will personally protest the destruction of this monument for some useless parking garage to be paved over it, and I know for a fact I am not alone. Also, use a little foresight! In about 10 years, driving yourself to work will be significantly decreased, if not eradicated with public transport and self driving autos.

I sincerely hope UW's cooperate interests will hear us out. Climbing is growing constantly and this place is historical. Ashes have literally been spread there.

1

The results of this submission may be viewed at:
<http://pm.uw.edu/node/17/submission/300>

RESPONSE TO EMAIL 58

Martin, Hans

1. The University plans to protect the outdoor climbing rock on its current site. The proposed E58 site (formerly E85) has been modified to preserve this recreational community asset.

From: [Leslie Stark](#)
To: [cmpinfo](#)
Subject: FW: Mitigation for NE 50th St. between 30Ave NE and 35Ave NE
Date: Tuesday, November 29, 2016 9:53:24 AM

LESLIE STARK
 Assistant to the Director, Campus Master Plan
 UW Planning & Management

UW Tower – T-12
 Box 359445 Seattle, WA 98195
 206.543.1271/ mobile 206.291.0090 / lstark24@uw.edu

-----Original Message-----

From: Julie Blakeslee [<mailto:jblakesl@uw.edu>]
 Sent: Monday, November 28, 2016 10:00 AM
 To: Theresa Doherty <tdoherty@uw.edu>; Leslie Stark <lstark24@uw.edu>
 Subject: FW: Mitigation for NE 50th St. between 30Ave NE and 35Ave NE

-----Original Message-----

From: Rene Martinez [<mailto:rdm36@cornell.edu>]
 Sent: Monday, November 21, 2016 10:10 PM
 To: cmpinfo@uw.edu; Julie Blakeslee
 Subject: Mitigation for NE 50th St. between 30Ave NE and 35Ave NE

Hello -

Please accept this email as a comment to the 2018 Campus Master Plan and October 2016 draft EIS.

As in Figure 2-3 of UW 2018 Draft EIS, NE 50th Street between 30th Ave NE and 35 Ave NE is within the Primary Impact Zone. However, for this section of NE 50 St., it appears the draft EIS fails to “outline mitigation measures for...impacts of development” as stated in the draft EIS Description of the Proposal.

I am a 13 year resident of a community of this area that is in the Primary Impact Zone, and members of our community strongly urge the Plan and EIS introduce mitigation for this section of NE 50th St. The proposed development by UW will undoubtedly increase traffic and increase stormwater runoff, and as a mitigation, I would propose specific items:

- 1) To reduce traffic speed for increased pedestrian safety from UW development, construct one or two circle barriers along NE 50 St. between 30th Ave NE and 35th Ave NE
- 2) To increase pedestrian safety from UW development, construct a sidewalk on NE 50th St. between 30Ave NE and 35Ave NE
- 3) To mitigate stormwater runoff from UW development, construct stormwater structures, such as storm drains, bio swales, or rain gardens, to controll runoff on NE 50th St. between 30Ave NE and 35Ave NE

Our community benefits with its close proximity to UW, but our community is also burdened with traffic and environmental impact of UW. I believe it is incumbent on UW to fulfill its proposal and mitigate impacts of

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development in the Primary Impact Zone in which we reside.

Sincerely,

Rene Martinez

RESPONSE TO EMAIL 59

Martinez, Rene

1. The comment regarding the Primary Impact Zone is noted. Mitigation measures identified throughout the EIS are intended to minimize impacts that could occur in both the Primary and Secondary Impact Zones.
2. The comment regarding traffic circle barriers along NE 50th Street is noted. The Transportation Management Plan includes convening an agency stakeholder team to evaluate infrastructure needs and investment coordination.
3. The comment regarding sidewalks along NE 50th Street is noted. The Transportation Management Plan includes convening an agency stakeholder team to evaluate infrastructure needs and investment coordination.
4. Stormwater runoff from the UW Campus, including Blakeley Village, does not contribute to the stormwater system in NE 50th Street between 30th Avenue NE and 35th Avenue NE. Any current stormwater problems in NE 50th Street are a result of inadequate infrastructure in the street and should be addressed by Seattle Public Utilities. The nearest UW property to this street is Blakeley Village to the west, which drains south of the property. When Blakeley Village is redeveloped, on-site stormwater management, water quality and flow control facilities will be implemented per the City of Seattle Stormwater Manual; however, this will have no effect on the current problems identified in this section of NE 50th Street.
5. The comment regarding benefits and impacts of the University of Washington is noted. As indicated above, mitigation measures identified throughout the EIS are intended to minimize impacts that could occur in both the Primary and Secondary Impact Zones.

From: druliner@uw.edu on behalf of [cmpinfo](mailto:cmpinfo@uw.edu)
To: cmpinfo@uw.edu
Subject: Claire Marvet
Date: Thursday, October 20, 2016 4:12:01 PM

Submitted on Thursday, October 20, 2016 - 16:11
Submitted by anonymous user: 172.28.35.233
Submitted values are:

Your Name: Claire Marvet
Your Email: cmarv12@uw.edu
Your Message: Please keep the Husky Rock up! There is climbing history there
and it's a great practice tool.

1

The results of this submission may be viewed at:
<https://pm.uw.edu/node/17/submission/276>

RESPONSE TO EMAIL 60

Marvet, Claire

1. The University plans to protect the outdoor climbing rock on its current site. The proposed E58 site (formerly E85) has been modified to preserve this recreational community asset.

From: [Katherine Maslenikov](mailto:Katherine.Maslenikov@uw.edu)
To: cmpinfo@uw.edu
Subject: campus master plan comments
Date: Tuesday, October 25, 2016 9:42:49 AM

Hello,

I am writing to provide feedback about the UW campus master plan and to voice my concerns about the plans for west campus. I think a park along Boat St. would be a lovely addition to the campus, but I want to make sure that you know the extreme cost associated with replacing the buildings that would be demolished. I manage the UW Fish Collection, which is a research collection of 11 million preserved fish specimens that is part of the Burke Museum and the School of Aquatic and Fishery Sciences. The specimens are stored in 70% Ethanol in a facility in the basement of the Fisheries Teaching and Research (FTR) building. In addition, two other large storage rooms, one in the basement of FTR and one in the adjacent Marine Sciences (MAR) building contain mobile compactor shelving to house 2.5 million vials of fish otoliths. These collections are irreplaceable and of extreme importance internationally.

I assume that if these buildings are torn down to create a park that the University is required to replace them. I just want to make sure you know that this will not be so easy as replacing classrooms and offices. Flammable liquid storage at this scale (thousands of gallons) requires many specialized systems and structures mandated by the fire code. Building a new facility to house the fish collection will be extremely expensive. I want to make sure you are aware of this when considering tearing down FTR and MAR. I would also like to know if there are any requirements of the University to replace these facilities near their current location. Is it possible we could be moved to University property wherever is most convenient at the time, or do we have some assurances that we would be located near the rest of the School of Aquatic and Fishery Sciences on west campus?

1

Thank you,

Katherine

--

Katherine Pearson Maslenikov
Collections Manager
University of Washington Fish Collection
School of Aquatic and Fishery Sciences and
Burke Museum of Natural History and Culture
Box 355100
Seattle, WA 98195
(206) 543-3816
pearsonk@uw.edu
<http://uwfishcollection.org>

RESPONSE TO EMAIL 61

Maslenikov, Katherine

1. The comment regarding existing uses along NE Boat Street and potential relocation to accommodate development is noted. For specific projects that are identified for development under the *2018 Seattle CMP*, during the site selection process for those specific development projects, the University would coordinate with affected departments within any buildings that would be displaced by a specific project to develop a plan for relocation of affected staff, faculty and facilities.

From: druliner@uw.edu on behalf of [cmpinfo](mailto:cmpinfo@uw.edu)
To: cmpinfo@uw.edu
Subject: Christie Matthaei
Date: Monday, November 21, 2016 3:11:48 PM

Submitted on Monday, November 21, 2016 - 15:11
 Submitted by anonymous user: 173.227.19.12
 Submitted values are:

Your Name: Christie Matthaei
 Your Email: christie.matthaei@gmail.com
 Your Message:
 Dear Committee,

As a proud alumni of UW (2007) I am deeply concerned about several items on the Campus Mater Plan, particularly the East Campus expansion. My concerns are as follows:

Urban Horticulture Area: I am concerned about changes to this amazing resource to campus. Namely building E84 which is a 80,000 square foot and 3 story building. This building would not match anything else in the area. This building is too far from main campus to be in normal academic rotation of classes. In order to get to the building, students would have to cross a very busy road (45th), which would be dangerous during rush hour and hold up traffic. It says it is for academic use but at multiple open houses no one could tell me what it was for and every campus designer there was shocked that it was 3 stories. One stated that "it was just left over from the last campus expansion plan." I think this building should be removed if it has unknown function and no one knows what it does. UW resources could be better spent on buildings designated for specific purposes and altering the urban horticulture garden would be a devastating loss to my family and community. Please do not wreck one of UW best open spaces with a new large building.

1

Laurel Village: E80-E83 for married grad student housing. Area says it can be redone to house students in building up to 65 feet. Building this height would go against everything that is around it. It would mean putting a large building doubling in height to surrounding building. Please keep the height and feel to the neighborhood the same. Also how are you going to over double the students living their without increasing traffic to the neighborhood.

2

Overall height of buildings: This seems to be a constant concern. UW sits next to the Laurelhurst neighborhood and there is a beautiful flow from UW into the neighborhood. It looks like from these plans that UW is wanting to build as large as it can up to side of the neighborhood. Please look to surrounding areas and decide if you need to build 3, 4 and even 6 story building where nothing is that tall. All planners at the meetings were surprised that the restriction would let you build so high and told me to address it.

3

E1 parking lot expansion: I have a lot of concerns about this. First, is the massive impact this will have on traffic. This would bring in business people who are not in the polling numbers to campus. Where would people park for football games? What is the environmental impact since you are building on a landfill and marsh area. I think this seems like a bad idea compared to other areas of expansion. I understanding building in this area would be

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incredibly expensive. Those resources would be better spent elsewhere.

Traffic: I believe this expansion will critically impact Montlake blvd, 45th street and the surrounding neighborhoods. Traffic here has increasingly become worse and adding more building to this area will only continue the trend. I have read your estimates of people coming to campus and I believe these stats to be inaccurate and misleading for the following reasons 1) They do not account for visitors to hospital and campus 2) they do not take into account the impact of students, professors and staff parking in adjacent neighborhoods. I live in the Laurelhurst neighborhood and I watch staff in UW vehicles drop off employees at their personal car in front of my home. I watch professors, students, and staff park and walk to campus. As an under-graduate student, faculty, students and staff informed us of where we could park to avoid paying for parking. Until all visitors/traffic is taken into account the traffic stats can't be relied upon . Till then, it is misleading and inaccurate.

6

I think lots of the expansion plans seem great. The east area expansion has me concerned. Please review the traffic impact, hurting one of the best open spaces at UW by putting in a large building that doesn't fit the space, building skyscrapers for student housing in a residential areas, and building in E1 parking seems not to be fully thought through. Thanks for your consideration.

7

Sincerely,
Christie Matthaei

The results of this submission may be viewed at:
<http://pm.uw.edu/node/17/submission/320>

RESPONSE TO EMAIL 62

Matthaei, Christie

1. The E86 development site (formerly E84) is only allowed to be 30 feet in height, and would not impact the existing greenhouse. The site of the proposed structure would be on land that has already accommodated exterior building support functions.
2. Please refer to Chapter 4 – Key Topic Areas, Section 4.2 Building Height Relationship to Surrounding Area, for a detailed overview of the building height modifications to be made to the *2018 Seattle CMP*.
3. Please refer to Chapter 4 – Key Topic Areas, Section 4.2 Building Height Relationship to Surrounding Area, for a detailed overview of the building height modifications to be made to the *2018 Seattle CMP*.
4. The East Campus vision seeks to preserve athletic uses while transforming underutilized land and former brownfield into space for learning, academic partnerships and research. While the overall development capacity within East Campus is identified as 4.7 million net square feet, permitted development in East Campus will not exceed 750,000 square feet (please refer to Chapter 5 of the *2018 Seattle CMP*). The University values tailgating as part of the game day experience and would consider this issue during the site selection process.
5. As identified in Chapter 3.1 (Earth) of the EIS, the majority of the East Campus (including the existing E1 parking area) is considered a high potential for sensitive earth conditions. Mitigation measures are identified for these areas, including site specific geotechnical studies/recommendations and compliance with applicable City of Seattle critical areas regulations (liquefaction-prone areas, peat settlement-prone areas, and abandoned landfill areas).
6. The Transportation Discipline Report evaluates traffic impacts at over 80 intersections including those near Montlake Boulevard and the University Village on NE 45th Street and NE 47th Street at Sand Point.
7. The comment regarding development in the East Campus is noted.

From: [Dianne Matthaei](#)
To: cmpinfo@uw.edu
Subject: Seattle Campus Master Plan Comment
Date: Monday, November 21, 2016 10:28:30 PM

Hi UW Seattle Campus Master Plan Committee,

My name is **Dianne Matthaei**. I have read the Seattle Campus Master plan and I have concerns about it.

My major concern is the increase of traffic to the school especially to the Montlake Blvd and U Village area. This area is already highly congested and this would make it so much worse. The massive expansion in E1 parking lot, Laurel Village and Urban Horticulture Area will definitely cause many problems.

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I am also worried about the Urban Horticulture Area as you plan to build a large building, E84, in there. I love walking through there. Adding a large building in there would really detract from the area and wreck the best open space UW has to offer. What is the purpose of this building? I highly recommend you remove E84 from the building plan and save the open space.

2

Thank you for listening to my concerns.

Sincerely,

Dianne Matthaei

RESPONSE TO EMAIL 63

Matthaei, Dianne

1. The Transportation Discipline Report evaluates traffic impacts at over 80 intersections including those near Montlake Boulevard and the University Village on NE 45th Street and NE 47th Street at Sand Point.
2. The E86 development site (formerly E84) is only allowed to be 30 feet in height, and would not impact the existing greenhouse. The site of the proposed structure would be on land that has already accommodated exterior building support functions.

From: [C. Frederick Matthaei](#)
To: cmpinfo@uw.edu
Subject: Seattle Campus Master Plan Comments
Date: Monday, November 21, 2016 7:39:36 PM

Hi UW Seattle Campus Master Plan Committee,

My name is Fred Matthaei. I have read the Seattle Campus Master plan and I have concerns about it. My major concerns are the increase of traffic to the school. Namely to the Montlake blvd and U Village area. This area is under constant traffic and expansion here would make it so much worse. The massive expansion in E1 parking lot, Laurel Village and Urban Horticulture Area will definitely make this a problem. I am also worried about the Urban Horticulture Area as you plan to build a large building, E84, in there. I love walking and running through there. Adding a large building in there would really detract from the area and wreck the best open space UW has to offer. I can not find out what this building is for. I highly recommend you remove E84 from the building plan and save the open space. Thank you for listening to my concerns and I hope you make the correct changes.

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Sincerely,

C. Frederick Matthaei

RESPONSE TO EMAIL 64

Matthaei, Fredrick

1. The Transportation Discipline Report evaluates traffic impacts at over 80 intersections including those near Montlake Boulevard and the University Village on NE 45th Street and NE 47th Street at Sand Point.
2. The E86 development site (formerly E84) is only allowed to be 30 feet in height, and would not impact the existing greenhouse. The site of the proposed structure would be on land that has already accommodated exterior building support functions.

From: [J Matthaei](#)
To: cmpinfo@uw.edu
Subject: Building plan comment
Date: Monday, November 21, 2016 4:32:50 PM

Hi UW Seattle Campus Master Plan Committee,

My name is Jake Matthaei and I am a proud alumni (2009). I have read the Seattle Campus Master plan and I have concerns about it. My major concerns are the increase of traffic to the school. Namely to the Montlake blvd and U Village area. This area is under constant traffic and expansion here would make it so much worse. The massive expansion in E1 parking lot, Laurel Village and Urban Horticulture Area will definitely make this a problem. I am also worried about the Urban Horticulture Area as you plan to build a large building, E84, in there. I love walking and running through there. Adding a large building in there would really detract from the area and wreck the best open space UW has to offer. I cannot find out what this building is for. I highly recommend you remove E84 from the building plan and save the open space. Thank you for listening to my concerns and I hope you make the correct changes.

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Sincerely,

Jake Matthaei
253-224-5909

RESPONSE TO EMAIL 65

Matthaei, Jake

1. The Transportation Discipline Report evaluates traffic impacts at over 80 intersections including those near Montlake Boulevard and the University Village on NE 45th Street and NE 47th Street at Sand Point.
2. The E86 development site (formerly E84) is only allowed to be 30 feet in height, and would not impact the existing greenhouse. The site of the proposed structure would be on land that has already accommodated exterior building support functions.

From: druliner@uw.edu on behalf of [cmpinfo](mailto:cmpinfo@uw.edu)
To: cmpinfo@uw.edu
Subject: James Matthaei
Date: Monday, November 21, 2016 2:28:12 PM

Submitted on Monday, November 21, 2016 - 14:28

Submitted by anonymous user: 146.79.254.10

Submitted values are:

Your Name: James Matthaei

Your Email: jfmatthaei@gmail.com

Your Message:

Dear University of Washington Seattle Campus Master Plan Committee,

I am a proud alumni (2015) of the University and also now a happy neighbor too. I have read through the campus master plan and have some major concerns, namely over the East Campus expansion. I will break up major concerns into subgroups:

Traffic: I believe this expansion will critically impact this Montlake blvd. and the surrounding neighborhoods. Traffic here has increasingly become worse and adding more building to this area will only continue the trend. I have read your estimates of people coming to campus and I believe these stats to be inaccurate and misleading for the following reasons 1) They do not account for visitors to hospital and campus 2) they do not take into account the impact of students, professors and staff parking in adjacent neighborhoods. I live in the Laurelhurst neighborhood and I watch staff in UW vehicles drop off employees at their personal car in front of my home. I watch professors, students, and staff park and walk to campus. As a graduate student, faculty, students and staff informed us of where we could park to avoid paying for parking. Until this and all visitors are taken into account the traffic stats can't be truly valued and considered a true stat. Till then, it is misleading and inaccurate which is a shame coming from an amazing University known for high quality research.

Urban Horticulture Area: I am concerned about changes to this amazing resource to campus. Namely building E84 which is a 80,000 square foot and 3 story building. This building would not match anything else in the area. This building is to far from main campus to be in normal academic rotation of classes. It says it is for academic use but at multiple open houses no one could tell me what it was for and every campus designer there was shocked that it was 3 stories. One stated that "it was just left over from the last campus expansion plan." I think this building should be removed if it has unknown function and know one knows what it does. Please do not wreck one of UW best open spaces with a new large building.

Laurel Village: E80-E83 for married grad student housing. Area says it can be redone to house students in building up to 65 feet. Building this height would go against everything that is around it. I would be putting a large building doubling in height to surrounding building. Please keep the height and feel to the neighborhood the same. Also how are you going to over double the students living their without increasing traffic to the neighborhood.

Overall height of buildings: This seems to be a constant concern. UW sits next to the Laurelhurst neighborhood and there is a beautiful flow from UW into the neighborhood. It looks like from these plans that UW is wanting to build as large as it can up to side of the neighborhood. Please look to surround areas and decide if you need to build 3, 4 and even 6 story building where nothing is that tall. All planners at the meetings were surprised that

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the restriction would let you build so high and told me to address it.

E1 parking lot expansion: I have a lot of concerns about this. One how you will do this without impacting traffic. This would bring in business people who are not in the polling numbers to campus. Where would people park for football games? What is the environmental impact since you are building on a landfill and marsh area. I think this seems like a bad idea compared to other areas of expansion.

I think lots of the expansion plans seem great. The east area expansion has me concerned. Please review the traffic impact, hurting one of the best open spaces at UW by putting in a large building that doesn't fit the space, building skyscrapers for student housing in a residential areas, and building in E1 parking seems not to be fully thought through. Thanks for your consideration.

Sincerely,

James F. Matthaei
Postdoctoral Fellow
Ben Towne Center for Childhood Cancer Research
Seattle Children's Research Institute

The results of this submission may be viewed at:
<http://pm.uw.edu/node/17/submission/318>

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RESPONSE TO EMAIL 66

Matthaei, James

1. The Transportation Discipline Report evaluates traffic impacts at over 80 intersections including those near Montlake Boulevard and the University Village on NE 45th Street and NE 47th Street at Sand Point. Development in the east sector for the illustrate allocation of development under the *2018 Seattle CMP* is 750,000 square feet leaving substantial area for parking. Where parking is displaced, it would likely be replaced with structured or other locations nearby. Visitors are accounted for with an increase of background traffic.
2. The E86 development site (formerly E84) is only allowed to be 30 feet in height, and would not impact the existing greenhouse. The site of the proposed structure would be on land that has already accommodated exterior building support functions.
3. Please refer to Chapter 4 – Key Topic Areas, Section 4.2 Building Height Relationship to Surrounding Area, for a detailed overview of the building height modifications to be made to the *2018 Seattle CMP*.
4. Please refer to Chapter 4 – Key Topic Areas, Section 4.2 Building Height Relationship to Surrounding Area, for a detailed overview of the building height modifications to be made to the *2018 Seattle CMP*.
5. Development in the East Campus for the preferred alternative (Alternative 1) is 750,000 square feet leaving substantial area for parking. Where parking is displaced, it would likely be replaced with structured or other locations nearby. Parking is managed by the University on a campus-wide basis and the number of stalls would not exceed the parking cap of 12,300 eligible stalls campus-wide.
6. As identified in Chapter 3.1 (Earth) of the EIS, the majority of the East Campus (including the existing E1 parking area) is considered a high potential for sensitive earth conditions. Mitigation measures are identified for these areas, including site specific geotechnical studies/recommendations and compliance with applicable City of Seattle critical areas regulations (liquefaction-prone areas, peat settlement-prone areas, and abandoned landfill areas).

From: [James Matthaei](#)
To: cmpinfo@uw.edu
Subject: Seattle Campus Master Plan Comments
Date: Monday, November 21, 2016 2:29:10 PM

Dear University of Washington Seattle Campus Master Plan Committee,

I am a proud alumni (2015) of the University and also now a happy neighbor too. I have read through the campus master plan and have some major concerns, namely over the East Campus expansion. I will break up major concerns into subgroups:

- **Traffic:** I believe this expansion will critically impact this Montlake blvd. and the surrounding neighborhoods. Traffic here has increasingly become worse and adding more building to this area will only continue the trend. I have read your estimates of people coming to campus and I believe these stats to be *inaccurate and misleading* for the following reasons 1) They do not account for visitors to hospital and campus 2) they do not take into account the impact of students, professors and staff parking in adjacent neighborhoods. I live in the Laurelhurst neighborhood and I watch staff in UW vehicles drop off employees at their personal car in front of my home. I watch professors, students, and staff park and walk to campus. As a graduate student, faculty, students and staff informed us of where we could park to avoid paying for parking. Until this and all visitors are taken into account the traffic stats can't be truly valued and considered a true stat. Till then, it is misleading and inaccurate which is a shame coming from an amazing University known for high quality research.
- **Urban Horticulture Area:** I am concerned about changes to this amazing resource to campus. Namely building E84 which is a 80,000 square foot and 3 story building. This building would not match anything else in the area. This building is to far from main campus to be in normal academic rotation of classes. It says it is for academic use but at multiple open houses no one could tell me what it was for and every campus designer there was shocked that it was 3 stories. One stated that "it was just left over from the last campus expansion plan." I think this building should be removed if it has unknown function and know one knows what it does. Please do not wreck one of UW best open spaces with a new large building.
- **Laurel Village:** E80-E83 for married grad student housing. Area says it can be redone to house students in building up to 65 feet. Building this height would go against everything that is around it. I would be putting a large building doubling in height to surrounding building. Please keep the height and feel to the neighborhood the same. Also how are you going to over double the students living their without increasing traffic to the neighborhood.
- **Overall height of buildings:** This seems to be a constant concern. UW sits next to the Laurelhurst neighborhood and there is a beautiful flow from UW into the neighborhood. It looks like from these plans that UW is wanting to build as large as it can up to side of the neighborhood. Please look to surround areas and decide if you need to build 3, 4 and even 6 story building where nothing is that tall. All planners at the meetings were surprised that the restriction would let you build so high and told me to address it.
- **E1 parking lot expansion:** I have a lot of concerns about this. One how you will do this without impacting traffic. This would bring in business people who are not in the polling numbers to campus. Where would people park for football games? What is the environmental impact since you are building on a landfill and marsh area. I think this seems like a bad idea compared to other areas of expansion.

I think lots of the expansion plans seem great. The east area expansion has me concerned. Please review the traffic impact, hurting one of the best open spaces at UW by putting in a large building that doesn't fit the space, building skyscrapers for student housing in a residential areas, and building in E1 parking seems not to be fully thought through. Thanks for your consideration.

Sincerely,

James F. Matthaei
 Postdoctoral Fellow
 Ben Towne Center for Childhood Cancer Research
 Seattle Children's Research Institute

RESPONSE TO EMAIL 67
Matthaei, James (2)

1. Please refer to the response to Comment 1 of Email 66.
2. Please refer to the response to Comment 2 of Email 66.
3. Please refer to the response to Comment 3 of Email 66.
4. Please refer to the response to Comment 4 of Email 66.
5. Please refer to the response to Comment 5 of Email 66.
6. Please refer to the response to Comment 6 of Email 66.

From: mcmatthaei@aol.com
To: cmpinfo@uw.edu
Subject: Seattle Campus Master Plan Committee
Date: Monday, November 21, 2016 3:47:41 PM

Dear UW Seattle Campus Master Plan Committee:

My name is Marcia Matthaei I have read the Seattle Campus Master plan and I have concerns about it. My major concerns are the increase of traffic to the school. Namely to the Montlake Blvd. and U Village area. This area is under constant traffic and expansion here would make it so much worse. The massive expansion in E1 parking lot, Laurel Village and Urban Horticulture Area will definitely make this a problem. I am also worried about the Urban Horticulture Area as you plan to build a large building, E84, in there. I have friends who love walking and running through there. Adding a large building in there would really detract from the area and wreck the best open space UW has to offer. I have not been able find out what this building is for. I highly recommend you remove E84 from the building plan and save the open space. Thank you for listening to my concerns and I hope you make the correct changes.

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Sincerely,

Marcia Matthaei

RESPONSE TO EMAIL 68

Matthaei, Marcia

1. The Transportation Discipline Report evaluates traffic impacts at over 80 intersections including those near Montlake Boulevard and the University Village on NE 45th Street and NE 47th Street at Sand Point. Development in the East Campus under Alternative 1 is 750,000 square feet leaving substantial area for parking. Where parking is displaced, it would likely be replaced with structured or other locations nearby. Parking is managed by the University on a campus-wide basis and the number of stalls would not exceed the parking cap of 12,300 eligible stalls campus-wide.
2. The E86 development site (formerly E84) is only allowed to be 30 feet in height, and would not impact the existing greenhouse. The site of the proposed structure would be on land that has already accommodated exterior building support functions.

From: rmatthaei@comcast.net
To: cmpinfo@uw.edu
Subject: UW Seattle Campus Master Plan
Date: Tuesday, November 22, 2016 4:04:27 PM

Hello UW Seattle Campus Master Plan Committee,

My name is Richard Matthaei. I have heard about the Seattle Campus Master plan and I have concerns about it. My major concern is the increase of traffic around the school. Namely to the Montlake Blvd and U Village area. I was driving to Seattle Cancer Care recently, from the U Village area, and the traffic was stop and go for a half hour just to go the length in front of campus, and was consequently late for my appointment..This area is under constant traffic pressure and expansion here would make it so much worse. Some people don't have the option to hop on a bicycle and ride to where they need to go, such as people with health problems. The massive expansion in E1 parking lot, Laurel Village and Urban Horticulture Area will definitely make this problem worse. I am also worried about the Urban Horticulture Area as you plan to build a large building, E84, in there. I highly recommend you remove E84 from the building plan and save the open space. Thank you for listening to my concerns and I hope you make the correct changes.

Sincerely,

Richard H. Matthaei

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RESPONSE TO EMAIL 69

Matthaei, Richard

1. The Transportation Discipline Report evaluates traffic impacts at over 80 intersections including those near Montlake Boulevard and the University Village on NE 45th Street and NE 47th Street at Sand Point Development in the east sector for the preferred alternative (Alternative 1) is 750,000 square feet leaving substantial area for parking. Where parking is displaced, it would likely be replaced with structured or other locations nearby. Parking is managed by the University on a campus-wide basis and the number of stalls would not exceed the parking cap of 12,300 eligible stalls campus-wide.
2. The E86 development site (formerly E84) is only allowed to be 30 feet in height, and would not impact the existing greenhouse. The site of the proposed structure would be on land that has already accommodated exterior building support functions.

From: druliner@uw.edu on behalf of [cmpinfo](mailto:cmpinfo@uw.edu)
To: cmpinfo@uw.edu
Subject: Carli McGarrah
Date: Monday, November 21, 2016 3:17:00 PM

Submitted on Monday, November 21, 2016 - 15:16

Submitted by anonymous user: 71.15.160.13

Submitted values are:

Your Name: Carli McGarrah

Your Email: carli_walton@hotmail.com

Your Message:

Hi UW Seattle Campus Master Plan Committee,

My name is, Carli McGarrah. I have read the Seattle Campus Master plan and I have concerns about it. My major concerns are the increase of traffic to the school. Namely to the Monlake blvd and U Village area. This area is under constant traffic and expansion here would make it so much worse. The massive expansion in E1 parking lot, Laurel Village and Urban Horticulture Area will definitely make this a problem. I am also worried about the Urban Horticulture Area as you plan to build a large building, E84, in there. I love walking and running through there. Adding a large building in there would really detract from the area and wreck the best open space UW has to offer. I can not find out what this building is for. I highly recommend you remove E84 from the building plan and save the open space. Thank you for listening to my concerns and I hope you make the correct changes.

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Sincerely,
Carli McGarrah

The results of this submission may be viewed at:

<http://pm.uw.edu/node/17/submission/321>

RESPONSE TO EMAIL 70

McGarrah, Carli

1. The Transportation Discipline Report evaluates traffic impacts at over 80 intersections including those near Montlake Boulevard and the University Village on NE 45th Street and NE 47th Street at Sand Point.
2. The E86 development site (formerly E84) is only allowed to be 30 feet in height, and would not impact the existing greenhouse. The site of the proposed structure would be on land that has already accommodated exterior building support functions.

From: druliner@uw.edu on behalf of [cmpinfo](mailto:cmpinfo@uw.edu)
To: cmpinfo@uw.edu
Subject: Eric McGarrah
Date: Monday, November 21, 2016 3:08:44 PM

Submitted on Monday, November 21, 2016 - 15:08
Submitted by anonymous user: 130.20.176.117
Submitted values are:

Your Name: Eric McGarrah
Your Email: emfm7@yahoo.com
Your Message:
Hi UW Seattle Campus Master Plan Committee,

My name is Eric McGarrah and I am a proud alumni (2007). I have read the Seattle Campus Master plan and I have concerns about it. My major concerns are the increase of traffic to the school. Namely to the Monlake blvd and U Village area. This area is under constant traffic and expansion here would make it so much worse. The massive expansion in E1 parking lot, Laurel Village and Urban Horticulture Area will definitely make this a problem. I am also worried about the Urban Horticulture Area as you plan to build a large building, E84, in there. I love walking and running through there. Adding a large building in there would really detract from the area and wreck the best open space UW has to offer. I can not find out what this building is for. I highly recommend you remove E84 from the building plan and save the open space. Thank you for listening to my concerns and I hope you make the correct changes.

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Sincerely,
Eric McGarrah

The results of this submission may be viewed at:
<http://pm.uw.edu/node/17/submission/319>

RESPONSE TO EMAIL 71

McGarrah, Eric

1. The Transportation Discipline Report evaluates traffic impacts at over 80 intersections including those near Montlake Boulevard and the University Village on NE 45th Street and NE 47th Street at Sand Point.
2. The E86 development site (formerly E84) is only allowed to be 30 feet in height, and would not impact the existing greenhouse. The site of the proposed structure would be on land that has already accommodated exterior building support functions.

From: [Sarah Merriman](#)
To: cmpinfo@uw.edu
Subject: Public comments re: east campus development plan
Date: Monday, October 17, 2016 1:50:53 PM

I am a resident of NE 43rd St, two houses east of the border of Laurel Village and adjacent to the planned redevelopment of buildings E81, E82, etc.

As shown in the new master plan, the height of Laurel Village will be doubled to 60' and density will be increased in a way which contrasts dramatically to the current Laurel Village structures. The only other residential area surrounding campus that will be subject to such an increase in buildings heights is that near Blakely Village, but that increase will only be from 50' to 60'. Furthermore, no single family houses currently border Blakely village and it is built below the grade of the surrounding Burke-Gilman trail, and surrounded by an existing multi-family structure and a commercial area (University village).

The future proposed height and density for Laurel Village seems to be suggested based on its similarity in purpose to Blakely Village rather than based on consideration for the type of neighborhood that surrounds it. Laurel Village is bounded exclusively by the single-family homes of the historic Yesler Town section of Laurelhurst, many of which are as old or older than most structures on the existing UW campus. At least half of the houses in the three blocks immediately adjacent to the current Laurel Village were built in the first decade of the 20th century, including mine, which was built in 1906. This neighborhood has been a patient and tolerant neighbor of UW (and before that, the Montlake fill) for generations- to cross Mary Gates boulevard and demolish the existing, appropriately scaled Laurel Village and replace it with a four-story monolith is a violation and shows an utter lack of understanding or consideration of its neighbors to the east. We are not anti-UW, and on our block alone 50% of households are employed by the university. We tolerate parking disruptions, constant Laurel Village move-in days staged from our street (due to its proximity to the stairs to Laurel Village), football fans who leave behind litter, and traffic delays. Those are all inconveniences made tolerable by proximity to a major university. But no one in this neighborhood chose it based on its proximity to massive, transient student housing.

We have been here for over 100 years and the university has no right to ignore past promises to neighbors and dump over-scaled buildings into our literal backyards. Please visit the blocks east of campus, compare them to those surrounding Blakely Village, and reconsider this plan.

-Sarah Merriman
3508 NE 43rd St
Seattle WA 98105

RESPONSE TO EMAIL 72

Merriman, Sarah

1. Please refer to Chapter 4 – Key Topic Areas, Section 4.2 Building Height Relationship to Surrounding Area, for a detailed overview of the building height modifications to be made to the *2018 Seattle CMP*.

From: [Don Miller](#)
To: cmpinfo@uw.edu
Subject: Campus Master Plan
Date: Tuesday, November 15, 2016 12:10:51 PM

Thanks for the opportunity to respond to the proposed UW Seattle campus master plan. Though dealing with the details of landscape development will follow after the adoption of the plan, pedestrian circulation on to and within the campus is an important issue that appears to be given too little attention, at least in policy terms at this stage. And adequate infrastructure for walking from recent west-campus developments and on to the western edge of the main campus are direly inadequate; people on foot are treated like second-class citizens. This occurs as well in the south campus, and perhaps to a lesser extent on the east-campus. One demonstration of this is the foot traffic along roads and across parking lots. It would be useful if this shortcoming is addressed more fully and at least a commitment made at this stage that this is a high priority issue to resolve.

1

Don Miller
Professor
Urban Design and Planning

RESPONSE TO EMAIL 73

Miller, Don

1. Better connecting the University's campus and enhancing the pedestrian realm is central to the Guiding Principle around connectivity, in Chapter 5 of the *2018 Seattle CMP*. The University is committed to improving the public realm and developing a pedestrian-oriented campus. Specific opportunities for improving pedestrian infrastructure are described in detail in Chapter 5 of the *2018 Seattle CMP*.

From: [Leslie Stark](#)
To: [cmpinfo](#)
Subject: FW: Sylvan Grove Theatre at UW
Date: Thursday, November 3, 2016 9:22:12 AM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.jpg](#)
[image006.png](#)

LESLIE STARK

Assistant to the Director, Campus Master Plan
UW Planning & Management

UW Tower – T-12
Box 359445 Seattle, WA 98195
206.543.1271/ mobile 206.291.0090 / lstark24@uw.edu



From: Flip Wood [<mailto:flipwood@uw.edu>]
Sent: Thursday, November 03, 2016 7:50 AM
To: Pardis Moinzadeh <pardis.moinzadeh@gmail.com>
Cc: Theresa Doherty <tdoherty@uw.edu>; Leslie Stark <lstark24@uw.edu>
Subject: RE: Sylvan Grove Theatre at UW

Good day, Pardis:

I'm forwarding your questions to Theresa Doherty, who leads the UW's current efforts toward creating an updated Campus Master Plan, which will, in part, define potential campus sites for future development. She can confirm for us that, as I suspect, these two heritage landscapes are off-limits, even for the purpose of hypothetical thesis writing.

Flip

PS: The Office of Ceremonies has a nice article detailing the history of [the Four Columns](#) and their move to the Sylvan Grove.

Flip Wood / Administrative Manager / Office of the University Architect / Box 359445 / 206.543.4662



From: Pardis Moinzadeh [<mailto:pardis.moinzadeh@gmail.com>]

Sent: Wednesday, November 02, 2016 4:48 PM

To: Flip Wood <flipwood@uw.edu>

Subject: Sylvan Grove Theatre at UW

Hi,

I hope all is well.

I am a master's student of architecture at UW. I am working on my thesis, currently I am in the process of selecting a site for a meditation center that serves UW students and faculty. I was walking around the campus and I noticed the 'Sylvan Grove theatre' site and I was amazed by it's calming effect. I was wondering if this site can be considered as a site for future construction (just for thesis purpose not in real world) considering the preservation of the columns.

1

Another site that caught my attention was the Grieg Garden. Do you think I can consider these two sites?

I would highly appreciate your help.

Regards,
Pardis

--

Pardis

RESPONSE TO EMAIL 74

Moinzadeh, Pardis

1. Grieg Garden and Sylvan Grove Theater have been identified in Chapter 5 of the *2018 Seattle CMP* as unique and significant landscapes. Those spaces are part of a broader network of culturally valued spaces on campus that are planned to be preserved as part of the Plan.

From: [George Moore](#)
To: cmpinfo@uw.edu
Subject: Mitigation request
Date: Sunday, November 20, 2016 1:46:55 PM

Hello,

As a UW retiree, I thank you for the opportunity to comment on the 2018 CMP. I live at 4918 University View Pl NE, which is bounded on the north by NE 50th St, which forms the southern edge of Calvary Cemetery. The increased buildout of Blakeley Village family housing and redevelopment of leased buildings on Union Bay Pl NE will certainly increase both vehicular and pedestrian traffic in our neighborhood. With the continued buildout of the University Village shopping mall, NE 50th St has become a very busy connector, bringing traffic from a major arterial, 35th Avenue NE, to the NE 49th St entrance to University Village. The increase in vehicle numbers and speed along NE 50th St has become problematic, given the narrowness of the street and lack of sidewalks along it's western end. There are no sidewalks on the northern edge of the street, adjacent to Calvary Cemetery and on the south side an existing sidewalk extends only between 35th Avenue NE to 33rd Avenue NE. Extending the existing sidewalk westward to the intersection of NE 50th St and NE Blakeley St is necessary to ensure pedestrian safety. Additionally, I would urge circle barriers to reduce traffic speed on NE 50th St for the same reason. Another problem area is controlling storm water runoff along NE 50th St. The street slopes downhill particularly between 33rd Ave NE and NE Blakeley St with few structures to control runoff, which causes considerable erosion, particularly when rain is heavy.

1

2

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4

Thank you again for the opportunity to comment.

Regards,
George Moore

RESPONSE TO EMAIL 75

Moore, George

1. Development in the East Campus under Alternative 1 is 750,000 square feet leaving substantial area for parking. Please refer to Chapter 4, Figure 73 of the *2018 Seattle CMP* that shows the East Campus 10-Year illustrative allocation of potential development in East Campus. If development occurs on parking lots, it will be relocated an adjacent area. Parking on-campus is managed on a campus-wide basis and would not exceed the parking cap.
2. The right-of-ways described in this comment are owned by the City of Seattle and are located outside of the University's MIO. Therefore, the issues raised are outside of the purview of the *2018 Seattle CMP*, but they could be brought up with the City of Seattle for response.
3. The Transportation Management Plan includes convening an agency stakeholder group to evaluate infrastructure needs and investment coordination.
4. Stormwater runoff from the UW Campus does not contribute to the stormwater system in NE 50th Street between 30th Avenue NE and 35th Avenue NE. Any current stormwater problems in NE 50th Street are a result of inadequate infrastructure in the street and should be addressed by Seattle Public Utilities. The nearest UW property to this street is Blakeley Village to the west, which drains south of the property. When Blakeley Village is redeveloped, on-site stormwater management, water quality and flow control facilities will be implemented per the City of Seattle Stormwater Manual; however, this will have no effect on the current problems identified in this section of NE 50th Street

From: druliner@uw.edu on behalf of [cmpinfo](mailto:cmpinfo@uw.edu)
To: cmpinfo@uw.edu
Subject: david morison
Date: Tuesday, October 25, 2016 9:20:01 AM

Submitted on Tuesday, October 25, 2016 - 09:19
Submitted by anonymous user: 155.99.177.72
Submitted values are:

Your Name: david morison
Your Email: nosiromdivad@gmail.com
Your Message:

Protect the climbing rock! (next to the waterfront activities centre and stadium parking) I worked at the Applied physics lab for about a decade and "the rock" was central to my UW experience. It's rare that such a small physical/geographic object can anchor as large a cultural phenomena.
Sincerely,
David Morison

1

The results of this submission may be viewed at:
<http://pm.uw.edu/node/17/submission/291>

RESPONSE TO EMAIL 76

Morison, David

1. The University plans to protect the outdoor climbing rock on its current site. The proposed E58 site (formerly E85) has been modified to preserve this recreational community asset.

From: [Peter Neff](#)
 To: cmpinfo@uw.edu
 Subject: East Campus - Outdoor climbing rock
 Date: Tuesday, October 25, 2016 3:33:42 PM

Hello,

I wanted to submit my comment on the UW Campus Master Plan, which regards the outdoor rock climbing structure located on east campus just south of Husky Stadium (E12 parking lot) and west of the Waterfront Activities Center and Canoe House.

The so-called “UW rock” is not mentioned in the master plan from my reading, and certainly would be advantageous to consider as a recreational/exercise resource for the proposed loop trail circling this part of campus (i.e. Shoreline Access Map, p. 233). It looks like this area gets a significant cluster of MyPlaces favorite open spaces (p. 46) from students and staff. 1

Most concerning is that it is unclear whether the proposed building space “E85” would require demolition of the UW rock. This would be a great loss to the UW and greater Seattle community, were it to happen.

The “UW rock” is an iconic gathering point for the UW and Seattle climbing/mountaineering community since the 1970s, and has been the training ground for world-class alpinists. 2

During my time as an undergraduate (BSc '09) and graduate student (MSc '12), the UW rock was an essential element of what I consider to be the best living/working environment I have ever experienced. I am a very proud UW alumnus and the UW rock is one of the landmarks I visit any time I return to campus. It should be protected and preserved for campus planning

I hope that this amazing recreational gathering spot and safe space is available for future UW students and staff. It is not currently well-included as a resource for students and staff (admittedly, this is part of its appeal as a quiet gathering spot). For example, it is only mentioned briefly on UW IMA websites, with UWild lists it as a university climbing facility, noting:

"Husky Rock – The first climbing structure on a university campus, built in 1975. Located outside on the south side of Husky Stadium." (<http://www.washington.edu/ima/uwild/>)

Thank you very much for providing space for public comment.

Best regards,

Peter Neff ('09)

Peter Neff
 Postdoctoral Research Associate
 University of Rochester
 Dept. of Earth and Environmental Sciences
 227 Hutchison Hall

RESPONSE TO EMAIL 77

Neff, Peter

1. The University plans to protect the outdoor climbing rock on its current site. The proposed E58 site (formerly E85) has been modified to preserve this recreational community asset.
2. The University plans to protect the outdoor climbing rock on its current site. The proposed E58 site has been modified to preserve this recreational community asset.

From: [John W. Nelson](#)
To: cmpinfo@uw.edu
Subject: Campus Master Plan
Date: Thursday, October 27, 2016 9:14:48 AM
Attachments: [Picture \(Device Independent Bitmap\) 1.jpg](#)

I'm glad I got to know the UW campus in the 1980s when it was still a beautiful, spacious campus before central-planners got their opportunity to wreck it. It's a great master plan if one equates overdevelopment, over-crowding and high urban density as "progress". In combination with what the city of Seattle has planned for the university district, the Seattle campus will be an excellent, matching bookend for the high rise canyon planned for the neighborhood. Congratulations.

1

Instead of paving over vast swathes of existing campus open spaces, why can't the university serve the citizens of Washington State by reducing the number of slots made available to "international" students? In 2013 the UW gave over 4,000 slots to international students that could have been granted to the children of Washington State Taxpayers.

2

Choosing to wage war on automobiles will not force people to give-up on using them, and your plan will only exacerbate the already awful traffic conditions in the university district. Eliminating student parking options such as the E-3 lot will poorly serve students who commute and who cannot use public mass transit, as well as those with families and other responsibilities that preclude them from utilizing public mass transit.

3

I will choose to utilize public mass transit when the university president, board of regents, faculty members, mayor of Seattle, and city council members commit to utilizing public mass transit daily for their commutes. It won't happen because, as George Orwell once wrote, some pigs are more equal than others.

JOHN W. NELSON

Academic Human Resources Specialist
Office of Academic Human Resources

Box 351270
Gerberding Hall, 2nd Floor, Suite 240, Seattle WA 98195-1270
206 685-7823 / fax 206 221-4622
jwnelson@uw.edu



RESPONSE TO EMAIL 78

Nelson, John

1. The University continues to work to create a vibrant public realm and open campus while balancing the need for development to accommodate growth over time.
2. The University is continually reviewing its admission policies. Over 43,000 students applied for the 6,400 freshman openings for the Fall of 2016. 11,800 Washington residents applied, 10,700 International students applied and 21,000 from other US states applied. Those students accepting the University as their college choice were 4,300 Washington residents, 900 international students and 1,200 non Washington residents.
3. The Transportation Discipline Report (Appendix D) notes the availability of new transit to serve the campus with fast and reliable light rail transit.

From: [Hai Nguyen](#)
To: cmpinfo@uw.edu
Subject: Seattle Campus Master Plan Comments
Date: Monday, November 21, 2016 3:11:31 PM

Hi UW Seattle Campus Master Plan Committee,

My name is **Hai Nguyen** and I am a proud alumni of the Dept of Chemical Engineering 2012. I have read the Seattle Campus Master plan and I have concerns about it. My major concerns are the increase of traffic to the school. Namely to the Montlake blvd and U Village area. This area is under constant traffic and expansion here would make it so much worse. The massive expansion in E1 parking lot, Laurel Village and Urban Horticulture Area will definitely make this a problem. I am also worried about the Urban Horticulture Area as you plan to build a large building, E84, in there. I love walking and running through there. Adding a large building in there would really detract from the area and wreck the best open space UW has to offer. I can not find out what this building is for. I highly recommend you remove E84 from the building plan and save the open space. The removal of the UW rock wall without addressing its significance in the history of UW outdoor pursuits is troubling. Saving this piece of unique history is key to maintaining the soul of UW student life.

1

2

Thank you for listening to my concerns and I hope you make the correct changes.

Sincerely,

Hai Nguyen
(503)544-5665

RESPONSE TO EMAIL 79

Nguyen, Hai

1. The Transportation Discipline Report evaluates traffic impacts at over 80 intersections including those near Montlake Boulevard and the University Village on NE 45th Street and NE 47th Street at Sand Point.
2. The E86 development site (formerly E84) is only allowed to be 30 feet in height, and would not impact the existing greenhouse. The site of the proposed structure would be on land that has already accommodated exterior building support functions.

From: [Leslie Stark](#)
To: [cmpinfo](#)
Subject: FW: Master Plan CMP, DEIS
Date: Monday, November 14, 2016 9:14:57 AM

LESLIE STARK
Assistant to the Director, Campus Master Plan
UW Planning & Management

UW Tower - T-12
Box 359445 Seattle, WA 98195
206.543.1271/ mobile 206.291.0090 / lstark24@uw.edu

-----Original Message-----

From: Julie Blakeslee [<mailto:jblakesl@uw.edu>]
Sent: Friday, November 11, 2016 9:38 AM
To: Theresa Doherty <tdoherty@uw.edu>; Leslie Stark <lstark24@uw.edu>
Subject: FW: Master Plan CMP, DEIS

-----Original Message-----

From: Nichols, Ann E [<mailto:ANichols@winona.edu>]
Sent: Friday, November 11, 2016 8:42 AM
To: Julie Blakeslee
Subject: Master Plan CMP, DEIS

Dear Ms Blakesley,

As a graduate of the University of Washington, I am deeply concerned about the factual inaccuracies cited by Historic Seattle in the recent Master Plan (CMP, DEIS). I urge you to correct these. I also strongly oppose the proposal giving the Board of Regents so much power. I have no confidence that they would make wise decisions.

Like most graduates I have a special affection for the Seattle campus. I hope that my grandsons will one day to studying there in an environment rich with historic buildings.

Thank you.

Ann Eljenholm Nichols ('62)

RESPONSE TO EMAIL 80

Nichols, Ann

1. The comment regarding prior comments made by Historic Seattle is noted. Please refer to the response to Letter 10 for responses to comments made by Historic Seattle.

From: [Thomas Nielsen](#)
To: cmpinfo@uw.edu
Subject: Campus master plan mailing
Date: Thursday, October 6, 2016 9:43:30 PM

Perhaps you have heard this from others already but you should know that the post card sent to uw neighbors that published a link to the CMP does not take you to the plan. Instead of pm.uw.edu/campus-master-plan/about you need to use pm.uw.edu/campus-master-plan or pm.uw.edu/cmp/about

1

Best regards,

Thomas Nielsen
206.619.1143

RESPONSE TO EMAIL 81

Nielsen, Thomas

1. The comment regarding the University's website link is noted.

From: [Shirley Nixon](#)
To: ["UW Seattle Campus Master Plan"](#)
Subject: RE: Learn more about the future University of Washington Seattle Campus!
Date: Wednesday, October 5, 2016 1:57:29 PM

Please provide me with a CD-Rom that contains all of the draft documents listed on the project website, as linked below. These would include the Master Plan and the Draft EIS. I am happy to pay for this CD and will pick it up at the UW Public Records Office if you are unwilling or unable to mail it to me.
Thank you.

Shirley Nixon
4540 8th Ave. BE #2305
Seattle, WA 98105
(206) 632-0353
shirleynixon@olympus.net

From: UW Seattle Campus Master Plan [mailto:cmpinfo@uw.edu]
Sent: Wednesday, October 05, 2016 8:16 AM
To: Shirley Nixon
Subject: Learn more about the future University of Washington Seattle Campus!

Campus Master Plan



The **2018 Draft Seattle Campus Master Plan** provides the framework for the University of Washington's future campus development. Progressive and sustainable, it balances the preservation of the core campus with the need to accommodate increasing density. The plan integrates the University's academic, research, and service missions with its capital plan objectives.

The Draft CMP and EIS has been issued today, October 5, 2016. This begins a 45-day comment period that ends November 21, 2016. To view or download the draft documents, visit the [project website](#).

Learn more about the draft plan and share your input with project staff at our public events:

Campus Master Plan (CMP) Online Open House

Wednesday, October 12

Noon – 1 p.m.

Sign up at: tinyurl.com/UWSeattleCampus-2018MasterPlan

Open House

Tuesday, October 18

Noon – 2 p.m.

[Haggett Hall](#) Cascade Room

University of Washington Campus

Open House

Thursday, October 20

7 – 9 p.m.

[UW Tower](#) 22nd Floor Auditorium

4333 Brooklyn Ave NE

Environmental Impact Statement (EIS) Online Open House

Tuesday, October 25

Noon – 1 p.m.

Sign up at: tinyurl.com/UWSeattleCampus-2018MasterPlanEIS

SEPA Public Hearing

Wednesday, October 26

6:30 – 9 p.m.

[UW Tower](#) 22nd Floor Auditorium

4333 Brooklyn Ave NE

Drop-in Office Hours

[Suzzallo Library Café](#)

Wednesday, October 19

1 – 3 p.m.

University of Washington Campus

[Café Allegro](#)

Monday, October 24

3– 5 p.m.

4214 University Way NE

(Enter from the alley behind Magus Books)

[Post Alley Café](#)

Wednesday, November 2

2:30 – 4:30 p.m.

4507 Brooklyn Ave NE

In the Hotel Deca

Can't attend our open houses or office hours?

You may also review the draft plan and EIS online at pm.uw.edu/campus-master-plan and send comments to cmpinfo@uw.edu.

The University of Washington will take public comments on the Draft CMP and EIS for 45 days after its publication date.

The CMP and EIS schedule as well as all public open house information is posted on our website: pm.uw.edu/campus-master-plan



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RESPONSE TO EMAIL 82

Nixon, Shirley

1. A disc with all of the plan documents was delivered to Ms. Nixon.

From: druliner@uw.edu on behalf of [cmpinfo](mailto:cmpinfo@uw.edu)
To: cmpinfo@uw.edu
Subject: Aaron olson
Date: Saturday, October 22, 2016 3:33:41 PM

Submitted on Saturday, October 22, 2016 - 15:33
Submitted by anonymous user: 67.170.78.131
Submitted values are:

Your Name: Aaron olson

Your Email: Aaron.olson15@gmail.com

Your Message: The UW rock has been a fixture of the university, and larger climbing community in WA state. It has a legacy in the history of climbing for our state that in unsurpassed for walls of its kind. If it were to be torn down or limited in use, it will be devastating for climbers here. IT MUST REMAIN!

1

The results of this submission may be viewed at:
<http://pm.uw.edu/node/17/submission/289>

RESPONSE TO EMAIL 83

Olson, Aaron

1. The University plans to protect the outdoor climbing rock on its current site. The proposed E58 site (formerly E85) has been modified to preserve this recreational community asset.

From: [Leslie Stark](#)
To: [cmpinfo](#)
Subject: FW: 2018 Campus Master Plan
Date: Wednesday, September 28, 2016 8:59:13 AM
Attachments: [image002.jpg](#)
[image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)

LESLIE STARK

Assistant to the Director, Campus Master Plan
UW Planning & Management

UW Tower – T-12
Box 359445 Seattle, WA 98195
206.543.1271/ mobile 206.291.0090 / lstark24@uw.edu



From: Theresa Doherty [<mailto:tdoherty@uw.edu>]
Sent: Tuesday, September 27, 2016 4:57 PM
To: John O'Neil <JrOneil@seaprep.org>
Cc: Montlake Community Club <board@montlake.net>; Leslie Stark <lstark24@uw.edu>
Subject: Re: 2018 Campus Master Plan

John

Thank you for taking the time to send me your comments. I really appreciate it.

I will be sure these comments are captured with all the comments that will come in as we publish the draft next Wednesday.

We will also add your email address to our mailing list so you get future notices about the plan.

Theresa Doherty
253-341-5585

On Sep 27, 2016, at 4:26 PM, John O'Neil <JrOneil@seaprep.org> wrote:

Thank you for taking the time to speak with the Montlake Community Club concerning the UW 2018 Master Plan.

We have to be realists. To maintain a high standard in education, the UW needs to

grow. To maintain its Charter as a public institution of Higher Education, the UW needs to grow. There needs to be a plan to grow. And so far, the Preliminary Draft Concepts make sense.

Except, I want to restate my personal concerns: two building sites within the plan don't make sense.

1. The new tower immediately West of the Surgery Center is out of place and out of scale.
 - a. I like page Six
 - b. I do not like page Four
 - c. The scale is pretty massive given its proximity to the Montlake Bridge and its historic designation
 - d. The tower is too tall for the location given the historic designation of the Montlake neighborhood
 - e. 240 ft. in its planned location is huge
 - i. 15 to 17 stories tall?
 - f. The stair step approach used with the existing building and as proposed for the rest of the Medical Center is more appropriate if the existing buildings are in fact, to be torn down and rebuilt
2. The new tower between the Canoe House and Husky Stadium is out of place and out of scale
 - a. 160 ft. immediately across the Montlake Cut from the Shelby/Hamlin neighborhood creates a floor plan that is too big for the location
 - b. 160 ft. immediately across the Montlake Cut from the Shelby/Hamlin neighborhood is too tall for the location given the historic designation of the Montlake neighborhood
 - i. 10 to 12 stories tall?
 - c. It will overwhelm the Canoe House and the other surrounding boat house buildings
 - i. Given its location, scale and height, the shadow lines will be massive
 - d. And the tailgaters will be pretty mad

1

2

The design of these two structures needs to be scaled back.

Again, thank you for your time.

John O'Neil
206-552-1007

<image002.jpg>

<UW Page Six.pdf>

RESPONSE TO EMAIL 84

O'Neil, John

1. Please refer to Chapter 4 – Key Topic Areas, Section 4.2 Building Height Relationship to Surrounding Area, for a detailed overview of the building height modifications to be made to the *2018 Seattle CMP*.
2. The height of site E58 (formerly E85) was designed to align with the height of Husky Stadium.

From: druliner@uw.edu on behalf of [cmpinfo](mailto:cmpinfo@uw.edu)
To: cmpinfo@uw.edu
Subject: Jordan Pai
Date: Wednesday, October 5, 2016 2:38:46 PM

Submitted on Wednesday, October 5, 2016 - 14:38
Submitted by anonymous user: 24.22.235.226
Submitted values are:

Your Name: Jordan Pai
Your Email: jpalimar@uw.edu
Your Message:

Hi,

As both a student and employee I wish to see more affordable parking around the university. I also expect not to have to figure out alternative parking away from my usual area for a football game when I am a medical provider.

1

The results of this submission may be viewed at:
<http://pm.uw.edu/node/17/submission/270>

RESPONSE TO EMAIL 85

Pai, Jordan

1. The comment regarding a desire for more affordable parking is noted. Please refer to Chapter 5 Figure 73 of the *2018 Seattle CMP* that shows the East Campus 10-Year illustrative allocation of potential development in East Campus. If development occurs on parking lots, it will be relocated an adjacent area. Comment on parking during Husky Football games is noted. Parking on-campus is managed on a campus-wide basis and would not exceed the parking cap of 12,300 eligible stalls campus-wide.

From: druliner@uw.edu on behalf of [cmpinfo](mailto:cmpinfo@uw.edu)
To: cmpinfo@uw.edu
Subject: Kovas Palunas
Date: Tuesday, October 25, 2016 3:58:27 PM

Submitted on Tuesday, October 25, 2016 - 15:58
Submitted by anonymous user: 96.89.156.33
Submitted values are:

Your Name: Kovas Palunas

Your Email: kovas@uw.edu

Your Message: Please do not destroy UW Rock!! It is a iconic and historical
space that is enjoyed by many on a daily basis.

1

The results of this submission may be viewed at:
<http://pm.uw.edu/node/17/submission/294>

RESPONSE TO EMAIL 86

Palunas, Kovas

1. The University plans to protect the outdoor climbing rock on its current site. The proposed E58 site (formerly E85) has been modified to preserve this recreational community asset.

From: [Kiana Parker](#)
To: cmpinfo@uw.edu
Cc: [Ana Mari Cauce](#)
Subject: Your commitment to diversity
Date: Saturday, October 22, 2016 5:57:43 PM

Dear UW Master Planners:

I know that you are currently seeking feedback for your master plan proposal so I thought I would ask some questions and share some concerns. I am not afraid to admit that I am an employee with mobility challenges. While I do not rely on a wheelchair, getting around campus has proven extremely challenging, even with the assistance of Dial a Ride. My primary concerns are around pedestrian access. I have a very outwardly facing position that requires that I collaborate with multiple stakeholders across campus to achieve success, I have found that since beginning my position in June, traversing campus on foot is becoming more and more unsafe. There seems to be very little effort or focus on maintaining your pedestrian pathways. Many of your major pedestrian arterials, even the ones that are identified in your master plan as fully accessible are riddled with potholes and dangerously uneven. I feel like I was recruited to my position in the spirit of diversity, which I am grateful for, but a commitment to diversity means more than just convincing us to work, or go to school at UW. A commitment to diversity comes with a greater responsibility to do what is necessary to make sure that everyone who is part of the UW community can enjoy all it has to offer and feel safe doing so.

1

I was recently invited by Ed Taylor to attend the MAP breakfast in the HUB, and was encouraged to find the entire north parking lot of the HUB dedicated to ADA parking, but the marked crosswalks from its parking lot to get into the building aren't pedestrian friendly, as the asphalt, has suffered significant neglect. As you can imagine, these challenges are frustrating because my struggle to navigate campus safely is often juxtaposed with the numerous new buildings being erected across campus. I know funding for various capital projects likely comes from multiple sources, but I can't help but ask: If the University can spend millions of dollars on new construction, which I know come with sidewalk improvements, can it also, at the very least, invest in new asphalt in places where new construction is unlikely to take place? I know addressing accessibility is challenging and has to be prioritized. There are numerous places on campus where handrails on stairs are absent or the design of which renders them functionally useless. There are buildings where elevator access is not reliable because they are constantly going out of service and poor lighting across campus at night, but I know UW can do better! I would like to invite someone from your staff to simply walk with me around campus for an hour so that I can bring more awareness to some of these challenges in hopes that we can talk about what is reasonable moving forward. Thanks for listening.

2

3

Kiana Parker

Global Opportunities Advisor
Center for Experiential Learning & Diversity
171 Mary Gates Hall
Box 352803
kmparker@uw.edu

RESPONSE TO EMAIL 87

Parker, Kiana

1. Comment noted. The UW Grounds Committee would be very interested in learning exactly where these issues are occurring. Please contact tdoherty@uw.edu
2. Comment noted. Please refer to the response to Comment 1 of this letter.
3. Comment noted. Please refer to the response to Comment 1 of this letter.

From: druliner@uw.edu on behalf of [cmpinfo](mailto:cmpinfo@uw.edu)
To: cmpinfo@uw.edu
Subject: Alex Peek
Date: Thursday, October 20, 2016 9:29:30 PM

Submitted on Thursday, October 20, 2016 - 21:29
Submitted by anonymous user: 50.159.72.133
Submitted values are:

Your Name: Alex Peek
Your Email: peek@uw.edu
Your Message: Please keep husky rock intact! It is a beautiful and historic
sculpture

1

The results of this submission may be viewed at:
<http://pm.uw.edu/node/17/submission/278>

RESPONSE TO EMAIL 88

Peek, Alex

1. The University plans to protect the outdoor climbing rock on its current site. The proposed E58 site (formerly E85) has been modified to preserve this recreational community asset.

From: druliner@uw.edu on behalf of [cmpinfo](mailto:cmpinfo@uw.edu)
To: cmpinfo@uw.edu
Subject: Alexandra Perkins
Date: Sunday, October 30, 2016 12:15:54 PM

Submitted on Sunday, October 30, 2016 - 12:15
Submitted by anonymous user: 174.21.79.218
Submitted values are:

Your Name: Alexandra Perkins
Your Email: aperk11@uw.edu
Your Message:

Please protect the UW rock! The Draft University of Washington 2018 Campus Master Plan (CMP) shows an unidentified 160 ft tall building sited where the current UW Rock wall sits. I grew up climbing on that wall from the young age of 3 or 4. I then rowed competitively and coached rowing in the Seattle area. Putting a building in that area, right next to the Cut, will make it much more difficult for spectators to come and watch the races. It will also deface an area of critical historical significance for the university, as exhibited by the hugely famous book, Boys in the Boat.

It would be a tremendous loss not only to the Seattle climbing community and University of Washington if the UW Rock was removed, modified, or destroyed, but it would also be a loss to those who have grown up in the area and used it for family events for decades. Please help keep the University's character and unique history intact by preserving this structure.

1

The results of this submission may be viewed at:
<http://pm.uw.edu/node/17/submission/308>

RESPONSE TO EMAIL 89

Perkins, Alexandra

1. The University plans to protect the outdoor climbing rock on its current site. The proposed E58 site (formerly E85) has been modified to preserve this recreational community asset.

From: [RC Perlot](#)
To: cmpinfo@uw.edu
Subject: UW Master Plan Input
Date: Thursday, November 17, 2016 11:46:37 AM

Hi there!

I'd like to share my thoughts on the UW master plan.

I'm concerned with the parking situation for UW Husky Football games; it's a massive strain on the area and I'm worried that the removal of the parking lot will increase that strain.

1

I also want to make sure that there is enough affordable dorm housing on campus. The demolition of the older dorms means that much of the affordable housing for students is gone. The new dorms are very expensive, and a public university should have affordability as a top priority.

2

I also think that the Mercer dorm building is very ugly, and hope that new buildings on UW campus will be built with a much more timeless design and color scheme.

3

Lastly, I would like to make sure that busses are made a priority, and that car traffic is consciously designed around the bus paths.

4

Thank you for your time, and feel free to contact me with any questions.

Best,

Rachel Perlot
Seattle resident

RESPONSE TO EMAIL 90

Perlot, Rachel

1. A primary goal of the East Campus vision is to preserve athletic uses while transforming underutilized land within the East Campus into space for learning, academic partnerships and research. While the overall development capacity within East Campus is identified as 4.7 million net square feet, permitted development in East Campus will not exceed 750,000 square feet (please refer to Chapter 5 of the *2018 Seattle CMP*). The University values tailgating as part of the game day experience and would consider this issue during the site selection process.
2. The comment regarding affordable on-campus student housing is noted. Please refer to Chapter 4 – Key Topic Areas, Section 4.1 Housing, for further details on housing, including affordable housing.
3. The comment regarding the design of the existing Mercer Court buildings is noted. Refer to Chapter 6 of the *2018 Seattle CMP* for details on the design review process for specific projects.
4. The Transportation Discipline Report (Appendix D) includes an evaluation of transit, bus, pedestrian and auto vehicle modes. The University prioritizes alternative modes of transportation to drive alone modes and the TMP identifies a goal to decrease the SOV rate to 15 percent by 2028.

From: druliner@uw.edu on behalf of [cmpinfo](mailto:cmpinfo@uw.edu)
To: cmpinfo@uw.edu
Subject: Brian Poalgye
Date: Friday, October 21, 2016 7:23:30 AM

Submitted on Friday, October 21, 2016 - 07:23
Submitted by anonymous user: 97.126.118.227
Submitted values are:

Your Name: Brian Poalgye

Your Email: bpolagye@uw.edu

Your Message: Overall, I am extremely impressed with the thoughtful vision and scope of the campus master plan. One small, but important detail, relates to the UW Rock, an outdoor climbing wall near the Waterfront Activities Center that appears to be displaced by a new building. The UW Rock was constructed in the 1960's to encourage students with mountaineering ambitions (common for Seattle) to stop climbing the exterior of campus buildings for training. While the Seattle region now sports multiple indoor climbing gyms (including one at the IMA), the UW Rock has retained a distinct position within the climbing and mountaineering communities. Further, unlike climbing gyms, the Rock is free to use by anyone with the desire to lay hands and feet to stone. I would appreciate seeing the Campus Master Plan include a clear provision that maintains access to this historic and well-loved structure.

1

2

The results of this submission may be viewed at:

<http://pm.uw.edu/node/17/submission/281>

RESPONSE TO EMAIL 91

Poalgye, Brian

1. The University plans to protect the outdoor climbing rock on its current site. The proposed E58 site (formerly E85) has been modified to preserve this recreational community asset.
2. The University plans to protect the outdoor climbing rock on its current site. The proposed E58 site (formerly E85) has been modified to preserve this recreational community asset.

From: druliner@uw.edu on behalf of [cmpinfo](mailto:cmpinfo@uw.edu)
To: cmpinfo@uw.edu
Subject: Dylan Price
Date: Thursday, October 20, 2016 8:33:56 PM

Submitted on Thursday, October 20, 2016 - 20:33
Submitted by anonymous user: 70.214.37.90
Submitted values are:

Your Name: Dylan Price
Your Email: the.dylan.price@gmail.com
Your Message:

This is concerning the UW Rock removal (down by Husky Stadium). D I don't know if it's too late to comment on this plan but when I went to UW I would climb on the rock a couple times a week in the spring. It's a very unique resource that teaches a much different style of climbing than can be found in Seattle's rock climbing gyms, including the one at the IMA. A lot of professional climbers from Seattle "cut their teeth" on the rock so it has a historical significance in the Seattle climbing community.

I know space is at a premium and there is a lot of pressure on UW to expand, but it would be sad to lose this historic resource. Maybe an organization like the Seattle Mountaineers would be interested in buying it? I don't know what the options are but it would mean a lot to me and the climbing community if some options for preserving the UW Rock were explored.

1

Go Dawgs!
Dylan

The results of this submission may be viewed at:
<http://pm.uw.edu/node/17/submission/277>

RESPONSE TO EMAIL 92

Price, Dylan

1. The University plans to protect the outdoor climbing rock on its current site. The proposed E58 site (formerly E85) has been modified to preserve this recreational community asset.

From: [Kevin Prince](#)
To: cmpinfo@uw.edu
Subject: Seattle Campus Master Plan Comments
Date: Monday, November 21, 2016 3:26:39 PM

Hi UW Seattle Campus Master Plan Committee,

My name is Kevin Prince. I have read the Seattle Campus Master plan and I have concerns about it. My major concerns are the increase of traffic to the school. Namely to the Montlake blvd and U Village area. This area is under constant traffic and expansion here would make it so much worse. The massive expansion in E1 parking lot, Laurel Village and Urban Horticulture Area will definitely make this a problem. I am also worried about the Urban Horticulture Area as you plan to build a large building, E84, in there. I love walking and running through there. Adding a large building in there would really detract from the area and wreck the best open space UW has to offer. I can not find out what this building is for. I highly recommend you remove E84 from the building plan and save the open space. Thank you for listening to my concerns and I hope you make the correct changes.

1

2

Sincerely,

Kevin Prince

RESPONSE TO EMAIL 93

Prince, Kevin

1. The Transportation Discipline Report evaluates traffic impacts at over 80 intersections including those near Montlake Boulevard and the University Village on NE 45th Street and NE 47th Street at Sand Point.
2. The E86 development site (formerly E84) is only allowed to be 30 feet in height, and would not impact the existing greenhouse. The site of the proposed structure would be on land that has already accommodated exterior building support functions.

From: druliner@uw.edu on behalf of [cmpinfo](mailto:cmpinfo@uw.edu)
To: cmpinfo@uw.edu
Subject: Dylan Reynolds
Date: Sunday, November 6, 2016 12:04:58 PM

Submitted on Sunday, November 6, 2016 - 12:04
Submitted by anonymous user: 173.160.196.30
Submitted values are:

Your Name: Dylan Reynolds
Your Email: reyno18@uw.edu
Your Message:
Hello UW Planning & Management,

I am writing regarding the current Master Plan, and the addition of a building on the space currently occupied by Husky Rock. This structure is of both historical and personal significant to me as a UW student. Historically, it is one of the first man-made rock climbing structures in the world. Climbing is growing as a sport, set to be included in the Tokyo 2020 Olympics for the first time. As it becomes more popular, the legacy of Husky Rock becomes significant not just to the UW community, but to the global community of the sport. Thus it would be short-sighted to demolish such a structure.

Personally, climbing has given me a community at this school. I first started rock climbing at Husky Rock my freshman year, and thorough it I have made most of my friends here at the university. It functions as a meeting place and a centerpiece for a whole community at this school. For all of the money that UW spends on clubs and freshman year programs, Husky Rock requires little investment for a large pay off. Again, removing it would be damaging to a thriving community here at UW.

I hope that UW Planning & Management will take these points to heart when deciding the future of campus development.

Thank you,
-Dylan Reynolds

The results of this submission may be viewed at:
<http://pm.uw.edu/node/17/submission/314>

RESPONSE TO EMAIL 94

Reynolds, Dylan

1. The University plans to protect the outdoor climbing rock on its current site. The proposed E58 site (formerly E85) has been modified to preserve this recreational community asset.

From: [MSADILEK](#)
To: cmpinfo@uw.edu
Cc: [MARTIN SADILEK](#)
Subject: Comments - Campus Master Plan
Date: Monday, November 21, 2016 5:42:40 PM

Good afternoon,

I have attended the webinar on October 25 and during the question time was encouraged to extend my question/comments to you electronically.

There are two areas of concern related to access and commute:

1. Link and Bus system to Health sciences connection

The Link became quickly an essential commuting option for many to UW. This includes the people coming to the hospital for treatment. The current approach is across the two busy streets via intersection and is challenging for people with limited mobility (walking cane, crutches and wheelchairs).

The investment in the hospital should include a safe, not interfering with traffic solution. The bridge to the north campus is great and can be possibly linked with overpass to the hospital. Utility of the parking garage - underground transfer may be another.

Any of these solutions would also reduce the traffic slowdowns towards and from U village area, the traffic lights could be eliminated.

1

2. Bicycle parking areas.

The CMP does assume increased population on campus without increasing parking capacity. If this works out, people will be increasingly using bicycles. There is no specific improvement and parking solutions for the bicycles in the plans.

The major item is improving the Burke-Gilman trail for safe pedestrian and bicycle use which will definitely be of great benefit to all commuters to campus!

2

Please let me know your opinion, followup and solutions.

Thank you very much,

Martin

Martin Sadilek, Ph. D.
 Chemistry Mass Spectrometry Facility Manager

Department of Chemistry
 Bagley Hall 60, Stop 351700
 University of Washington
 Seattle, WA 98195-1700
 tel: (206)543-4749
 fax:(206)685-8665
sadilek@u.washington.edu

"Print only when necessary"

RESPONSE TO EMAIL 95

Sadilek, Martin

1. The comment regarding to accessibility between Link light rail and bus service to Health Sciences is noted. The University continues to improve accessibility on campus and will continue to work with transportation and access agencies (e.g. SDOT, Sound Transit, King County Metro and Community Transit) to provide options for accessing the campus including Health Sciences. The *2018 Seattle CMP* identifies strategies for access in the TMP and shows proposed pedestrian connections in the Public Realm and Connectivity section of Chapter 5.
2. Refer to Chapter 5 of the *2018 Seattle CMP* for a description of how bike parking would be increased as population increases. Additional language has been added to the Parking section of the development standards that reinforces how all new development should consider bike parking.

From: [Chris Saxby](#)
To: cmpinfo@uw.edu
Subject: Seattle Campus Master Plan Comments
Date: Monday, November 21, 2016 3:20:05 PM

Hi UW Seattle Campus Master Plan Committee,

My name is Chris Saxby and I am a first-year grad student at UW. I have read the Seattle Campus Master plan and I have concerns about it. My major concerns are the increase of traffic to the school. Namely to the Montlake blvd and U Village area. This area is under constant traffic and expansion here would make it so much worse. I and many other students are often held by traffic through this area as it is.

1

The massive expansion in E1 parking lot, Laurel Village and Urban Horticulture Area will definitely make this a problem. I am also worried about the Urban Horticulture Area as you plan to build a large building, E84, in there. I love walking and running through there. Adding a large building in there would really detract from the area and wreck the best open space UW has to offer. I can not find out what this building is for. I highly recommend you remove E84 from the building plan and save the open space.

2

Thank you for listening to my concerns and I hope you make the correct changes. Sincerely,

Chris Saxby

RESPONSE TO EMAIL 96

Saxby, Chris

1. The Transportation Discipline Report evaluates traffic impacts at over 80 intersections including those near Montlake Boulevard and the University Village on NE 45th Street and NE 47th Street at Sand Point.
2. The E86 development site (formerly E84) is only allowed to be 30 feet in height, and would not impact the existing greenhouse. The site of the proposed structure would be on land that has already accommodated exterior building support functions.

From: druliner@uw.edu on behalf of [cmpinfo](mailto:cmpinfo@uw.edu)
To: cmpinfo@uw.edu
Subject: Jack Sbragia
Date: Tuesday, October 25, 2016 4:42:45 PM

Submitted on Tuesday, October 25, 2016 - 16:42
Submitted by anonymous user: 173.250.238.172
Submitted values are:

Your Name: Jack Sbragia

Your Email: sbragia6@live.com

Your Message: The UW Husky Rock is an iconic feature at the UW that many students know and many Seattlites love. I have been climbing on it since I was a kid, and it was what inspired me to start taking climbing seriously and start climbing in the mountains and in the gym now as well. This structure is a part of UW history and culture; it should remain to remind people of the history of the university and climbing here and to inspire future outdoor explorers.

1

The results of this submission may be viewed at:
<http://pm.uw.edu/node/17/submission/295>

RESPONSE TO EMAIL 97

Sbragia, Jack

1. The University plans to protect the outdoor climbing rock on its current site. The proposed E58 site (formerly E85) has been modified to preserve this recreational community asset.

From: druliner@uw.edu on behalf of [cmpinfo](mailto:cmpinfo@uw.edu)
To: cmpinfo@uw.edu
Subject: William Scharffenberger
Date: Thursday, October 20, 2016 11:08:14 PM

Submitted on Thursday, October 20, 2016 - 23:08
Submitted by anonymous user: 73.254.198.192
Submitted values are:

Your Name: William Scharffenberger
Your Email: Willscharff@gmail.com

Your Message: As a uw student and a rock climber, the uw rock is incredibly important to my cultural identity. I have probably spend 30 days of my life climbing at the uw rock and have found it beneficial to my mental and physical health. The uw rock is a place where climbers of all backgrounds and calibers become friends and inspire each other. The sheer history of this site is still just barely conceivable to me. I have met folks who have climbed at the rock since it was constructed. They are a bit grizzled now a days but still know all the beta to a thousand undocumented routes and can still climb harder and bolder than us young guns. This place means a lot to me as well as the entire uw climbing community which is a strong and continually growing force on campus. It is important to have this space to climb for free and unbound by rules and observation because it teaches those who come to be free, strong, bold, and responsible for ourselves. I hope that the planning management will recognize the importance of this site for past, current, and future uw students as well as the broader climbing community and decide not to demolish the structure as well as the green space around it for another anemic building.

1

The results of this submission may be viewed at:
<http://pm.uw.edu/node/17/submission/280>

RESPONSE TO EMAIL 98
Scharffenberger, William

1. The University plans to protect the outdoor climbing rock on its current site. The proposed E58 site (formerly E85) has been modified to preserve this recreational community asset.

From: [Jeffrey Schmitt](#)
To: cmpinfo@uw.edu
Subject: Campus Master Plan
Date: Monday, November 21, 2016 6:05:32 PM

Hi UW Seattle Campus Master Plan Committee,

My name is Jeffrey Schmitt. I have read the Seattle Campus Master plan and I have concerns about it. My major concerns are the increase of traffic to the school. Namely to the Montlake blvd and U Village area. This area is under constant traffic and expansion here would make it so much worse. The massive expansion in E1 parking lot, Laurel Village and Urban Horticulture Area will definitely make this a problem. I am also worried about the Urban Horticulture Area as you plan to build a large building, E84, in there. I love walking and running through there. Adding a large building in there would really detract from the area and wreck the best open space UW has to offer. I can not find out what this building is for. I highly recommend you remove E84 from the building plan and save the open space. Thank you for listening to my concerns and I hope you make the correct changes.

1

2

Sincerely,

Jeffrey Schmitt

RESPONSE TO EMAIL 99

Schmitt, Jeffrey

1. The Transportation Discipline Report (Appendix D) evaluates traffic impacts at over 80 intersections including those near Montlake Boulevard and the University Village on NE 45th Street and NE 47th Street at Sand Point.
2. The E86 development site (formerly E84) is only allowed to be 30 feet in height, and would not impact the existing greenhouse. The site of the proposed structure would be on land that currently accommodates exterior building support functions.

From: [Mary Bond](#)
To: cmpinfo@uw.edu
Cc: [Mary Bond](#)
Subject: Seattle Audubon comments
Date: Monday, November 21, 2016 3:26:28 PM

November 21, 2016

Theresa Doherty, Senior Project Director
 Rebecca Barnes, Associate Vice Provost/University Architect
 University of Washington

Re: 2018 UW Seattle Campus Master Plan Draft Comments

Ms. Doherty and Ms. Barnes,

Seattle Audubon leads a local community in appreciating, understanding, and protecting birds and their natural habitats. Throughout 2016 we are celebrating our centennial as an organization, with a renewed focus on urban habitat conservation. For all one hundred of those years we have been an engaged neighbor of and partner with the University of Washington. Many university staff, professors, and students are members of our organization and volunteer in our programs, including service on our Board of Directors, and our Science, Conservation, and Education committees.

1

Our Conservation Committee has reviewed the University's 2018 Seattle Campus Master Plan, October 2016 Draft Plan (the Plan), and we have the following comments and suggestions:

1. Guiding Principles: We would like to note that the guiding principles, as outlined on pp. 8-9 of the Plan, do not in any way recognize or highlight the importance of maintaining, preserving, or expanding the substantial ecological resources of the UW campus. Here are two of those principles, with suggested additions underlined below:

The Sustainable Development Principle, "Implement UW's commitment to sustainable land use through the preservation and utilization of its existing property and the balance of development, open space, and public use."

2

The Stewardship of Historic and Cultural Resources Principle, should be "The Stewardship of Historic, Cultural, and Ecological Resources Principle", and be revised to read: "Continue responsible and proactive stewardship of UW's campus assets through preservation of its historic, cultural, and ecological resources and strategic property development."

We do see that these concerns are mentioned in the Development Standards on p. 14, and in the Sustainability Framework on pgs. 124 & 129. But we feel that the appropriate terms should be added to future versions of the Guiding Principles as well.

Not only are the University's ecological resources important for urban bird life, they are also a vital resource for students' education and the ability of the University to maintain its

leadership in research and teaching across the broad disciplines of the environmental sciences.

2. Ecological Systems: The Plan says: “The UW is surrounded by significant and vital ecological systems that serve the campus” (page 129). We’d like to point out that the UW is not just surrounded by these ecological systems, it is an integral part of them! Both Seattle Audubon’s and the National Audubon Society’s new strategic plans focus conservation efforts on the pathways that birds use in their twice-yearly migrations: flyways.
http://www.seattleaudubon.org/sas/Portals/0/SupportUs/CentennialFund_FINAL_v2.pdf?ver=2016-10-28-155948-103

3

Seattle is located in the Pacific Flyway, and much of our work here in Seattle over the next four years will be preserving and restoring bird habitat as part of our Neighborhood Flyways Habitat Initiative. We see the habitat and open space on the UW campus as birds do: one link in a very long chain, from the Arctic all the way to Central and South America.

3. Tree canopy goals: In the Plan, you reference supporting the City of Seattle’s tree canopy goal of 20% for institutions. The current overall City of Seattle tree canopy goal is 30% (<http://www.seattle.gov/trees/canopycover.htm>). We encourage the UW to set a high bar for itself, and to take on the responsibility of increasing tree preservation and planting in the Plan, especially in areas where dense construction is planned.

4

4. Migratory Bird Treaty Act (<https://www.fws.gov/birds/grants/urban-bird-treaty.php>): In addition to Seattle Audubon’s Centennial, 2016 is also the centennial of the Migratory Bird Treaty Act. This year, Seattle Audubon is joining in partnership with US Fish & Wildlife Service, Washington Department of Fish & Wildlife, City of Seattle, Audubon Washington, and Heron Habitat Helpers to bring Seattle on board as an Urban Bird Treaty City. As a group we will be focused on dealing with threats to birds, including enacting consistent and effective habitat management principles and strategies, preventing habitat loss, removing invasive plants, and preventing bird strikes.

5

As you finalize and implement campus redevelopment, we encourage you to reach out to Seattle Audubon as a resource for new ideas, best available science, and best practices. We are eager to partner with you.

Sincerely,

Judith Leconte, Conservation Committee Chair
Mary Bond, Conservation Program Manager

Seattle Audubon Society
8050 35th Ave NE
Seattle, WA 98115

maryb@seattleaudubon.org

RESPONSES TO EMAIL 100

Seattle Audubon

1. The comment regarding the work of Seattle Audubon is noted and their connection with the University of Washington is noted.
2. The University agrees with your suggestions to recognize the importance of ecological resources around campus within the guiding principles. The proposed modifications have been made within Chapter 5 of the *2018 Seattle CMP*.
3. The University agrees that it is not only surrounded by valuable landscapes, but is an integral part of a larger and productive ecological system. The *2018 Seattle CMP* has been updated to reflect such comments. Please see the response to Comment 2 of this letter.
4. The University's UFMP goes beyond the requirements of the City Tree Ordinance to preserve urban trees and enhance Seattle's urban forest. The UFMP sets a University goal for tree canopy coverage of almost 23% which is greater than the City's goal of 20% for institutions. Please also refer to Chapter 4 – Key Topic Areas, Section 4.12. Urban Forestry Plan.
5. The University has noted your comment and is open to conversations around academic partnership opportunities with local organizations.

From: [Hester Serebrin](#)
To: cmpinfo@uw.edu
Subject: Question about CMP
Date: Friday, November 4, 2016 2:07:15 PM

Hello,

The CMP mentioned that it doesn't address transportation from Husky Stadium, because Husky has its own TMP. Is that this document?

https://www.washington.edu/facilities/transportation/files/reports/husky_report/huskyreport.pdf

Is that the most recent version? When is it supposed to be updated?

Thanks!

Hester

Hester Serebrin
Policy Analyst

Transportation Choices

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RESPONSE TO EMAIL 101

Serebin, Hester

1. The Husky Stadium has a Transportation Management Plan that was adopted by the City Council in 1986 and is not part of this *2018 Seattle CMP*. It is a separate TMP that includes a process to be used if and when any changes are proposed.

From: [Jeff Smoot](#)
To: cmpinfo@uw.edu
Subject: Campus Master Plan
Date: Wednesday, October 19, 2016 9:40:55 AM
Attachments: [Letter to UW Planning.PDF](#)
[How to Rock Climb Photo.png](#)

Good morning,

Please see my attached letter concerning the Draft Master Plan and its potential impact on the outdoor climbing structure located near the Stadium. I am also attaching a photo from John Long's "How to Rock Climb" published in 1989, recognizing the climbing rock's historical relevance 35 years ago. I do hope the climbing rock will be preserved. If it is ever slated for demolition, please let me know, as I am very interested in preserving it in some form, whether at its current location or a new location.

1

Thank you for your consideration.

~Jeff

Jeffrey L. Smoot
(206) 999-8375 | jeff.smoot@outlook.com

RESPONSE TO EMAIL 102

Smoot, Jeff

1. The University plans to protect the outdoor climbing rock on its current site. The proposed E58 site (formerly E85) has been modified to preserve this recreational community asset.

From: [Sacha Stjepanovic](#)
To: cmpinfo@uw.edu
Subject: Save UW Climbing Rock
Date: Wednesday, October 26, 2016 3:42:31 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.jpg](#)

To Whom It May Concern:

Please save the UW Climbing Rock. I have been going there for years and hope to take my kids there in the future.

1

Thanks,

Sacha

Sacha Stjepanovic | Divisional Director | [Logic20/20](#)

e. sachas@logic2020.com t. 206.351.9886

a. Home Plate Center | 1501 First Ave. S. Suite 310 Seattle, WA 98134



RESPONSE TO EMAIL 103

Stjepanovic, Sacha

1. The University plans to protect the outdoor climbing rock on its current site. The proposed E58 site (formerly E85) has been modified to preserve this recreational community asset.

From: [Theresa Doherty](#)
To: [CMP Info](#)
Subject: FW: Draft EIS & CMP; potential shadowing problems for sundial & observatory on Physics/Astronomy Bldg PAA
Date: Sunday, November 20, 2016 1:11:42 PM
Attachments: [PAB-observing-balcony & sundial.CMP.jpeg](#)

From: Woody Sullivan <woody@astro.washington.edu>
Date: Friday, November 18, 2016 at 1:47 AM
To: Theresa Doherty <tdoherty@uw.edu>
Cc: "Rebecca G. Barnes" <rgbarnes@uw.edu>, "Kristine A. Kenney" <kkenney@uw.edu>, Leslie Stark <lstark24@uw.edu>
Subject: Draft EIS & CMP; potential shadowing problems for sundial & observatory on Physics/Astronomy Bldg PAA

Dear Ms. Doherty:

This is a formal comment on the Draft EIS (DEIS) and Campus Master Plan (CMP), concerning possible deleterious effects on both (1) the large wall sundial, and (2) the small undergraduate teaching observatory, both on the southwest side of the Physics/Astronomy "Auditorium" Building (PAA), facing the Burke-Gilman Trail. The attached photo, taken from Hitchcock Hall across the street (NE Pacific St), shows the green-patterned sundial (~30 x 20 ft in size) and the white observatory dome (the telescope is inside) on the balcony to the right of the sundial.

The sundial, a world-class feature of PAA ever since it was built in 1994, is renowned not just on the campus, but also in the city, and even amongst sundial experts across the country and in Europe. It is admired for its beauty, accuracy, size, and uniqueness in several aspects. One particular unique aspect is a webcam that makes an image of the sundial available

every one minute (see <http://sunny.astro.washington.edu/>).

The undergraduate observatory is used for several courses for astronomy majors and nonmajors, especially in the spring and summer when weather is more reliable. Excellent digital images can be acquired of stars, gaseous nebulae, planets, the moon, and the sun. These images can then be analyzed later on with specialized software.

The CMP and DEIS show the possibility of 240-ft high buildings located directly to the south and southwest of PAA, approximately from where the photo was taken. Such a building, even if only 100 ft high, would tremendously block the southern sky as seen from the sundial and the [observatory](#). It would block the sun (even in the summer) for much of the daytime, rendering the sundial useless for much of the day. It would also block a large portion of the nighttime sky, greatly limiting the number and types of astronomical objects that could be observed by undergrads using the telescope. Restrictions on such future buildings need to be in place.

I recommend that:

(1) A "high sensitivity zone" be established to the south of the sundial and

1

2

observatory, just as one has been created for the Theodor Jacobsen Observatory (TJO) at the north entrance to the campus. Specifically, Fig. 3.8-4 ("Light, Glare and Shadows Sensitivity Map") shows the TJO "high sensitivity zone"; another such zone as is needed for the region south of the sundial and observatory. As we have discussed, in order to define such a zone properly, I would like to work with one of your consultant architects with suitable software for the shadowing and blocking effects of various possible buildings.

**2
cont.**

(2) As on page 3.8-3 for TJO, an adequate description of the sundial and undergrad observatory be included in both the Final EIS and the Final CMP.

3

Thank you for your attention to this. I appreciate very much your taking the time for earlier discussions.

Sincerely, Prof. Woody Sullivan

Prof. (Emeritus) Woodruff T. Sullivan, III

tel 206-543-7773

Dept. of Astronomy & Astrobiology Program Box 351580
University of Washington
Seattle, WA 98195 USA



RESPONSE TO EMAIL 104

Sullivan, Woodruff

1. Additional setbacks will be required for development that exceeds 160' on the southern side of Pacific Street. The University has incorporated language into Chapter 6 of the *2018 Seattle CMP* that reinforces the need for development to be sensitive to the daylighting needs of the sundial, observatory and Life Sciences greenhouses in South Campus, under Development Zone L.
2. Figure 3.9-6 of this Final EIS has been updated to reflect this comment.
3. Page 3.9-3 of this Final EIS has been updated to reflect this comment.

From: [Leslie Stark](#)
To: [cmpinfo](#)
Subject: FW: new Campus Master Plan: shading of sundial on Physics/Astronomy Bldg.
Date: Tuesday, September 27, 2016 10:07:40 AM
Attachments: [IMG_3894.jpeg](#)
[P1010167.jpeg](#)
[image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)

LESLIE STARK

Assistant to the Director, Campus Master Plan
 UW Planning & Management

UW Tower – T-12
 Box 359445 Seattle, WA 98195
 206.543.1271/ mobile 206.291.0090 / lstark24@uw.edu



From: Theresa Doherty [<mailto:tdoherty@uw.edu>]
Sent: Tuesday, September 27, 2016 8:29 AM
To: Woody Sullivan <woody@astro.washington.edu>
Cc: Julianne Dalcanton <jd@astro.washington.edu>; Leslie Stark <lstark24@uw.edu>
Subject: Re: new Campus Master Plan: shading of sundial on Physics/Astronomy Bldg.

Dear Professor Sullivan

We will be sure your email is included in comments received on the 2018 CMP.

Theresa Doherty
 253-341-5585

On Sep 27, 2016, at 2:34 AM, Woody Sullivan <woody@astro.washington.edu> wrote:

Dear Theresa:

Thanks for this and other info you gave me concerning future opportunities to respond to the Draft CMP and EIS.

In noting my concerns about shadowing of the large wall sundial (1994) on the Physics/Astronomy Bldg. if a 240-ft building is allowed across Pacific Ave., I mentioned that the 2003 CMP has words regarding the sundial. They are:

"The presence and importance of the Physics/Astronomy sundial will be considered as new development occurs." (page 110)

1 cont.

Sincerely,
Woody Sullivan

P.S. I forgot to also mention that adjacent to the sundial (on the right side) is a balcony with telescopes for undergrad instruction (see the attached photos; main telescope is housed in the white dome structure). It too would be severely affected by a 240-ft bldg. across the street.

2

+++++

On Sep 26, 2016, at 2:49 PM, Theresa Doherty wrote:

Professor Sullivan,

Very nice to talk to you. We will be sure you are added to our CMP Mailing list.

As I mentioned, we will be publishing the plan on the 5th so there will be a lot of information about how to give your input and how to access the plan at that point. But below I have cut and pasted the upcoming open houses for your information.

Thank you.

THERESA DOHERTY

Senior Project Director, Campus Master Plan
UW Planning & Management

UW Tower – T-12

Box 359445 Seattle, WA 98195-9445
206.221.2603/ mobile 253.341.5585 / tdoherty@uw.edu

[<image005.png>](#) [<image006.png>](#) [<image007.png>](#)

[<image008.png>](#)

Below are the dates/locations of our upcoming meetings. Please let me know if you need anything else.

Campus Master Plan (CMP)

Online Open House

Wednesday, October 12, 2016

Noon – 1 p.m.

Sign up at: tinyurl.com/UWSeattleCampus-2018MasterPlan

Open House

Tuesday, October 18, 2016

Noon – 2 p.m.

Haggett Hall Cascade Room

University of Washington Campus

Open House

Thursday, October 20, 2016

7 – 9 p.m.

UW Tower 22nd Floor Auditorium

4333 Brooklyn Ave NE

Environmental Impact Statement (EIS)

Online Open House

Tuesday, October 25, 2016

Noon – 1 p.m.

Sign up at: tinyurl.com/UWSeattleCampus-2018MasterPlanEIS

SEPA Public Hearing

Wednesday, October 26, 2016

6:30 – 9 p.m.

UW Tower 22nd Floor Auditorium

4333 Brooklyn Ave NE

“Office Hours”

Wednesday, Oct 19, 1 – 3 p.m.

Suzzallo Library Café

University of Washington Campus

Monday, Oct 24, 3– 5 p.m.

Café Allegro

4214 University Way NE

Enter from the alley behind Magus Books

Wednesday, Nov 2, 2:30 – 4:30 p.m.

Post Alley Café

4507 Brooklyn Ave NE (In the Hotel Deca)

Prof. (Emeritus) Woodruff T. Sullivan, III

tel 206-543-7773

RESPONSE TO EMAIL 105
Sullivan, Woodruff - Comment 2

1. Additional setbacks will be required for development that exceeds 160' on the southern side of Pacific Street. The University has incorporated language into Chapter 6 of the *2018 Seattle CMP* that reinforces the need for development to be sensitive to the daylighting needs of the sundial, observatory and Life Sciences greenhouses in South Campus, under Development Zone L.
2. Please refer to the response to Comment 1 of this email.

From: druliner@uw.edu on behalf of [cmpinfo](mailto:cmpinfo@uw.edu)
To: cmpinfo@uw.edu
Subject: Maxwell Taylor
Date: Thursday, October 27, 2016 2:44:06 PM

Submitted on Thursday, October 27, 2016 - 14:44
Submitted by anonymous user: 172.243.146.88
Submitted values are:

Your Name: Maxwell Taylor
Your Email: mxwtaylor@gmail.com
Your Message:

I recently heard there are plans to dismantle the UW outdoor climbing rock. As a prospective transfer student that is an avid climber, this is the icon that made me seriously consider UW Seattle over UW Bothell, CWU, and UBC. It's not only an icon to the school, but to the local climbing community as well. It is the definition of functional, educational art! Keep the rock!

1

-Maxwell Taylor

The results of this submission may be viewed at:
<http://pm.uw.edu/node/17/submission/303>

RESPONSE TO EMAIL 106

Taylor, Maxwell

1. The University plans to protect the outdoor climbing rock on its current site. The proposed E58 site (formerly E85) has been modified to preserve this recreational community asset.

From: [Skylar Thompson](#)
To: cmpinfo@uw.edu
Subject: Campus master plan comment
Date: Wednesday, October 19, 2016 6:12:38 PM

Overall, I would like to laud UW For the master plan proposal. It maximizes the utility of a great urban campus, making more room available for housing around campus and making best use of the light rail system to be built directly underneath campus.

I have some concerns though:

1. Investment in the U-PASS program seems to be faltering. 1
2. UW seems to be ignoring its impacts on regional transportation systems. For instance, for the Sept 30 football game, UW forced Metro to re-route buses that would otherwise serve the light rail station adjacent to the stadium to streets half a mile and sometimes even a full mile away. UW should recognize that, as part of its environmental stewardship mandate, it should be encouraging the use of well-integrated transit systems. 2
3. The Board of Regents were recently informed of a \$1 billion deferred maintenance backlog. How will UW expand to accommodate projected growth, and have any hope of making headway on critical investments in existing buildings and facilities? 3
4. UW needs to improve ADA access throughout campus. Based on the accessibility website (<https://www.washington.edu/admin/ada/newada.php>) UW already runs, I think some people are already aware of this, but it bears mentioning again: there are many places on campus that are not particularly accessible, and recent construction (and planned construction for the CMP) will exacerbate this. For instance, the pedestrian ramp still has not been re-built for the western-most bridge crossing Pacific, nor has the sidewalk been reopened between Foege and HSB. For people in wheelchairs, this makes for a very long detour on the Burke to the south part of the block, or a long detour to T-Wing. 4

Thank you for your consideration,

Skylar Thompson
UW Genome Sciences

RESPONSE TO EMAIL 107

Thompson, Skyler

1. The comment regarding the U-Pass program is noted. The University is committed to continuing to support and maintain the U-Pass program and will continue to collaborate with faculty, staff, students and transit partners. Please also refer to Chapter 4 – Key Topic Areas, Section 4.8 Transit Subsidy Provisions, for further details.
2. No changes are proposed to the Husky Stadium facility with this *2018 Seattle CMP*. Husky Stadium is subject to its own event TMP. Development in the East Campus is low and is not anticipated to impact Stadium operations.
3. The comment regarding how the University manages its building maintenance backlog is noted.
4. Please refer to Figure 40 of the *2018 Seattle CMP* for existing universal access network and Chapter 5 to see how the University is approaching maintenance and removal of ADA barriers within the pedestrian realm.

From: [Lance Tichenor](#)
To: cmpinfo@uw.edu
Cc: Augustwelch@msn.com
Subject: UW Outdoor Climbing Rock on Google maps satellite view
Date: Tuesday, October 25, 2016 5:24:12 PM
Attachments: [image1.PNG](#)
[Untitled attachment 00040.txt](#)
[image2.PNG](#)
[Untitled attachment 00043.txt](#)

This historic and useful structure, the UW Outdoor Climbing Rock, was omitted from the master plan. It should not be, whether this was an oversight or deliberate.

Lance Tichenor

Look-->

RESPONSE TO EMAIL 108

Tichenor, Lance

1. The University plans to protect the outdoor climbing rock on its current site. The proposed E58 site (formerly E85) has been modified to preserve this recreational community asset.

From: druliner@uw.edu on behalf of [cmpinfo](mailto:cmpinfo@uw.edu)
To: cmpinfo@uw.edu
Subject: Benjamin Tickman
Date: Tuesday, October 25, 2016 5:14:37 PM

Submitted on Tuesday, October 25, 2016 - 17:14
Submitted by anonymous user: 173.250.238.192
Submitted values are:

Your Name: Benjamin Tickman

Your Email: btickman@uw.edu

Your Message: please save the UW rock. i enjoy using this facility. it gets
more use than the parking lots, build over those instead

1

The results of this submission may be viewed at:
<http://pm.uw.edu/node/17/submission/297>

RESPONSE TO EMAIL 109

Tickman, Benjamin

1. The University plans to protect the outdoor climbing rock on its current site. The proposed E58 site (formerly E85) has been modified to preserve this recreational community asset.

From: [Tokuda, Emi](#)
To: ["cmpinfo@uw.edu"](mailto:cmpinfo@uw.edu)
Subject: Seattle Campus Master Plan Committee
Date: Monday, November 21, 2016 5:29:08 PM

Dear UW Seattle Campus Master Plan Committee,

My name is Emi Tokuda and I am a proud alumni (2009). I have read the Seattle Campus Master plan and I have concerns about it. My major concerns are the increase of traffic to the school. Namely to the Montlake blvd and U Village area. This area is under constant traffic and expansion here would make it worse. The massive expansion in the E1 parking lot, Laurel Village and Urban Horticulture Area will make this a problem. I am also worried about the Urban Horticulture Area as you plan to build a large building, E84, there. I love walking and running through that area. Adding a large building would detract from the area and wreck the best open space UW has to offer. I am unsure what this building is for as well. I highly recommend you remove E84 from the building plan and save the open space. Thank you for listening to my concerns and I hope you would consider a change to the plan.

Sincerely,

Emi Tokuda

Emi Tokuda, Ph.D.

Postdoctoral Fellow | Jensen Lab
Ben Towne Center for Childhood Cancer Research
Seattle Children's Research Institute
206-884-4069 OFFICE
emi.tokuda@seattlechildrens.org

OFFICE 1100 Olive Way, Seattle, WA 98101
MAIL M/S OL-1, PO Box 5371, Seattle, WA 98145-5005
WWW www.seattlechildrens.org/research

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RESPONSE TO EMAIL 110

Tokuda, Emi

1. The Transportation Discipline Report evaluates traffic impacts at over 80 intersections including those near Montlake Boulevard and the University Village on NE 45th Street and NE 47th Street at Sand Point.
2. The E86 development site (formerly E84) is only allowed to be 30 feet in height, and would not impact the existing greenhouse. The site of the proposed structure would be on land that has currently accommodates exterior building support functions.

From: [Wes Tooley](#)
To: cmpinfo@uw.edu
Subject: Saving the UW rock - 2018 Master Plan
Date: Friday, November 11, 2016 7:05:54 AM

To whom it may concern,

My name is Wes Tooley, I went to the University of Washington for both my undergrad and graduate degrees. I spent countless hours climbing on the UW outdoor rock climbing structure located near the new light rail station during my time at UW. My climbing career was started and fueled by the UW climbing rock, and rock climbing is a hobby that I still enjoy.

I found the UW climbing rock to be invaluable to my college experience. In a city with shrinking green space and a world with shrinking incentives to go outside, there is a huge need for this outdoor climbing structure to exist on campus.

Please consider saving the UW climbing rock for future students to enjoy.

Regards,

Wes

RESPONSE TO EMAIL 111

Tooley, Wes

1. The University plans to protect the outdoor climbing rock on its current site. The proposed E58 site (formerly E85) has been modified to preserve this recreational community asset.

From: [Theresa Doherty](#)
To: [CMP Info](#)
Subject: FW: Comments on 2018 Draft Seattle Campus Master Plan
Date: Sunday, November 20, 2016 1:15:45 PM

From: Julie Blakeslee <jblakesl@uw.edu>
Date: Friday, November 18, 2016 at 4:25 PM
To: Theresa Doherty <tdoherty@uw.edu>
Cc: Leslie Stark <lstark24@uw.edu>
Subject: FW: Comments on 2018 Draft Seattle Campus Master Plan

From: Steven Treffers [<mailto:streffers@gmail.com>]
Sent: Monday, November 14, 2016 3:31 PM
To: Julie Blakeslee
Cc: cmpinfo@uw.edu
Subject: Comments on 2018 Draft Seattle Campus Master Plan

Ms. Blakeslee,

I am writing to comment on the Draft 2018 Campus Master Plan and Draft Environmental Impact Statement. The draft CMP and DEIS do not make any references to eligible historic resources and the map on page 86 of the draft plan does also fails to identify the eligibility of identified resources, which is an oversight.

1

The DEIS also does not provide meaningful mitigation measures. The existing internal design review process and historic resources addendum process is not capable of mitigating adverse impacts as seen by the recent demolition of the National Register of Historic Places-listed Nuclear Reactor building.

2

Finally, the CMP does not clarify that there is ongoing litigation relating to the whether UW is subject to the Seattle Landmark Preservation Ordinance. This is relevant and should be included in the CMP.

3

Thank you for your time. I appreciate your consideration of my comments.

Steven Treffers
1965 12th Ave W #301
Seattle, WA 98119

RESPONSE TO EMAIL 112

Treffers, Steven

1. Please refer to Section 3.12, Historic Resources, and Chapter 4 – Key Topic Areas, Section 4.10 Historic Preservation, for a detailed overview of eligible resources, the University's historic resources inventory and the HRA process.
2. The comment regarding mitigation measures is noted. The *2018 Seattle CMP* includes a guiding principle (Stewardship of Historic and Cultural Resources) that states that the University will take a balanced approach to property development and the preservation of historic resources. Please refer to Chapter 5 of the *2018 Seattle CMP* for more information concerning the principle and Chapter 6 for more information about the University's historic preservation review policies and practices, including the HRA process which is intended to insure that important elements of the campus and its historic character are valued.
3. The comment regarding the City's Landmark Preservation Ordinance is noted. Please refer to Chapter 4 – Key Topic Areas, Section 4.9 Historic Preservation, for further details on the ordinance and its applicability on campus.

From: [Reba Turnquist](#)
To: cmpinfo@uw.edu
Subject: UW's growth plan
Date: Monday, November 21, 2016 6:00:11 PM

Over the past few year I've watched amazed as a blight of tacky, cheap looking apartment buildings has spread across the University District: amazed that any architectural firms would allow their names to be connected to such (I don't know anyone who thinks these are other than awful) amazed that any University or city planning office would give approval to such designs knowing these buildings will be one of the faces of the district for decades to come.

If I understand the plan for Brooklyn Avenue NE, my home for over 40 years will be replaced by one of those eyesore apartments. It is devastating enough to be thrown out of your home but that's rubbing salt in the wound.

Have had the good fortune to visit college towns across the country - from Athens, Tallahassee, Baton Rouge, Lawrence, Berkeley, etc. and there's a certain comfortable atmosphere to them not to be produced by canyons of uninspiring apartment buildings(see area over near Roosevelt) and looming towers.

Did the New York Times piece Seattle in the midst of tech boom tries to keep its soul give you any pause at all?

Reba Turnquist
Long time UW employee

RESPONSE TO EMAIL 113

Turnquist, Reba

1. The comment regarding the design of existing building development within the University District area is noted. Refer to Chapter 6 of the *2018 Seattle CMP* for details on the design review process for specific projects within the University of Washington MIO boundary.

From: [Leslie Stark](#)
To: [cmpinfo](#)
Subject: FW: Allegro Dropin Comments
Date: Monday, October 24, 2016 4:29:42 PM

LESLIE STARK

Assistant to the Director, Campus Master Plan
UW Planning & Management

UW Tower - T-12
Box 359445 Seattle, WA 98195
206.543.1271/ mobile 206.291.0090 / lstark24@uw.edu

-----Original Message-----

From: Rebecca G. Barnes [<mailto:rgbarnes@uw.edu>]
Sent: Monday, October 24, 2016 4:25 PM
To: Theresa Doherty <tdoherty@uw.edu>; Leslie Stark <lstark24@uw.edu>
Subject: Allegro Dropin Comments

For the record and sharing, IMA was here today again with concerns re preserving the climbing rock, adding to the Waterfront Activities Center, and building a multi-story golf games, driving range and refreshments center (a commercial golf games person from Tacoma whose daughter is a freshman here has contacted IMA). IMA is coming to several of our input sessions, wanting to be sure we know their interests.

Rebecca G. Barnes, FAIA
University Architect and Assoc. Vice Provost for Campus & Capital Planning University of Washington University
Tower T-12 Box 359445 Seattle, WA 98195
206-543-4382
rgbarnes@uw.edu

Sent from my iPhone

RESPONSE TO EMAIL 114

UW IMA

1. The University plans to protect the outdoor climbing rock on its current site. The proposed E58 site (formerly E85) has been modified to preserve this recreational community asset.

From: [Jeanna Vogt](#)
To: cmpinfo@uw.edu
Subject: CPM Feedback
Date: Thursday, October 6, 2016 10:06:47 AM
Attachments: [image001.gif](#)

Hi there,

Just wanted to let you know that there's a typo on p92. Should be Agua Verde, not Aqua Verde.

1

Also, the email link to cmpinfo@uw.edu under "Opportunities for Comment" page isn't properly formed: <http://pm.uw.edu/cmp/about>.

Thanks,

JEANNA VOGT

Sr. Web Developer
Facilities Services

Facilities Services Administration Building Box 352217
4002 W Stevens Way NE, Seattle, WA 98195
206.221.6033
jvogt@uw.edu



RESPONSE TO EMAIL 115

Vogt, Jenna

1. The spelling error was fixed on page 92 of the *2018 Seattle CMP*.

From: druliner@uw.edu on behalf of [cmpinfo](mailto:cmpinfo@uw.edu)
To: cmpinfo@uw.edu
Subject: Nick Waldo
Date: Saturday, October 22, 2016 9:40:31 AM

Submitted on Saturday, October 22, 2016 - 09:40
Submitted by anonymous user: 73.97.177.210
Submitted values are:

Your Name: Nick Waldo
Your Email: nbwaldo@uw.edu
Your Message:
Hello,

I am a UW graduate student and unfortunately cannot make it to the public hearing about the campus master plan, but would like to express concern about building E85 in the East Campus sector. It appears from the drawings that this building extends beyond the footprint of the current parking lot at that location, which would require the demolition of Husky Rock, a key recreational facility on campus. Serving as both an outdoor climbing area and one of the nicer open, green spaces on campus, the Rock has been beloved by generations of UW students. Husky Rock does not appear to even be noted on the plans for that area, so it is hard to tell exactly what the Master Plan is calling for regarding the Rock. Please respond with clarification as to what the planners think about this issue, and take note of my strong opinion that Husky Rock should be preserved.

1

Thank you,
Nick Waldo

The results of this submission may be viewed at:
<http://pm.uw.edu/node/17/submission/288>

RESPONSE TO EMAIL 116

Waldo, Nick

1. The University plans to protect the outdoor climbing rock on its current site. The proposed E58 site (formerly E85) has been modified to preserve this recreational community asset.

From: druliner@uw.edu on behalf of [cmpinfo](mailto:cmpinfo@uw.edu)
To: cmpinfo@uw.edu
Subject: Valerie Wall
Date: Thursday, October 20, 2016 2:58:13 PM

Submitted on Thursday, October 20, 2016 - 14:58
Submitted by anonymous user: 108.179.161.242
Submitted values are:

Your Name: Valerie Wall
Your Email: wallvzw@uw.edu
Your Message:

To whom it may concern:

I am writing to ask if the UW Rock would be affected by these proposed plans. I looked over the Master Plan and noticed a proposed building (E85) at what appears to be the site of the UW Rock sculpture. This has been an iconic landmark for decades and remains very important to the local climbing community. It still serves as a gathering place for our UW climbing club where more seasoned climbers have share their knowledge and practice skills with incoming classes. It is easily accessible by all UW students/and former students that want to volunteer their time. This area also provides a relaxed atmosphere for people to meet and get excited about climbing in the outdoors. There is no other place at UW that would fill the void left behind if this area was lost. Please consider this while finalizing the Master Plan for the University. Thank you for your time.

1

Valerie Wall
Former UW student and Climbing Club officer

The results of this submission may be viewed at:
<http://pm.uw.edu/node/17/submission/275>

RESPONSE TO EMAIL 117

Wall, Valerie

1. The University plans to protect the outdoor climbing rock on its current site. The proposed E58 site (formerly E85) has been modified to preserve this recreational community asset.

From: druliner@uw.edu on behalf of [cmpinfo](mailto:cmpinfo@uw.edu)
To: cmpinfo@uw.edu
Subject: Stephanie Walton
Date: Monday, November 21, 2016 3:21:07 PM

Submitted on Monday, November 21, 2016 - 15:21

Submitted by anonymous user: 71.15.160.13

Submitted values are:

Your Name: Stephanie Walton

Your Email: stephaniej.walton@gmail.com

Your Message:

Hi UW Seattle Campus Master Plan Committee,

My name is Stephanie Walton and I am a proud alum, 1976. I have read the Seattle Campus Master plan and I have concerns about it. My major concerns are the increase of traffic to the school. Namely to the Monlake blvd and U Village area. This area is under constant traffic and expansion here would make it so much worse. The massive expansion in E1 parking lot, Laurel Village and Urban Horticulture Area will definitely make this a problem. I am also worried about the Urban Horticulture Area as you plan to build a large building, E84, in there. I love walking and running through there. Adding a large building in there would really detract from the area and wreck the best open space UW has to offer. I can not find out what this building is for. I highly recommend you remove E84 from the building plan and save the open space. Thank you for listening to my concerns and I hope you make the correct changes.

1

2

Sincerely,
Stephanie Walton

The results of this submission may be viewed at:

<http://pm.uw.edu/node/17/submission/322>

RESPONSE TO EMAIL 118

Walton, Stephanie

1. The Transportation Discipline Report evaluates traffic impacts at over 80 intersections including those near Montlake Boulevard and the University Village on NE 45th Street and NE 47th Street at Sand Point.
2. The E86 development site (formerly E84) is only allowed to be 30 feet in height, and would not impact the existing greenhouse. The site of the proposed structure would be on land that currently accommodates exterior building support functions.

From: [Amy Waterman](#)
To: cmpinfo@uw.edu; jblakesl@uw.edu
Cc: [Martinez Rene](#); [clare joe-chris](#)
Subject: Campus Master Plan comments
Date: Monday, November 21, 2016 10:51:41 PM

To University of Washington,
 Please accept this email as a comment to the 2018 Campus Master Plan and October 2016 draft EIS.

I am a 13 year resident of the Bryant community off of 50th Street between 30th Avenue NE and 35 Avenue NE, which is in the Primary Impact Zone, according to Figure 2-3 of UW 2018 Draft EIS. However, for this section of NE 50 St., it appears the draft EIS fails to “outline mitigation measures for...impacts of development” as stated in the draft EIS Description of the Proposal.

1

Members of our community strongly urge the Plan and EIS introduce mitigation for this section of NE 50th St. This community is already affected by traffic, parking demands, and light pollution from Children’s Hospital expansion, University Village’s continued growth, and the University of Washington, especially on Husky game days. On game days, cars fill every available legal and illegal parking space and residents are sequestered for about four hours of the day, on either end of the game.

2

The proposed development by UW includes about 397,000 square feet of additional floor space in Blakely Village and Laurel Village without any additional parking. Where will the residents park that live in these new living spaces? These proposed developments will increase traffic through our residential streets, which are already narrow and carrying more traffic than they were probably designed for. We have rivers of runoff coming down 50th Street in rain storms with only one or two storm drains on the whole stretch between 30th and 35th Avenue NE. I understand at least one of our neighbors on 50th has road runoff impacting their property.

3

4

The neighborhood has been asking and advocating for years to have curbs and sidewalks installed on 50th Avenue between 30th and 35th Avenue NE, which are sorely needed for pedestrian safety. We have gotten a commitment from University Village for some funds towards a sidewalk, but it is only about 1/4 of the estimated costs of this project.

As mitigation for the increased traffic from the nearby UW residential communities, Blakely Village and Laurel Village, I propose the following actions:

- 1) To increase pedestrian safety from UW development, construct a sidewalk on NE 50th St. between 30Ave NE and 35Ave NE
- 2) To calm traffic and to mitigate stormwater runoff on 50th Street, construct several planted curb bulb-outs between 30th and 35th Avenue NE that can slow and filter runoff, slow traffic, improve pedestrian safety, and enhance the community’s livability by adding green space.

5

6

Our community benefits with its close proximity to UW, but our community is also burdened with traffic and environmental impact of UW. I believe it is incumbent on UW to fulfill its proposal and mitigate impacts of development in the Primary Impact Zone in which we reside.

Sincerely,

Amy Waterman

RESPONSE TO EMAIL 119

Waterman, Amy

1. The comment regarding the Primary Impact Zone is noted. Mitigation measures identified throughout the EIS are intended to minimize impacts that could occur in both the Primary and Secondary Impact Zones.
2. Transportation Discipline Report (Appendix D) evaluates traffic impacts at over 80 intersections including those in the vicinity of the East Campus sector. The TMP includes convening an agency stakeholder team to evaluate infrastructure needs and investment coordination. No changes are proposed to the Husky Stadium function or facility with the *2018 Seattle CMP* and the Stadium is subject to its own event TMP.
3. The long term vision for the campus has identified the redevelopment of Blakely Village/Laurel Village but the illustrative allocation of development in the East Campus for the 10-year conceptual plan identified in the *2018 Seattle CMP* does not include any development in Blakely Village/Laurel Village. In Laurel Village, one development site has been eliminated and the development site abutting the adjacent residential zone has been modified with a reduced maximum building height (30 feet).
4. Stormwater runoff from the University of Washington Campus, including Blakeley Village, does not contribute to the stormwater system in NE 50th Street between 30th Avenue NE and 35th Avenue NE. Any current stormwater problems in NE 50th Street are a result of inadequate infrastructure in the street and should be addressed by Seattle Public Utilities. The nearest UW property to this street is Blakeley Village to the west, which drains south of the property. When Blakeley Village is redeveloped per the master plan, on-site stormwater management, water quality and flow control facilities will be implemented per the City of Seattle Stormwater Manual, however, this will have no effect on the current problems identified in this section of NE 50th Street.
5. The need for a sidewalk on NE 50th Street between 30th Avenue NE and 35th Avenue NE is in a location that is outside of the University's Major Institutional Overlay zone (MIO), thus are outside of the purview of the *2018 Seattle CMP*. The right-of-way is owned by the City of Seattle in that location.
6. Opportunities for traffic calming and stormwater runoff mitigation on NE 50th Street are in a location that is outside of the University's Major Institutional Overlay zone (MIO), and are thus outside of the purview of the *2018 Seattle CMP*.

From: druliner@uw.edu on behalf of [cmpinfo](mailto:cmpinfo@uw.edu)
To: cmpinfo@uw.edu
Subject: August Welch
Date: Friday, October 21, 2016 11:49:53 PM

Submitted on Friday, October 21, 2016 - 23:49
Submitted by anonymous user: 70.199.140.147
Submitted values are:

Your Name: August Welch

Your Email: augustwelch@msn.com

Your Message: Please do not build a new structure in the location of the climbing rock at Husky Stadium. It would also be helpful for public awareness if the climbing rock was shown on the concept level design drawings. Thank you for considering my comment as a UW Alum.

1

The results of this submission may be viewed at:
<http://pm.uw.edu/node/17/submission/284>

RESPONSE TO EMAIL 120

Welch, August

1. The University plans to protect the outdoor climbing rock on its current site. The proposed E58 site (formerly E85) has been modified to preserve this recreational community asset.

From: [august.welch](#)
To: cmpinfo@uw.edu
Subject: Campus Master Plan Comment - Save the Practice Climbing Rock at Husky Stadium
Date: Tuesday, October 18, 2016 3:29:03 PM

To whom it may concern:

I am writing to comment on the proposed Campus Master Plan for 2018. I am a UW Alum (Class of '2002) and I greatly appreciate the commitment of the UW to promote sustainable growth through a comprehensive Campus Master Plan.

Please consider preserving the outdoor practice climbing structure located on the East Campus near the Stadium and Boathouse. According to the Master Plan document there is a potential structure that is shown in the current location of the climbing rock. I ask that you please consider the historical importance of this practice climbing area (as one of the first outdoor practice climbing areas in the country) and the importance that this climbing structure holds for the climbing community of the greater Seattle area.

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Thank you, I will plan to attend the open house at the UW Tower Mezzanine Auditorium on 10/20 from 7-9 PM to offer public comment on this portion of the Campus Master Plan.

Sincerely,

August Welch

RESPONSE TO EMAIL 121
Welch, August - Comment 2

1. The University plans to protect the outdoor climbing rock in its current site. The proposed E58 site (formerly E85) has been modified to preserve this recreational community asset.

From: druliner@uw.edu on behalf of [cmpinfo](mailto:cmpinfo@uw.edu)
To: cmpinfo@uw.edu
Subject: Linda Whang
Date: Tuesday, October 11, 2016 1:11:12 PM

Submitted on Tuesday, October 11, 2016 - 13:11
Submitted by anonymous user: 50.159.92.233
Submitted values are:

Your Name: Linda Whang
Your Email: lcwhang@uw.edu
Your Message: If E-1 will be developed, where will people park? | 1

The results of this submission may be viewed at:
<http://pm.uw.edu/node/17/submission/274>

RESPONSE TO EMAIL 122

Whang, Linda

1. Development in the East Campus under Alternative 1 would include approximately 750,000 square feet of building space, leaving substantial area for parking. Where parking is displaced, it would likely be replaced with structured or other locations nearby. Parking is managed on a campus-wide basis and would not exceed the parking cap of 12,300 eligible spaces campus-wide.

From: [William Wilcock](#)
To: cmpinfo@uw.edu
Subject: Campus Master Plan
Date: Wednesday, October 5, 2016 8:11:29 PM

I am not sure if this e-mail is a forum to get questions answered but here goes

p.12 and elsewhere

What has happened to Ocean Teaching Building? What building has replaced its function

Where is the access to the Oceanography dock for large trucks and vehicles

Throughout

Why is all the new development concentrated on the margins of campus? As best as I can tell the UW is condemning oceanography to live on the margins of a construction site for the next 20 years while upper campus remains largely unchanged and undisturbed?

William S. D. Wilcock
Professor and Associate Director
School of Oceanography
University of Washington
Seattle WA 98195-7940
206-543-6043 (W): 206-601-1184 (M)
wilcock@uw.edu
<http://faculty.washington.edu/wilcock>

RESPONSE TO EMAIL 123

Wilcock, William

1. Sufficient development capacity has been allocated in the *2018 Seattle CMP* to accommodate any displaced or demolished facilities and programs. Please refer to page Chapter 5 of the *2018 Seattle CMP* for more information about the building footprints of buildings where uses would need to be relocated. Please also refer to Chapter 6 of the *2018 Seattle CMP*, which ensures that replacement area will be identified before any on-campus buildings are demolished.
2. Development capacity on campus is limited within the Central Campus in order to maintain its pastoral, collegiate aesthetic and significant, historic buildings and landscapes. Surface parking lots are prime development opportunities, limiting the need for demolition or relocation strategies for occupied spaces. Surface parking lots are also concentrated on the West and East Campuses. As a land-locked university, development decisions will need to make the best use of its available resources.

From: [Steve Wilkins](#)
To: cmpinfo@uw.edu
Subject: Comments: Draft UW Campus Master Plan & EIS
Date: Monday, November 21, 2016 1:59:20 PM
Attachments: [Steve Wilkins comments UW Master Plan.pdf](#)

Steve Wilkins
 PO Box 45344
 Seattle, WA 98145
 206-633-3279

UW Office of Planning & Management
 4333 Brooklyn Ave NE, Box 359445
 Seattle, WA 98195
 By email to: cmpinfo@uw.edu

Comments: Draft UW Campus Master Plan & EIS

The first two paragraphs of this letter concern errors of fact taken from 2016-10-03_UW CMP_Transmit (1).pdf . These false and confusing statements can be found in the Neighborhood Context section on page 24.

The first error misstates Seattle's University District "UD" urban center boundaries as the area: "bounded by I-5 on the west...35th Ave NE on the east," this is a mistake. Our 'urban center' is described in the Draft EIS for the UD Urban Design Alternatives published April, 2014 as: "...bounded by I-5 on the west and 15th Ave. NE on the east," NOT 35th Ave NE on the east as is falsely stated in this document. This needs to be corrected.

1

Secondly, It is misleading and potentially dangerous to our surrounding neighborhoods to state in the U.W. Seattle Campus-2018 Master Plan EIS "UWCMP" that: "The University's broader neighborhood context includes ten surrounding neighborhoods, all of which are located within a ten-minute walk from campus. The surrounding neighborhoods include Roosevelt, University Park, the University District, Wallingford, Eastlake, Laurelhurst, Montlake, Portage Bay Roanoke, Ravenna, and Bryant..."

The 'ten-minute walk' AKA 'walk-shed' definition from the UD Urban Design Alternatives* published April, 2014 is the area surrounding the UD Sound Transit station "UDST." This walk-shed is a ten-minute walk or within a quarter mile radius of that central location. This definition is linked to Transit Oriented Development. TOD calls for the greatest density surrounding these transit hubs, allowing buildings up to three hundred and twenty feet tall (SM-U 95-320).* It is misleading to link the UWCMP ten minute walk shed to all our surrounding neighborhoods as if they were prime for 320' buildings.

2

The UWCMP language needs to correctly state that the UW is within 'a ten minute walk' (walk shed/quarter mile radius) of the UDST station. The UW is not within the walk-shed of all our surrounding neighborhoods. Old Washington 'blue' laws stipulated that no liquor could be served within a one mile radius of the Husky Student Union

Building “HUB.” The front door of the Blue Moon Tavern is one mile and one foot from the HUB which takes a bit longer than ten minutes to get to. The HUB might be within a ten minute walk of the UDST station.

2 cont.

Nowhere in this document is their confirmation of working in conjunction with the UD Urban Design Alternatives and Seattle’s 2035 Comprehensive Plan. This document shows the neighborhood that the UW is free to build whatever wherever, placing 240’ buildings in 85’ zones and 200’ buildings in 45’ foot zones. Schmitz Hall (W21) is illustrated as a 240’ building in an SM-U 85* zone. The Northlake building (W38) is illustrated as a 200’ building in a IB/45* IC/-45* zone and includes removing a City street, NE Northlake Pl.

3

Half of the proposed west campus buildings are 240 feet tall. Two thirds of them are listed as parking lots. The UWCMP should be dedicated to transit use since it is now served by the Husky Stadium station and soon the UDST station. The build out of these tall buildings in the southern section of the UD will block view corridors, the inclusion of all the parking lots snubs a thumb at the effort of this City and region to get people out of cars and into transit. It seems everyone is required to use public transportation with the exception of the UW? This needs to be corrected.

4

During years of community input concerning our initial upzone to Urban Center followed by years of deliberation and community input collected during the U District Livability Partnership the neighborhood called for centrally located public open space and access to views and sunlight as necessary components of this build out. Errantly and on many occasions the University has promoted the Campus as public open space. If the UW was public open space it would be managed by the Parks Department. Instead one can see many Private Property signs posted restricting use to staff, faculty and students. Please correct any false mention of the UW as public open space from the Campus Master Plan.

5

As part of the Open Space Partners forum which brought together the City, Parks Department, UW and community representation it was again confirmed by consensus during public meetings that there is a need for centrally located public open space and retention of access to views and sunlight. It would be fitting that the University of a Thousand Years would give this community the centrally located area above the UDST station for a public park, after all both Sound Transit and the University of Washington are public agencies.

6

During an Open Space Partners Forum steering committee meeting I was asked by Theresa Doherty (Senior Project Director, Planning and Management for the UW) “why I hated the UW?” While not agreeing with her question I pointed out that the new west campus dorm construction had completely obliterated any views of the ship canal which was contrary to community wishes and upzone promises for open space and views. Her response was: "it's our property we can do whatever we want with it."

It is my hope that input during this review process will be taken to heart and that the UW will work with the neighborhood instead of towards its own purposes.

Sincerely,

Steve Wilkins

Enc: Steve Wilkins_comments UW Master Plan.pdf

11/21/16

RESPONSE TO EMAIL 124

Wilkins, Steve

1. Comment noted. The *2018 Seattle CMP* has been updated to indicate the Urban Center Boundary from 35th Avenue NE to 15th Avenue NE.
2. The comment regarding the walking distance between the University of Washington campus and many of the surrounding neighborhoods is noted and the Transportation Discipline Report (Appendix D to this Final EIS) has been updated to better define the 10-minute walking distance.
3. The Major Institutional Overlay (MIO) boundary defines the extent of the campus that is governed by the *2018 Seattle CMP*. The planning process for the *2018 Seattle CMP* is governed by the City-University Agreement. Please refer to Chapter 2 of the *2018 Seattle CMP* for more information.
4. The University's Campus Master Plan is dedicated to transit use as indicated in Chapters 4 and 5 of the *2018 Seattle CMP*. Please also refer Chapter 5 for more information concerning transit proximity to proposed development and optimization and utilization of parking facilities within the existing parking cap.

The University of Washington currently records one of the lowest Single Occupancy Vehicle rates in the country for institutions. Please refer to Chapter 4 of the *2018 Seattle CMP* for SOV rates. While potential parking facilities have been identified throughout the West Campus, the existing parking cap of 12,300 eligible spaces has not changed and remains the same as it was in 1990. The University is committed to maintaining and encouraging pedestrian, bike and transit movement throughout campus, and the TMP identifies a goal to decrease the SOV rate to 15 percent by 2028.

5. The West Campus Green will be a large public space that directly connects with the City's Portage Bay Park and is designed to be accessible to all. Streetscapes throughout the campus are also a key element of the public realm and should be considered as public spaces. The University is a public university that provides open spaces available to everyone.
6. The University has an agreement with Sound Transit to use the air rights above the U District Station site to build a building that meets the University's needs. When the University builds the building, it will be required to create open space in the area which will be centrally located.

From: druliner@uw.edu on behalf of [cmpinfo](mailto:cmpinfo@uw.edu)
To: cmpinfo@uw.edu
Subject: Yugala Priti Wright
Date: Tuesday, October 25, 2016 12:18:07 AM

Submitted on Tuesday, October 25, 2016 - 00:18
Submitted by anonymous user: 174.127.228.227
Submitted values are:

Your Name: Yugala Priti Wright
Your Email: ypmeier@gmail.com

Your Message:

The UW Rock wall means a lot to a lot of people, including me. Please include the climbing rock structure on the concept level design drawings of the Campus Master Plan.

1

Sincerely,
Priti

The results of this submission may be viewed at:
<http://pm.uw.edu/node/17/submission/290>

RESPONSE TO EMAIL 125

Wright, Yugala Priti

1. The University plans to protect the outdoor climbing rock in its current site. The proposed E58 site (formerly E85) has been modified to preserve this recreational community asset.

From: [Susan R. Yantis](#)
To: cmpinfo@uw.edu
Subject: Comments re the Draft Seattle Campus Master Plan
Date: Thursday, October 6, 2016 9:03:22 AM
Attachments: [image002.jpg](#)

Thank you so much for sharing this draft plan! It is exciting to get a glimpse into the University of Washington's future, and the draft Seattle Campus Master Plan has a remarkable wealth of information.

Below is my initial input:

I would very much like to see a section devoted entirely to safety and future plans for safety, specifically:

- Map showing key public safety connections/network
- Maps or descriptions showing specific disaster response plans
- A section describing safety inspections/code enforcements protocol for all new buildings (planned safety infrastructure)
- A section addressing campus safety improvements for existing buildings etc., such as lighting, police call stations, etc.
- A section describing the networking between UW, Campus police, Seattle police, Seattle Fire, State and National response, and the protocol for sharing information such as blue prints, floor plans, etc.

1

I thank you again for making it easy to access and to comment about this thoughtful plan,
Susan



Susan Yantis

Program Evaluation Coordinator, University of Washington
Biomedical Informatics & Medical Education (BIME)

Health Sciences, (206) 897-1697, sry22@uw.edu

BIME Dept: <http://bhi.washington.edu/bime/staff>

RESPONSE TO EMAIL 126

Yantis, Susan

1. The University has a recently updated their Comprehensive Emergency Management Plan that forms the foundation for the University's entire disaster and crisis mitigation, planning, response and recovery activities. The University is aligned with the City of Seattle, King County and State of Washington emergency operations centers for responding to emergencies in the area in terms of assistance and shelter should the need arise.

From: druliner@uw.edu on behalf of [cmpinfo](mailto:cmpinfo@uw.edu)
To: cmpinfo@uw.edu
Subject: Gibbs Yim
Date: Tuesday, October 25, 2016 7:25:40 PM

Submitted on Tuesday, October 25, 2016 - 19:25
Submitted by anonymous user: 73.97.189.38
Submitted values are:

Your Name: Gibbs Yim

Your Email: gibbsy@uw.edu

Your Message: The UW Rock is a historic resource that should be preserved. For generations, climbers who attended UW have learned and improved their technique on its well-thought-out holds and cracks. The rock is a nice part of my memory of learning to climb as a student, and will be valuable to students learning to climb in the future. UW should retain this structure.

1

The results of this submission may be viewed at:
<http://pm.uw.edu/node/17/submission/298>

RESPONSE TO EMAIL 127

Yim, Gibbs

1. The University plans to protect the outdoor climbing rock in its current site. The proposed E58 site (formerly E85) has been modified to preserve this recreational community asset.

From: [Weibin Zhou](#)
To: cmpinfo@uw.edu
Subject: Seattle Campus Master Plan Comments
Date: Monday, November 21, 2016 4:50:26 PM

Hi UW Seattle Campus Master Plan Committee,

My name is Weibin Zhou and I was an Postdoc and Acting Instructorat UW for many years. I have read the Seattle Campus Master plan and I have concerns about it. My major concerns are the increase of traffic to the school. Namely to the Montlake blvd and U Village area. This area is under constant traffic and expansion here would make it so much worse. The massive expansion in E1 parking lot, Laurel Village and Urban Horticulture Area will definitely make this a problem. I am also worried about the Urban Horticulture Area as you plan to build a large building, E84, in there. I love walking and running through there. Adding a large building in there would really detract from the area and wreck the best open space UW has to offer. I can not find out what this building is for. I highly recommend you remove E84 from the building plan and save the open space. Thank you for listening to my concerns and I hope you make the correct changes.

Sincerely,

Weibin Zhou

RESPONSE TO EMAIL 128

Zhou, Weibin

1. The Transportation Discipline Report evaluates traffic impacts at over 80 intersections including those near Montlake Boulevard and the University Village on NE 45th Street and NE 47th Street at Sand Point.
2. The E86 development site (formerly E84) is only allowed to be 30 feet in height, and would not impact the existing greenhouse. The site of the proposed structure would be on land that has already accommodated exterior building support functions.

Email 129

Save UW Climbing Rock !



[Richard Ellison Seattle, WA](#)



[Richard Ellison
Seattle, WA](#)

1,593

Supporters

We request the protection of the UW Climbing Rock as a structure deserving a high level of preservation and recognition.

The UW Rock, built in the 1970's, exemplifies the many qualities noted in landmark structures, such as its age, unique architecture, and history of use by the Seattle climbing community. Many of Seattle's renowned climbers began their training at the UW Rock, and still use and cherish it.

The Draft University of Washington 2018 Campus Master Plan (CMP) shows an unidentified 160 ft tall building sited where the current UW Rock wall sits, located at the southern end of Husky stadium and just west of the UW Waterfront Activities Center. The CMP does not note or mention the UW Rock in any section, or show the UW Rock on any map. As

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one of the guiding principles of the CMP is “Stewardship of Historic and Cultural Resources,” we protest the exclusion of mention, and believe the UW Rock as a structure deserves a high level of preservation and recognition.

Internationally recognized, the UW Rock was one of first designated bouldering areas in the US and probably one of the earliest artificial climbing walls constructed. It was conceived by the UW Climbing Club, funded by ASUW, and designed in 1975 by the architects Anderson and Bell. With help from the local climbing community, the five walls of concrete and Index granite rock were constructed and poured onsite and completed in the spring of 1976. The walls are surrounded by a gravel bed to cushion falls.

It would be a tremendous loss to the Seattle climbing community and University of Washington if the UW Rock was removed, modified, or destroyed. A student who worked with the project and later graduated from the UW Civil Engineering department, believes it’s unlikely the UW Rock could be successfully moved, due to its massive foundation and an excessive cost.

Please update the 2018 CMP to recognize and protect the UW Climbing Rock, so that future generations of climbers may use and appreciate this great structure.

This petition will be delivered to:

- **UW University Architect and Associate Vice Provost**
Rebecca Barnes
- **UW Senior Project Director, Campus Master Plan**
Theresa Doherty

[Read the letter](#)

- [university of washington](#)
- [rock climbing](#)

Richard Ellison started this petition with a single signature, and now has 1,593 supporters. Start a petition today to change something you care about.

RESPONSE TO EMAIL 129

Climbing Rock Petition

1. The University plans to protect the outdoor climbing rock in its current site. The proposed E58 site (formerly E85) has been modified to preserve this recreational community asset.

SEATTLE CAMPUS MASTER PLAN

EIS HEARING

Taken at
UW Tower
4333 Brooklyn Avenue Northeast, 4th Floor
Seattle, Washington

REPORTED BY: Thad Byrd, CCR
REPORTED ON: October 26, 2016

SEATTLE, WASHINGTON; WEDNESDAY, OCTOBER 26, 2016

7:01 p.m.

-- oo 0 oo --

HEARING OFFICER: I'm going to call the hearing to order. Thank you for coming. Let the record show that this public hearing began at 7 o'clock p.m. on Wednesday, October 26th, 2016.

This hearing is being held pursuant to the State Environmental Policy Act, Chapter 43.21C, Revised Code of Washington, implementation of the State Environmental Policy Act, Washington Administrative Code 197-11-502 and 197-11-535 and the rules and regulations of the University of Washington, including Chapter 478-324 Washington Administrative Code. A copy of the Draft Environmental Impact Statement and plan are available for review at this hearing.

CUCAC, the City University Community Advisory Committee is a co-sponsor of this hearing. I would like to introduce Matt Fox, Co-Chair of CUCAC.

MATT FOX: Thank you.

HEARING OFFICER: My name is Jan Arntz, Hearing Officer for the University of Washington. With me is Julie Blakeslee, UW Environmental Planner. Julie is also the

representative from the UW SEPA Advisory Committee.

The purpose of this hearing is to gather specific comments on the Draft Environmental Impact Statement for the University of Washington Seattle Campus Master Plan issued on October 5th, 2016. The proposed action is adoption of a new Campus Master Plan for the University's Seattle Campus.

Consistent with the City University Agreement of 1998 and the SEPA requirements, the proposed Campus Master Plan includes some of the following information: Goals and policies to guide campus development for the 10-year period of 2018 to 2028, proposed development of approximately six million gross square feet.

Proposed development may include demolitions, remodeling, renovation and new construction, 85 potential development sites, potential addition of new open spaces, the University's Transportation Management Plan, potential vacation of portions of two streets and one aerial vacation and development standards.

The Draft Environmental Impact Statement analyzes five alternatives plus the no action alternative. For a point of reference, the campus is approximately 639 acres. In general, the campus is bounded by Northeast 45th Street on the north, 15th Avenue Northeast, Eastlake Avenue Northeast and Interstate 5 on the west, Portage Bay and the Lake Washington Ship Canal on the south and Union Bay/Northeast

35th Street on the east.

Before we begin, there are several housekeeping issues. Comments will be responded to in writing in the Final Environmental Impact Statement. Comments made during this public hearing will also be posted online.

It is anticipated that the Final Environmental Impact Statement will be issued in March or April of 2017. The comment period on the Draft Environmental Impact Statement will end on November 21st at 5:00 p.m.

Written comments may be handed in at this hearing. A comment form is at the back table. Comments made tonight may also be supplemented in writing prior to the date of the end of the comment period.

Comments should be sent to Theresa Doherty, Seattle Campus Master Plan Senior Project Director, Capital Planning and Development, UW Tower, T-12, Box 359445, Seattle, Washington 98195.

If you do not wish to make comments here tonight, you may submit written comments in writing or in e-mail, via e-mail by the November 21st deadline.

There's a handout at the back table which includes where and how to submit your comments. Rather than to read it all here, I'm just going to say you may submit comments by e-mail at cmpinfo@uw.edu or you may fill out a comment form.

Both the Draft and the Final -- both the Draft Plan and

Draft EIS are also located on the website

<http://pm.uw.edu/campus-master-plan>. There is a handout again with all this information.

Documents are also available at the following branches of the Seattle Public Library: Downtown Central, University and Montlake and at the University Suzzallo Northwest Collection and Suzzallo Reference Division and the Health Sciences Library.

A court reporter is transcribing this hearing. It is also being audio recorded and a video is being made. Speaker sign-up sheets are at the back table. Please state your name and address prior to making your comments.

Individuals will receive three minutes to make their comments. Representatives of groups will receive five minutes to make their comments.

We will let you know when your time is coming to an end. We have microphones on both sides, and also it'd be best if you could come up to the lectern for the court reporter.

Commenter 1

EMILY SHARP: My name is Emily Sharp. The last name is S-H-A-R-P. Can I go ahead and speak?

JULIE BLAKESLEE: Yes, please.

EMILY SHARP: Okay. Thank you so much for holding this public forum. I want to introduce myself. My name is Emily Sharp, and I have been in the U-District as a student and/or UW employee for the past 25 years.

I work with the UW Medical Center as a PT and recently worked to unionize my department due to escalating demands placed on us by the UW. The UW is not the same employer that it used to be. This is just another example of that.

I have many concerns about the upzoning and the Master 10-year plan and wonder how the UW lost their focus on being a place of learning and research.

When I started working at the UW, they did not appear to be so corporate and driven by making money. The U-District is a place that needs to house students and UW employees, and I wonder where the UW plans for them to go.

Is the plan for them -- is the plan for them to be pushed out? Is that the question? The people who work and go to school here cannot afford high-rise prices and struggle to afford things they need like childcare, my example down here.

When I started my family, I started to look for childcare. I got on many lists including the UW one in this area. Childcare is very challenging around the U-District.

When I was on maternity leave and had been on the UW list for a few years, I called to inquire about childcare. And I was told that, well, we actually only place about 2 percent of infants and was told to wait to hear from them.

I was forced to get other more expensive childcare, and by the time I was called by UW several years later, I of course had other arrangements.

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cont.

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I cannot imagine how much harder childcare would be to find or would be to find if I would compete against people in the tech business or who could pay higher prices.

Some UW employees spend as much as half their monthly income on childcare right now, and I'm sure the cost will only be inflated as it gets more expensive for childcare centers to be run in this area.

The U-District needs to be a place where students and UW employees can thrive and not a tech hub. A tech hub and high-rise rents is not a good environment and is not appropriate for this area of town, which I suggest should be elsewhere.

UW should be focusing on preparing students for a bright future and be close to the place of learning as well as being an employer of choice.

The people working in the labs and graduate students should be able to afford -- should be able to work and be able to start their families close to the place where they work and not have to live far away with difficult or no childcare choices.

This is stressful and will impact their ability to be successful. The UW needs to take a long look at what they stand for and what is important. Thank you.

Commenter 2

JORGEN BADER: I'm Jorgen Bader. I live at 6536 29th Avenue Northeast, Seattle 98115. I submitted a

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cont.

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letter in your comment box on the Master Plan document, but the comments there also pertain to the Draft Environmental Impact Statement.

I want to press three major themes. One of them is that the development, particularly the development of East Campus will have a major impact on that area between 30th and 35th Avenue Northeast between the Burke Gilman Trail and the Calvary Cemetery.

It will increase traffic all around it, and that includes not only the East Campus development, but it includes also a doubling of the size of Blakeley Village.

To mitigate that, you need to contribute to sidewalks on Northeast 50th Street south of the cemetery as a roadway without sidewalks now, and it is rather unhealthy for pedestrians to use.

The second thing I would draw your attention to is University Slough. It is not shown on half the maps and on the plan. It's only labeled once, but this is very important to the Union Bay natural area.

In fact, it's almost indispensable to them because it brings the fresh waters of Ravenna Creek into Union Bay. This cleanses the wetlands. It cools them, and it feeds them and it's steady in the wintertime.

It should be remembered that all the fingerling salmon from the watersheds of the Duwamish River -- in the

1
cont.

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Duwamish -- strike -- that comes from Sammamish and from Lake Washington go through that area.

And this is one of the only three wetlands in which the fingerlings can live for several months while they gain the strength to go out to the ocean.

The third comment relates to the Montlake -- the bridge over the Mountlake cut. The SR 520 plan calls for a parallel bridge there.

It is very important -- before tolls were imposed, we had backups from Montlake Bridge all the way to University village and sometimes up to Five Corners. It would take a half an hour to cross that distance during peak hours.

The SR 520 plan calls for a parallel bridge, but it is not shown in any maps of the Master Plan. There was an expert for the state who predicted the tolls would decrease traffic by 28 percent. He was right on. He also predicted that the traffic flow would come up, and he's right on on that.

And he predicted there would be gridlock if we did not have a parallel bridge because there are six lanes on one side that feed into four lanes on the bridge itself.

I urge you to put in a -- on the comments or in the plan itself indication of the parallel bridge and also transit and an HOV route to, by and at Sound Transit UW Station. Thank you.

Commenter 3

PAULA LUKASZEK: My name is Paula Lukaszek. My

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address is 5044 35th Avenue South, Seattle. Thank you for allowing me to stay up here.

I'm President of Local 1488, Washington Federation of State Employees. I'm here to talk about housing affordability.

Last night I was at the City Council budget hearings speaking in support of Dushawn Swan's (phonetic) build of a thousand homes. Housing affordability is at a crisis here in Seattle.

What it tries to do is address the low wage workers and them needing affordable housing, and I'd like to suggest that the University look at those income levels because it really does address low wage workers who actually work full time, but can't afford to get a place here in Seattle.

There's -- in addition to our employees, low wage employees, there's the students. There's staff, like the adjunct professors may make \$15 an hour, but they only work 12 to 15 hours a week, and so they can't afford places either.

Already housing is being displaced in the University District. There's high-rises going up, and the prices are unaffordable for most of the students and employees.

The UW has gone on a housing -- a dorm binge the last two years. They're replacing all their old dorms and building high-rise, very expensive dorms.

Even the three dorms on the north side like McMann,

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McCarty and Hackett are slated to be demolished, and those are ones the students consider affordable.

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cont.

You know, and the main thing I want to bring up besides the housing affordability that the UW, you know, has to address that issue is also that the UW has not proved itself to be a great landlord.

About two months ago in the Seattle Times, they had an article about the one billion dollar deficit in preventative maintenance, the backlog.

The UW has not hired enough maintenance workers, and we're questioning are they going to be able to hire enough workers to maintain these buildings that they plan on building. These are all going to be state buildings, you know, UW owned, and they need to be maintained if we're going to become a world class University.

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So, again, I'd like them to look at housing affordability for all income levels, and also about what they're going to do about the maintenance because as it is right now, they're using a lot of maintenance money to put into new buildings.

They're also using the student activity fees to fund the new dorm, and they're taking student activity fees that are designed for maintenance or earmarked for maintenance and they're putting it into new buildings.

So, you know, the UW needs to address who's going to

maintain all these new buildings that they -- I got 30 seconds, all right -- who's going to maintain all these buildings when they can't maintain the one billion backlog that they have, which is actually only on main campus. It doesn't address Health Science, the two hospitals or any other areas that the University owns. Thank you.

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Commenter 4

ANNETTE BERNIER: Good evening. My name is Annette Bernier, last name, B-E-R-N-I-E-R. Thank you for this opportunity to address this public hearing on behalf of our colleagues who have two to three hour commutes per day and could not attend this evening, so I'm speaking on their behalf this evening.

And I'm addressing traffic congestion problems in the U-District, which will make longer commutes for UW staff and students using bus transit.

Again, as I said, my name is Annette Bernier. I've worked on campus for 13 years, currently in the Department of Philosophy.

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Before tolling began, construction congestion and traffic became unbearable. I started riding a bus in 1988 to Seattle when I worked for Bank of America.

I've worked and driven to positions in Kirkland and Renton, so I've been all over the city. I'll retire in about 12 years, but I can't think how younger employees are going to manage with all of this congestion.

I do have a story about a colleague in our department, the Philosophy Department. She was hired, but she could not afford to move to Seattle from Tacoma.

And unfortunately, that commute became so horrendous, two to three hours per day, she ultimately quit, which was most unfortunate. Our department was left again to fill the position of our graduate advisor, which left us searching for someone yet again.

I'd also like to address that there are hundreds and thousands of hours wasted in traffic every day waiting for late buses. And as I looked at the plans in the lobby, I saw that there's going to be quite a bit of construction on Pacific. That is already a very congested area and is extremely frustrating.

So with more construction and more employees and students on campus, the traffic will undoubtedly worsen. Can you imagine how much more productive we would be here on campus if we didn't have to spend so much time commuting?

So, again, I thank you for your time and hopefully we can resolve some of these issues.

Commenter 5

KAREN HART: My name is Karen Hart. I reside at 4215 47th Avenue South. I'm the President of SEIU Local 925 and a proud member of the U-District Alliance for Equity and Livability.

We represent -- the union represents seven thousand

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here at the University, and our alliance probably close to fifty thousand.

We have serious concerns about the UW Master Plan. The expansion plan uses the narrowest possible definition of sustainable development in its guiding principles.

Sustainable development includes environmental, social and economic factors, including equal opportunity, poverty alleviation and societal wellbeing.

The plan omits any discussion of these factors even though the U-District has some of the highest percentages of people living in poverty in Seattle, and I'm including in my comments the Public Health census track map that shows that fact from King County Health Department.

The expansion plan will make housing and other costs even more expensive for low wage workers and students, yet the Campus Plan neither acknowledges this reality nor makes any attempt to mitigate these effects.

U-District renters are some of the most cost-burdened renters in Seattle, and I'm also including a Health Department map that shows the U-District census track, that that is in fact a fact.

The campus expansion calls for expanding the campus buildings by one third and population by 20 percent, yet the University is not providing affordable housing, childcare or transportation options for many of its current staff and

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students, let alone new staff trying to live in a more expensive city.

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cont.**

The most new construction is planned for West Campus adjacent to the high-rise buildings planned for the U-District upzone, yet the plan does not clearly answer the question how this small area of neighborhood will accommodate the additional combined growth.

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The expansion will worsen already bad traffic as you've heard tonight, congestion problems in the U-District making longer commutes for UW staff and students using bus transit.

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From the President on down, the University claims it is committed to racial justice, but nowhere does this plan acknowledge that low wage workers of color and students of color at the UW will be affected the most by the plan from rising rents, displacement and even more difficulty in finding affordable accessible childcare and transit.

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The UW plan for additional childcare is not adequate. Low wage UW employees need financial support from the UW to arrange childcare in their own communities, not expensive slots on a long waiting list.

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The big winners from the campus expansion and the upzone will be the University's bottom line, the tech companies and their employees who can afford higher rents from new construction.

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The losers will be low wage workers and students facing

higher housing prices and commuting from further distances.
The UW should go out of its way to meet community needs.
Thank you.

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cont.

Commenter 6

LINDSAY SAENZ: Hi, my name is Lindsay Saenz.

I live on 143rd and 15th Avenue Northeast, and I work for Patient Financial Services for UW Medical Center and the Harborview Hospital.

So I'm here today to talk about affordable childcare. I'm recently pregnant and expecting my first baby. I've been a taxpaying citizen my entire life. My baby's dad is passing away of cancer right now, so I will be a single mom.

According to UW Medicine, I am low income and I am qualified for a hundred percent financial assistance. So they consider me not able to pay for my co-insurances or my deductible, but as an employee they expect me to pay \$1,850 a month for childcare.

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That's pretty much my whole net take-home pay, and I love working for the U. You know, I'm inspired every single day. I believe the doctors are heroes and my patients are heroes and all the students that are going to school are becoming our heroes in our community.

And I don't want to have to quit to be able to take care of my child, and that's where I'm at right now. And it really sucks, so I, you know, would like you guys to think about that. Thank you.

Commenter 7

VICTORIA GIFT: Hi, I'm Victoria Gift. I live in Federal Way. I work in Patient Financial Services, and I'm here today because the housing and transportation costs impact me greatly.

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I've been with UW since 2007, and in that entire time I've never lived closer than Federal Way. In 2007, my rent in Federal Way was \$750 for a two-bedroom apartment. Now it's \$1,550 for a two-bedroom apartment.

It takes me an hour to two and a half, three hours to commute each day, and I can't afford to drive here. I can't afford the gas. I can't afford to pay to park. I can't afford the wear and tear on my car.

I have a child who has a very serious health condition. And when I get home to her, if it's not peak hours, it takes me about three hours to get to her.

I've had four instances in the last year where I have been on the phone with an EMT while they were with her and she was crying for me.

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At the beginning of this year, I had to hospitalize her. And when she left the hospital, she had to have three appointments a week.

So I had to choose between coming to work because I can't afford to drive here for half the day, pay to park, then get home to take her to her appointment. So I had to miss a lot of work when I needed to be here so that I can keep my job.

I'm at a point where I have to decide am I going to stay here where I've already put in 10 years or do I need to move on so I can be available for my children because the commute, it is just -- it's too much when you have -- when you have to leave on short notice. So those are my two main issues, and I really think the UW needs to consider those things.

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cont.**

When I first -- when we first came to the Tower in 2008, my commute took a half hour less time in the morning. It's increased by 30 minutes to get here at 6 o'clock in the morning.

It takes about an hour and 20 minutes getting on the bus at 5:50. That's really early in the morning for the commute to be that bad, so thank you.

Commenter 8

MATT BALINSKI: Good evening. Hi, I'm Matt, last name Balinski, B-A-L-I-N-S-K-I, don't use a Y. Good way to start; right?

I'm just here to talk about the same things that my same co-workers brought before you, transit and housing, but because I have a little bit more time because I don't have a child in the hospital, I'm going to bring a couple facts forward.

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In the last year alone, according to the Seattle Times, rent in Seattle has gone up 9.7 percent. Let me paint a picture for you this last time.

At (inaudible) Hall, I talked about how the average rent

in the entire Seattle encompassing area was about what?
\$1,452 I believe is the exact figure.

The one that I pulled this morning from the 2016 July average rent in Seattle was \$2,031. Let's all take that in for a second. Who in the class of my staff can actually afford that? Right now like, okay, real clear picture, I'm a U.S. Army vet. I was a medic in the Army.

I think I make a pretty okay living. I make about \$3,800 a month. That's over 50 percent of what my income would be. That doesn't even include getting here.

I mean, I also take the 197 like my co-worker right before you. I get on the 6:30, and I've timed this on multiple days across multiple weeks and my average is right about 88 minutes.

So on Sound Transit, the 197 says it's supposed to arrive when it leaves at 6:32. It's supposed to arrive at 7:30. I'm generally walking off the bus at Roosevelt, if I'm lucky, 7:50. If I'm unlucky, 8:10, and I think I have a witness who can attest to that.

The takeaway that I want everyone here to get from this is that -- so I was talking with a lady out there. I'm not going to name her, but there's about six million square feet that's really not set to be anything right now.

That's just stuff that the UW has said that they needed with a total of about nine million more making an overall

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15 million square feet.

Why can't some of this be childcare? I can think of one person in the room who would agree with that. Why can't some of this be apartments? Why can't it be affordable anything to help the staff like us? There's no significant reason I can find in all the data I've done as to why it can't be.

There's no reason why our employer can't help us, much like again going to the old employee. I love working here.

I work for the Headache Clinic, and I have seen people stop using opiates and start using natural remedies. I've seen doctors heal people. I love what I do. This is an amazing place to work, but I need to be able and enabled to work here. Thank you.

Commenter 9

RHONDA JOHNSON: Good evening. My name's Rhonda Johnson. I am SEIU's UW Chapter Vice President. I work at the UW Medical Center, and I've been a steward for SEIU for the past eight years.

One of the issues that I wanted to talk about is the commute. My commute has almost doubled in the last eight years that I've been here.

What used to be a 35 to 40 minute commute is now over 60 minutes, and that's when I have access to my vehicle to get to the park and ride to catch the bus, but I have an older vehicle and sometimes when it breaks down my commute is

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increased to about two and a half hours each way to get to and from here.

Now, I have a colleague who works swing shift. He's working from 3 to 11, and he lives on the south end. When he finishes his workday, he can't even go home because there are no buses that run that late.

The buses that I catch stop running at 6 p.m., and that's with working at the Medical Center that's open 24 hours a day. It stops running at 6 p.m.

His buses stop running before 11, so he has to go to the locker room and sleep all night until the buses start running the next day, and then he goes home and starts the whole process over again.

I personally think that if the University of Washington has the money to build an upzone to increase the population here by 15,000 people, that they can use their influence to increase the buses and the light rail system and everything that the employees who work here use to get here because it doesn't make any sense to spend an hour for what would be for me a 15 minute commute if I could afford to drive in.

They can use their influence and their money to make the commute more logical for the employees that work here. Thank you.

Commenter 10 PEGGY VITULLO: All right. Well, public speaking is not my thing. My name is Peggy Vitullo. That's

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cont.

Peggy with a Y, V as in Victor, I-T-U-L-L-O.

So I've lived most recently in the U-District the last 16 years, so needless to say I have a few thoughts on this. No way to avoid the construction that's going to avoid increasing rents in the neighborhood with the seven-story cap that we already have and CBR buying up everything they can and throwing up apartment buildings. The rents are already going up.

An example, 2015, September, my rent went up 12 percent this year. It went up 7 percent. If you're familiar with the pay increases that classified staff get, you can imagine that our little 2 and 3 percent increases are leaving me worried about eating at the end of the month.

No doubt about it, new construction west of campus will undoubtedly replace lots of older apartment buildings that are currently there, and I don't know for sure, but they're probably more affordable than anything that would go up and replace them.

Traffic and parking, I don't own a car, so you think I might not care about this, but literally walking to and from work every day, I place my life in danger. I really have to just assume that people are going to try to run over me.

It's worse on days, for instance, when the farmer's market is in place. I live a block and a half from there

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and even if I'm walking the other direction, people's frustration in trying to find parking to enjoy one of the U-District's beautiful events ignore marked crosswalks and that kind of thing.

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And so increased traffic, lack of parking really create problems for everyone, and I don't envy anyone with a commute.

Let's see, sustainable living, yeah, cramming more people, whether they work or live in this neighborhood into it is going to be difficult to do that in a way that's actually going to increase sustainability even to maintain whatever levels exist in this neighborhood.

I think it's kind of interesting that the UW has recently announced this cross-disciplinary global health thing that's going to take into account not just medicine and disease and all those sorts of things, but economic justice, social justice, so on and whatever. Sorry, but I told you, not a public speaker.

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But all these things affect quality of life, plenty of studies out there showing that. For instance, income and equality is a serious indicator of health overall in a country's population.

So we're doing this thing internationally, but nobody seems to care about it in the neighborhood that the University resides. I just find that kind of interesting,

and thank you very much.

Commenter 11

SCOTT McDOWELL: Hey there. My name is Scott McDowell, M-C-D-O-W-E-L-L. I live at 6858 20th Avenue Northeast, just two minutes north of here. I graduated from Nathan Hale almost 30 years ago, so I've been in this neighborhood a long time.

I'm a Coug, but I know the University is a real asset for the city. It's a great university. If my son went here, I'd be proud.

As the University needs to expand, I understand that, but they need to help out with us employees that work here. I am the only one in my department that does not have a commute of at least 45 minutes.

In my department, not all of us are low income, but the people that are low income need help. I would propose that the University either raise their wages to make it a true living wage for the city or build and subsidize childcare so that their employees can afford to have kids in quality childcare near their work.

I also feel that the University for all these long commutes that our employees have to go through should just make the U-PASS free for students and employees.

I think that would lead to an increased utilization of mass transit, which would help with the traffic problems that are -- you know, plague our wonderful neighborhood.

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I didn't have any really prepared remarks, but that's just what's on my mind, and I appreciate you taking time to hear me.

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Commenter 12

ERIC WAHL: Good evening. My name is Eric Wahl, W-A-H-L. I live at 3825 Whitman Avenue North in Fremont. I'm in my sixth year as a program coordinator for UW Surplus and Facility Services where I've handled everything from their marketing to auction sales and their website. I hold two graduate degrees.

My husband is a science teacher, and we live in an apartment in Fremont that has seen the rent increase by \$100 every year for the past five years while our salaries have not measurably increased.

We fully expect a much larger rent increase in November as we enter another year of living here for which we'll have to make further cutbacks to afford.

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Buildings literally on all sides of us have been or are in the process of being torn down to make way for condos that start in the low six hundreds.

For a decade we've been scrimping and saving because we want to be able to buy a home here in city that we love. My family sold farmland to help us try to have a sufficient down payment, and by January we'll have saved exactly \$100,000, yet with the medium home price in Seattle well over half a million dollars, it now seems that even with our

savings and our years of living frugally, we can't afford housing in the city proper.

We know we'll have to move farther away. I can't imagine the cutbacks my colleagues with children have to make to be able to live here.

The first cutback I'll have to make is my UW parking permit for which I pay over \$400 per quarter. That's an expense our managers can afford because they make twice to three times what I make and more.

The wage disparities between program coordinators and management here are frankly untenable, but if I had a guaranteed U-PASS as a free part of my work contract, that would be significant first step in making things much more manageable for us.

At a recent monthly crew meeting in my department, we asked our director if our building, the Plant Services building would be earthquake retrofitted if extra floors are added to the structure.

We were told this was not in the plan, and then he made a joke about liquefaction. If you know where our building is located, you know why this is particularly unfunny.

I want our upper management to take our concerns seriously. I'd like to see something in your Master Plan connecting sustainability to safety maintenance of our current structures. The U-District upzone and Campus

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Master Plan will be amazing boons to the University.

And the UW in turn has a great opportunity to ensure that its hard-working staff is included in the benefits and meaningfully supported during these times of change in our city. I'm asking you to ensure we are not forgotten in this regard. Thank you.

Commenter 13

WOODY SULLIVAN: Hi, my name is Woody Sullivan, S-U-L-L-I-V-A-N. I'm a professor of astronomy in the Astronomy Department. I live at 6532 Palatine Avenue North in Seattle.

Before I get into my main topic, I want to say that the point that was made about Global Health getting 200 million bucks, what about health right here in Seattle? I think that's a fantastic point, which I think I'm going to send an e-mail to the president tomorrow of the University about that.

So I'm here for something entirely different, namely that some of you may know that there's a large sundial on the Physics and Astronomy building right on the Burke Gilman Trail where Pacific Avenue hits 15th.

It looks like a green spider web, but it's a working sundial. There's -- it's a world class sundial. I designed it, but I know an awful lot of people in Europe and around the world that design sundials, but it's a world class sundial.

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Unfortunately, the Campus Master Plan has nothing to say about it and is proposing a possibility of 160 foot buildings about a hundred feet in front of it, which would completely put it in the shade even in the summertime and so this is the basic problem.

You can't move a sundial to another wall. It's a part of the building. It's designed specifically for the southwest orientation of the building and so forth.

Building orientation, light and shadow is a key thing that is talked about in the Campus Master Plan, key parameter for development, a general guideline as to minimize the impact of overshadowing on existing buildings and yet it's been ignored here.

The high buildings would be in the medical side of Pacific Avenue, the South Campus zone, and a statement is made there relative to shadows that there are no existing public parks or open spaces adjacent to the South Campus, and then shadows will be cast only on existing campus areas.

Well, yes, but in this particular case casting a shadow -- and it's not only by the way the sundial that's there, but there is a small dome observatory balcony next to it that we use for undergraduate instruction. That also would be blocked off looking to the south which is the key part of our astronomy even at nighttime, so this is just unacceptable.

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What I propose is that just like it's done for the theater, Jacobsen Observatory, the old small observatory on the north side of campus at the north entrance, that it has what's called a high zone of sensitivity to light and blockage issues.

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If you look at the campus map as a whole, that it should be the same for the sundial, and I'll be pressing for that and thank you very much for your time.

Commenter 14

BOB HODGES: My name is Bob Hodges. That's spelled H-O-D-G-E-S. I live at 420 Northeast 43rd Street, Seattle, Washington 98105.

I have the privilege of speaking tonight as a representative of the 4,500 teachers, researchers, tutors, fellows, graders represented by the United Auto Workers, Local 4121.

Although we would celebrate this Master Plan in as much as it does contribute to our research and improving research at the University, we have grave, grave concerns about the Master Plan as published, and we stand in complete solidarity with the demands of our brothers and sisters in WFSE and SEIU.

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These are not side issues, issues of housing and childcare affordability and issues of transit and the rights of our members and all people who use the U-District too. Free mobility are essential parts of any decent conception of sustainability, so we have a strong, strong statement of

solidarity.

In terms of a couple specifics, so the projections I have seen -- and I did have the misfortune to read the entire Master Plan the other morning, but the projections I have seen say that we're expecting 13,000 new students as a part of this Master Plan and three to five thousand new workers in the U-District at private firms and other things that will be encouraged by this Master Plan and the coinciding University District upzone.

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The qualifications in the plan to absorb this seem woefully insufficient. All the rhetoric about the transit is about maintaining current levels of transit.

There seems to be no willingness for the University to do very much on that besides make a few of the streets more accessible for city buses.

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There seems to be no commitment to increasing service at the University for Sound Link Light Rail or for King County Metro.

And likewise the housing component seems woefully insufficient with only three thousand new dorm beds being proposed in the Master Plan and a corresponding figure of nine thousand new beds in the University as part of the University upzone, which again we have no guarantee that most of those will be affordable and available for the people who currently live in the U-District community.

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A few other concerns I want to lay out, so the benchmark universities that are used in the Master Plan to compare the University of Washington's use of space floor seem wholly inappropriate to me.

Universities like Rutgers, the University of Michigan, the University of Texas at Austin are fine and great institutions, but they do not exist in large cities and do not have to function as good neighbors in those cities.

Really the only city on the list of comparisons that seems to at all meet Seattle's sort of unique specification is John Hopkins in Baltimore.

Furthermore, we as a union demand that the University make good and solid guarantees of the accessibility of the affordable housing that will be built for international students and scholars, who are some of our most important members.

We also think that there needs to be serious thought given to childcare and lactation facilities in the buildings setting out benchmarks and targets that all this new construction will hit.

And finally, an issue that we're very concerned about is that all single use bathrooms in these new buildings will be gender neutral, which we think would set a good and progressive benchmark going forward. Thank you for your consideration.

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Commenter 15

DAVID WEST: Good evening. I'm David West. I

live in Southeast Seattle. I'm a UW graduate. I'm here tonight representing the 20 organizations of the U-District Alliance for an Equitable and Livable Community.

My brief comments will focus on the Environmental Impact Statement, and we will submit more extensive comments in the coming weeks.

The Draft EIS fails to consider several alternatives to expanding the Seattle campus, including shifting development to other UW campuses or creating a satellite campus as the University of California's working on in Berkeley or putting high-rise development in an area that already has significant high-rise developments such as South Lake Union or the UW's tract, the property UW owns downtown.

The EIS does not analyze the cumulative impact of campus expansion, the U-District upzone and the UW's property development and leasing outside of its campus when it considers the impacts on air quality, environmental health, population and housing in this EIS.

The housing analysis is particularly inadequate with no analysis of housing displacement or cost impacts even though most of the new housing built will be unaffordable for many students and staff.

The U-District and other neighborhoods along light rail are already at high risk of displacement according to the

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city of Seattle. So given all this, it's not credible to say that significant housing impacts would not be anticipated as the EIS does.

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The EIS makes no effort to analyze income, race and gender of staff and faculty, which when combined with the housing and transportation impacts, would likely demonstrate a disparate impact on communities of color.

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In fact, the community engagement plan for this Environmental Impact Statement shows no record of outreach whatsoever to communities of color in the Seattle area, not to mention employee organizations, childcare organizations, housing advocacy organizations or transit advocate organization.

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On transportation, the EIS offers no significant mitigation to vehicle traffic issues or transit plans and no plans for more accessible transportation for the over 13,000 new people.

The traffic analysis assumes that students and staff will continue to live in the U-District, but fails to consider that more expensive housing will force people to live further away, thus changing the analysis.

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The EIS does not examine the impacts of possible UW plans to hike the cost of transit passes as was proposed this year. Given all of this, the transportation analysis in the EIS is not credible.

All in all, this EIS has major flaws that underestimate cumulative impacts and overestimates mitigations in the development plans. Thank you.

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Commenter 16

DOM FORBUSH: My name's Dom Forbush. That's foxtrot, Oscar, Romeo, bravo, uniform, sierra, hotel. I'm here to talk about the University of Washington's climbing rock, which is down in the very southeast corner of campus across from the stadium.

It's not on any of the maps you'll see outside, which is in itself a problem. And if you look at Alternative No. 2, there's a big ol' unidentified building sitting right on top of it.

The climbing rock is of great historical importance and importance to the climbing community today. It was built in 1974. It's one of the first climbing rocks on the West Coast that's outdoors at least, and a lot of the great Pacific Northwest mountaineers cut their teeth learning to climb on that rock, and it's still very actively used by an incredibly diverse community of climbers around the University.

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And with the University's mission over the last few years seeming to be incredibly driven towards like building communities, particularly diverse communities, it seems incredibly counter intuitive to me that as part of this Master Plan they're thinking about demolishing a structure that has a community like that already existent around it.

Just yesterday we put up a petition on change.org to save the climbing rock, and it might be updated in the last couple minutes, but last I checked we have 737 signatures on that just in the last, like I said, 36 hours or so. So that's I guess what I have to say. Thank you for your time. Please save the rock if you can.

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Commenter 17

RICHARD ELLISON. Hello, my name is Richard Ellison, E-L-L-I-S-O-N. I live at 8003 28th, Seattle, Washington.

I first came to Seattle in 1981 as a University tech at the University of Washington, a research technician and discovered the University of Washington climbing rock. It has become near and dear to my heart and many other people.

And so as Dominic has stated, we started a petition yesterday. We have over 722 signatures in -- you know, just starting it from yesterday. There's a tremendous support within the climbing community.

Looking at the Master Plan, the University of Washington climbing rock is not mentioned one time throughout the whole document. You cannot find it listed on any map.

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So here you have something that's highly utilized by not only the UW climbing community. It was started by the UW Climbing Club, and it was supported and built by ASWU funds and it was constructed in 1974.

I urge you to preserve this thing. It deserves landmark status. The climbing rock has tremendous support again from the community. The petition will be -- is being submitted automatically, so I thank you for that.

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cont.

I need to cover a second topic, so I'm going to switch hats here. I need to talk about the Master Plan in regards to tree preservation.

The Master Plan is proposing to exempt itself from the city of Seattle Tree Ordinance. This is wrong. The Master Plan is saying that it will implement its own strategy to exceed the city Tree Ordinance standards, but it doesn't say what those standards -- what it would be.

Unfortunately, most recently to show how the University is doing things, it has built some new large student housings, and as part of that process in the Northeast Campus that is replacing McCarty and Hackett Hall, they were permitted to remove 220 large trees, including 70 trees that -- excuse me, 90 trees that met the exceptional tree status under the city of Seattle laws.

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It's imperative that the plan should include not only what details it will do to preserve trees under construction projects, but it should also -- because it has the capability, it can produce a map that shows all the trees that are at risk of being cut down in development.

The University states that it now has basically an

online GIS type mapping that tells about the species, the size, the health of that tree.

And they can, therefore, create a map that shows every tree that's at risk from every structure and project they would like to do at the University of Washington in the next 10 years and in the full build-out plan.

This is something that they're capable of doing and should be included. It should be a list of the trees to be lost. It should be an amount of trees that would be lost. It needs to be spelled out. Thank you very much.

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cont.

Commenter 18

STEVE LEIGH: Hi, my name is Steve Leigh. I live at 912 17th Avenue in Seattle. I work here in UW Tower on the 15th floor. I'm also a member of Service Employees Union. I'm a steward for West Campus.

I just want to say very bluntly that it's time for you to go back to the drawing board. This plan will not work. There is no real consideration for the human factor involved in this.

1

This plan makes the housing prices worse. It drives up low income housing, low income people from the area, students, staff, et cetera. It makes a bad commute worse with no provisions for transit.

It makes childcare prices worse. Already people cannot get childcare through the University, very few people can. We need a Master Plan for childcare in this area, and

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you're going to bring another 10 or 15,000 people onto the campus and not provide for childcare. This doesn't make any sense at all.

The bottom line of a public University should not be the bottom line. It ought to be -- you ought to consider the social factor.

The University of Washington is a rich institution. Apparently, it's very rich if it can build this whole new Master Plan. And if it has that kind of money, then let's put some of it into people.

The University right now has refused to really seriously consider raising the wages of low income workers on the campus, and yet they're going to create a situation which makes those low income workers commute longer hours and have more stress and so forth. This is just not going to work.

Just as a personal note, I started working at the University of Washington in 1981. At that time, me and my wife could afford a really decent house in the central area, a very short commute from the University of Washington.

Today if we tried to do that, if we were just starting in the workforce, there's no way that we could do that on the salaries that we get at the University of Washington.

The University of Washington is a major institution and needs to take some social responsibility. It has all this

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money. Let's use it for people. Go back to the drawing board and come up with a decent plan.

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cont.

Commenter 19

CASEY COLVIN: Good evening. My name is Casey Colvin. That's C-O-L, V as in Victor, I-N. I live at 4225 9th Avenue Northeast, No. 24, Seattle, Washington, and I'm here today because I wanted to talk about two points with regards to the growth plan that was proposed.

The first point that I would like to make is that I feel like I am blessed and in a lucky and fortunate situation in that I am able to walk to work 15 minutes back and forth from my office to my home.

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And I kind of get the sense that a lot of people consider this sort of like a luxury, but I really don't believe that it should be a luxury.

And, you know, with regard to this growth plan, you know, I'm not categorically opposed to growth. I think growth can be a good thing, but we need to make sure that we have a plan that the University uses its political clout because it is able to do so to make sure that the development plans on campus and also outside of the immediate campus and the immediate neighborhood are designed in such a way to aid the people who work and live near the University of Washington, so principally talking about affordable housing.

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So I would want the University to find and explore ways

in order to make this be possible. I know that the University will have to negotiate with the city with regards to the zoning ordinance.

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cont.

Some of the ideas I would think about would be perhaps the University look into providing housing for its employees at an affordable rate or perhaps working towards policies that would give favorable housing choices and opportunities and breaks for University employees. I know that the private sector does this on their own for the benefit of employees at say Amazon.com.

So some advantages of being able to do this, especially to make sure that University staff and faculty can live close to the neighborhood would be reduced traffic, reduced pollution, less crowded transits, better quality of life and would also have an indirect positive impact on the city and region as a whole.

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So I would strongly ask that the University of Washington please consider ways to improve the housing situation for the people that work at its institution.

My second point, which addresses the development plans of the proposal more specifically, I did notice that there are proposals to redo the buildings at the site of Padelford Hall which is where I currently work.

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As someone who's worked in Padelford Hall since January of 2015, let me tell you that Padelford Hall is probably the

second most hated building on campus.

It is full of asbestos. It is a maintenance pit, and people hate visiting it. It is a nightmare, so I would like to conclude by saying please tear down Padelford Hall.

Thank you.

Commenter 20

AMY ONO: Okay. My name is Amy Ono, last name is O-N-O like Yoko. I live on 3606 Northeast 41st Street in Seattle. I'm pretty much not going to read what I wrote because people brought up a lot bigger points and a lot more important things.

I am here to talk about the parking and the traffic. I do live near UW, and I'm very fortunate that I live near UW. I don't work near UW.

So while a lot of you are commuting in, I am trying to commute out. And I do have childcare, so I have very set hours of when I can be away from a child.

So traffic really does concern me. I love the idea of the growth. It looks like there may even be growth in some of the housing, some of the graduate student housing near our neighborhood as well as possibly at the Horticultural Center, which we love to go to with my daughter, but, you know, that will only continue to increase the traffic.

So to what a lot of people here have said, I would be very curious to know kind of how we would solve Montlake, which is a disaster, but parking is another issue.

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We are the closest neighborhood to UW that does not have an RPZ. We would love an RPZ. We would love help getting an RPZ. And I was at a meeting here last week, and I heard some of the stats that said, you know, the number of students and faculty and staff parking at UW has gone down over the last several years, especially since rates increased.

And I would say that is probably true, but that's not because people aren't still driving. They are driving. They just aren't able to afford the parking on campus, so they're parking in front of our house and in front of our neighbors' houses.

I get that. I don't like paying for parking in downtown Seattle either, but then it affects us. So when I come home with my toddler who's screaming and all that, I don't have anywhere to park in front of my house.

So I would encourage UW to look for other solutions in addition to the actual transportation issue. I have worked for Microsoft before. I don't now, but they have the shuttle.

You know, a lot of companies give away the passes or they -- rather than raising the price of the parking for the employees and students and faculty coming, they're helping to subsidize it so that the employees who do have to drive and do have to leave at certain times actually have an affordable place to park.

So I think it's probably a very small thing, but I would be asking for, you know, the group's help in, you know, protecting where we park and where we drive, but also making it a little bit more affordable and accommodating for the people who need to go to the UW every day. Thank you.

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Commenter 21

THOMAS SCHAEFER: Hi, my name is Thomas Schaefer. That's S-C-H-A-E-F-E-R. I live at 4725 15th Avenue Northeast which is just about as close to the UW campus as one can live without living on campus.

I am an alum of the University of Washington. I have been faculty at UW. I am currently staff at UW. I'm also a 37-year resident of the University District. Anybody else here been here that long? A few and in fact throughout that time, I've lived within one half mile of the University of Washington main campus.

My current residence is the Wayfair Cooperative. I have lived there for 23 years. I've been the president of the co-op for more than 15 years. It's a 32-unit building built in 1923, older than the vast majority of the buildings on the University of Washington campus.

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I am very grateful to be able to be a homeowner in the University District, and in fact this is at this point really the only way I can afford to continue living in Seattle.

And my hope is to continue to be able to live there for the rest of my life, but currently that dream is threatened.

More than ever before, the mantra of the city of Seattle Government and the University of Washington seems to be growth is good, and beyond that all growth is always good.

At present and since 1923, the building I live in is the largest residential structure in our block, but that's not going to be the case much longer because the Seattle City Council, over the strongly-worded recommendation of the Hearing Examiner, granted an upzone for our block to build a much larger building in our block.

The current proposed Campus Master Plan to me is just breathtaking that we have the no action alternative paired with five alternatives that are all six million square feet of building. We go from zero to six million in zero seconds. That doesn't seem to make any sense to me at all.

I don't understand why there aren't any intermediate alternatives that are perhaps more sustainable, that being a well-regarded word at the University of Washington these days.

I would like for the University of Washington to think for the planners in charge of this Master Plan to think about the fact that the University of Washington exists within a neighborhood that is home to many people, and that driving people out of their homes is unjust. Thank you.

Commenter 22

VICKY CLARKE: Good evening, Vicky Clarke, C-L-A-R-K-E. I'm here on behalf of Cascade Bicycle Club.

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My home address for the record is 8701 35th Avenue Northeast, Seattle 98115.

The University of Washington has long been a leader of sustainable transportation planning. The University must continue working to ensure that the active transportation connections and connections to transit grow as the campus grows.

With two new light rail stations within the near future in close proximity to the University, the UW will see many more pedestrians and people on bikes accessing transit on or adjacent to campus. Safe, comfortable connections are important.

Relatedly, Cascade and our transit advocacy partners also strongly support efforts by the University to fund a financially sustainable -- to find a financially sustainable path forward for the U-PASS.

The Burke Gilman Trail is an especially important connection both to and through the University campus. Retaining this off-road trail in its entirety as a major route through campus is important.

Active transportation routes like the Burke that feel safe for the use of all ability and comfort levels are essential to the University meeting its goals of the transportation Master Plan and the Climate Change Action Plan.

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Thank you for your time. The Cascade Bicycle Club plans to submit detailed comments in the EIS in writing.

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Commenter 23

GIULIA PASCITO: Good evening. My name is Giulia Pascito, and I'm a policy analyst for Puget Sound (inaudible). We're a coalition of community, labor and faith organizations and use strategic research, policy, advocacy and organizing to build communities where all families thrive.

We are an organization that's committed to racial and social justice, which is why I'm here tonight to speak to our concerns over the UW campus expansion, specifically the impact on housing affordability, displacement and the undocumented impact on the University of Washington workers.

We're deeply concerned that the expansion plan will make housing and other costs more expensive for low wage workers and students, but the plan neither acknowledges this, nor makes any attempt to mitigate these impacts.

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Specifically, there's been no analysis of the housing displacement impact of the expansion plan, either the physical, meaning the demolition of existing affordable units, or economics, the imminent rent increases in the neighborhood even though the U-District and other neighborhoods are already at high risk of displacement. Given this, it's not credible for the EIS to say that there is no significant housing impact.

We have additional concerns that the Master Plan will foster the displacement of residents from the U-District, and that the new light rail station will facilitate and further exacerbate existing displacement risk in the Rainier Valley.

The campus expansion will benefit the University's bottom line, the tech companies and their employees who can afford higher rents in the newly-constructed building, but low and middle wage workers of the UW and students facing higher housing prices will be forced to live further distances and they'll lose out.

Specifically, the University is not providing adequate affordable housing, childcare or transportation options for many of its current staff and students.

This will only exacerbate our housing and childcare affordability and accessibility crisis and undermine our city's transit goal.

The UW must correctly assess the impact on the surrounding community in the EIS and the Master Plan and must address the concerns of its workers and neighborhood residents prior to adopting the expansion. Thank you.

Commenter 24

ABBY LAWLOR: Abby Lawlor, L-A-W-L-O-R. I reside at 6108 48th Avenue South. I'm here tonight with (inaudible) Local 8, Hotel and Hospitality Workers Union in Seattle, and we're here as a part of the U-District Alliance

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(inaudible) UW development to address the needs of students, workers on and off campus and the broader Seattle community.

Our union represents 5,000 largely low wage workers. We're concerned by the University's approach to development through the Campus Master Plan and the U-District upzone on two levels.

First, this development will exacerbate a number of existing struggles to find and maintain affordable housing and viable transit options in the Seattle region.

Second, this development will spur the creation of new low wage hospitality jobs as additional services located in the U-District to cater to the UW's growing campus.

Any addition of growth in the Campus Master Plan must acknowledge these increasing costs for low wage workers of living and commuting in the Seattle area, in particular the areas around the University and around the light rail.

These increased costs are not peripheral to the growth of the UW. They're a direct result of it. Adequate mitigation is necessary from an environmental impact perspective, but also in keeping with the University's commitments to racial and economic justice.

The (inaudible) of the University's affiliated development must acknowledge and mitigate environmental impacts, and in particular housing impacts (inaudible) to our union (inaudible) advocating for responsible

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development of the UW metropolitan tracts in downtown Seattle.

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The University leases lands for one hotel in the metro tract and another is proposed and permitted. In anticipation of this new project, the University negotiated a deal with the city, which resulted in a 15 million dollar reduction in the project's affordable housing contribution.

(inaudible) for affordable housing and (inaudible) are too precious to let slip away, and our union has killed the project's master use permit and the adequacy of the accompanying EIS in order to try and recoup some of those lost funds.

3

In June of this year, a city hearing examiner agreed that the University's development partner failed to adequately disclose the project housing impact.

Though the applicant argued a case may not be remanded under SEPA for failure to analyze economic, quote/unquote, non-environmental issues, the hearing examiner ruled that there's authority to the contrary. Unfortunately, the EIS before us tonight shows the University erring in a similar fashion on the Campus Master Plan.

It's simply not credible or sufficient to state that significant housing impacts would not be anticipated by this proposal, nor is adequate to look narrowly at the Master Plan and ignore the cumulative impacts with the upzone.

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Development on the UW Campus and the surrounding U-District must be better than what we've seen downtown, and that starts with adequate assessment of the environment impacts of campus growth through the EIS. Thank you.

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cont.

Commenter 25

DALE BRIGHT: Good evening. My name's Dale Bright. I'm here as the president of the Martin Luther King County Labor Council in support of the UW Alliance for an Equitable and Livable Community.

I'm amazed to hear the testimony of workers and students at the University of Washington, the lack of housing, childcare and transit. The University needs to rethink the Master Plan and develop it through the lens of social equity and compassion.

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My other job is I'm a political director for Laborers Local 242. One of our hallmark things we did in the last five years is help develop a priority hire program in the city of Seattle. It gives the city of Seattle an opportunity, a great opportunity for local workers on these projects, these construction projects with great places to develop careers and build a trade.

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

Commenter 26

SHIRLEY NIXON: Good evening. My name is

Shirley Nixon. I live at 48 -- I'm sorry, 4540 8th Avenue Northeast, Apartment 2305 at the University Plaza Condominiums overlooking much of the campus.

And what I'd like to do before I begin is I have a couple of pictures to turn in, and I want to congratulate everybody for what they've said so far.

I'm kind of tossing out a lot of my prepared remarks because you will be getting some written statements, but I wanted to -- it's interesting that one of the pictures that I wanted to submit tonight had something to do with shadows.

And the professor that talked about the importance of shading things -- I have a picture taken from the top of the University Plaza looking toward the UW Tower and campus at about 7 p.m. on June 16th, 2014, and the UW Tower completely shades the law building and it goes on into the campus.

The DECA hotel of course shades some things, and of course the University Plaza shades some things, including the bridges which are housing that were being built at the time, but I'd like to point out too that this was 7 p.m. on June 16th, not -- pretty close to the longest day of the year.

So there were still a couple more hours of shadows on this nice bright day that we're going to be shading things, so we shouldn't minimize the amount of shadows.

Another picture that I'd like to submit is actually just

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a picture taken on the campus kind of toward the UW Medical Center and so forth just to show what it looked like on March of 2015.

There's a view of Mount Rainier and so on and a lot of lower rise buildings and even though there are a few shadows at that point, the lower rise buildings are not necessarily shading things.

And then the last picture I have is of the new UW CoMotion building that is being leased by the UW at 4545 Roosevelt. It was built to suit the UW, and the UW leases a lot of things.

And the Campus Master Plan just really doesn't talk very much about all of the off campus leasing that happens, but my reading of the campus plan seems to detect, and maybe it's just me, but I kind of detected this threat of if you don't let us build all of this six million gross square feet that we want to do in the next 10 years, we'll just go and find a leased structure and we're going to take over the U-District anyway. So, anyway, I'd like to turn those in.

I'm going to skip around here because I did read the Campus Master Plan, and I tried to read a lot of the EIS and I only have 30 seconds.

So I want to say that to approve the Campus Master Plan is to endorse the philosophy that it is better to demolish than preserve.

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I'm shocked at the amount of demolition of existing buildings that haven't been maintained or I don't know why a 40-year-old building would be slated to be demolished, but it's certainly in there and there's like 2.25 million GSF that are planning to be demolished.

And that's how you get to the net six million because really they want to build nine million, and they take away that much and they get to six million. So the net, it includes an awful lot of demolition of existing buildings. Thank you for accepting my comments, and you'll be getting some written ones.

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cont.

Commenter 27

RONA DING: My name's Rona Ding, R-O-N-A, D-I-N-G, and I live at 5004 38th Avenue Northeast. I want to thank everyone for their advocacy. I'm totally blown away for everyone's needs about childcare, transit, trees, housing.

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I personally would be internally grateful if someone solved the traffic on Montlake or toward Padelford, but I am here to draw attention to the UW rock as well.

Again, it's a concrete outdoor climbing rock. It was built in 1970s, and it's one of the first public outdoor climbing rocks on the West Coast, if not the country.

So I went to undergrad here, and I'm currently a second year medical student. So I've been at UW and have been climbing this rock for seven years now, which I know is

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nothing compared to Richard and some of the other guys and their experience with the rock.

And I know that UW, we're known for football and we're a world class university, but I just want to say don't forget about us climbers.

As an undergrad, I was a treasurer for the Climbing Club. As a medical student, I'm part of the Wilderness Medicine Interest Group.

Climbing, being outdoors, hiking, it's a part of Pacific Northwest culture from people who hike Mount Si to people who climb Mount Rainier. They're climbing. People get physical activity. They get stress relief.

I built confidence as a strong female climber. I've gotten to experience nature, and I've also watched so many other of my peers and classmates experience the same thing.

The UW climbing rock is free, which is great for undergrads and medical students as, you know, climbing at some of the gyms in Seattle can be up to like \$70 month a month or more.

It's a rock that bonds generations. I mean, I've been taught how to climb the rock. I've taught other people to be on the rock. When I met Richard through the advocacy for the UW rock, he said he knew the engineer who worked on the rock.

And I just want to say also, you know, I spent many a

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cont.**

sunny afternoon on the rock, but don't underestimate climbers. Even when it's cloudy or it's rainy, the second it dries people are out there.

And so I again would like to state for the record that I also support the UW rock getting landmark status. I'd like everyone to keep this in mind when looking at the Campus Master Plan because it's not listed anywhere. Thanks so much.

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Commenter 28

CORY CROCKER: So my name is Cory Crocker, and I live at Roosevelt and 43rd. So with the concurrent Campus Master Plan, the rezone of our combined communities, we have the opportunity to grow together in a consistent and symbiotic way for the benefit of all stakeholders.

So I give kudos to the Campus Master Plan's Alternative 1, which leverages higher buildings with more publicly accessible open space where Alternative 2 loses much of that open space if existing zoning is adopted.

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In contrast, the U-District rezone proposes higher buildings without adequate public open space, and I think the city could learn quite a bit from your progressive efforts.

Now, there is some room for improvement. After much community input and some contention, the proposed U-District rezone caps buildings at 85 feet along the Ave with its unusually long and narrow blocks.

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So it is out of character to have buildings on the Ave abruptly jump three times in height to the proposed 240 feet in the West Campus area.

For example, in the plan, Schmitz Hall along the Ave could be redeveloped at 240 feet, so the UW should observe the same height caps along the Ave that our community wants. Thank you.

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Commenter 29

JAMES MATTHAEI: My name is James Matthaei, and that's M-A-T-T-H-A-E-I, and I live at 4100 36th Avenue Northeast, Seattle, Washington and I am a proud alumni of the University.

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I have three sets of questions mainly. First, the Master Plan calls for traffic to remain at or below 1990 standards. In your measurement of the statistic, impact on outlying neighborhoods is not taken into account.

As a graduate student, we were told by fellow students, staff and faculty where we could park for free in the surrounding neighborhoods.

Now living in these high impact areas, I see students, faculty and staff parking in the neighborhood. This is a large amount of commuters that need to be taken into the statistics.

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With this expansion of UW, these numbers will only get worse or to put it simply, I do not believe you have accurately calculated the traffic statistics.

Also, if you listen here tonight, you will hear most people having significant traffic issues and will only keep getting worse.

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cont.

No. 2, expansion into the urban horticultural area, the Master Plan calls for a three-story academic building to be built. This area is very far from main campus, and it'd be hard for students to actually walk to to take a class and does not make sense to have a building of this size there as there is no building of this size in the area.

3

This would highly impact wildlife there, and this is a true gem of the UW and loss of this building -- the loss of this area to a building of unknown function would be a shame and could also hurt the wildlife.

And finally, 3, overall south expansion, the unprecedented growth to South Campus will dramatically impact the traffic and the wildlife in the area.

I have not read how you plan to have this massive expansion and increase in people in this area while keeping traffic, the feel of the neighborhood and wildlife the same.

4

I was very disappointed in coming to a meeting last week and talking with different planners who could not explain this to me. I knew the proposed building limits better than they did.

After talking with three different planners, it seemed to me that UW was just trying to maximize growth in this area

with no thought to what would actually go in these buildings.

Please think about the expansion and what UW actually wants to build and where it wants to grow as a University. Thank you.

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HEARING OFFICER: Are there any other speakers? Okay. Well, we'll keep the record open.

JULIE BLAKESLEE: One more.

HEARING OFFICER: Sure.

Commenter 30

ANYA McMURRER: So my name is Anya McMurrer.

I'm on the organizing staff of the Church Council of Greater Seattle, which is an organization comprised of over 300 congregations dedicated to working towards the common good for communities and suffering.

Our concern regards the increased housing costs in the U-District as a direct result of the expansion, causing more displacement of low income UW workers and students than would otherwise occur.

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As it now stands, light rail has made it far easier to commute from Rainier Valley and will thus increase computation for affordable housing in Southeast Seattle and other neighborhoods already at high risk for displacement.

The social impact on current and future low income residents in the U-District will be substantial and require further scrutiny.

There needs to be a goal for mitigation of the loss of

housing in building in addition to a one-to-one replacement of lost units. Please consider this. Thank you very much.

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HEARING OFFICER: Is there anyone who wishes to speak? Yes.

Commenter 31

SEAN WILLIAMS: Hello, my name is Sean Williams, W-I-L-L-I-A-M-S. I just want to thank everybody for being here and thanking them for putting this on.

It's great that we have the public getting out here and speaking about their concerns, and it's really great to hear everybody's concerns and the social equity challenges that -- not only the UW, but our entire city community is dealing with.

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I think people have brought up really important issues that the UW should represent and provide the means to take the initiative to make changes that address these social issues.

I think UW also has an opportunity to invest in a lot of renewable energy, and the UW does an amazing job at being a very efficient school with its energy.

And I think the plan has put out some great stuff for open space, but I'd like to see also the use of solar panels, geothermal investments, maybe wind investments and be a research facility and put it onto these new developments.

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I think Seattle has an opportunity to utilize those developments to really make ourselves a clean city, and I

think the UW would be a great opportunity for that.

I know UW does a lot. I would just like to emphasize that doing more is always better, but then again thank you for everybody coming here. It's really great to see how many people came out.

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Commenter 32 ALEX BRONER: Hi, everybody. My name is Alex Broner. That's B as bravo, R as in Robert, O, N as in Nancy, E-R.

I want to mention that I am with a nonprofit called Housing Now Seattle, and we've been working on expanding publicly-financed housing and creating new affordable housing is extremely challenging.

It's primarily a budget issue really, and so I want to encourage those who have spoken to the issue of affordable housing to not stop advocating for it at the EIS. This really is a budget fight, not primarily a design issue, but a matter of putting together the money, putting together the subsidies to make it happen.

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So I appreciate your passion for affordability and for affordable housing, and I hope to see you coming out to the budget fight at the city level and, you know, through various avenues of the University. Thank you.

HEARING OFFICER: Is there anyone else who'd like to speak? We will leave the record open until 9 o'clock. So if anyone does want to speak, come on up. We'll

stay up here about 25 more minutes, so I want to thank everybody for coming and giving us their comments. Thank you.

It's about 8:50. I'm going to close the hearing now.

(The hearing was concluded at
8:55 p.m.)

STATE OF WASHINGTON)

) ss.

COUNTY OF KING)

I, the undersigned Washington Certified Court Reporter, do hereby certify:

That the foregoing proceedings held on the date indicated on the caption sheet were reported stenographically by me and thereafter reduced to typewriting under my direction;

I further certify that the transcription is true and correct to the best of my ability.

Signed this 31st day of October, 2016.

Washington Certified Court Reporter
CCR No. 2052

PUBLIC MEETING COMMENTER 1

Sharp, Emily

1. The comment regarding housing for students and employees is noted. Please refer to Section 3.8 and Housing, and Chapter 4 – Key Topic Areas, Section 4.1 Housing for updated information on housing.
2. The comment regarding childcare for University employees is noted. Please refer to Chapter 4 – Key Topic Areas, Section 4.16 Childcare, for further details on existing and future childcare conditions.
3. The comment regarding “tech hub” uses in the University District is noted. Please refer to Chapter 4 – Key Topic Areas, Section 4.5 Innovation District Assumptions for details on existing innovation collaboration uses on campus and the proposed Innovation District Framework in the *2018 Seattle CMP*.

PUBLIC MEETING COMMENTER 2

Bader, Jorgen

1. The development alternatives in the EIS do not assume modification of Blakely Village. Modifications shown as part of an ultimate development capacity are not proposed as part of this *2018 Seattle CMP*. Development in the East Campus under the illustrative allocation in the *2018 Seattle CMP* is 750,000 square feet which would leave substantial area for parking. Where parking is displaced it would likely be replaced with structured or other locations nearby.

The area of NE 50th Street reference in the comment is outside of the University’s MIO boundary and thus outside of the purview of the *2018 Seattle CMP*. This right-of-way area is owned by the City of Seattle.

2. The University Slough is an indispensable ecological asset and as such has been identified within the Ecological Systems section under Sustainability Framework of the *2018 Seattle CMP*.
3. The second Bascule Bridge over the Montlake Cut is an approved part of the SR 520 project and is assumed as a programmed investment in the Transportation Discipline Report and included in the traffic operations analysis.

PUBLIC MEETING COMMENTER 3

Lukaszek, Paula

1. The comment regarding housing for students and employees is noted. Please refer to Section 3.8 Housing, and Chapter 4 – Key Topic Areas, Section 4.1 Housing for an updated discussion on housing.
2. The comment regarding current and former University student housing projects is noted. Please refer to Chapter 4 – Key Topic Areas, Section 4.1 Housing, for further details on housing, including affordable housing.
3. The comment regarding how the University manages its building maintenance backlog is noted.

PUBLIC MEETING COMMENTER 4

Bernier, Annette

1. Comment noted. The Transportation Discipline Report (Appendix D) analyzes all modes of transportation. In the future, transit is anticipated to carry more trips as light rail extends to the east, south and north by the 2028 horizon year. Additionally, Metro is expected to deploy RapidRide along several corridors that serve the University.
2. The comment regarding staff vacancies is noted.
3. The Transportation Discipline Report addresses transit, pedestrian and bicycle measures of effectiveness. In the future, new light rail will provide patrons with reliable and convenient transit service.

PUBLIC MEETING COMMENTER 5

Hart, Karen

1. The comment on sustainable development and housing is noted. Please refer to Chapter 10 of the *2018 Seattle CMP* and Section 3.8, Housing, and Chapter 4 – Key Topic Areas, Section 4.1 Housing, of this Final EIS for an updated discussion on housing.

2. The comment regarding affordable housing for students and employees is noted. Please refer to Section 3.8 Housing, and Chapter 4 – Key Topic Areas, Section 4.1 Housing, for an updated discussion on housing.
3. The potential impacts of new development and increased density in the West Campus are analyzed in several sections of the EIS, including but not limited to Section 3.6 Land Use; Section 3.7 Population; Section 3.8 Housing; Section 3.9 Light, Glare and Shadows; Section 3.10 Aesthetics; and, Section 3.16 Transportation. Please also refer to Chapter 4 – Key Topic Areas, Section 4.2 Building Height Relationship to Surrounding Area and Section 4.4 Overall Cumulative Conditions for further details.
4. The Transportation Discipline Report (Appendix D) addresses transit, pedestrian and bicycle measures of effectiveness. In the future, new light rail will provide patrons with reliable and convenient transit service.
5. The comment regarding access to affordable housing, childcare and transit for students and employees of color is noted. Please refer to Chapter 4 – Key Topic Areas, Section 4.1 Housing, Section 4.16 Childcare and Section 4.7 Transit Subsidy Provisions, for further details on existing and future childcare conditions
6. The comment regarding childcare for University employees is noted. Please refer to Chapter 4 – Key Topic Areas, Section 4.16 Childcare, for further details on existing and future childcare conditions.
7. The comment regarding campus development and affordable housing is noted. Please refer to Chapter 4 – Key Topic Areas, Section 4.1 Housing, for further details on housing, including affordable housing.

PUBLIC MEETING COMMENTER 6

Saenz, Lindsay

1. The comment regarding childcare for University employees is noted. Please refer to Chapter 4 – Key Topic Areas, Section 4.16 Childcare, for further details on existing and future childcare conditions.

PUBLIC MEETING COMMENTER 7

Gift, Victoria

1. The comment regarding housing costs is noted. Please refer to Chapter 4 – Key Topic Areas, Section 4.1 Housing for further details on housing.
2. The Transportation Discipline Report (Appendix D) addresses transit, pedestrian and bicycle measures of effectiveness. In the future, new light rail will provide patrons with reliable and convenient transit service.

PUBLIC MEETING COMMENTER 8

Balinski, Matt

1. The comment regarding housing costs in the Seattle region is noted. Please refer to Chapter 4 – Key Topic Areas, Section 4.1 Housing for further details on housing.
2. The Transportation Discipline Report (Appendix D) addresses transit, pedestrian and bicycle measures of effectiveness. In the future new light rail will provide patrons with reliable and convenient transit service.
3. The comment regarding affordable housing and childcare is noted. The comment regarding housing costs is noted. Please refer to Chapter 4 – Key Topic Areas, Section 4.1 Housing for further details on housing and Section 4.16 for further details on childcare.

PUBLIC MEETING COMMENTER 9

Johnson, Rhonda

1. As noted in the Transportation Discipline Report (Appendix D), investments that are programmed and planned in transit will provide more reliable and convenient travel options as light rail extends to Redmond, Federal Way and Lynnwood as part of funded Sound Transit projects.

PUBLIC MEETING COMMENTER 10

Vitullo, Peggy

1. The comment regarding housing costs in the University District and Seattle region is noted. Please refer to Chapter 4 – Key Topic Areas, Section 4.1 Housing for further details on housing.
2. The Transportation Discipline Report (Appendix D) addresses safety of pedestrians and bicycles.
3. The comment regarding the University's Global Health program is noted.

PUBLIC MEETING COMMENTER 11

McDowell, Scott

1. The comment regarding childcare for University employees is noted. Please refer to Chapter 4 – Key Topic Areas, Section 4.16 Childcare, for further details on existing and future childcare conditions.
2. The comment regarding making the U-Pass program free for students and employees is noted. The University is committed to continuing the U-Pass program and will continue to collaborate with students, employees and transit partners. See Chapter 4 – Key Topic Areas, Section 4.8 Transit Subsidy Provisions, for further details.

PUBLIC MEETING COMMENTER 12

Wahl, Eric

1. The comment regarding housing costs in the University District and Seattle region is noted. Please refer to Chapter 4 – Key Topic Areas, Section 4.1 Housing for further details on housing.
2. The comment regarding the U-Pass program and making it free for employees is noted. The University is committed to continuing the U-Pass program and will continue to collaborate with students, employees and transit partners. See Chapter 4 – Key Topic Areas, Section 4.8 Transit Subsidy Provisions, for further details.
3. The comment regarding how the University manages its building maintenance backlog and building retrofitting is noted.

PUBLIC MEETING COMMENTER 13

Sullivan, Woody

1. The comment regarding the University's Global Health program is noted.
2. The comment regarding the Physics-Astronomy sundial is noted. The *2018 Seattle CMP* has been updated to reflect the potential effects on these existing sundial, as well as the Life Sciences Building and Greenhouse, and states that building heights of future development need to be sensitive to the sundial and the daylighting needs of the Life Sciences Building and Greenhouse (see Chapter 6 of the *2018 Seattle CMP*). Please also refer to Chapter 4 – Key Topic Areas, Section 4.1 Building Height Relationships to Surrounding Areas.
3. Please refer to the response to Comment 2 of this letter.

PUBLIC MEETING COMMENTER 14

Hodges, Bob

1. The comment supporting previous comments made by members of the WFSE and SEIU is noted. Please refer to the responses to Commenter 3 and Commenter 5 for further details.
2. This comment is noted. The University will need to hire additional staff and faculty to accommodate the projected increase in students throughout the Plan.
3. The University implements and monitors the highly successful U-Pass program which encourages use of transit. Please refer to Chapter 4 – Key Topic Areas, Section 4.7 Transit Subsidy Provisions, for further details on the U-Pass program.
4. The comment regarding campus development and affordable housing is noted. Please refer to Chapter 4 – Key Topic Areas, Section 4.1 Housing, for further details on housing, including affordable housing.
5. Benchmarking peer institutions is limited to available, robust datasets. Peer institutions were identified for a variety of reasons including total research expenditures, number of students enrolled, and community context.
6. The comment regarding campus development and affordable housing is noted. Please refer to Chapter 4 – Key Topic Areas, Section 4.1 Housing, for further details on housing, including affordable housing.

7. The comment regarding childcare for University employees is noted. Please refer to Chapter 4 – Key Topic Areas, Section 4.16 Childcare, for further details on existing and future childcare conditions.
8. The comment regarding gender neutral bathrooms is noted.

PUBLIC MEETING COMMENTER 15

West, David

1. The comment regarding dispersed University educational development is noted. Each of the three University of Washington campuses has its own growth plans that meet the needs of its mission. UW Bothell and UW Tacoma have been growing at even higher rates than the Seattle campus and their programs and office space need to be located on their campus to make their programs work. The same program requirements relate to the Seattle campus. See Chapter 4 – Key Topic Areas, Section 4.1 Housing, for discussion on where people working at the Seattle campus live.
2. The comment regarding cumulative impacts analysis is noted. The EIS includes a discussion of indirect/cumulative impacts for each of the environmental elements. Please also refer to Chapter 4 – Key Topic Areas, Section 4.4 Overall Cumulative Conditions for further details.
3. The comment regarding housing and potential displacement is noted. Please refer to Section 3.8 Housing, and Chapter 4 – Key Topic Areas, Section 4.1 Housing, for additional analysis and further details on housing.
4. The comment regarding impacts on population are noted. Please refer to Section 3.8 Housing, for an updated discussion on populations in the site vicinity.
5. The comment regarding outreach to communities of color, organizations, unions or advocates for affordable housing or child care is noted. The development of the 2018 *Seattle CMP* and Draft EIS included numerous opportunities for public comment and input, including a public kickoff meeting and EIS Scoping meeting in October 2015, a public participation plan meeting in January 2016, a public meeting on the preliminary plan for the West Campus in February 2016, a public meeting on the preliminary plan for the East Campus in March 2016, a public meeting on the preliminary plan for the Central and South Campus in April 2016, four separate public open houses on the 2018 *Seattle CMP* and Draft EIS in October 2016, drop-in office hours in October and November 2016, and a Public Hearing on the Draft EIS on October 26, 2016. During these public comment and input opportunities, many print and electronic means of

communication were employed to reach out to faculty, staff and students and organizations including articles in the on-line UW Today, UW Daily and emails from the Provost, Senior Project Director as well as mailings and posters to advertise the upcoming outreach meetings.

6. The Transportation Discipline Report (Appendix D) identifies impacts and mitigation of the *2018 Seattle CMP*. The Transportation Management Plan includes goals for reducing drive alone trips for the entire campus not just for growth. Other mitigation includes contributing to the City of Seattle to implement parking strategies such as RPZs and other neighborhood access programs.
7. The comment regarding cumulative impacts and mitigation is noted. Please also refer to Chapter 4 – Key Topic Areas, Section 4.4 Overall Cumulative Conditions for further details.

PUBLIC MEETING COMMENTER 16

Forbush, Dom

1. The University plans to maintain the outdoor climbing rock on its current site. The proposed E58 site has been modified to preserve this recreational community asset.

PUBLIC MEETING COMMENTER 17

Ellison, Richard

1. The University plans to maintain the outdoor climbing rock on its current site. The proposed E58 site (formerly E85) has been modified to preserve this recreational community asset.
2. The University's Urban Forestry Management Plan (UFMP) goes beyond the requirements of the City Tree Ordinance to preserve urban trees and enhance Seattle's urban forest. The UFMP sets a University goal for tree canopy coverage of almost 23% which is greater than the City's goal of 20% for institutions. See Chapter 4 – Key Topic Areas, Section 4.12. Urban Forestry Plan for further details.

PUBLIC MEETING COMMENTER 18

Leigh, Steve

1. The comment regarding campus development, housing prices and affordable housing is noted. Please refer to Section 3.8 Housing, and Chapter 4 – Key Topic Areas, Section 4.1 Housing, for an updated discussion and further details on housing, including affordable housing.
2. The comment regarding childcare for University employees is noted. Please refer to Chapter 4 – Key Topic Areas, Section 4.16 Childcare, for further details on existing and future childcare conditions.
3. The comment regarding increasing salaries for University employees is noted.
4. The comment regarding salaries for University employees is noted.

PUBLIC MEETING COMMENTER 19

Colvin, Casey

1. The statement regarding the commenter's existing commute is noted.
2. The comment regarding affordable housing is noted. Please refer to Section 3.7, Population and Housing, and Chapter 4 – Key Topic Areas, Section 4.1 Housing, for an updated discussion and further details on housing, including affordable housing.
3. Please refer to the response to Comment 2 of this letter.
4. The comment supporting the demolition of Padelford Hall is noted.

PUBLIC MEETING COMMENTER 20

Ono, Amy

1. The Transportation Discipline Report (Appendix D) evaluates traffic impacts at over 80 intersections including those near Montlake Boulevard and the University Village on NE 45th Street and NE 47th Street at Sand Point. Parking is also discussed in the Transportation Discipline Report.

2. The Transportation Management Plan identifies a contribution of the University to the City to manage parking through strategies like RPZs or other neighborhood access programs. The University is also committed to the U-Pass program that helps the University achieve their low drive alone mode share.

PUBLIC MEETING COMMENTER 21

Schaefer, Thomas

1. The comment regarding housing conditions in the University District area is noted. Please refer to Section 3.8 Housing, and Chapter 4 – Key Topic Areas, Section 4.1 Housing, for an updated discussion and further details on housing, including affordable housing.
2. The *2018 Seattle CMP* would be implemented as funding is available to build new buildings and open spaces, and it will remain in place until the development allocation is used. Similar to the 2003 Seattle CMP, there is no end date on the *2018 Seattle CMP*.

PUBLIC MEETING COMMENTER 22

Clarke, Vicky

1. The Transportation Discipline Report (Appendix D) evaluates pedestrian, bicycle, transit and auto measures of effectiveness and describes impacts and mitigation. The analysis assumes programmed investments such as transit expansion of RapidRide and light rail. Expansion of light rail provides the University convenient and reliable access to Redmond, Federal Way and Lynnwood by 2023.
2. The comment regarding the U-Pass program is noted. The University is committed to continuing to support and maintain the U-Pass program and will continue to collaborate with faculty, staff, students and transit partners. Please also refer to Chapter 4 – Key Topic Areas, Section 4.8 Transit Subsidy Provisions, for further details.
3. The University has developed a plan for the Burke-Gilman Trail including separation of the trail to meet long term demands as funding allows.

PUBLIC MEETING COMMENTER 23

Pasciuto, Giulia

1. The comment regarding affordable housing in the University District area is noted. Please refer to Section 3.8 Housing, and Chapter 4 – Key Topic Areas, Section 4.1 Housing, for an updated discussion and further details on housing, including affordable housing.
2. The comment regarding affordable housing, childcare and transportation is noted. Please refer to Section 3.8 Housing, and Chapter 4 – Key Topic Areas, Section 4.1 Housing, for an updated discussion and further details on housing; Chapter 4 – Key Topic Areas, Section 4.16 Childcare for further details on childcare; and, Chapter 4 – Key Topic Areas, Section 4.15 Transportation for further details on transportation.

PUBLIC MEETING COMMENTER 24

Lawlor, Abby

1. The comment regarding affordable housing in the University District area is noted. Please refer to Section 3.8 Housing, and Chapter 4 – Key Topic Areas, Section 4.1 Housing, for an updated discussion and further details on housing, including affordable housing.
2. The comment regarding impacts on population are noted. Please refer to Section 3.7, Population and Housing, for an updated discussion on populations in the site vicinity.
3. Development of the Metro Tract is outside of the MIO boundary and outside of the purview of the *2018 Seattle CMP*, per the 1998 City-University Agreement.
4. The comment regarding housing conditions in the University District area is noted. Please refer to Section 3.7, Population and Housing, and Chapter 4 – Key Topic Areas, Section 4.1 Housing, for an updated discussion and further details on housing, including affordable housing.

PUBLIC MEETING COMMENTER 25

Bright, Dale

1. The comment regarding affordable housing, childcare and transportation is noted. Please refer to Section 3.8 Housing, and Chapter 4 – Key Topic Areas, Section 4.1 Housing, for an updated discussion and further details on housing; Chapter 4 – Key Topic

Areas, Section 4.16 Childcare for further details on childcare; and, Chapter 4 – Key Topic Areas, Section 4.15 Transportation for further details on transportation.

2. The comment regarding community workforce agreement for construction projects is noted.

PUBLIC MEETING COMMENTER 26

Nixon, Shirley

1. The EIS evaluates shadow impacts within each of the alternatives and has been updated to include shadow studies for each campus sector within the Seattle campus. Please refer to Section 3.9, Light, Glare and Shadows, of this Final EIS for an updated discussion.
2. The focus of the *2018 Seattle CMP* is on University owned and leased property within the Major Institutional Overlay (MIO). Off-campus leasing is outside of the scope of the *2018 Seattle CMP*. Off-campus leasing activities will continue to follow the terms of the City-University Agreement.
3. The *2018 Seattle CMP* balances demolition with building preservation. Please refer to Chapter 6 of the *2018 Seattle CMP* for more information concerning the development process and phasing.

PUBLIC MEETING COMMENTER 27

Ding, Rona

1. The comment regarding traffic is noted. Please refer to Section 3.16, Transportation, and Chapter 4 – Key Topic Areas, Section 4.15 Transportation, for an updated discussion on traffic.
2. The University plans to maintain the outdoor climbing rock on its current site. The proposed E58 site (formerly E85) has been modified to preserve this recreational community asset.

PUBLIC MEETING COMMENTER 28

Crocker, Cory

1. The comment regarding support for Alternative 1 is noted.
2. Please refer to Chapter 4 – Key Topic Areas, Section 4.2 Building Height Relationship to Surrounding Area, for a detailed overview of the building height modifications to be made to the *2018 Seattle CMP*.

PUBLIC MEETING COMMENTER 29

Matthaei, James

1. The 1990 traffic level standards are measured for access into the Campus and into the University District. It does take into account that non campus related background traffic has grown including the adopted U-District upzone.
2. The Transportation Discipline Report (Appendix D) includes a map of parking restrictions in the primary and secondary impact zones. The Transportation Management Plan identifies contributions the University can make to the City of Seattle for their use in managing parking including RPZs and other neighborhood access programs.
3. The E86 development site (formerly E84) is only allowed to be 30 feet in height, and would not impact the existing greenhouse. The site of the proposed structure would be on land that currently accommodates exterior building support functions.
4. The comment regarding development in the South Campus is noted. The EIS includes an analysis of potential impacts from South Campus development in each of the environmental elements, including land use (Section 3.7), aesthetics (Section 3.10), transportation (Section 3.16) and wetlands, plants and animals (Section 3.3).

PUBLIC MEETING COMMENTER 30

McMurrer, Anya

1. The comment regarding housing costs and affordable housing in the University District area and surrounding areas is noted. Please refer to Section 3.8 Housing, and Chapter 4 – Key Topic Areas, Section 4.1 Housing, for an updated discussion and further details on housing, including affordable housing.

PUBLIC MEETING COMMENTER 31

Williams, Sean

1. The comment regarding the *2018 Seattle CMP* and opportunities to comment on the plan is noted.
2. Sustainability is both a value and practice of the University of Washington. The *2018 Seattle CMP* includes, among other things, renewable energy. Previous successes by the University and opportunities for future interventions are outlined Chapter 5 of the *2018 Seattle CMP*.

PUBLIC MEETING COMMENTER 32

Broner, Alex

1. The comment regarding housing costs and affordable housing in the University District area and surrounding areas is noted. Please refer to Section 3.8 Housing, and Chapter 4 – Key Topic Areas, Section 4.1 Housing, for an updated discussion and further details on housing, including affordable housing.