

## **I. INTRODUCTION**

**A. Name of Institution: Seattle Pacific University**

**B. Reporting Year: July 1, 2019 – June 30, 2020**

**C. Major Institution Contact Information:**

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**D. Master Plan Adoption Date and Date of any Subsequent Amendments:**

**NOTE: On August 13, 2019 Seattle Pacific University submitted a Letter of Intent to prepare a new master plan. Appointment of a new CAC was delayed by Covid-19 restrictions. The new CAC was officially appointed by the City Council on March 27, 2020 but the first CAC meeting will not be held during this reporting year. Until a new MIMP is adopted the University continues to be guided by the conditions adopted in the 2000 MIMP.**

*MIMP Approval Date: August 25, 2000*

Minor Amendment(s): On June 2, 2011 a minor amendment was approved to enable construction of the University Center project. The University had requested three amendments of the MIMP: 1) a change to the primary use designation to remove the parking designation; 2) expansion of the development site to include the ground under the Crawford Music Building; and 3) augmentation of the building demolition list to include the Crawford Music Building.

On June 15, 2011 the MUP and Minor Amendment Determination were appealed to the Hearing Examiner. The hearing was held on August 30-31, 2011. On September 28, 2011 the original DPD decision was affirmed by the Hearing Examiner, therefore, on October 21, 2011 the Minor Amendment decision & MUP Decision for the University Center was issued by DPD.

On October 31, 2013 a minor amendment was requested for the Wallace Field Lighting Project (Project #3015956) that would allow for the installation of light poles that exceed the height limit in that area of campus. The Minor Amendment interpretation and MUP Decision was published on July 17, 2014.

On April 11, 2017 a minor amendment was requested to allow major institution uses at ground level outside but within 2,500 feet of the MIO to enable the University to relocate its School of Health Sciences to 6 Nickerson Street (a.k.a. 36 Cremona St.). The project was assigned MUP #3028391. In March 2018 the University received all necessary City approvals to allow construction of the new School of Health Sciences.

## II. PROGRESS IN MEETING MASTER PLAN CONDITIONS

### A. **Provide a general overview of progress made in meeting the goals and conditions of the approved Master Plan.**

In August 2000 the City Council approved a new Major Institution Master Plan (MIMP) for Seattle Pacific University so the University is in the twentieth reporting year for this MIMP. As reported previously, many of the conditions imposed by the City Council were editorial in nature. Those requested changes were incorporated into the Adopted MIMP that was published in November 2000; therefore, those conditions were fulfilled with the publication of the Adopted MIMP and are so noted below. Several of the remaining conditions are still not applicable because the development that would trigger them has not yet occurred. The status of the majority of the conditions is unchanged from our previous report with only a few exceptions which are so noted below in **red**.

### B. **Conditions Adopted by the City Council**

#### **Conditions - MIMP**

**Prior to adoption of the MIMP, SPU shall revise the MIMP as follows:**

1. Modify the MIMP to replace the last sentence of the first paragraph on page 43 with the following statement: "The following standards shall constitute the development standards for all University development unless otherwise noted. When specific development standards are not modified by the adopted master plan, the underlying zoning development standards apply, as modified in SMC 23.69.006A.

#### **MIMP modified in November 2000 to add condition. Status: Fulfilled.**

The following wording was inserted in the first paragraph of the "Development Standards" section on page 38\* of the Adopted MIMP: "*The following standards shall constitute the development standards for all University development unless otherwise noted. When specific development standards are not modified by the adopted master plan, the underlying zoning development standards apply, as modified in SMC 23.69.006A.*" (\* Page numbers in the Adopted MIMP do not correspond exactly with the page numbers referenced in the final MIMP so the wording was inserted in the intended location rather than on the page noted in the condition.) The same wording was also inserted in the fifth paragraph of the Introduction found on page 1.

2. Modify the MIMP to include the following provision: "To encourage commercial use of ground floor building space on West Nickerson Street in the area rezoned from L-2 to NC2-40, such ground level building space shall have a minimum building depth of 30 feet, a minimum floor-to-ceiling height of 13 feet, and pedestrian entrances from West Nickerson Street that are no more than three feet above or below the sidewalk level. SPU shall be encouraged to use this space for commercial-type uses, which may include institutional uses of a commercial nature, when it is determined by the University that there is a market for this space at prevailing market rates."

#### **MIMP modified in November 2000 to add condition. Status: Fulfilled.**

The following wording was inserted under "Development Standard A: MIO District Underlying Zoning" in the fourth paragraph on page 38 of the Adopted MIMP: "*To encourage commercial use of ground floor building space on West Nickerson Street in the area rezoned from L-2 to NC2-40, such ground level building space shall have a minimum building depth of 30 feet, a minimum floor-to-ceiling height of 13 feet, and pedestrian entrances from West Nickerson Street that are no more than three feet above or below the sidewalk level. SPU shall be encouraged to use this space for commercial-type uses, which may include institutional uses of a commercial nature, when it is determined by the University that there is a market for this space at prevailing market rates.*"

**June 2020 update: No development activity has occurred during this reporting period for which this condition would apply.**

3. Modify the note on page 51 of the MIMP to correctly identify Alexander Hall, rather than Peterson Hall, as a registered historic building.

**MIMP modified in November 2000 to add condition. Status: Fulfilled.**

The correction was made in “Development Standard O: Preservation of Historic Structures” on page 45\* of the Adopted MIMP. (\* See note above regarding page number discrepancies.)

4. Modify the MIMP to clearly state that the FAR of the MIO District, excluding street rights-of-way and other property not owned by SPU shall not exceed 0.90.

**MIMP modified in November 2000 to add condition. Status: Fulfilled.**

The following wording was inserted in the “Development Density” section on page 25 of the Adopted MIMP: *“The FAR of the MIO District, excluding street rights-of-way and other property not owned by SPU shall not exceed 0.90.”*

**June 2020 update: The FAR for the MIO District is 0.634, which is well below the 0.90 threshold.**

5. Modify the MIMP to replace the heading for development standard U1 with the following heading: “Additional Development Standards in the MIO District South of West Dravus Street Between Humes Place West and Queen Anne Avenue North” and add the following sentence in the note: “University development standards in this area would also be subject to Lowrise density standards.”

**MIMP modified in November 2000 to add condition. Status: Fulfilled.**

The heading for development standard U1 on page 47 of the Adopted MIMP was replaced with the following wording: *“Additional Development Standards in the MIO District South of West Dravus Street Between Humes Place West and Queen Anne Avenue North”*. In accordance with the second half of the condition, the wording of the note under development standard U1 was modified to read as follows: *“University development standards in the MIO District south of West Dravus Street between Humes Place West and Queen Anne Avenue North shall be subject to the height, setback, lot coverage, landscaping, open space, width and depth limits, and Lowrise density standards of the underlying zoning.”*

In addition, a new development standard entitled “V. Residential Unit Density Standards” was included on page 47 of the Adopted MIMP and the following wording was added in development standard V2: *“University development standards in the MIO District south of West Dravus Street between Humes Place West and Queen Anne Avenue North shall be subject to Lowrise density standards.”*

**June 2020 update: No development activity has occurred in this area of campus for which this condition would apply.**

6. Modify the MIMP to add the following development standard: “In expansion Area A, the residential unit density limits of the underlying zoning shall apply. On the “Irondale Block” portion of the MIO District expansion Area A, as an alternative to underlying zoning residential density requirements limiting the number of units, SPU shall be allowed the option to base density on total number of student beds. With this option, the total number of student beds allowed on this site shall not exceed 150.”

**MIMP modified in November 2000 to add condition. Status: Fulfilled.**

The following wording was added in “Development Standard V: Residential Unit Density Standards” as development standard V1 on page 47 of the Adopted MIMP: *“In expansion Area*

*A, the residential unit density limits of the underlying zoning shall apply. On the “Irondale Block” portion of the MIO District expansion Area A, as an alternative to underlying zoning residential density requirements limiting the number of units, SPU shall be allowed the option to base density on total number of student beds. With this option, the total number of student beds allowed on this site shall not exceed 150.”*

**June 2020 update: No new development activity has occurred in this area of campus for which this condition would apply.**

7. Modify the MIMP to add the following development standard: “With the exception of restrictions in expansion Area A and expansion areas south of West Dravus Street, there shall be no unit density restrictions on residential development in the MIO.”

**MIMP modified in November 2000 to add condition. Status: Fulfilled.**

The following wording was added in “Development Standard V: Residential Unit Density Standards” as development standard V3 on page 47 of the Adopted MIMP: *“With the exception of restrictions in expansion Area A and expansion areas south of West Dravus Street, there shall be no unit density restrictions on residential development in the MIO.”*

8. (Modified) Modify the master plan to adopt the plan alternative regarding potential pedestrian bridges or tunnels, on page 35 and 37 of the plan, and state clearly that designs which incorporate grade separations for pedestrians may be allowed in the future as minor master plan amendments, if they are consistent with then-current City policies and regulations.

**MIMP modified in November 2000 to add condition. Status: Fulfilled.**

The following wording was included in the “Planned and Potential Circulation” section on page 33 and 34\* of the Adopted MIMP (\*See previous note regarding page number discrepancies): *“Grade separated pedestrian crossings of arterial streets bisecting the campus are not currently considered necessary or feasible to improve pedestrian safety. Existing pedestrian safety problems involving multiple crossings of West Bertona Street are proposed to be addressed by traffic and pedestrian calming measures. However, it is possible that during the long time-span of the MIMP, one or more pedestrian bridges or tunnels may be determined to be necessary and feasible. Such facilities could be constructed as minor amendments to the MIMP if they were consistent with then current City policies and regulations. Possible locations for grade-separated facilities for pedestrians include crossings of both West Bertona Street and West Nickerson Street west of Third Avenue West (in the vicinity of the existing Student Union Building and Bookstore), and a crossing of West Bertona Street in the vicinity of the Fifth Avenue Mall (vacated Fifth Avenue West). A grade-separated crossing of Third Avenue West, between West Bertona Street and West Cremona Street, might also be considered if a large auditorium or other facilities that would generate substantial pedestrian traffic should be constructed east of this arterial street.”*

**June 2020 update: No development activity has occurred for which this condition would apply.**

9. In order to provide a better transition in scale with abutting properties, modify the MIMP to clearly state that the above-grade development in the “Irondale Block” in Area A shall be set back a minimum of 20 feet from 7<sup>th</sup> Avenue West and 15 feet from West Bertona Street.

**MIMP modified in November 2000 to add condition. Status: Fulfilled.**

The wording of development standard F2 of “Development Standard F: Structure Setbacks” on page 42 and 43 of the Adopted MIMP was modified to read as follows: *“The structure setbacks requirements shall be the same as is required in the underlying zone or by setback requirements applicable to structures on abutting lots or structures directly across a street or alley from a structure in the MIO District, whichever is greater, except that above-grade development in the*

*“Irondale Block” in Area A shall be setback a minimum of 20 feet from 7<sup>th</sup> Avenue West, and 15 feet from West Bertona Street.”*

**June 2020 update: No new development activity has occurred in this area of campus for which this condition would apply.**

10. In order to preserve the scale of the adjacent neighborhood, modify the MIMP to state clearly that development of the two lots north of the Irondale Block (601 and 605 West Emerson Street) shall comply with the underlying zoning height limit.

**MIMP modified in November 2000 to add condition. Status: Fulfilled.**

The wording in the last sentence of the second paragraph in “Development Standard B: MIO Height Limits” on page 40 of the Adopted MIMP was modified to read as follows: *“Additional height restrictions would apply in the MIO expansion zones south of West Dravus Street and the two lots north of the Irondale Block (601 and 605 West Emerson Street) that are located in expansion area A.”*

**June 2020 Update: No development activity has occurred in this area of campus for which this condition would apply.**

11. Modify the MIMP to clearly state that vehicular access to the Irondale Block off of 7<sup>th</sup> Avenue West shall be restricted to providing ADA access, and then only if convenient ADA access cannot be reasonably provided to the development off of any other street.

**MIMP modified in November 2000 to add condition. Status: Fulfilled.**

The following wording was added under the “Planned and Potential Parking Facilities” section in the sixth paragraph on page 26 of the Adopted MIMP: *“Vehicular access to the Irondale Block off of 7<sup>th</sup> Avenue West shall be restricted to providing ADA access, and then only if convenient ADA access cannot be reasonably provided to the development off of any other street.”*

**June 2020 update: No new development activity has occurred in this area of campus for which this condition would apply.**

12. Modify the MIMP to clearly state that the Land Use Code requirements of the underlying zoning for landscaping of surface parking shall apply, provided that DCLU may waive screening and internal landscaping requirements where the Director finds an overriding safety issue.

**MIMP modified in November 2000 to add condition. Status: Fulfilled.**

The following wording was added in the “Planned and Potential Building Development” section in the last paragraph on page 21 of the Adopted MIMP: *“In accordance with City Council condition #12, the proposed design of the parking lot shown in Figure 8 will be revised to meet the underlying zoning requirements for the landscaping of surface parking lots.”* In addition, the following wording was added in “Development Standard J: Landscaping” as development standard J3 on page 44 of the Adopted MIMP: *“The Land Use Code requirements of the underlying zoning for landscaping of surface parking shall apply, provided that DCLU may waive screening and internal landscaping requirements where the Director finds an overriding safety issue.”*

**June 2020 update: No new surface parking lots were constructed for which this condition would apply.**

13. Modify the MIMP to clearly state that the vacated 5<sup>th</sup> Avenue “pedestrian mall” shall be maintained publicly accessible throughout the life of the MIMP. A walkway that is accessible to the general public shall continue to be provided adjacent to and south of the Library and

connecting to West Dravus Street provided that the existing walkway may be replaced with a new walkway of at least an equivalent width.

**MIMP modified in November 2000 to add condition. Status: Fulfilled.**

The following wording was added in the “Planned and Potential Circulation” section in the fourth paragraph on page 34 of the Adopted MIMP: *“The vacated 5<sup>th</sup> Avenue “pedestrian mall” shall be maintained publicly accessible throughout the life of the MIMP. A walkway that is accessible to the general public shall continue to be provided adjacent to and south of the Library and connecting to West Dravus Street provided that the existing walkway may be replaced with a new walkway of at least an equivalent width.”*

***June 2020 Update: No development activity has occurred in this area of campus for which this condition would apply.***

14. Modify the plan to clearly state that future development in the area of the “5<sup>th</sup> Avenue Mall” extension shall be sited or configured to allow a pedestrian connection to West Nickerson Street.

**MIMP modified in November 2000 to add condition. Status: Fulfilled.**

The following wording was added in the “Planned and Potential Open Space and Landscaping” section in the last line of the fourth paragraph on page 29 of the Adopted MIMP: *“Future development in the area of the “5<sup>th</sup> Avenue Mall” extension shall be sited or configured to allow a pedestrian connection to West Nickerson Street.”*

***June 2020 Update: No development activity has occurred in this area of campus for which this condition would apply.***

15. Modify the MIMP to include the following development standard: “Within the underlying NC zones, there shall be no maximum size limit for institutional uses. Size limits for non-institutional commercial uses shall be applied on a per business establishment basis, as indicated in Chart B for SMC 23.47.010, and calculated in accordance with the provisions of SMC 23.47.010(C). The cumulative amount of commercial space in the areas within the MIO District that have NC1 and NC2 underlying zoning shall be limited to 30,000 square feet.”

**MIMP modified in November 2000 to add condition. Status: Fulfilled.**

The following wording was added in the sixth paragraph of “Development Standard A: MIO District Underlying Zoning” on page 38 of the Adopted MIMP: *“Within the underlying NC zones, there shall be no maximum size limit for institutional uses. Size limits for non-institutional commercial uses shall be applied on a per business establishment basis, as indicated in Chart B for SMC 23.47.010, and calculated in accordance with the provisions of SMC 23.47.010(C). The cumulative amount of commercial space in the areas within the MIO District that have NC1 and NC2 underlying zoning shall be limited to 30,000 square feet.”*

***June 2020 Update: No non-institutional development activity has occurred in this area of campus for which this condition would apply.***

16. Modify the MIMP to correctly show L-3 RC underlying zoning on the block identified for expansion Area B.

**MIMP modified in November 2000 to add condition. Status: Fulfilled.**

Figure 12 – Adopted Underlying Zoning, found on page 39 of the Adopted MIMP, was corrected to show L-3 RC underlying zoning on the block identified for expansion Area B.

17. Modify the MIMP to provide that the design guidelines of Appendix F are applicable to Phase II of the Science building.

**MIMP modified in November 2000 to add condition. Status: Fulfilled.**

The following wording was added in the “Planned and Potential Building Development” section in the second paragraph on page 25 of the Adopted MIMP: *“The design guidelines of Appendix F are also applicable to Phase II of the Science Building.”*

***June 2020 Update: Phase II of the Science Building has not been constructed so this condition does not apply yet.***

18. Deleted

19. Modify the MIMP to clarify that SPU will support the creation of an RPZ along 8<sup>th</sup> Avenue West if requested by the residents on that street.

**MIMP modified in November 2000 to add condition. Status: Fulfilled. NOTE: (RPZ along 8<sup>th</sup> Ave. W. was established in November 2007).** The following wording was added to the “Transportation Management Program (TMP) in the paragraph entitled “Parking Fees and Residential Parking Zones” found on page 51 of the Adopted MIMP: *“SPU will support the creation of an RPZ along 8<sup>th</sup> Avenue West if requested by the residents on that street.”*

**By 2005 or prior to occupancy of the second phase of the Science Building, whichever occurs first, SPU shall:**

20. Provide funding for the modification of the intersection of 6<sup>th</sup> Avenue West/West Nickerson Street to allow for separate northbound left and right turning lanes from 6<sup>th</sup> Avenue West to West Nickerson Street (subject to Seattle Transportation Department [SeaTrans] approval).

**MIMP modified in November 2000 to add condition. Status: Not yet applicable.**

When the Adopted MIMP was compiled the following wording related to this condition was added to the “Planned and Potential Circulation” section in the second paragraph on page 33 of the Adopted MIMP: *“By 2005 or prior to the occupancy of the second phase of the Science Building, whichever occurs first, SPU shall provide funding for the modification of the intersection of 6<sup>th</sup> Avenue West/West Nickerson Street to allow for separate northbound left and right turning lanes from 6<sup>th</sup> Avenue West to West Nickerson Street (subject to Seattle Transportation [SeaTrans] approval).”*

**NOTE: On April 6, 2017 the University received an email from Sara Zora at SDOT which stated “Fulfillment of the two conditions can be delayed until “Prior to Occupancy of the second phase of the Science Building” as stated in the Adopted MIMP.”**

***June 2020 Update: Phase II of the Science Building has not been constructed so this condition does not apply yet.***

**In 2005, SPU shall:**

21. In consultation with SeaTrans, initiate a traffic study to determine if a traffic signal is warranted at the intersection of 6<sup>th</sup> Avenue West/West Nickerson Street.

**If a signal is determined by SeaTrans to meet their warrants and is determined to be a desirable traffic improvement:**

- i. SPU shall assist with the funding for the design and installation of the signal. SPU's share of the funding for the signal shall be equivalent to the proportion of the University-generated traffic that is anticipated to use the intersection during an average weekday when classes are in session as determined by a traffic study, which is approved by SeaTrans. Following the completion of the potential development project, SPU shall assist with the funding of the signal in accordance with the formula described above.

If a traffic signal is not determined to meet SeaTran's warrants in 2005:

- ii. An additional future traffic study may be required by DCLU in association with the environmental review for a potential development project that is considered likely to significantly increase traffic at the intersection. If warrants for a signal should be determined to be met following the completion of the potential development project, SPU shall assist with the funding of the signal in accordance with the formula described above.

**MIMP modified in November 2000 to add condition. Status: Not yet applicable.**

When the Adopted MIMP was compiled the following wording related to this condition was added to the "Planned and Potential Circulation" section beginning with the third paragraph on page 33 of the Adopted MIMP:

*"In 2005, SPU shall, in consultation with SeaTrans, initiate a traffic study to determine if a traffic signal is warranted at the intersection of 6<sup>th</sup> Avenue West/West Nickerson Street. If a signal is determined by SeaTrans to meet their warrants and is determined to be a desirable traffic improvement:*

- i) *SPU shall assist with the funding for the design and installation of the signal. SPU's share of the funding for the signal shall be equivalent to the proportion of the University-generated traffic that is anticipated to use the intersection during an average weekday when classes are in session as determined by a traffic study, which is approved by SeaTrans. Following the completion of the potential development project, SPU shall assist with the funding of the signal in accordance with the formula described above.*

*If a traffic signal is not determined to meet SeaTran's warrants in 2005:*

- ii) *An additional future traffic study may be required by DCLU in association with the environmental review for a potential development project that is considered likely to significantly increase traffic at the intersection. If warrants for a signal should be determined to be met following the completion of the potential development project, SPU shall assist with the funding of the signal in accordance with the formula described above."*

**NOTE: On April 6, 2017 the University received an email from Sara Zora at SDOT which stated "Fulfillment of the two conditions can be delayed until "Prior to Occupancy of the second phase of the Science Building" as stated in the Adopted MIMP."**

***June 2020 Update: Phase II of the Science Building has not been constructed so this condition does not apply yet.***

22. (Modified) In consultation with SeaTrans conduct tube counts during the Winter Term of 2005, on non-holiday weekdays on West Raye Street at its intersection with 3<sup>rd</sup> Avenue West, in order to determine full day and peak hour traffic volumes. The information shall be shared with SeaTrans and with DCLU. If the City determines: i.) that additional study and analysis of traffic in the vicinity of West Smith Street and West Raye Street and 3<sup>rd</sup> Avenue West is indicated by a significant increase in traffic shown in the required 2005 counts; and ii.) that a significant proportion of the traffic growth cannot be reasonably attributed to background traffic growth, then SPU shall conduct such study and analysis. The study should include further assessment of the proportion of through traffic that is attributable to SPU.



If the City determines, based on the additional traffic study, that further implementation of the SPU Master Plan would result in unacceptable impacts from cut-through traffic in the vicinity, then prior to further implementation of the SPU MIMP, SPU shall contribute to measures determined by the City to be reasonably necessary to reduce projected growth in cut-through traffic attributable to SPU in the area in question by a share proportionate to SPU's share of projected cut-through traffic growth.

**MIMP modified in November 2000 to add condition. Status: Fulfilled in 2005.**

When the Adopted MIMP was compiled the following wording related to this condition was added to the "Planned and Potential Circulation" section beginning with the seventh paragraph on page 34 of the Adopted MIMP:

*"In consultation with SeaTrans conduct tube counts during the Winter Term of 2005, on non-holiday weekdays on West Raye Street at its intersection with 3<sup>rd</sup> Avenue West, in order to determine full day and peak hour traffic volumes. The information shall be shared with SeaTrans and with DCLU. If the City determines: i.) that additional study and analysis of traffic in the vicinity of West Smith Street and West Raye Street and 3<sup>rd</sup> Avenue West is indicated by a significant increase in traffic shown in the required 2005 counts; and ii.) that a significant proportion of the traffic growth cannot be reasonably attributed to background traffic growth, then SPU shall conduct such study and analysis. The study should include further assessment of the proportion of through traffic that is attributable to SPU.*

*If the City determines, based on the additional traffic study, that further implementation of the SPU Master Plan would result in unacceptable impacts from cut-through traffic in the vicinity, then prior to further implementation of the SPU MIMP, SPU shall contribute to measures determined by the City to be reasonably necessary to reduce projected growth in cut-through traffic attributable to SPU in the area in question by a share proportionate to SPU's share of projected cut-through traffic growth."*

**Conditions – Rezones**

23. Modify Appendix B of the master plan to include legal descriptions of properties where height limit changes are proposed.

**MIMP modified in November 2000 to add condition. Status: Fulfilled.**

On page 2 of Appendix B of the Adopted MIMP, the following information was added:

Rezone MIO-50' to MIO-37'

*Victory Addition, Lots 1 - 4, Block 2*

Rezone MIO-37' to MIO-50'

*Ross Second Addition, Lots 11 - 30, Block 2*

Rezone MIO-65 to MIO-37'

*The westerly 120 feet of Blocks 2, 3, 4 and 5 of Hill's Queen Anne Park Addition, together with the adjacent portions of vacated streets and alleys.*

## Conditions – SEPA

For the life of the project:

24. Proposed development not reviewed at the project level in the FEIS shall require additional environmental review at the time of application for Master Use and/or building permits. Additional environmental review may also be required for those proposed developments which were reviewed at the project level in the FEIS pursuant to MSC 25.05.600 (e.g. if there are substantial changes to a proposal).

**MIMP modified in November 2000 to add condition. Status: Not applicable during reporting period.** The following wording related to this condition has been added to the “Planned and Potential Building Development” section in the third paragraph on page 25 of Adopted MIMP: *“Proposed development not reviewed at the project level in the FEIS shall require additional environmental review at the time of application for Master Use and/or building permits. Additional environmental review may also be required for those proposed developments which were reviewed at the project level in the FEIS pursuant to MSC 25.05.600 (e.g. if there are substantial changes to a proposal).”*

***June 2020 Update: No new development activity has occurred during this reporting period for which this condition would apply.***

25. Fencing and/or landscaping shall be provided along the southern boundary of the Overlay District as necessary to provide a buffer and separation between the University uses and the residential uses to the south.

**MIMP modified in November 2000 to add condition. Status: Not yet applicable.**

The following wording related to this condition has been added under “Development Standard J: Landscaping” as development standard J4 on page 44 of the Adopted MIMP: *Fencing and/or landscaping shall be provided along the southern boundary of the Overlay District as necessary to provide a buffer and separation between the University uses and the residential uses to the south.*

***June 2020 Update: No University development has occurred on the southern boundary of the MIO since adoption of the MIMP.***

## Additional Conditions – MIMP

The following additional conditions are adopted:

26. The information contained in the Hearing Examiner’s Findings #31 and #32 in the Matter of the Appeal of the adequacy of the EIS for the proposed SPU MIMP shall constitute baseline information for future evaluation of cut-through traffic in the vicinity of West Raye Street, or other streets, between Queen Anne Avenue and West Raye Street.

**MIMP modified in November 2000 to add condition. Status: Fulfilled in August 2000.** The following wording was added in the second paragraph on page 35 of the “Planned and Potential Circulation” section of the Adopted MIMP: *The information contained in the Hearing Examiner’s Findings #31 and #32 in the Matter of the Appeal of the adequacy of the EIS for the proposed SPU MIMP shall constitute baseline information for future evaluation of cut-through traffic in the vicinity of West Raye Street, or other streets, between Queen Anne Avenue and West Raye Street.*

27. In developing additional information and conducting supplemental environmental review of potential parking facilities, SPU, the Citizen’s Advisory Committee and DCLU shall consider the

implications of alternative locations upon cut-through neighborhood traffic, as well as spillover University parking, on residential streets.

**MIMP modified in November 2000 to add condition. Status: Not applicable during this reporting period.**

The following wording related to this condition has been added to the “Planned and Potential Parking Facilities” section in the sixth paragraph on page 28 of the Adopted MIMP: *“In developing additional information and conducting supplemental environmental review of potential parking facilities, SPU, the Citizen’s Advisory Committee and DCLU shall consider the implications of alternative locations upon cut-through neighborhood traffic, as well as spillover University parking, on residential streets.”*

The identical wording has also been added in the “Planned and Potential Circulation” section in the third paragraph on page 35 of the Adopted MIMP.

***June 2020 Update: No new parking was constructed during this reporting period for which this condition would apply.***

28. The final compiled SPU MIMP shall be modified to state as follows:

University acquisition and use of the property included in MIO District expansion Area D shall not displace the current use of the property as a service station. However, if the service station should close for reasons unrelated to SPU, SPU may use the site for other purposes; provided that any University uses, other than landscaping and signage, must be approved as a MIMP minor amendment by DCLU following review and comment by the Standing Advisory Committee, unless subject to the requirement for a major amendment according to the criteria of the Land Use Code.

**MIMP modified in November 2000 to add condition. Status: Fulfilled.**

The following wording was inserted in the “Boundaries and Land Uses” section under Area D in the second paragraph on page 16: *“University acquisition and use of the property included in MIO District expansion Area D shall not displace the current use of the property as a service station. However, if the service station should close for reasons unrelated to SPU, SPU may use the site for other purposes; provided that any University uses, other than landscaping and signage, must be approved as a MIMP minor amendment by DCLU following review and comment by the Standing Advisory Committee, unless subject to the requirement for a major amendment according to the criteria of the Land Use Code.”*

***June 2020 Update: The University does not own nor has it made an attempt to purchase the property in Area D. The service station is privately owned and still an active station.***

29. The final compiled MIMP shall include the following statement with the description of potential street and alley vacations:

The approval of the vacation of public rights-of way in this plan indicates the intent of the institution to seek vacations described and the consistency of the vacations with the master plan. Adoption of this plan does not constitute City approval of the vacation petitions, which must be submitted for review according to the City’s street vacation procedures. Upon review the City may approve, condition, or deny the vacation petitions consistent with City street vacation policy.

**MIMP modified in November 2000 to add condition. Status: Fulfilled.**

The following wording was added in the “Planned and Potential Circulation” section in the last paragraph on page 31 of the Adopted MIMP: *The approval of the vacation of public rights-of way in this plan indicates the intent of the institution to seek vacations described and the consistency of the vacations with the master plan. Adoption of this plan does not constitute City*

*approval of the vacation petitions, which must be submitted for review according to the City's street vacation procedures. Upon review the City may approve, condition, or deny the vacation petitions consistent with City street vacation policy.*

***June 2020 Update: The University has not applied for any street or alley vacations since adoption of the MIMP.***

30. Add the phrase "Contact identifiable offenders" (of restricted parking zones) in the column describing the proposed Transportation Management Program, Table 4, page 59 of the Final MIMP.

**MIMP modified in November 2000 to add condition. Status: Fulfilled.**

The phrase "Contact identifiable offenders" was added in the column entitled "Adopted TMP Requirements in Table 4: "Summary of Changes to the Transportation Management Program (TMP)" found on page 54\* of the Adopted MIMP. (\* See previous note regarding page number discrepancies.)

31. Identify the areas known as the beach, the basketball court, the grassy areas surrounding the basketball court, the tree-covered slope to the south of the basketball court, and the steep slope north of West Barrett Street, as shown on Appendix 1 to this Findings, Conclusions, and Decisions, as existing open space, landscaping and screening, but not "designated open space" and require a minor amendment to allow development of the areas in a manner that would significantly reduce the size or location of the areas identified.

**MIMP modified in November 2000 to add condition. Status: Fulfilled.**

Figure 10 – "Adopted Open Space" on page 30 of the Adopted MIMP was modified to show the beach, the basketball court, the grassy areas surrounding the basketball court, the tree-covered slope to the south of the basketball court, and the steep slope north of West Barrett Street as "Existing Open Space, Landscaping, and Screening Subject to Minor Amendment Provisions".

The first sentence in the first paragraph of the "Planned and Potential Open Space and Landscaping" section on page 28 of the Adopted MIMP was modified to read as follows: The major existing and proposed open spaces and landscape features are depicted in Figure 10, *which has been modified to include three additional existing open spaces that were added by the City Council during their approval of the MIMP.*"

A sentence was also added at the end of the first paragraph on page 29 that reads as follows: *The three additional existing open spaces added by the City Council, as shown on Appendix 1 of their Findings, Conclusions and Decisions and added to Figure 10 as "existing open space, landscaping and screening subject to minor amendment provisions", are not "designated open spaces", but would require a minor plan amendment to allow development of the areas in a manner that would significantly reduce their size or location.*"

The following sentence was also added in the first paragraph on page 31: *The existing open space areas near Ashton and Hill Halls, as depicted on Figure 10, (the area known as the "beach", the basketball court and the surrounding grassy areas, and the steep slope north of West Barrett Street) are not designated as open spaces but would require a minor plan amendment to allow development of these areas in a manner that would significantly reduce their size or location.*

***June 2020 Update: No University development activity is proposed for any of the "existing open space" areas identified in this condition.***

32. Amend the language in the MIMP, page 56, to read as follows:

The proposed program also maintains the goal of reducing student SOV rates. SPU will work with the City's TMP Coordinator to establish a reasonable and fair percentage goal for commuter student SOV trips within a reasonable period of time, such as one year from adoption of this plan.

**MIMP modified in November 2000 to add condition. Status: Fulfilled.**

The following wording was inserted in the Transportation Management Program (TMP) in the section entitled "TMP Goal" on page 50\* of the Adopted MIMP: (\* See previous note regarding page number discrepancies.): *The adopted program also maintains the goal of reducing student SOV rates. SPU will work with the City's TMP Coordinator to establish a reasonable and fair percentage goal for commuter student SOV trips within a reasonable period of time, such as one year from adoption of this plan.*

*June 2020 update: As previously reported, the wording was inserted into the Adopted MIMP as required but the intent of the condition was inadvertently overlooked until a few years ago. In spring 2019 University staff consulted with Ann Sutphin from SDOT to determine the survey criteria and other data needed to establish a mutually agreed upon goal for student SOV trips. On June 7, 2019 the University sent a letter to Ms. Sutphin (attached) with its recommendations on survey criteria and schedule. The University is still awaiting a response from the City.*

*In its June 7, 2019 letter, the University agreed with the City's earlier suggestion that the University align its student surveys with CTR surveys for employees, which would facilitate efficient measurement of all constituents. In addition, we proposed that our student goal to be measured consistent with employee CTR methods. Ideally, we would use a very similar survey form and conduct the survey at the same time for both groups. To that end, we suggested defining which students are surveyed similarly to the CTR "affected employee." We proposed defining the relevant or "CTR Affected Student" as one who is enrolled for 10 or more credits when school is in session, resides or takes classes on the University's Queen Anne campus at least two days per week, and commutes during the CTR-defined morning peak commute hours.*

*In keeping with that proposal a student commute survey was conducted in November 2019. Using the definition above, the DAR rate for "CTR Affected Students" was 36.88%. This is well below the 49.1% DAR goal that the City's adopted 2019-2023 CTR Strategic Plan sets for the Elliott Corridor/Interbay area.*

*NOTE: Due to Covid-19 and the Governor's "Stay Home, Stay Healthy" order, the University moved to remote learning for the end of winter quarter and spring quarter so this DAR percentage would not be applicable for spring quarter.*

**III. Major Institution Development Activity Initiated or Under Construction W/in MIO Boundary**

**See attached spreadsheets...**

**IV. Major Institution Development Activity Outside but within 2,500 Feet of MIO District Boundary**

**See attached spreadsheets**

**V. Progress in Meeting Transportation Management Program (TMP) Goals and Objectives**

**See attached TMP report.**







**Major Institution 2020 Reporting Period**

**Seattle Pacific University  
(Fiscal Year: July 2019 – June 2020)**

**Development Activity Outside but Within 2,500 Feet of the  
Major Institution Overlay Boundary**

**New Land and Building Acquisition During 2020 Reporting Period**

<b>Name of Building and Address (Or Other Means of Locating the Property or Site)</b>	<b>Proposed Use(s)</b>	<b>Size – Gross Square Footage</b>
None this reporting year.		

**Total Gross Square Footage: 0 s.f.**



# Seattle Pacific University Transportation Management Plan Report

July 1, 2019 to June 30, 2020

## Overview & Goals

The University's Transportation Management Plan (TMP) includes programs and strategies designed to reduce parking and traffic demands associated with projected growth at Seattle Pacific University. It is intended to encourage faculty, staff and students, through incentives and disincentives, to reduce the number of vehicle trips to campus.

Seattle Pacific University offers alternative transportation methods such as the ORCA Pass, a 100% subsidized transit pass offered to all employees for a \$25 annual usage fee, that includes Metro, Community, Everett, Kitsap, Pierce and Sound Transit travel, in any zone and any time of day; Van Pool, where the University subsidizes the monthly fare; Van Share through Metro Van Share at no cost to eligible SPU employees; Ferry Subsidies which are available to employees who combine transit, biking, walking or pooling with their Ferry rides; Car-pool where carpools containing more than three people receive a reserved parking space for free; Bicycling/walking, the University offers free lockers and access to showers for those who walk or bike to work at least three days a week; and finally Zipcar, which allows alternative transportation commuters to run errands or get to appointments free of charge.

In the Transportation Management Program section of the University's Adopted Major Institution Master Plan (MIMP) it states that the goal of the new TMP will be to reduce the number of employee commuter SOV trips to fifty percent (50%) of the total number of weekday commuter trips excluding employees whose work requires the use of a private automobile during working hours. Program participants will include all fulltime (.8 FTE and above) employees meeting the following criteria:

- Arrive on weekdays between 6 a.m. and 9 a.m.
- Leave on weekdays between 4 p.m. and 6 p.m.
- Do not require private vehicle to conduct their work assignments.

The Commute Trip Reduction Survey is administered periodically in accordance with the commute trip reduction law. The most recent survey was taken in October 2019. The results of the 2019 and 2017 Commute Trip Reduction Surveys for affected employees (those who fit the criteria shown above) shows the following:

### Commute Trips by Mode – Affected Employees

Commute Type	# of Trips Reported During Survey Week		% of Trips Reported During Survey Week	
	2017	2019	2017	2019
Drive Alone	1,027	966	51.8%	49.5%
Carpool	160	151	8.1%	7.7%
Vanpool	52	49	2.6%	2.5%
Bus	362	308	18.3%	15.8%
Rail	59	48	3.0%	2.5%
Bike	89	115	4.5%	5.9%
Walk	128	166	6.5%	8.5%
Telework	81	115	4.1%	5.9%
Compressed Work Week	8	5	.4%	0.3%
Boarded Ferry w/vehicle	0	4	0%	0.2%
Walked on Ferry	12	16	0.6%	0.8%
Other	5	7	0.3%	0.4%
<b>Total Trips Recorded</b>	<b>1,983</b>	<b>1,950</b>		

## Program Elements

**Transportation Coordinator (TC).** Heather Eide was the University's Transportation Coordinator (TC) during this reporting period. The TC regularly distributes transportation and Commute Trip Reduction information to students and employees of the University.

**Periodic Promotional Events.** The TC organizes several promotional events in coordination with King County Metro and local networking groups. Information is provided to all new employees and students during welcome orientations. Commute alternatives and incentives are highlighted during the annual Human Resources Benefits Fair and other events such as Bike to Work Month (May of each year). Due to Covid-19 and the Governor's "Stay Home, Stay Healthy" order, the University moved to remote learning for the end of winter quarter and spring quarter with only a very limited number of essential personnel coming to campus. For that reason Bike to Work Month was not emphasized this year.

**Commuter Information Center.** This Center is located in the Office of Safety and Security. In addition, the University distributes information to employees via a virtual information center on the Safety and Security website ([www.spu.edu/security/](http://www.spu.edu/security/)). Information is also distributed to new employees at welcome orientation and through the weekly online Faculty Staff Bulletin.

**Ridematch Opportunities.** Employees and students are encouraged to contact the University TC who provides customized ride match options that allows employees to locate SPU commute partners. The TC uses a targeted marketing technique to email employees living within a 5-15 mile radius of each other to encourage them to create vanpools or carpools.

## Supplemental TMP Requirements

1. **Parking Fees and Residential Park Zones:** Any vehicle owned or operated by an SPU student or employee must be registered with Safety and Security whether it is parked on campus or on adjacent city streets. Registration is free. Parking permits are sold for campus residential parking as well as commuter parking for employees and students. Parking fees are reviewed annually to encourage non-SOV use while still minimizing spillover parking on neighborhood streets.

The University continues to support the existing adjacent RPZs by paying for all costs associated with program administration and signage as well as the cost of all permits issued. The University is further committed to supporting and paying for the creation of new RPZs in the surrounding neighborhood if initiated by the property owners. In the past year no interest has been expressed about creating any new RPZs on the streets adjacent to campus.

2. **On-line Program Information.** Parking information is available at the Safety and Security website, [www.spu.edu/security/parking.asp](http://www.spu.edu/security/parking.asp).
3. **Transit Subsidies:** The University offers all employees a 100% subsidized transit pass with a \$25 usage fee to utilize Metro's ORCA Pass program. Transit subsidies now support Metro vanpool rides, full regional transit services and guaranteed ride home. This year 255 employees are signed up for this program. Students receive transit subsidies of 30% against a monthly ORCA Pass. 156 passes were sold this academic year. In addition, temporary loan passes are available free of charge for one half day and made available to residential students.
4. **Carpool/Vanpool Subsidy:** There are three north end van pools and three Seattle based van shares operating with approximately 34 participants. Employees utilize their SPU ORCA Pass which subsidizes the monthly ridership fee. This year the University had 108 students and employees utilizing carpools. A two-person carpool receives a reserved carpool parking space at half the cost of the annual parking fee. A reserved parking space is free to carpools of three or more people.
5. **Transit Service Improvements:** In March of 2017 Metro Transit extended routes 3 and 4 to West Nickerson Street, providing additional transit service to campus. Prior to the reroute, the University worked cooperatively with Metro to find new layover locations for these two extended routes on streets within the Major Institution Overlay (MIO). The University also provides "comfort station" access to operators, including after-hour access, in two campus buildings.
6. **Carpool/Vanpool Preferential Parking:** As an incentive, all vanpools and carpools are assigned reserved preferential parking.

7. **Bicycle Parking & Amenities.** Many University employees live within easy bicycling and walking distance of campus. To encourage this type of commuting, the University offers free lockers and access to showers at Royal Brougham Pavilion for those full-time employees who will be biking or walking to work at least three days per week. In 2016 we launched a specific bike theft and safety program which provides information to bikers on how to register their bike with bikeindex.org which creates a searchable database of registered bikes. Users can register their bikes at no cost. It is open-source, so anyone can search the entire database if they encounter a bike they think may be stolen, or want to ensure that they're not buying stolen property when they purchase a bike from an online or local seller.
8. **Motorcycle Parking:** The University allows all employees and commuter students who commute to campus using motorcycles to park for free in SPU commuter parking lots.
9. **Guaranteed Ride Home (GRH).** GRH allows employees who cannot drive themselves home due to family emergency, illness, or an unexpected change in scheduling a way to get home, to the hospital, or to the site of a family emergency. GRH is offered to any University employee that uses alternative transportation and needs a ride in case of an emergency. The University, through King County Metro Transit, pays for the price of a taxi ride up to 60 miles one way from the University.
10. **Telecommuting and Distance Learning:** SPU supports flexible scheduling options that are mutually agreed upon by both SPU and the employee, including telecommuting and working from home. In the most recent CTR survey which was conducted prior to Covid-19, 65 (16.5%) of the CTR Affected Employees indicated that they telecommuted at least once during the survey week. As noted above, with the onset of Covid-19 all but a very limited number of essential personnel have been working from home since mid-March.

Covid-19 and the "Stay Home, Stay Healthy" order also mandated that the University move to remote learning only for the final weeks of winter quarter and all of spring quarter. Under normal circumstances, while some classes are offered exclusively online or "blended" (combination of classroom and online), the University strongly prefers to deliver its undergraduate classes in a traditional classroom setting. This is in accordance with our identity and mission and consistent with what was stated under "Decentralization Plans" on page 35 of the Adopted MIMP, which reads "However, face-to-face interaction in a campus setting is expected to continue to be the major means by which the University delivers its education and maintains a strong community of learners."

11. **Health Sciences Shuttle Service:** The Health Sciences Shuttle was discontinued over a decade ago due to Health Sciences program changes and substantially reduced ridership as students began using Metro Transit due to the greater flexibility in schedules.
12. **Pedestrian Access:** Pedestrian improvements, including enhanced exterior lighting, have been a primary focus with each new project that has been developed since our master plan was adopted. The University has worked routinely with SDOT to ensure that marked crosswalks are clearly visible for pedestrian safety. There were no new projects this past year so no changes to pedestrian access were made this past fiscal year.
13. **Pedestrian & Transit Safety Escort.** The Office of Safety and Security provides safety escorts to employees and students within ten blocks of campus upon request.
14. **Areawide Coordination:** Area network group meetings were canceled by Metro several years ago. SPU employees are encouraged to use Rideshare Online to connect with other interested commuters.
15. **Flextime:** SPU supports flexible scheduling options that are mutually agreed upon by both SPU and the employee. Flexible schedules include variations in daily start time or a compressed workweek provided those schedules comply with state and federal wage and hour laws.

In addition to the required and supplemental implementation requirements, the University has implemented several other CTR program incentives, which include:

**Zipcar:** Zipcar, a car sharing company which rents cars by the hour, is free to qualifying SPU faculty and staff that regularly use alternative methods of transportation for their commute to work. Employees that routinely bicycle, walk, bus, carpool, or vanpool to work can use the Zipcar for occasional errands or appointments during their workday for free. Zipcar also offers SPU students age 18 and older a reduced student rate of \$15/year, as opposed to the normal \$70/year, since the University provides dedicated

parking spaces on campus for Zipcar. Locating Zipcars on campus also offers the Queen Anne neighborhood a benefit in that anyone can become a Zipcar member and use the vehicles.

Prior to the Covid-19 outbreak, Zipcar had 4 cars located on the SPU campus and the University had over 90 employees on its Zipcar business account. With the onset of Covid-19 and the subsequent move to online learning for students and telecommuting for all but essential employees, Zipcar removed their cars from the SPU campus due to lack of use. Without Zipcars located on campus the number of employees who are still active participants on our Zipcar business account has been reduced to 57. Hopefully this is a temporary situation and Zipcar will return their cars to the SPU campus once Covid-19 is under control and the University returns to normal operations.

**Ferry Subsidy:** The University provides a subsidy of up to \$35 per month for employees who carpool, walk, or bike onto the ferry. Eleven employees have signed up for this program, four of whom submit the subsidiary form on a regular basis.

## CTR Employer Survey Report

Thank you for completing your Commute Trip Reduction survey. This report contains the survey results.

Employer Id : E81844

Participation : CTR

Employer : Seattle Pacific University

Status : Affected

Worksite : Headquarters

Survey Type : Online

Street : 3307 3rd Ave W

Response Rate : 76%

Jurisdiction : City of Seattle

Survey Date : 11/9/2019

### Non-Drive Alone & One-Way VMT Rates at this Worksite

Non-Drive Alone Rate : 49.3%

Drive Alone Rate : 50.7%

One-Way VMT per employee : 7.0

Average One-Way distance home to work : 12.7

### Employees and Survey Response Information

Reported Total Employees at Worksite: 593

Surveys Distributed : 589

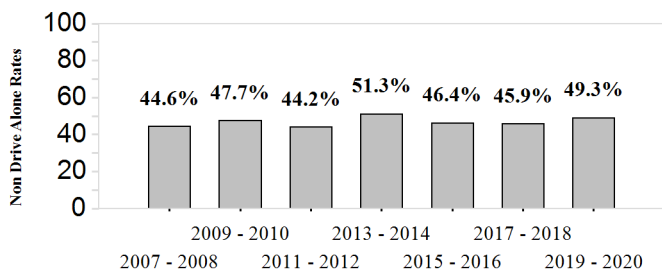
Surveys Returned : 446

Surveys Returned by CTR Affected\* Employees : 393

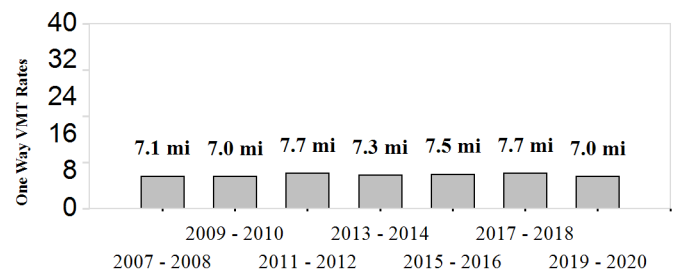
Total Estimated CTR Affected Employees at Worksite : 519

\*CTR Affected employees filled out the survey as being full-time and commuting (typically) to work at least twice between 6a and 9a, Monday through Friday.

#### Non Drive Alone Rates - ALL Employees



#### One Way VMT per Employee - ALL Employees



### Site History and Targets

### Annual Metric Tons CO2e Pounds CO2e

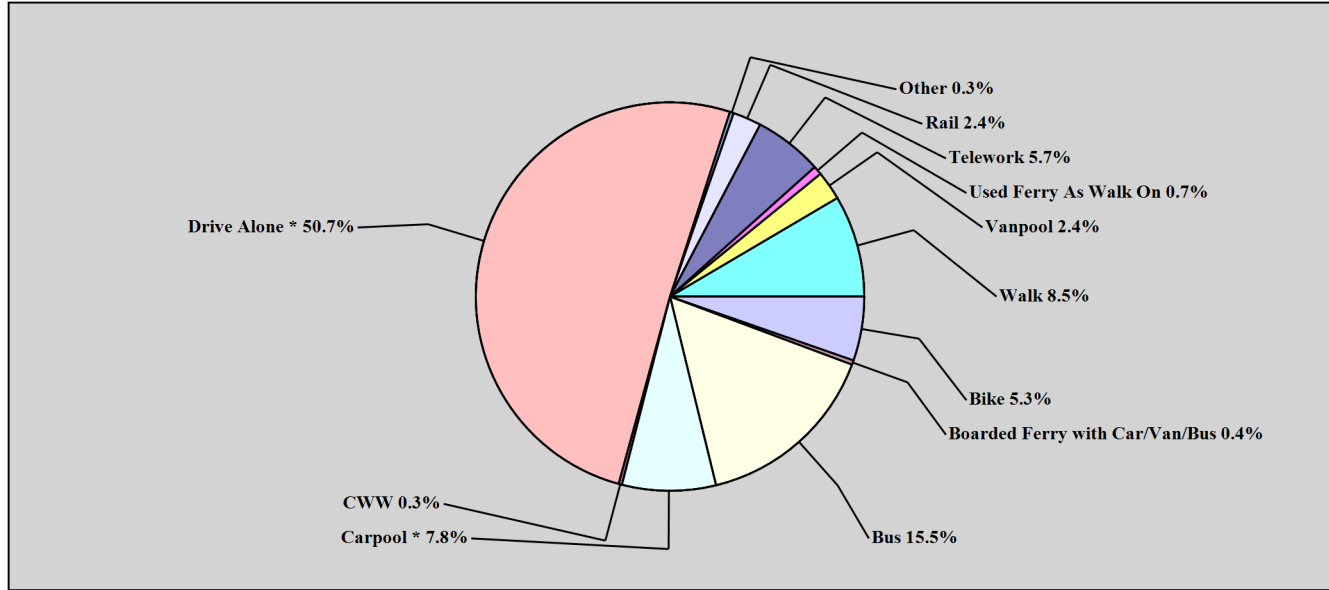
Cycle	Non Drive Alone Rate - All	Non Drive Alone Rate - CTR Affected	Emissions for Surveyed Employees	Estimated Emissions for Total Employment	GHG per Employee's Roundtrip	VMT per Employee - All	VMT per Employee - CTR Affected
2007 - 2008	44.6%	47.5%	510	812	12.1	7.1	6.9
2009 - 2010	47.7%	48.9%	592	888	13.2	7.0	7.1
2011 - 2012	44.2%	48.0%	663	910	13.5	7.7	7.5
2013 - 2014	51.3%	53.7%	640	1206	17.9	7.3	7.2
2015 - 2016	46.4%	48.8%	667	992	14.8	7.5	7.4
2017 - 2018	45.9%	48.2%	764	1004	14.9	7.7	7.5
2019 - 2020	49.3%	50.5%	682	907	13.5	7.0	7.0
Target	51.0%				Target:	N/A	
% Point Change Target:	6.4				% Change Target:	N/A	
% Point Change from Baseline:	4.7				% Change from Baseline:	-1.4%	

GHG calculations are based on VMT and estimated total round-trip commutes for all employees. Modes that contribute to GHG include driving alone, carpooling, vanpooling, and riding a motorcycle. The use of other modes (e.g., transit, rail, walking, ferry) do not increase a worksite's GHG calculation. For more information about how GHG is calculated, please contact your jurisdiction's representative.

### Commute Trips By Mode - All Employees

Q.4: Last week, what type of transportation did you use each day to commute TO your usual work location? (Mode used for the longest distance.)

Mode Split - All Employees



Mode	Trips During This Survey	% of Trips During This Survey	% of Trips During Previous Survey	Employees Who Used This Mode at Least Once During This Survey	% of Employees Who Used This Mode at Least Once During This Survey	% of Employees Who Used This Mode at Least Once During Previous Survey
Drive Alone *	1,113	50.7%	54.1%	306	68.6%	67.1%
Carpool *	171	7.8%	7.7%	58	13.0%	11.8%
Vanpool	53	2.4%	2.4%	14	3.1%	3.3%
Bus	340	15.5%	17.1%	107	24.0%	24.0%
Rail	52	2.4%	2.7%	14	3.1%	4.1%
Bike	117	5.3%	4.0%	37	8.3%	7.2%
Walk	186	8.5%	6.7%	46	10.3%	8.3%
Telework	125	5.7%	3.9%	70	15.7%	12.6%
CWW	6	0.3%	0.4%	6	1.3%	1.5%
Boarded Ferry with Car/Van/Bus	8	0.4%	0.0%	4	0.9%	0.0%
Used Ferry As Walk On	16	0.7%	0.5%	4	0.9%	0.9%
Other	7	0.3%	0.5%	3	0.7%	0.7%

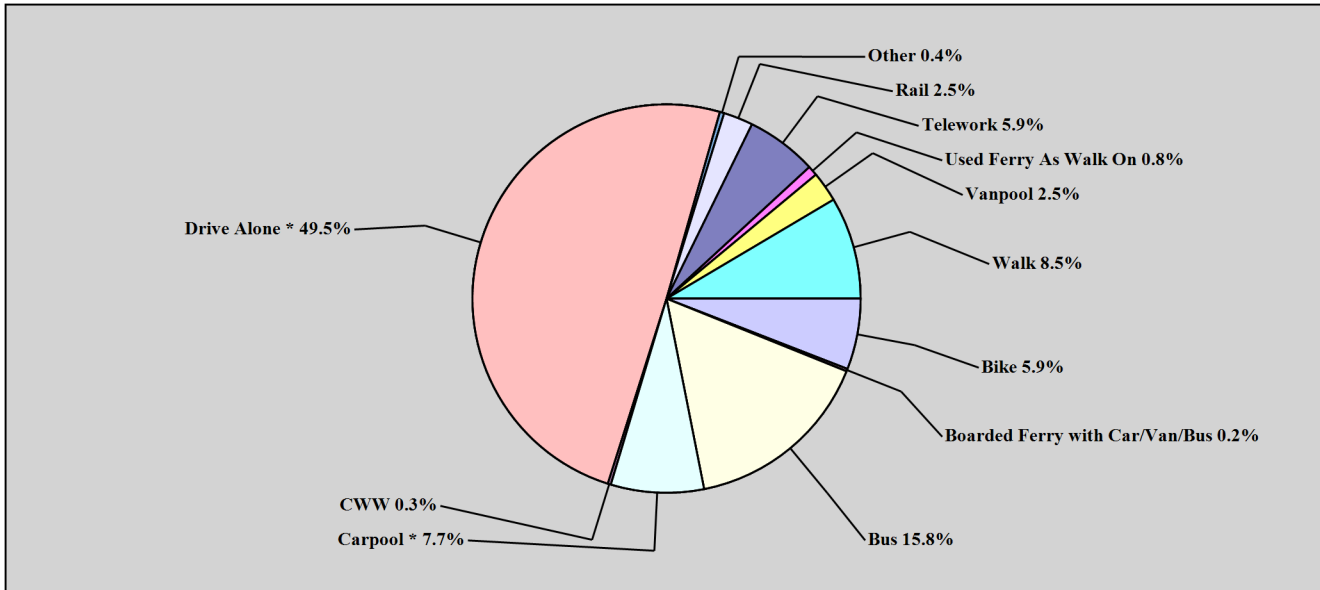
\* Motorcycle-1 is now included in Drive Alone and Motorcycle-2 is included in Carpool. Information about these trips is still available by request.



### Commute Trips By Mode - Affected Employees

Q.4: Last week, what type of transportation did you use each day to commute TO your usual work location? (Mode used for the longest distance.)

Mode Split - CTR Affected Employees



Mode	Trips During This Survey	% of Trips During This Survey	% of Trips During Previous Survey	Employees Who Used This Mode at Least Once During This Survey	% of Employees Who Used This Mode at Least Once During This Survey	% of Employees Who Used This Mode at Least Once During Previous Survey
Drive Alone *	966	49.5%	51.8%	266	67.7%	65.5%
Carpool *	151	7.7%	8.1%	50	12.7%	12.1%
Vanpool	49	2.5%	2.6%	13	3.3%	3.4%
Bus	308	15.8%	18.3%	96	24.4%	25.6%
Rail	48	2.5%	3.0%	12	3.1%	4.4%
Bike	115	5.9%	4.5%	36	9.2%	7.9%
Walk	166	8.5%	6.5%	41	10.4%	8.1%
Telework	115	5.9%	4.1%	65	16.5%	12.8%
CWW	5	0.3%	0.4%	5	1.3%	1.7%
Boarded Ferry with Car/Van/Bus	4	0.2%	0.0%	3	0.8%	0.0%
Used Ferry As Walk On	16	0.8%	0.6%	4	1.0%	1.0%
Other	7	0.4%	0.3%	3	0.8%	0.5%

\* Motorcycle-1 is now included in Drive Alone and Motorcycle-2 is included in Carpool. Information about these trips is still available by request.

**Alternative Modes - Number of Employees Who Used a Non-Drive Alone Mode:**

Non-Drive Alone Number Of Days	Exactly this # of Employees	Exactly this % of Employees	At least # of Employees	At least % of employees
<b>0 Day</b>	164	37%	446	100%
<b>1 Days</b>	30	7%	282	63%
<b>2 Days</b>	31	7%	252	57%
<b>3 Days</b>	41	9%	221	50%
<b>4 Days</b>	64	14%	180	40%
<b>5 Days</b>	99	22%	116	26%
<b>6 or More Days</b>	17	4%	17	4%

**Count by Occupancy of Carpools and Vanpools**

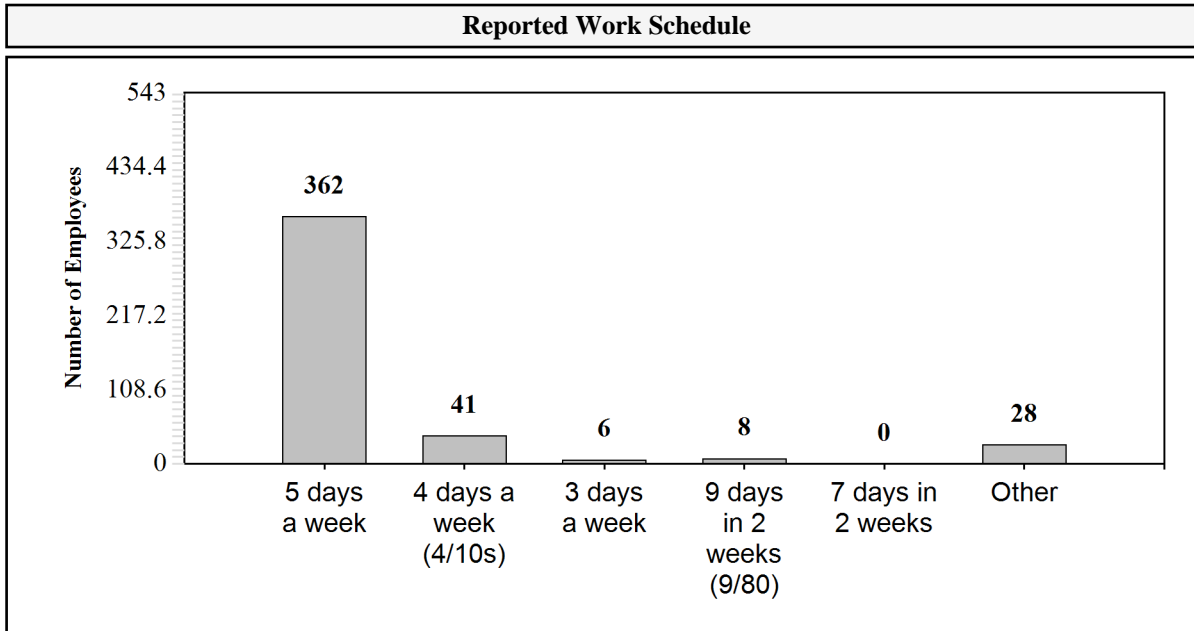
Q.5 If you used a carpool or vanpool as part of your commute, how many people (age 16 or older) are usually in the vehicle?

Ridesharing Occupancy	Mode	Response Count
<b>2*</b>	Carpool	165
<b>3</b>	Carpool	0
<b>4</b>	Carpool	0
<b>5</b>	Carpool	6
<b>&gt;5</b>	Carpool	0
<b>&lt;5</b>	Vanpool	15
<b>5</b>	Vanpool	34
<b>6</b>	Vanpool	4
<b>7</b>	Vanpool	0
<b>8</b>	Vanpool	0
<b>9</b>	Vanpool	0
<b>10</b>	Vanpool	0
<b>11</b>	Vanpool	0
<b>12</b>	Vanpool	0
<b>13</b>	Vanpool	0
<b>14</b>	Vanpool	0
<b>&gt;14</b>	Vanpool	0

\* Motorcycle-2 counted with Carpool-2 for this table.

### Reported Work Schedule - All Employees

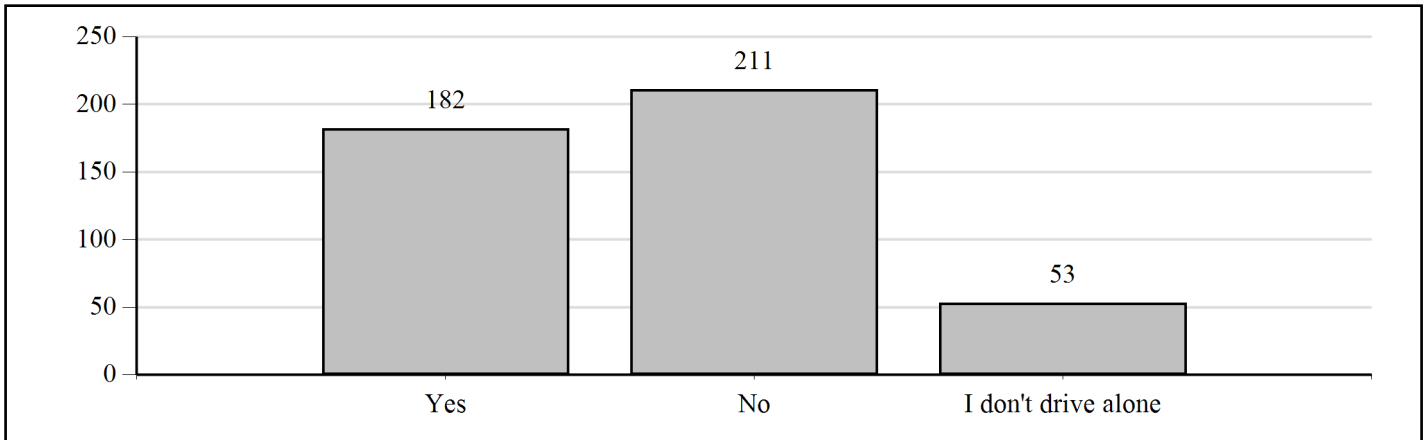
Q.8 Which of the following best describes your work schedule?



Reported Work Schedule	# Of Responses	% Of Employees
5 days a week	362	81.3%
4 days a week (4/10s)	41	9.2%
3 days a week	6	1.3%
9 days in 2 weeks (9/80)	8	1.8%
7 days in 2 weeks	0	0%
Other	28	6.3%

### Parking and Telework

**Q.9: On the most recent day that you drove alone to work, did you pay to park? (Mark "yes" if you paid that day, if you prepaid, if you are billed later, or if the cost of parking is deducted from your paycheck.)**



**Q.10: How many days do you typically telework?**

Telework Frequency	# of Responses	% of Responses
No Answer/Blank	0	0.0%
I don't telework	195	43.7%
Occasionally, on an as-needed basis	121	27.1%
1-2 days/month	30	6.7%
1 day/week	70	15.7%
2 days/week	21	4.7%
3 days/week	9	2.0%

**Reasons for driving alone to work/not driving alone to work**
**Q11. When you do not drive alone to work, what are the three most important reasons?**

Question Text	# of Responses	% of Responses
Free or subsidized bus, train, vanpool pass or fare benefit	189	18.3%
To save money	133	12.9%
Environmental and community benefits	130	12.6%
Personal health or well-being	129	12.5%
I have the option of teleworking	106	10.2%
Cost of parking or lack of parking	89	8.6%
Other	66	6.4%
Financial incentives for carpooling, bicycling or walking.	62	6.0%
Driving myself is not an option	55	5.3%
To save time using the HOV lane	51	4.9%
Preferred/reserved carpool/vanpool parking is provided	11	1.1%
Emergency ride home is provided	9	0.9%
I receive a financial incentive for giving up my parking space	5	0.5%

**Q12. When you drive alone to work, what are the three most important reasons?**

Question Text	# of Responses	% of Responses
Riding the bus or train is inconvenient or takes too long	274	27.4%
I like the convenience of having my car	225	22.5%
Family care or similar obligations	196	19.6%
Other	112	11.2%
My job requires me to use my car for work	68	6.8%
My commute distance is too short	59	5.9%
Bicycling or walking isn't safe	50	5.0%
I need more information on alternative modes	10	1.0%
There isn't any secure or covered bicycle parking	5	0.5%

**Commute Mode By ZipCode for All Employees**
**Q6. What is your home zip code?**

Home Zip code	Total Employees	Employee Percentage	Weekly Count of Trips By Mode												
			Drive Alone	Carpool	Vanpool	Motorcycle	Bus	Train	Bike	Walk	Telework	CWW	Ferry (Car/Van/Bus)	Ferry (walk-on)	Other
98119	47	10.54%	47	7	0	0	38	0	1	143	6	0	0	0	
98199	34	7.62%	93	7	0	0	41	0	14	12	2	2	0	0	
98133	28	6.28%	100	0	0	0	16	0	12	0	9	0	0	3	
98103	25	5.61%	72	0	0	0	12	3	27	5	1	0	4	0	
98117	24	5.38%	66	18	0	0	13	0	20	0	4	0	0	0	
98115	20	4.48%	53	8	0	0	26	0	8	0	2	0	0	0	
98177	18	4.04%	58	18	0	0	4	0	0	0	3	0	0	0	
98026	14	3.14%	31	13	3	0	9	0	0	0	6	0	0	1	
98155	13	2.91%	37	12	0	0	7	0	2	0	5	1	0	0	
98020	11	2.47%	50	2	0	0	0	0	0	0	1	0	0	0	
98043	10	2.24%	14	10	12	0	8	0	0	0	0	0	0	0	
98109	10	2.24%	13	0	0	4	23	0	1	9	0	0	0	0	
98012	9	2.02%	18	6	5	0	3	0	3	0	12	1	0	0	
98105	9	2.02%	18	0	0	0	16	0	9	0	1	0	0	0	
98037	8	1.79%	15	14	9	0	2	0	0	0	0	0	0	0	
98125	8	1.79%	24	1	0	0	9	0	2	0	5	0	1	0	
98087	7	1.57%	3	9	13	0	9	0	0	0	1	0	0	0	
98028	6	1.35%	23	0	0	0	5	0	0	0	0	0	0	0	
98107	6	1.35%	20	0	0	0	7	0	0	0	1	0	0	0	
98203	6	1.35%	21	2	0	0	8	0	0	0	0	0	0	0	
98275	5	1.12%	14	0	1	0	8	0	0	0	2	0	0	0	
98004	4	0.90%	3	0	4	0	7	0	3	0	0	0	0	0	
98036	4	0.90%	10	4	0	0	5	0	0	0	1	0	0	0	
98102	4	0.90%	8	0	0	0	7	0	5	0	1	0	0	0	
98126	4	0.90%	21	0	0	0	0	0	0	0	0	0	0	0	
98178	4	0.90%	11	10	0	0	0	0	0	0	0	0	0	0	



Home Zip code	Total Employees	Employee Percentage	Weekly Count of Trips By Mode												
			Drive Alone	Carpool	Vanpool	Motorcycle	Bus	Train	Bike	Walk	Telework	CWW	Ferry (Car/Van/Bus)	Ferry (walk-on)	Other
98208	4	0.90%	17	0	0	0	2	0	0	0	1	0	0	0	
98239	4	0.90%	5	0	0	0	0	8	0	3	2	1	0	0	
98005	3	0.67%	13	0	0	0	0	0	0	0	2	0	2	0	
98011	3	0.67%	13	0	0	0	0	0	0	0	3	0	0	0	
98106	3	0.67%	12	4	0	0	0	0	0	0	0	0	0	0	
98108	3	0.67%	11	0	0	0	0	0	0	0	0	0	0	0	
98003	2	0.45%	4	0	0	0	7	0	0	0	0	0	0	0	
98006	2	0.45%	9	0	0	0	0	0	0	0	1	0	0	0	
98021	2	0.45%	2	7	0	0	0	0	0	0	0	0	0	0	
98023	2	0.45%	8	0	0	0	0	0	0	0	2	0	0	0	
98030	2	0.45%	1	0	0	0	0	8	0	0	0	0	0	0	
98032	2	0.45%	7	1	0	0	0	0	0	0	2	0	0	0	
98034	2	0.45%	1	0	0	0	5	0	3	0	0	0	0	0	
98038	2	0.45%	7	0	0	0	1	0	0	0	2	0	0	0	
98040	2	0.45%	7	0	0	0	0	0	0	0	2	0	0	0	
98052	2	0.45%	6	0	0	0	0	0	0	0	0	0	0	0	
98056	2	0.45%	7	0	0	0	0	0	0	0	3	0	0	0	
98065	2	0.45%	4	0	0	0	4	0	0	0	1	0	0	0	
98072	2	0.45%	7	0	0	0	0	0	0	0	3	0	0	0	
98116	2	0.45%	11	0	0	0	0	0	0	0	0	0	0	0	
98118	2	0.45%	2	0	0	0	0	3	4	0	0	0	0	0	
98121	2	0.45%	3	0	0	0	7	0	0	0	0	0	0	0	
98144	2	0.45%	5	0	0	0	3	0	0	0	2	0	0	0	
98146	2	0.45%	10	0	0	0	0	0	0	0	0	0	0	0	
98204	2	0.45%	8	0	0	0	2	0	0	0	0	0	0	0	
98222	2	0.45%	0	0	0	0	0	0	0	14	0	0	0	0	
98270	2	0.45%	1	5	0	0	4	0	0	0	0	0	0	0	
98271	2	0.45%	1	0	0	0	9	0	0	0	0	0	0	0	
98367	2	0.45%	0	0	0	0	0	0	0	0	1	0	0	9	



Home Zip code	Total Employees	Employee Percentage	Weekly Count of Trips By Mode												
			Drive Alone	Carpool	Vanpool	Motorcycle	Bus	Train	Bike	Walk	Telework	CWW	Ferry (Car/Van/Bus)	Ferry (walk-on)	Other
98372	2	0.45%	2	0	0	0	0	7	0	0	1	0	0	0	0
98375	2	0.45%	0	0	0	0	0	9	0	0	1	0	0	0	0
98391	2	0.45%	3	0	0	0	0	4	0	0	0	0	0	0	0
98422	2	0.45%	5	3	0	0	0	0	0	0	2	0	0	0	0
98466	2	0.45%	2	1	0	0	3	0	0	0	2	0	0	0	0
98001	1	0.22%	5	0	0	0	0	0	0	0	0	0	0	0	0
98024	1	0.22%	5	1	0	0	0	0	0	0	0	1	0	0	0
98029	1	0.22%	5	0	0	0	0	0	0	0	0	0	0	0	0
98031	1	0.22%	6	0	0	0	0	0	0	0	0	0	0	0	0
98033	1	0.22%	1	0	4	0	0	0	0	0	0	0	0	0	0
98053	1	0.22%	3	0	0	0	0	0	0	0	0	0	0	0	0
98057	1	0.22%	5	0	0	0	0	0	0	0	0	0	0	0	0
98058	1	0.22%	2	3	0	0	0	0	0	0	0	0	0	0	0
98059	1	0.22%	5	0	0	0	0	0	0	0	0	0	0	0	0
98070	1	0.22%	0	0	0	0	4	0	0	0	0	0	0	0	0
98075	1	0.22%	1	0	2	0	2	0	0	0	0	0	0	0	0
98092	1	0.22%	0	0	0	0	0	4	0	0	0	0	0	0	0
98101	1	0.22%	4	0	0	1	0	0	0	0	0	0	0	0	0
98112	1	0.22%	5	0	0	0	0	0	0	0	0	0	0	0	0
98198	1	0.22%	4	0	0	0	0	0	0	0	0	0	0	0	0
98201	1	0.22%	2	0	0	0	0	0	0	0	0	0	0	0	3
98223	1	0.22%	0	0	0	0	4	0	0	0	0	0	0	0	0
98264	1	0.22%	1	0	0	0	0	0	0	0	4	0	0	0	0
98277	1	0.22%	4	0	0	0	0	0	0	0	0	0	0	0	0
98296	1	0.22%	0	5	0	0	0	0	0	0	0	0	0	0	0
98312	1	0.22%	0	0	0	0	0	0	0	0	1	0	0	4	0
98370	1	0.22%	0	0	0	0	0	0	3	0	2	0	0	0	0
98374	1	0.22%	3	0	0	0	0	0	0	0	0	0	0	0	0
98382	1	0.22%	0	0	0	0	0	0	0	0	4	0	1	0	0





**Weekly Count of Trips By Mode**

Home Zip code	Total Employees	Employee Percentage	Drive Alone	Carpool	Vanpool	Motorcycle	Bus	Train	Bike	Walk	Telework	CWW	Ferry (Car/Van/Bus)	Ferry (walk-on)	Other
98383	1	0.22%	0	0	0	0	0	0	0	0	0	0	0	3	0
98404	1	0.22%	5	0	0	0	0	0	0	0	0	0	0	0	0
98405	1	0.22%	1	0	0	0	0	1	0	0	3	0	0	0	0
98516	1	0.22%	0	0	0	0	0	5	0	0	0	0	0	0	0
98802	1	0.22%	0	0	0	0	0	0	0	0	5	0	0	0	0
98816	1	0.22%	0	0	0	0	0	0	0	0	5	0	0	0	0
98826	1	0.22%	0	0	0	0	0	0	0	0	5	0	0	0	0
99133	1	0.22%	4	0	0	0	0	0	0	0	0	0	0	0	0



June 7, 2019

To: Ann Sutphin, Seattle Department of Transportation (SDOT)

Re: May 8, 2019 SDOT recommendation for required student SOV goal

Thank you for your memo dated May 8, 2019. We are pleased that the City agrees that the University's effort to increase the supply of on-campus housing provides significant mitigation for transportation impacts. The University is proud of the investment it has made in on-campus housing, which not only reduces the University's trip generation, but also reduces its carbon footprint (both due to reduced transportation needs and increased building efficiency over typical rental housing), increases the safety and security of the campus and the neighborhood, and helps the University foster a collegial learning environment for its students.

We agree with your suggestion that the University align its student surveys with CTR surveys for employees, which would facilitate efficient measurement of all constituents. In addition, we would like our student goal to be measured consistent with employee CTR methods. Ideally, we could use the same survey form and conduct the survey at the same time for both groups. To that end, we suggest defining which students are surveyed similarly to the CTR "affected employee." We propose defining the relevant student as one who is enrolled for 10 or more credits when school is in session, resides or takes classes on the University's Queen Anne campus at least two days per week, and commutes during the CTR-defined morning peak commute hours.

In addition, we feel that the University's student goal should be closer to the CTR goal for Elliott Corridor/Interbay. In the City's draft CTR Strategic Plan, the goal for the network is 49.1%, the third-highest in the City. This rate reflects the relative deficiency of public transit in the network. Given the reasonably good transit service for Ballard and Interbay, the 49.1% DAR goal for the entire network presumes a higher DAR for areas that are underserved by transit, such as the University's campus. Even with the University's investment in on-campus housing and other trip reduction efforts, it is not reasonable to expect that University students will be able to drive at rates so significantly lower than the City anticipates from employees in the network.

We look forward to your response.

A handwritten signature in black ink, appearing to read 'David B. Church', is written over a horizontal line.

David B. Church  
Assistant Vice President for Facility Management