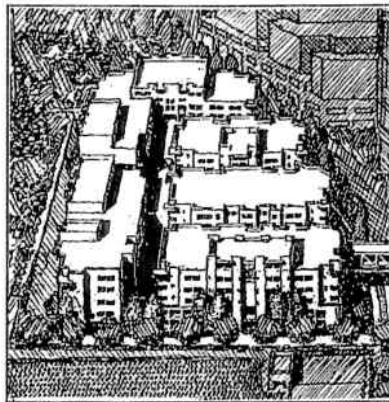




Seattle  
University

FOUNDED 1891



Adopted Major Institution  
**Master Plan**

## **SEATTLE UNIVERSITY**



### **ADOPTED MAJOR INSTITUTION MASTER PLAN**

**SEPTEMBER 1997**

The Final Major Institution Master Plan was first published in October 1996. This document is a compilation of the October 1996 Master Plan, as revised by City Council action upon recommendations of the City of Seattle Hearing Examiner.

The Master Plan was approved by the enactment of City Ordinance #118667, Council Bill #11806.

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## I. INTRODUCTION

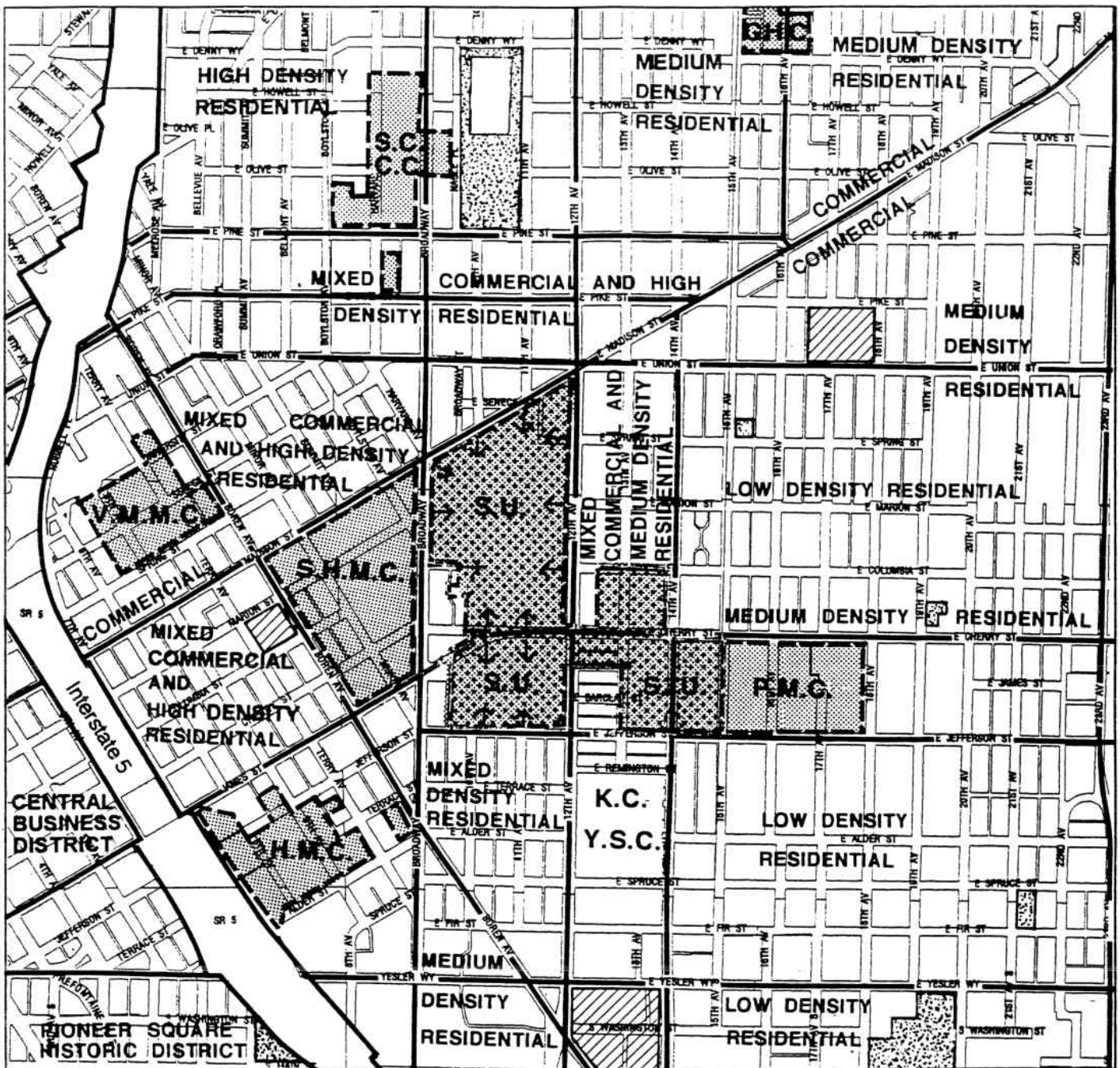
Seattle University is a comprehensive institution of higher education with an urban campus located in Seattle's First Hill Neighborhood, approximately one-half mile from Seattle's Central Business District. Figure 1 shows the neighborhood context of the campus. Since the mid 1980's Seattle University has been engaged in a major effort to improve its campus. A Master Plan completed in 1986, and approved as a Major Institution Master Plan by the City of Seattle in 1989, has served as the basis for most of the recent improvements.

This document constitutes a new approved Major Institution Master Plan (MIMP), prepared pursuant to the requirements of Chapter 23.69 of the City of Seattle Land Use and Zoning Code. It replaces Seattle University's previous MIMP, which would have expired on February 27, 1999. The Seattle Department of Construction and Land Use (DCLU) determined on August 31, 1994 that a major MIMP amendment would be necessary to locate a new Law School building on the Seattle University campus. Such a building is required because of Seattle University's recent acquisition of the University of Puget Sound Law School, which is currently located in leased space in Tacoma. It is critical that the Law School be relocated to the Seattle University campus by the summer of 1999, when its leased facilities will no longer be available.

Several major projects in addition to the Law School building and those included in the previous MIMP are planned during the next 10-15 years. Therefore, Seattle University decided to prepare a comprehensive master plan, which includes projects in the current MIMP, the Law School Building and all other projects proposed through 2007. Since some projects may be delayed beyond 2007, the term of the MIMP will extend 15 years, to 2012.

A notice of intent to prepare a major institution master plan was submitted to DCLU on December 16, 1994. A Seattle University Steering Committee was established in January 1995 to assist with the drafting of a Master Plan Application and provide continuing advice during the development of the MIMP. On March 1, 1995 the Seattle City Council confirmed the Seattle University Standing Committee as the Master Plan Citizens Advisory Committee (CAC). The CAC held monthly meetings to review and provide comments on elements of the plan as they were developed.

The Master Plan Application, including a concept plan and an environmental checklist, was submitted to DCLU by Seattle University on February 28, 1995. A revised concept plan was submitted on May 17, 1995. A preliminary Draft MIMP was submitted on August 31, 1995 for review by DCLU and the CAC. A Draft MIMP, which included substantial revisions made in response to comments provided by DCLU, the CAC and other reviewers of the Preliminary Draft, was published on December 14, 1995.



#### LEGEND:

- Major Institutions
- Major Streets
- SU Campus Entrances

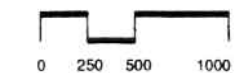
- Public Parks
- Schools

#### MAJOR INSTITUTIONS:

- G.H.C. - Group Health Medical Center
- H.M.C. - Harborview Medical Center
- P.M.C. - Providence Medical Center
- S.C.C.C. - Seattle Central Community College
- S.H.M.C. - Swedish Hospital Medical Center
- S.U. - Seattle University
- V.M.M.C. - Virginia Mason Medical Center



**Figure 1**  
**NEIGHBORHOOD CONTEXT**



A Draft Environmental Impact Statement (EIS) on the Draft MIMP, which was prepared by DCLU with consultant assistance, was also published on December 14, 1995. The Draft MIMP was reviewed with the Draft EIS in accordance with the schedule included in Appendix A. A Final MIMP was prepared following the receipt and review of comments on the Draft MIMP and Draft EIS. A Final EIS was prepared by DCLU. The Final MIMP and Final EIS were published by DCLU on October 17, 1996.

Following the publication of the Final MIMP and Final EIS, an alternative was added to construct apartments for approximately 300 students over the proposed Campion Parking Garage. An Addendum to the Final EIS, which provided information and analysis regarding this alternative, was published by DCLU on January 16, 1997. (This alternative has been incorporated as part of the approved MIMP.)

A Final DCLU Director's Report on the Final MIMP, issued on February 6, 1997, provided the Director's analysis and recommendations to the City Council. The CAC submitted their Final Report and Recommendations in March, 1997. Following a public hearing on the Final MIMP, including consideration of DCLU's and CAC's recommendations, the Seattle Hearing Examiner issued findings of fact, conclusions and recommendations to the Seattle City Council on May 6, 1997.

The City Council review of the Final MIMP was conducted during a two month period, beginning on May 21, 1997, and ending with their approval, with conditions, on July 21, 1997. This compiled adopted master plan incorporates all changes and conditions imposed during the plan approval process. A complete list of conditions is provided in Appendix G. These conditions should be reviewed to ensure an accurate understanding of the provisions of the compiled adopted master plan. References to these conditions have been made throughout the text of the compiled adopted master plan. Where necessary, figures have been revised to reflect changes resulting from these conditions. However, if there are any conflicts between the text and/or the figures of the compiled master plan and the conditions of approval, they shall be resolved in favor of the conditions, as determined by the DCLU Director.

The intent of the master plan is conveyed throughout this document. However, due to the sensitivity of parking impacts on streets in neighborhoods surrounding the Seattle University campus, the City Council approved the addition of express statements of intent regarding parking, as contained in Condition C, included in Appendix G. The intent of the master plan shall not be construed as limited to the statements in Condition C.



## II. VISION, MAJOR ASSUMPTIONS AND GOALS

Seattle University is dedicated to its mission of teaching and learning, education for values, preparation for service and growth of persons. The university's curriculum has been designed to emphasize the development of humane values and the exploration of ethical implications of personal and professional activities across a lifetime. The university has a diverse student body, including many residents of the City of Seattle. Over the years, the university has developed a strong relationship with the City and the region, contributing to their health, culture, economy and diversity. As the City and the region grow, their higher education needs will also grow. Seattle University expects that it will play an increasingly important role in helping to meet these needs through continued improvements to its programs and facilities.

Seattle University envisions a future campus which is supportive of its mission and the values encompassed in Seattle's recently adopted Comprehensive Plan. Since its establishment over a century ago as a small Jesuit institution located in a single building on a small site, Seattle University has grown to be a nationally respected independent, comprehensive university, with a large and complex campus. As the campus has developed, it has acquired many of the characteristics of the urban villages envisioned in the City's Comprehensive Plan. Many students live, work, study and recreate on the campus. The Jesuit faculty and staff who reside on campus have contributed to a strong sense of community. For many of the students, faculty and staff who do not live on campus, the university provides strong ties, which have grown as the campus environment has improved. Seattle University would like to build on this growing sense of community and create a true university village, which is the home of additional students, faculty and staff. The university village would continue to have strong ties with the urban villages in which it is located and abuts, contributing to their livability and vitality.

Beginning in 1999 substantially more students will attend classes at the Seattle University campus because of the relocation of the Law School from Tacoma. Other modest enrollment increases are projected because of growing state-wide high school enrollments. It is anticipated that by 2007 the Seattle University enrollment will reach approximately 6,500 students. This would represent an increase of approximately 400 students over the 1995 enrollment. However, the increase in enrollment at the Seattle campus would be approximately 1,300 students, including approximately 850-900 Law students who will relocate from Tacoma in 1999.

The assumed 2007 enrollment of 6,500 includes approximately 2,800 graduate and professional students, who will enroll primarily in evening classes. Approximately 300 of the Law students and 250 of the undergraduate students are expected to be evening students. Although most of the evening classes will be held at the Seattle University campus, it is assumed that classes will continue to be offered at Seattle University's satellite locations in Bellevue and Auburn. Many of the students who attend classes at the satellite locations also attend classes at the Seattle campus.) Most of the undergraduates and approximately 600 of the Law students will attend classes during the day.

The growth in employees is expected to be relatively modest. By 2007 the total number of faculty and staff who will work at the Seattle University campus is projected to be approximately 1,065. This would represent an increase of approximately 165 employees from 1995, including approximately 85 individuals who will relocate with the Law School in Tacoma in 1999.

To add to the quality of campus life and reduce commuting it is a goal of the university that by 2007 substantially more students will live on or near the Seattle University campus. Accordingly, the number of undergraduate students living on campus is projected to increase from approximately 800 in 1995 to 1,300 in 2007. It is also expected that additional housing will be provided adjacent to the existing campus for students, faculty and staff, including approximately 300 units which will be owned or leased by the university. It is the university's belief that a move towards a more residential campus will support its educational mission and help foster a stronger sense of community both on and off campus.

More students and employees living on or near the campus will also reduce travel demand and commuter parking and support the City's urban village strategy.

The basic goals of the master plan are as follow:

1. Provide an environment conducive to effective teaching, growth of students, and preparation for their service to the community.
2. Provide adequate facilities to satisfy residential, social, recreational (physical) and cultural requirements of students, faculty, and staff in a manner which supports the university's mission and contributes to a sense of community.
3. Provide sufficient support space to serve the academic and service needs of the University.
4. Promote a diverse, multicultural campus population with strong ties to the region and the local community.
5. Improve the efficiency and economy of University programs and operations.
6. Provide an environment free of risk of injury and of danger to life safety.
7. Develop an identifiable and more accessible campus.
8. Enhance campus and community environmental quality.

The objectives which support these goals and a list of specific campus development planning assumptions are included in Appendices B and C.



### **III. DEVELOPMENT PROGRAM**

The following development program describes the existing and proposed campus development, including proposed changes to campus boundaries, land uses, open space, landscaping, circulation and parking. Proposed development projects and the phasing of development are described. Alternatives are identified and the relationship of the master plan to the City's health policies and human services goals is discussed.

#### **Existing Boundaries and Property Ownership**

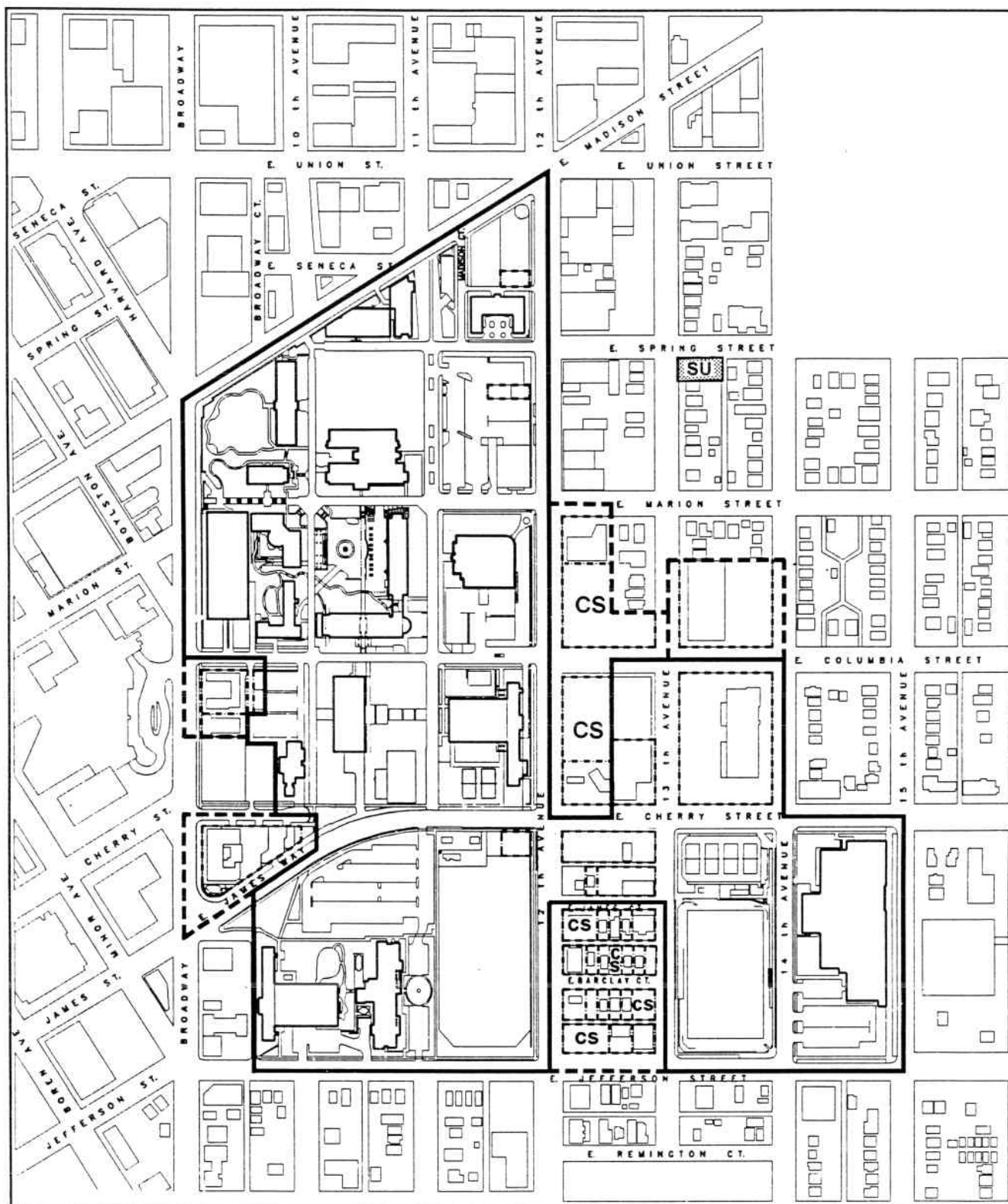
Figure 2 shows the Major Institution Overlay (MIO) boundaries of the existing campus (prior to the adoption of this MIMP) and the ownership of the property within these boundaries. The figure also identifies the ownership of the property within the approved boundary expansion areas (which are described later in this chapter). There is a total of approximately 59.4 acres within the MIO boundaries which existed prior to the adoption of this MIMP. Of this total, approximately 43.7 acres were owned by Seattle University and 3.8 acres were privately-owned. (Background information regarding the specific owners of the privately-owned property is available for review at the Seattle University Department of Administrative Services and Planning). The City of Seattle owns approximately 11.8 acres in street rights-of-way within the prior MIO boundaries.

#### **Existing Facilities**

Within the MIO boundaries which existed prior to the adoption of this MIMP, there are 26 university-owned buildings and one parking structure. One university-owned building, the Childcare Center, is located outside the campus boundaries, within a block from campus. (The Childcare facility has recently been leased to a private operator.) The university-owned buildings are shown on Figure 3. Detailed information regarding each building, including its use, total size, site footprint, number of floors, and maximum and average height, is provided in Appendix D. An aerial view of the campus is provided in Figure 4.

The total building area of university-owned buildings is approximately 1,360,000 gross square ft. (gsf). This total includes 132,000 gsf in the Broadway Parking Garage, which is used for parking automobiles and 85,000 gsf in the Madison Storage Building, which is privately managed.

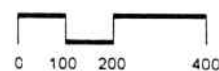
University facilities also include ten surface parking lots with a total of approximately 820 spaces and the Broadway Parking Garage, which contains approximately 400 additional spaces. (Additional information regarding campus parking is provided later in this chapter.) Other university facilities include two large sports fields and six tennis courts. The campus infrastructure includes a complete range of utilities. Additional information regarding utilities and other campus facilities is provided in the Draft and Final Environmental Impact Statements.



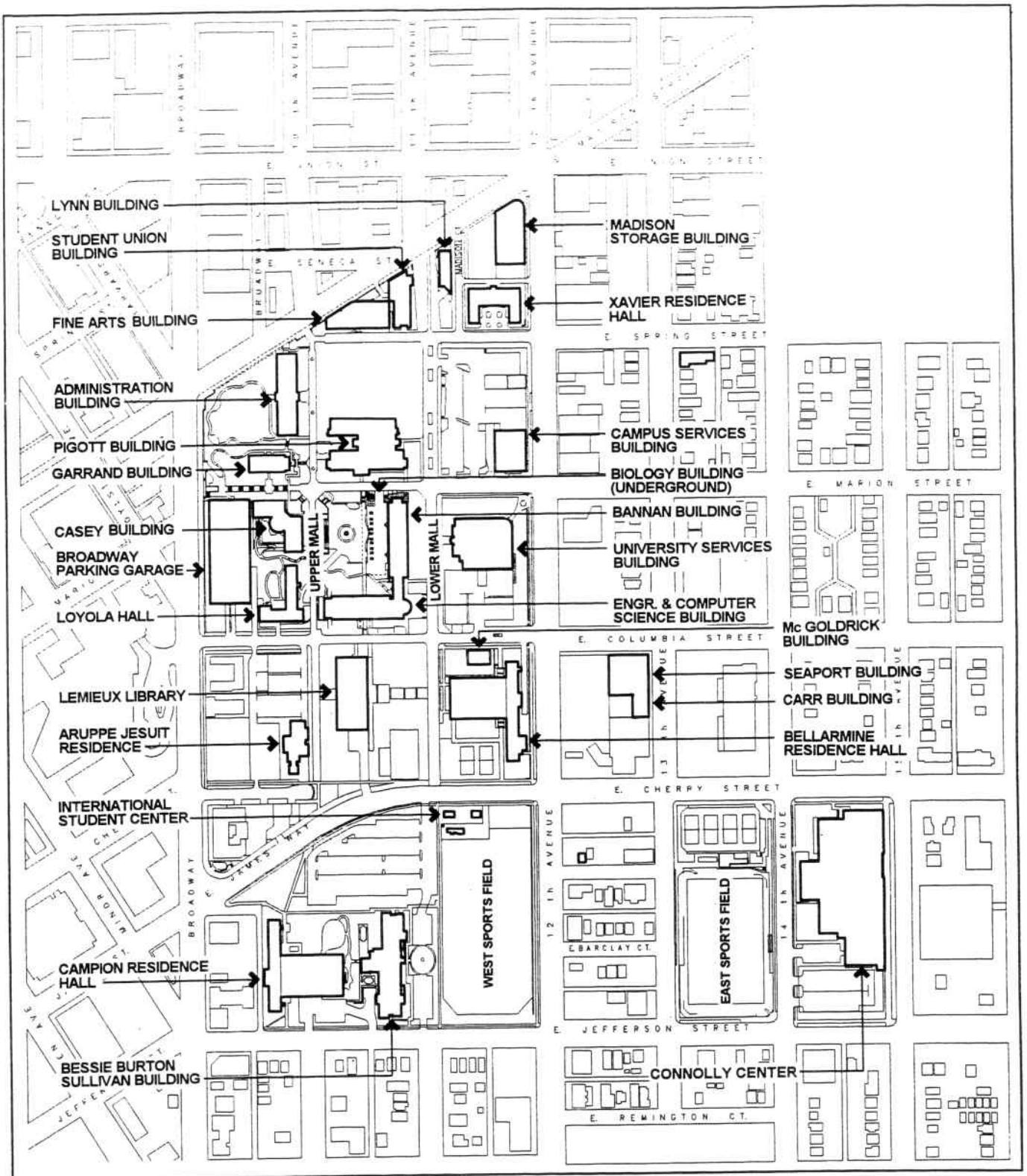
**LEGEND:**

- Existing Boundary
- - - Proposed Boundary Expansion
- - - - - Property Line

- CS City Property
- Private Property
- SU Seattle University Property Outside Boundary



**Figure 2**  
**1996 BOUNDARIES AND PROPERTY OWNERSHIP**

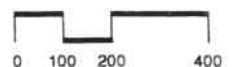


LEGEND:

 Existing Seattle University Building



**Figure 3**  
**1996 SITE PLAN**



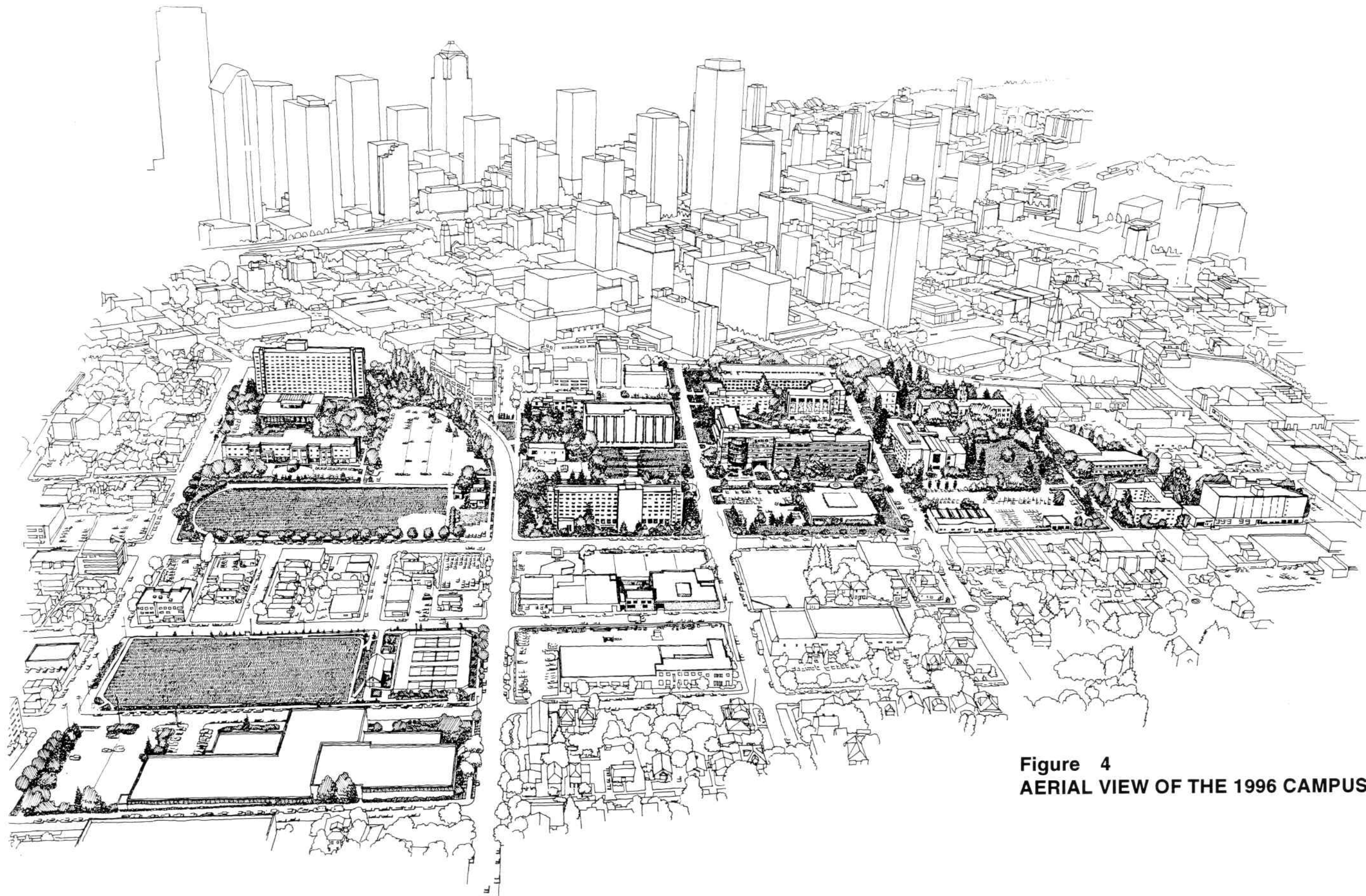
## **Existing Land Uses**

Campus land uses include academic and support facilities ranging from classrooms and offices to residence halls and parking lots. However, the predominant campus land use is landscaped open space, including sportsfields and campus lawns and plantings.

The land use of property owned by the university within the previous MIO boundaries, by percentages, is as follows: 22.5% as building sites, 14.5% as parking lots and load zones, 1.9% as campus streets, 6.5% as campus malls and plazas, 4.0% as campus walkways, 2.1% as tennis courts, 12.8% as sportsfields, and 35.7% as lawns and other planted areas.

Non-university land uses within the previous and expanded MIO boundaries include a substantial number of residential structures, several commercial and industrial buildings and over two acres of vacant property owned by the City of Seattle. More detailed information regarding existing land uses within the MIO boundaries and adjacent areas is included in the Draft and Final Environmental Impact Statements.





**Figure 4**  
**AERIAL VIEW OF THE 1996 CAMPUS**



## **MIMP Timeframe**

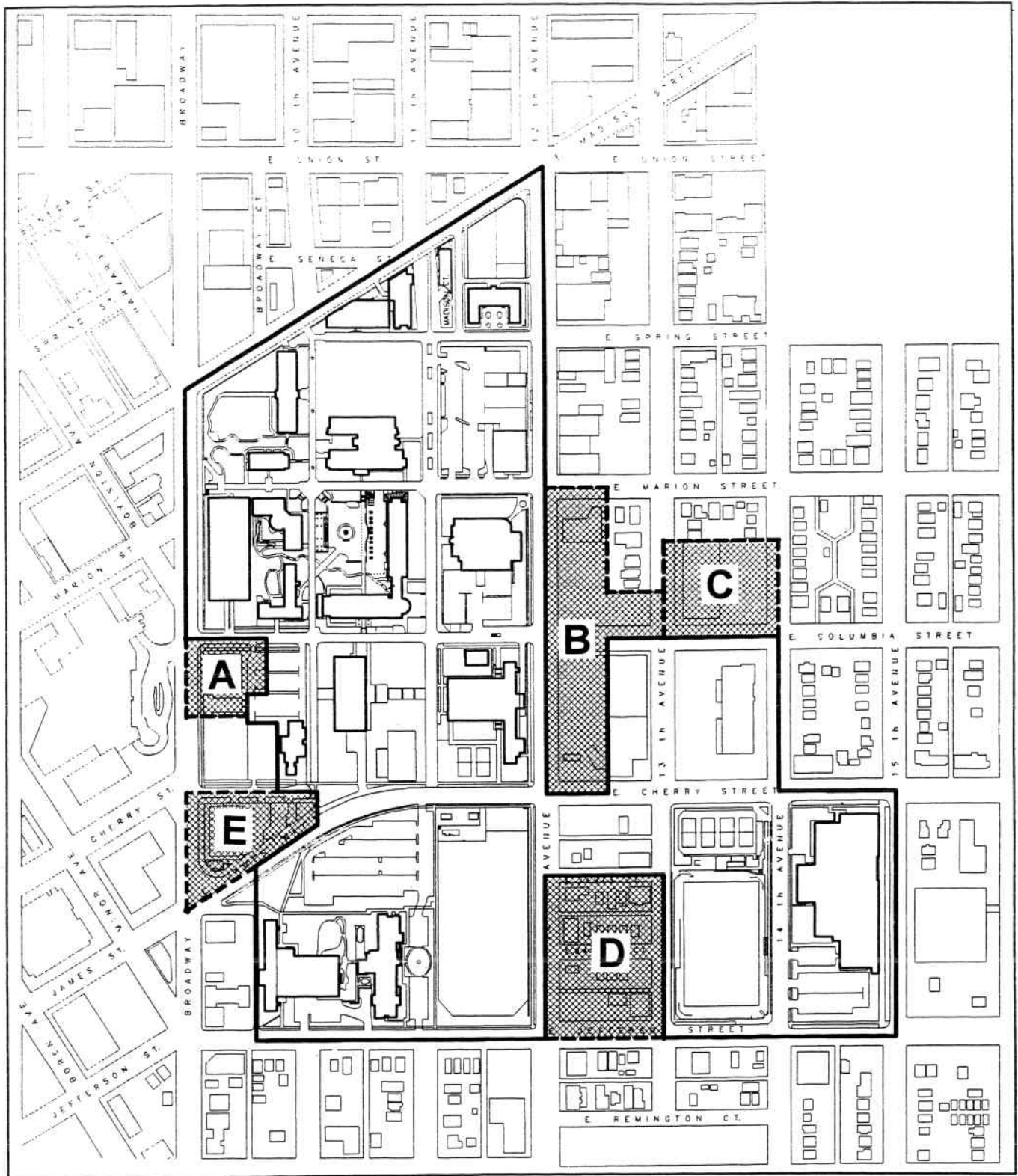
The timeframe for most of the proposed development is expected to be from 1997 through 2007. However, funding constraints may require that some projects be initiated after 2007. Therefore, the timeframe for the MIMP will extend 15 years from the date of its approval (July 21, 2012), unless the plan is amended under the provisions of the 1996 Major Institutions Code to delete the expiration date. The proposed development includes several projects and street vacations which are included in the previous MIMP. As discussed below, some of these projects were initiated prior to the approval of the MIMP.

## **MIO Boundaries**

The previous (1989) and newly adopted (1997 MIMP) Major Institution Overlay (MIO) boundaries are shown in Figure 5. The latter include all of the area encompassed within the former, plus the additional area described immediately below. Approval of miscellaneous expansions by the City Council was conditioned upon compliance with condition numbers 38 - 45.1 (*See Appendix G*).

**Area A** includes an extension of the western campus boundaries to include the northwest portion of the block bordered by East Columbia Street on the north, Seattle University's upper mall on the east, East Cherry Street on the south, and Broadway on the west. This area includes two privately-owned buildings. A medical office building located at the southeast corner of East Columbia Street and Broadway is proposed to be purchased and demolished to form a portion of the proposed site for a joint-use building. This building will include approximately 50 percent university and 50 percent non-university space. University space will include both academic and support facilities, including offices and classrooms. Non-university space will include commercial offices, research and development laboratories, and other facilities related to the university's activities. Some housing and retail space may also be included in the joint use building. The adjacent building housing the Pacific Northwest Research Foundation has been included to facilitate a closer affiliation with the Foundation and Seattle University, possibly including housing some university programs and personnel in the building.

**Area B** includes the vacant City-owned parcels located in two blocks east of 12th Avenue, bordered by East Marion Street on the north, 13th Avenue on the east, East Cherry Street on the south, and 12th Avenue on the west. A privately-owned service station on the northeast corner of East Cherry Street and 12th Avenue and a privately owned business located on the southeast corner of 12th and East Marion Street would also be included in this boundary expansion. The vacant properties owned by the City, which are former Seattle University parking lots, have been offered to developers for proposals for housing and ground-floor commercial uses consistent with the *12th Avenue Development Plan*. The City of Seattle is currently considering a proposal for the development of these sites. Seattle University supports the development of housing and compatible commercial development on these sites, as well as the City's process for working with private developers to facilitate such development. However, Seattle University would like to keep open the option of "partnering" with private developers to provide housing which could be occupied by faculty, staff and students, as well as non-university residents. Seattle University's involvement with the development of housing in this area could range from serving as a co-developer with an ownership interest to purchase or long-term lease guarantees for a portion of the housing units constructed.

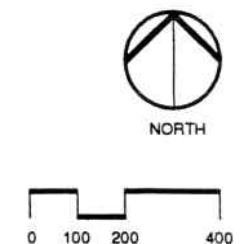


**LEGEND:**

- Previous Boundary
- Adopted Boundary Expansion
- Approved Expansion Area

**Figure 5**  
**APPROVED BOUNDARIES**

Seattle University Final Master Plan



Kellor Associates



Seattle University uses within Area B will be limited to housing and commercial and community service uses which are compatible with the 12th Avenue Development Plan or subsequent neighborhood plans developed for the area. Examples of such uses include the University Book Store and a copy center providing services to the public. Other uses would require a master plan amendment.

The Seattle City Council approved of the Final MIMP included additional conditions regarding uses in Area B, as provided in the following two paragraphs and Appendix G.

Any single-purpose residential development of commercially zoned property in Area B and Area D (as described below) shall conform with the standards of SMC Section 23.47.008 ("Mixed Use Development"). Moreover, the market for commercial space shall be documented prior to issuance of any permit to construct such a structure and, unless subject to a substantial commercial lease, at least once every 5 years thereafter. If there is a demand for market-rate commercial uses which are consistent with a pedestrian-oriented mixed-use environment, preference shall be given to leasing ground floor space to such uses over continuing residential uses. However, such preference shall be required only when sufficient demand is documented that commercial uses will likely occupy block frontage of adequate size and locations to incorporate commercial uses. *(See City condition Number 39 in Appendix G.)*

In the event that Seattle University proposes changes to the proposed MIMP uses within the boundary expansion areas east of 12<sup>th</sup> Avenue, including Area B, Seattle University shall be required to 1) obtain the advice of the Seattle University Citizen's Advisory Committee for any proposed amendment as required by code; 2) hold at least one public meeting open to the community concerning the changes; and 3) simultaneously consider, with Seattle University Citizen's Advisory Committee input, supporting revisions to the development standards as they might apply to the area. *(See City condition 45.1 in Appendix G.)*

**Area C** includes the southern two-thirds of the block bordered by East Marion Street on the north, 14th Avenue on the east, East Columbia Street on the south, and 13th Avenue on the west. This site is currently occupied by the Central Hospital Laundry. The proposed use of the Laundry site is for university-affiliated housing. However, if the US West Building (located south of Area C) is not acquired by the university, the Laundry Building could be renovated to serve as a multi-use support building, to provide temporary offices, classrooms and shops and meet other unanticipated space requirements which would otherwise be accommodated in the US West Building.

Non-residential uses in Area C and on the US West site shall be limited to those which the DCLU Director determines to be no more impactful than existing non-conforming uses (according to standards such as those stated at SMC Section 23.45.184.D). In making a determination, the Director shall consult with the Seattle University Citizen's Advisory Committee. *(See City condition Number 40 in Appendix G.)*

**Area D** includes the two small blocks bordered by East James Court on the north, 13th Avenue on the east, East Jefferson Street on the south, and 12th Avenue on the west. These blocks include a mixture of residential and commercial uses and several vacant lots. Although the City of Seattle owns several parcels, most of the property is privately owned. Seattle University would like to participate in the stabilization and redevelopment of this area for mixed use housing. As property becomes available for purchase, housing would be acquired for occupancy by Seattle University faculty, staff and student families. The construction of any university housing in the area would be consistent with the development standards of the underlying zoning and the design guidelines of the *12th Avenue Development Plan*. Because much of the property is owned by residents who have indicated a desire to remain in their current homes, a mixture of privately-owned and university housing is proposed. The university's acquisition of lots currently zoned as L2 would be limited to no more than fifty percent, to assure that university housing would not displace most of the existing single family housing.

The Seattle City Council approved of the Final MIMP included additional conditions regarding uses in Area D, as provided in the following two paragraphs and Appendix G.

Any single-purpose residential development of commercially zoned property in Area D shall comply with the standards of SMC Section 23.47.008 ("Mixed Use Development"). In addition the provisions for documenting the market for commercial space and giving preference to leasing ground floor space to commercial uses, as further described under Area B (above) shall also apply to Area D. (*See City condition Number 39*)

In the event that Seattle University proposes changes to the proposed MIMP uses in Area D, Seattle University shall be required to: 1) obtain the advice of the Seattle University Citizen's Advisory Committee for any proposed amendment as required by code; 2) hold at least one public meeting open to the community concerning the changes; and 3) simultaneously consider, with Seattle University Citizen's Advisory Committee input, supporting revisions to the development standards as they might apply to the area. (*See City condition Number 45.1*)

**Area E** includes the Broadway Medical Center Building, located at 600 Broadway, on a site bounded by Broadway, East Cherry Street and East James Way. The site also includes a small portion of the 10th Avenue street right-of-way, which is currently developed as a landscaped area east of the Broadway Medical Center Building. With this boundary expansion, the university may use all or a portion of the existing building's 140,000 sq. ft. of building space and its 353 space parking garage, as an alternative to constructing other proposed building space and parking included in the MIMP. Possible uses of the building include Law School facilities and/or office space which would otherwise be included in the Joint Use Building or other existing or proposed campus buildings. Parking utilized within the existing parking garage would be in lieu of parking which would otherwise be provided elsewhere on campus or in leased facilities. The total amount of additional campus space and parking would be approximately the same as provided in the MIMP if space and parking in the Broadway Medical Center is not utilized for university uses.

## **Proposed Projects and Site Plan**

Tables 1 and 2 list the proposed new facilities and major building renovations anticipated to be completed by 2007. Figure 6 shows the university's proposed sites for these projects. The preliminary building footprints shown on the site plan illustrate the approximate scale of the proposed development. The building footprints will be refined during the programming and design phases of each project. Alternative sites will be considered for some of the projects, as discussed later in this chapter. (Other alternatives have been considered at varying levels of detail during the MIMP/EIS process. See the Draft and Final MIMPs and EISs for further information.)

The proposed projects include seven new buildings (including the recently constructed Chapel), four major building renovations, and a pedestrian skybridge, which will provide a total of 595,000 gross square ft. (gsf) of space in new buildings and 10,000 gsf of space in additions to existing buildings. New building space includes 125,000 gsf in a Joint Use Building, which would include non-university space. A 30,000 gsf tennis facility, which would provide four additional courts, is also listed as new space in Table 1. However, the tennis courts would not provide enclosed building space. Two parking garages with a total of 825 spaces, plus a 100 space addition to the Broadway Garage, are also proposed as new development projects. The Joint Use Building would include an additional 100 parking spaces for non-university uses to be included in the building. The parking garages would contain a total of approximately 320,000 gsf. The projects listed in Table 1 are described below. Those projects which were included in the university's previous MIMP are identified in this table and the project descriptions.

**Table 1: New Facilities**

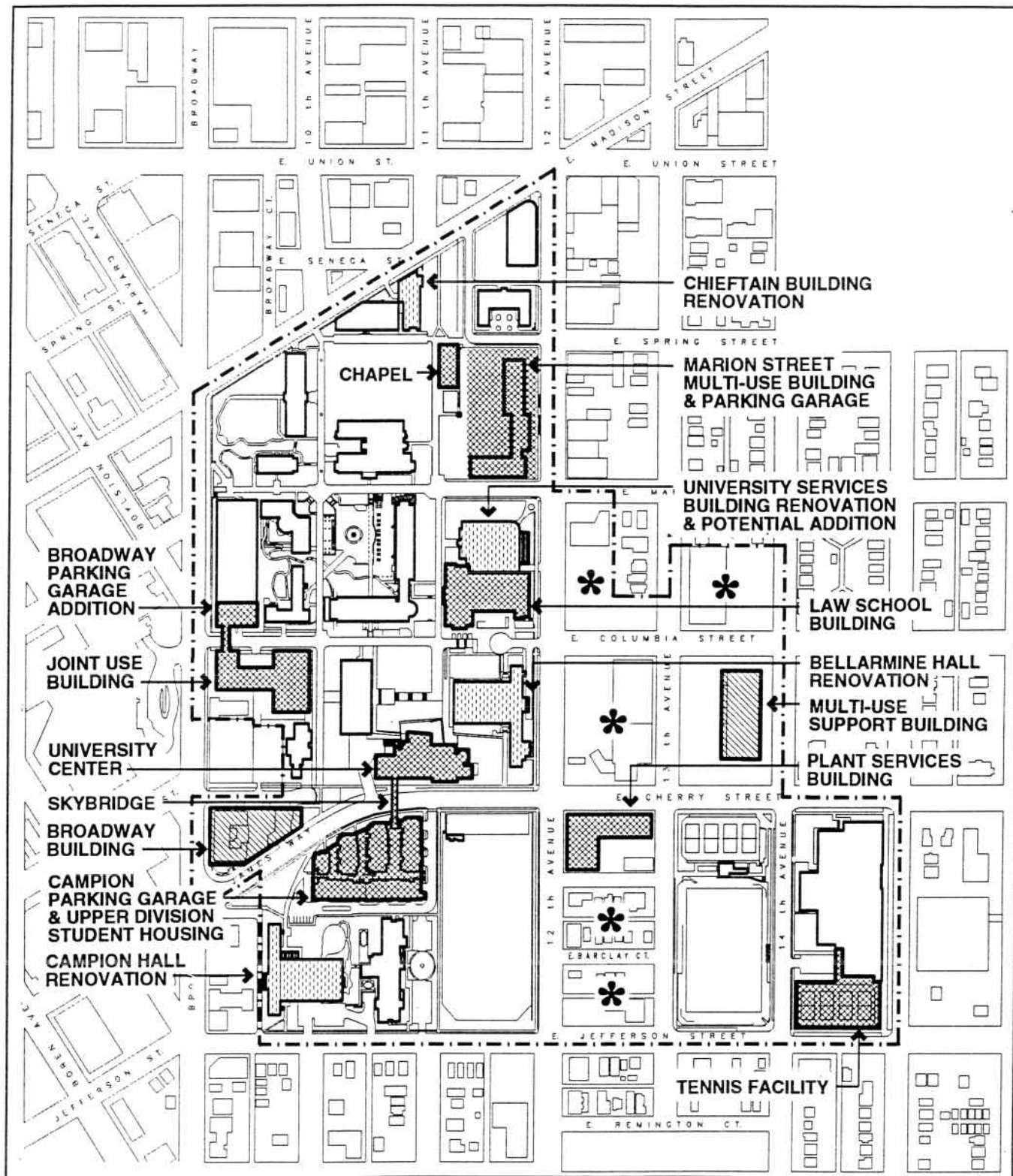
<b>Project</b>	<b>Size</b>	<b>Schedule</b>	<b>Notes</b>
Chapel	8,000 gsf	96-97	Included in previous MIMP and already completed
Law School Building	140,000 gsf	98-99	Includes relocation of Visitor Entrance
MURPHY VILLAGE Campion Parking Garage & Upper Division Student Housing	600 pkg. sp. 110,000 gsf bldg.	98-99	Approximately 300 bedrooms in shared apartments
STUDENT CENTER University Center	75,000 gsf	99-01	Included in previous MIMP
Skybridge	2,000 gsf	99-01	Included in previous MIMP
Plant Services Building	45,000 gsf	99-01	Included in previous MIMP
Marion Street Parking Garage & Multi-use Building	225 pkg. sp. 90,000 gsf bldg.	01-03	May include non-university commercial space
Tennis Facility	30,000 gsf 4 courts	01-03	Constructed over existing parking lot
Broadway Parking Garage Addition	100 pkg. sp.	04-05	Provides partial parking for Joint Use Building
Joint Use Building and Parking Garage	125,000 gsf 100 pkg. sp.	06-07	Includes non-university space
Totals	625,000 gsf 1,025 pkg. sp.		Parking garages would include approx. 320,000 sf

**Table 2: Major Renovation Projects**

<b>Project</b>	<b>Size</b>	<b>Schedule</b>	<b>Notes</b>
Bellarmino Residence Hall Renovation	25,000 gsf existing space 3,500 gsf new space	98-99	Includes change of use of dining hall and restroom expansions.
Campion Residence Hall	22,000 gsf existing space 7,500 gsf new space	99-00	Includes change of use of two floor, restroom expansions and a new entrance foyer.
University Services Building Renovation	8,000 gsf existing space	99-00	Includes change of use of space occupied by the Book Store.
Chieftain Building Renovations	27,000 gsf existing space	99-00	Includes change of use of space occupied by a restaurant.
Totals	82,000 gsf existing space 10,000 gsf new space		

Note: The projects listed in this table do not include minor building renovations involving no significant changes in use or the potential acquisition and renovation for university uses of the US West Building (30,800 gsf) and the Central Hospital Laundry Building (30,300 gsf).





**LEGEND:**

- Existing Campus Building to Remain
- Proposed Campus Building
- Proposed Building to be Acquired for Campus Use

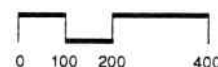
- Adopted Campus Boundary
- Proposed Renovation of Existing Building
- Proposed or Potential Building Addition



Potential Joint Development  
Housing Sites



NORTH



**Figure 6**  
**APPROVED SITE PLAN**

**Chapel (previous MIMP project).** The Chapel, which was completed in 1997, provides approximately 8,000 gsf of space in a new building located east of the lower mall, southwest of the Xavier Residence Hall. It is a one story building with dimensions of approximately 50 by 120 ft plus a partial basement. The Chapel includes a main worship space seating approximately 250 and related support facilities. The Chapel was included on another site in the previous MIMP. However, the revised site was approved by DCLU as a minor MIMP amendment (DCLU Director's Interpretation No. 92-010, September 30, 1992).

**University Center (previous MIMP project).** The University Center will provide approximately 75,000 gsf of space in a new building located at the south end of the lower mall, between Bellarmine Hall and the Lemieux Library. It is envisioned as a 3-4 story modulated building with dimensions of approximately 100 by 275 ft. The University Center will include student services offices, meeting rooms and food facilities. The building will include a physical link with the existing west wing of Bellarmine Hall, which will be converted to provide facilities for a variety of student services. The University Center was included on the proposed site in the existing MIMP as a smaller (60,000 gsf) structure. The project will include the demolition of a former City Light substation, the relocation of a metro rectifier and the regrading of a portion of the lawn in front of the Lemieux Library.

The University Center will consolidate approximately two-thirds of the student service uses now located in the Student Union Building (18,000 sf.), McGoldrick Building (7,343 sf.), the Bellarmine Dining Hall (approximately 12,000 sf.), and one-third of the University Services Building (approximately 10,000 sf.). The McGoldrick Building will be demolished and the other vacated space will be used for a variety of existing academic and support activities (see Major Building Renovations).

No alternative site is under consideration for this project. (Alternative sites were reviewed during the development and approval of the previous MIMP.)

Construction of the proposed University Center was conditioned upon compliance with condition numbers 10-12. General pre-issuance, construction-phase, and for-the-life-of-the-project conditions may also apply. (*See Appendix G.*)

**Skybridge (previous MIMP project).** A skybridge will be constructed over East Cherry Street and East James Way, between the proposed University Center and the Campion Parking Garage and Student Housing. This bridge will provide a direct connection between these facilities and other campus areas located north and south of the James/Cherry traffic corridor. The skybridge will replace the at-grade, mid-block pedestrian crossing aligned with the Lower Mall (vacated 11th Avenue), providing a safer crossing for pedestrians at this location. It will be designed to provide 24 hour public access. The skybridge will be open to view to promote personal safety. The skybridge will be constructed concurrent with the University Center.

Construction of the proposed skybridge was conditioned upon compliance with condition nos. D, 10-10.1. General pre-issuance, construction-phase, and for-the-life-of-the- project conditions may also apply. (*See Appendix G.*)

To construct the skybridge, a skybridge permit must be approved by the City Council. Additional information has been provided as part of a petition for the skybridge permit, consistent with the provisions of Section 15.64.030 of the Seattle Municipal Code. A detailed history of the skybridge proposal is included as Appendix F.

**Plant Services Building (previous MIMP project).** The Plant Services Building, which was included as a project on a different site in the previous Master Plan, will consolidate Seattle University's plant services in a new 45,000 gsf building. Space will be included for grounds maintenance staff and equipment. The proposed site is the block bordered by East Cherry Street on the north, 13th Avenue on the east, East James Court on the south, and 12th Avenue on the west. The project will include a two story L-shaped building, approximately 65 ft. wide with a total length of approximately 320 ft., and an enclosed yard for storage and vehicles. Depending on the availability of property, the building could also be constructed as a three story building, approximately 65 ft. wide, with a length of 230 ft. The project will include the acquisition and demolition of two small commercial buildings currently owned by Seattle Pacific University and two single family residences, including one currently owned by Seattle University.

If construction of the Plant Services Building on the proposed site is delayed, all or part of the site would be used for temporary parking providing 65-100 spaces. This would reduce the need for leased, off-campus parking during the construction of other campus projects or provide additional surface parking if the construction of the Campion Parking Garage is delayed. A temporary parking lot on that site would be screened and incorporate storm drainage provisions consistent with City requirements.

Construction of the proposed Plant Services Building was conditioned upon compliance with condition numbers 1, 18 and 38. General pre-issuance, construction-phase, and for-the-life-of-the-project conditions may also apply. (*See Appendix G.*)

The alternative site for the Plant Services Building is the east half of the block bordered by East Columbia Street on the north, 13th Avenue on the east, East Cherry Street on the south, and 12th Avenue on the west. (This is the site designated for the project in the previous Master Plan.) A two story building with dimensions approximately 100 ft. by 225 ft. would be constructed on this site. Two existing Seattle University service buildings located at 1215 East Columbia Street and 713 13th Avenue and a privately-owned commercial building located at 1218 East Cherry Street would be demolished. If the privately-owned building could not be acquired, a three story building with a smaller building footprint could be constructed on the portion of the site currently owned by the university. Alternatively, one or more of the existing buildings could be retained and renovated as part of the project. The temporary use of these buildings for Plant Services may be necessary if the construction of the new building on the proposed site is delayed.



If acquired by Seattle University, the US West Building or the Hospital Laundry Building could also provide space for some Plant Service uses until a permanent facility is constructed. However, any non-residential uses in Area C (the Laundry Building site) and on the US West site shall be limited to those which the DCLU Director determines to be no more impactful than existing non-conforming uses (according to standards such as those stated at SMC Section 23.45.184.D). In making such a determination, the Director shall consult with the Seattle University Citizen's Advisory Committee. *(See City condition Number 40, Appendix G.)*

These alternatives for siting the proposed Plant Services Building were conditioned upon compliance with condition number 40. General pre-issuance, construction-phase, and for-the-life-of-the-project conditions may also apply. *(See Appendix G.)*

**Law School Building.** The Law School Building will provide approximately 140,000 gsf of space to house Seattle University's new Law School, which must be relocated to campus by summer 1999. The building will include classrooms, offices, clinics, library and support space. The proposed site is bounded by the University Services Building on the north, 12th Avenue on the west, the vacated East Columbia Street right-of-way on the south, and the lower mall on the west. Most of the site is now occupied by a parking lot. The building is proposed as a 4-5 story complex with a footprint measuring approximately 160 ft., north and south, and 240 ft., east to west. The building's design incorporates modulation and pedestrian entrances easily accessible from both 12th Avenue and vacated East Columbia Street. The project will include the relocation of the visitor parking entrance to East Marion Street.

Construction of the proposed Law School was conditioned upon compliance with condition numbers E, 8, 9, 18, 32 and 33. General pre-issuance, construction-phase, and for-the-life-of-the-project conditions may also apply. *(See Appendix G.)*

**Marion Street Parking Garage and Multi-use Building.** A parking garage and multi-use building will be constructed on a site currently occupied by the Pigott student parking lot, the Campus Services Building and a privately-owned machine shop adjacent to 12th Avenue, which will be demolished. (Seattle University has a purchase option on the machine shop.) The building will include approximately 90,000 gsf of space for a yet to be determined mix of student apartments, offices, classrooms and student services. It may also include commercial space on the ground floor, adjacent to 12<sup>th</sup> Avenue. Approximately 225 parking spaces will be located in a one level, 70,000 gsf parking garage constructed below the mixed-use building, with access from vacated East Marion Street. The garage will include a mixture of student, employee and visitor parking spaces. Depending on funding, a portion of the parking may be located in a surface parking lot between the multi-use building and the Chapel and lower mall. The total building site, including the parking garage, is approximately 185 ft by 350 ft. The multi-use building is envisioned as a series of linked four-story buildings forming an "L" shaped complex over the parking garage.

Until the Marion Street Parking Garage and Multi-use Building is constructed, the proposed site will remain as a surface parking lot, expanded to provide approximately 225 spaces through the demolition of the machine shop and restriping for greater efficiency. The lot will be well screened from 12th Avenue and include additional trees and other landscaping.

Expanded parking uses at the Marion Street site, together with construction of the proposed Marion Street Garage and Multi-Use Building were conditioned upon compliance with condition numbers D, E, F, 4, 13, 14, 14.1, 18, and 44. General pre-issuance, construction-phase, and for-the-life-of-the-project conditions may also apply. (*See Appendix G.*)

**Tennis Facility.** Four additional open courts, constructed on a lid over a portion of the parking lot adjacent to the Connolly Center, will supplement the four existing tennis courts west of the Connolly Center. The lid will be approximately 125 ft wide and 225 ft. long and may be connected by an elevated walkway to a second floor interior corridor of the Connolly Center, for a total size of approximately 30,000 gsf.

**Campion Parking Garage and Upper Division Student Housing.** A parking garage to accommodate approximately 600 vehicles will be constructed on the Campion parking lot to replace surface parking lost through building and grounds development and provide additional parking for the increased campus population. The garage will have 3-4 floors of parking with an east-west length of approximately 300 ft. and a north-south width of approximately 200 ft. Student apartments will be constructed over the parking garage. The project will include shared apartments with approximately 300 bedrooms for single students in 3-4 story buildings comprising 110,000 sq. ft. The garage and the student housing will be connected with the new University Center by a skybridge across East James Way and East Cherry Streets. The primary entrance to the garage will be from East Cherry Street. Emergency access, if necessary, will be provided from East Jefferson Street, through the Bessie Burton Sullivan parking lot.

Construction of the proposed Campion Parking Garage and Upper Division Student Housing was conditioned upon compliance with condition numbers 15-17, and 30-33. General pre-issuance, construction-phase, and for-the-life-of-the-project conditions may also apply. (*See Appendix G.*)

The MIMP proposes that the Campion Parking Garage will be completed in the summer of 1999. However, see City Conditions nos. 32 and 33 in Appendix G for the procedures for developing an alternative plan to meet peak parking needs if the Campion Parking Garage is not completed by December 1999.

**Joint Use Building.** A 125,000 gsf project providing both university and non-university building space and 100 parking stalls is proposed on a site adjacent to Broadway, south of the Broadway Garage and Loyola Hall. This site includes a privately-owned medical office building, which must be acquired and demolished to complete this project as currently proposed. The vacation of small segments of East Columbia Street and an alley would be desirable to provide the flexibility to better relate the building to its surroundings by providing additional spaces for landscaping and pedestrians. Approximately 100 parking spaces will be provided in an underground garage. The building will have an average of four floors and a footprint of approximately 120 ft. by 250 ft. The major uses of the building will be university academic and support space and non-university uses related to the university's mission and activities, including commercial offices and research and development facilities. Some retail and residential space might also be included. Approximately half of the space will be occupied by the university.

Prior to the construction of the Joint Use Building, some university uses may be included in the existing building located on the proposed site. These could include temporary offices, classrooms, laboratories, shops and storage. Parking located on the site could also be used by the university, if available.

**Broadway Parking Garage Addition.** An addition to the south end of the Broadway Parking Garage to provide approximately 100 parking spaces is proposed if necessary to meet parking demand after the year 2000. The garage addition would be aligned with the existing four floors and have a footprint of approximately 110 ft. by 70 ft. A new entrance would be provided at Columbia Street. (The entrance to the garage was relocated from Marion Street to Columbia Street in the summer of 1995.) The Broadway Garage Addition will not be constructed if the parking is not required by actual demand or if other alternatives are determined to be more cost-effective.

**12th Avenue University Affiliated Housing.** Although Seattle University has no current plans to construct graduate and law student and employee housing, it has a substantial interest in the development of additional housing near campus which would be available for individuals affiliated with the university. As mentioned under proposed boundary expansions, Seattle University proposes to consider "partnering" with private developers to develop housing east of 12th Avenue if it appears that it will not be constructed without the university's involvement. The size of the project(s) and the number of units which might be occupied by Seattle University students and employees has not been determined, but a maximum of 300 university-owned housing units would be located within the Seattle University MIMP boundaries east of 12th Avenue, including areas B, C and D. This total would include any single family homes or other housing purchased for university use in the Barclay/James Court area (Area D). However, it is assumed that at least 50 percent of the existing single family houses in Area D would remain in private ownership. If there is sufficient demand for neighborhood commercial space which is compatible with a pedestrian-oriented, primarily residential environment, university housing would include commercial uses in the ground floors of buildings located in areas with neighborhood commercial underlying zoning.

**Bellarmino Hall Renovation.** The Bellarmino Hall dining wing, located adjacent to the Lower Mall and north of the proposed University Center, will be renovated following the completion of the University Center. The activities to be included in the wing will be functionally related to those in the University Center. The renovation project will include the removal of the kitchen and the partitioning of the existing dining room to accommodate a variety of student services uses. Approximately 25,000 square feet of interior space will be renovated. Exterior changes to the dining wing will consist of revised entries and skylights. The major pedestrian entry will be from the lower mall, but a covered walkway will be constructed to provide a direct connection with the University Center. Service to the Bellarmino west wing will continue to be provided from service area located on the east side of the Bellarmino Residence Hall.

Other renovations involving no changes in use will be made on a phased basis to upgrade Bellarmino Hall's mechanical and electrical systems and improve the quality of space for student residents. These renovations will not include any significant revisions to the number of student rooms, but may include a 12 foot extension to the bathrooms of the top seven floors (east face) for an increase of approximately 3,500 square feet of building space.

**University Services Building Renovation.** The space currently occupied by the University Book Store (8,000 square feet) will be renovated for the expansion of offices providing a variety of university support services. The renovation will include new partitions, additional windows on the south side of the building, and building electrical and mechanical system improvements. The main entrance to the building will remain on the Lower Mall, but a secondary entrance may be provided from 12th Avenue.

If the Book Store cannot be relocated to the ground floor of a mixed-use building east of 12<sup>th</sup> Avenue or the Bellarmine Residence Hall dining wing, additional space will be required in the University Services Building to meet expansion needs resulting from the new Law School. This space will be provided through the renovation of additional ground floor areas and/or the construction of an addition of up to 4,000 square feet on the east side of the University Services Building adjacent to 12th Avenue. An addition to the building would incorporate a new entrance and loading area with access from 12th Avenue.

Renovation and expansion of the University Services Building was conditioned upon compliance with condition numbers 13 and 13.1. General pre-issuance, construction-phase, and for-the-life-of-the-project conditions may also apply. (*See Appendix G.*)

**Campion Residence Hall Renovation.** The Campion Residence Hall renovation will include minor alterations to the second and third floors to return dormitory rooms now used for non-residential purposes to student housing. The amount of space included on these two floors is approximately 22,000 square feet. The number of students who reside in the building will increase by 130. The renovation will also include the construction of a separate entrance and foyer to the Ballroom to improve security and privacy for the residents. The foyer and new ballroom entrance will include approximately 1,000 square feet of enclosed or semi-enclosed space and will be located adjacent to the existing north entrance.

Other renovations, involving no changes in use, will be made on a phased basis to upgrade Campion Hall's mechanical and electrical systems and improve the quality of the space for student residents. These renovations will not include any significant revision to the number of students rooms, but may include a 12 foot extension to the bathrooms on eleven floors (west face of the building) for an increase of approximately 6,500 square feet of building space.

**Student Union (Chieftain) Building.** Following the completion of the University Center, the Chieftain Building will be renovated to provide additional offices and meeting rooms for a variety of academic and administrative support programs. Although the entire building (27,228 square feet) will be renovated, the major changes will occur on the ground floor, where the kitchen will be removed and the dining area will be divided into offices and other smaller spaces. The renovation will also include upgrades of the building's electrical and mechanical systems. No significant exterior changes to the building are planned. The building's entrances and service area will remain in their existing locations.

**Other Building Renovations.** The remodeling of other campus buildings to provide repairs and upgrades will continue on an on-going basis. These projects will involve no significant changes in use or additional space, and, therefore, are not identified as specific Master Plan projects.



**US West Building Renovation.** If the 30,800 gsf US West Building is purchased, it will be renovated to serve as a multi-use support building to provide office, classroom, laboratory, shop and storage space to accommodate a variety of university academic and support programs which are awaiting the completion of permanent space proposed in the master plan, temporarily displaced through construction projects, or which result from currently unforeseen needs. No significant changes are proposed to the exterior of the building.

Non-residential institutional uses on the US West site shall be limited to those which the DCLU Director determines to be no more impactful than existing non-conforming uses (according to standards such as those stated at SMC Section 23.45.184.D). In making such a determination, the Director shall consult with the Seattle University Citizen's Advisory Committee. Permanent parking on the site shall be limited to spaces serving approved institutional uses on the same immediate site.

Renovation and re-use of the US West Building was conditioned upon compliance with condition Numbers 1, 40, 42 and 45.1. General pre-issuance, construction-phase, and for-the-life-of-the-project conditions may also apply. (*See Appendix G.*)

**Hospital Laundry Building Renovation.** If the 30,300 gsf Hospital Laundry Building is acquired, it would be renovated to provide university housing, unless a feasibility study showed that a more cost-effective means of providing additional housing would be to demolish the building and construct new housing. The interim use of the building for offices, shops and storage is also possible.

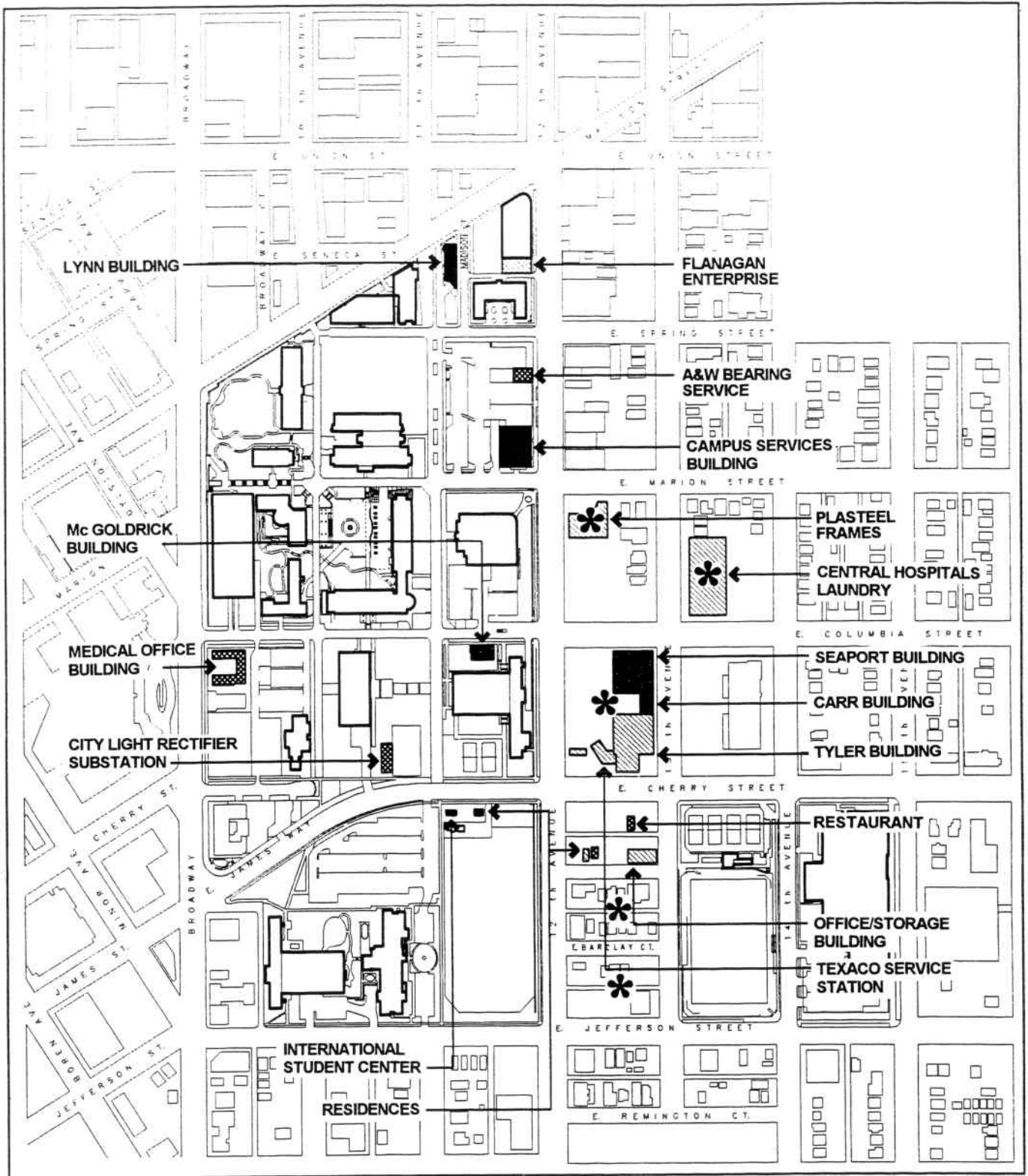
Renovation and re-use of the Hospital Laundry Building was conditioned upon compliance with condition numbers 1, 40, 42, and 45.1. General pre-issuance, construction-phase, and for-the-life-of-the-project conditions may also apply. (*See Appendix G.*)

**Broadway Medical Center Building.** If the 140,000 gsf. Broadway Medical Center is purchased or leased for university uses, some renovation of interior space will be required. Renovation would be major for the Law School and classroom and library uses, but minor for university offices and meeting rooms.

**Building Demolitions.** As discussed above, some buildings will be demolished to construct new buildings and develop additional open space. The campus buildings which will be demolished are shown on Figure 7. Buildings proposed for demolition in the previous MIMP and approved minor MIMP amendments include the Campus Services Building (17,908 gsf), Lynn Building (13,468 gsf), and the McGoldrick Building (7,343 gsf). Other university buildings proposed for demolition in this MIMP include the International Student Center (940 gsf), Seaport Building (16,900 gsf), and the Carr Building (3,750 gsf). One university-owned single family house, located within the existing MIO boundaries south of East Cherry Street, will also be demolished. The total amount of space in campus buildings to be demolished is approximately 62,000 gsf. Non-university buildings which will be acquired and demolished include the medical office building located on the southeast corner of Broadway and Columbia Street (approximately 25,000 gsf), the machine shop north of the Campus Services Building (approximately 2,000 gsf), and a commercial building (approximately 800 gsf) and one single family house (approximately 900 gsf), located in the block bounded by East Cherry Street on the north, 13th Avenue on the east, East James Court on the south, and 12th Avenue

on the west. Some additional non-university structures east of 12th, Avenue might be demolished as the area is redeveloped for housing. The abandoned City Light substation building and adjacent yard and enclosed facilities, located on the proposed University Center site, will also be demolished, as noted in the current MIMP. The metro rectifier located within the yard area will be relocated to an adjacent on-campus site south of the Library.

Building demolitions were conditioned upon compliance with condition number 45. General pre-issuance, construction-phase, and for-the-life-of-the-project conditions may also apply. (*See Appendix G.*)



**LEGEND:**

- Seattle University Buildings to be Demolished
- Non-University Buildings to be Demolished
- Non-University Buildings Which May be Demolished
- \* Areas with Possible Building Demolitions for Housing Redevelopment



**Figure 7**  
**APPROVED BUILDING DEMOLITIONS**

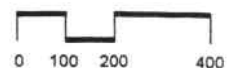


Figure 8 provides an aerial view of the campus as it might appear with the construction and demolitions of the buildings described above and additional open space development and landscaping, as described later in this chapter. Because some of the proposed buildings have not been designed, they are shown conceptually as three dimensional masses without modulation and architectural details. No illustrations are provided in the areas proposed for the joint development of housing east of 12th Avenue.

### **Building and Land Uses**

With some exceptions (including the Madison Storage Building, the Arrupe Jesuit Residence, commercial space in Joint and Multi-Use buildings, and, on a temporary basis, some space in Campion Residence Hall), the existing and proposed buildings will be used for Seattle University institutional uses. (Some non-university space, including the ELS program, may be retained in Campion Residence Hall if demand does not require the use of the entire building for dormitory-style student housing.) The predominant uses proposed for the existing and proposed campus buildings included in the master plan are listed below:

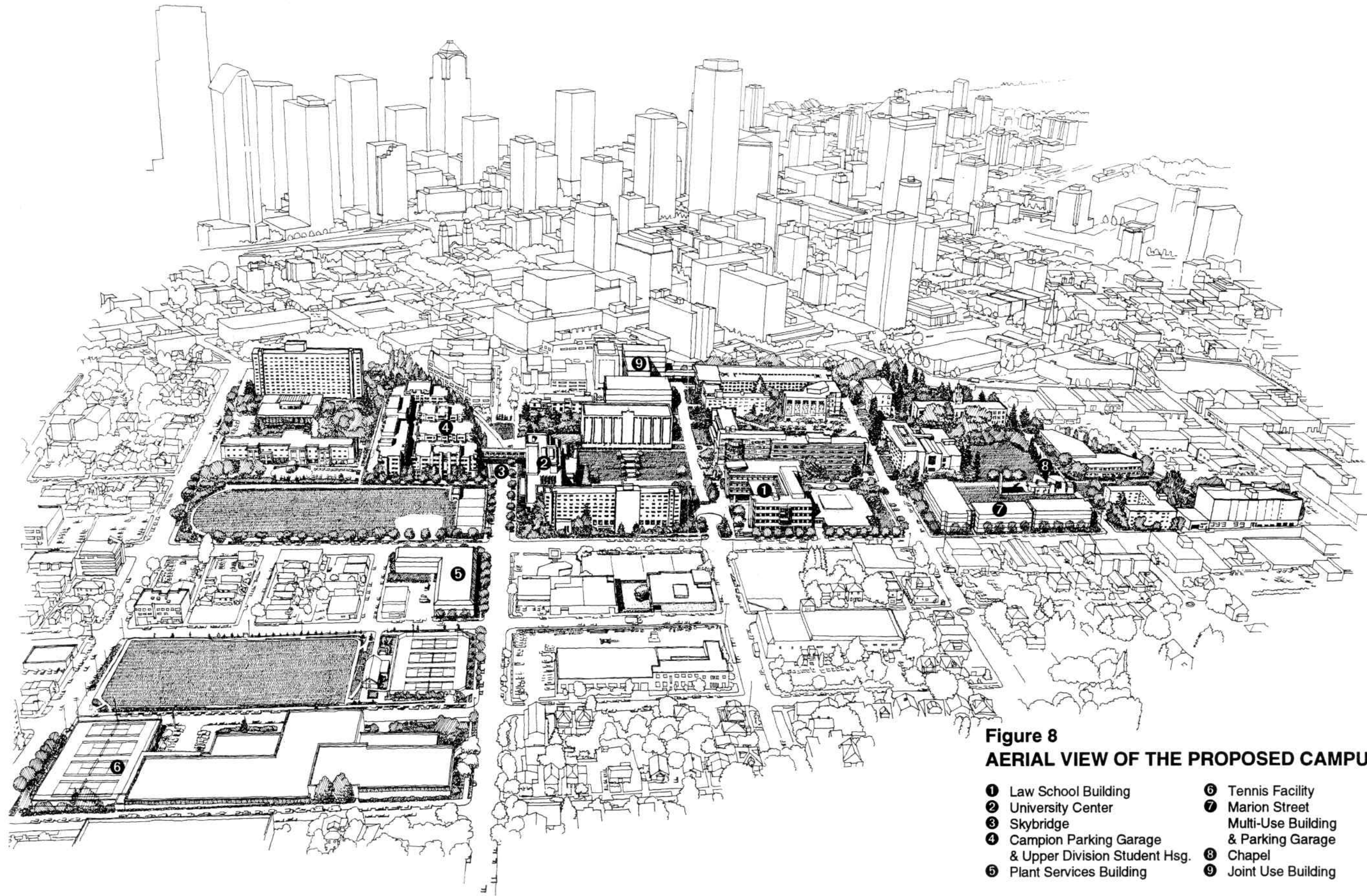
#### **Proposed New Buildings:**

- Chapel - Religious Programs
- University Center - Student Services
- Plant Services Building - Support Services
- Law School Building - Academic
- Campion Upper Division Student Housing and Parking Garage - Student Housing and Parking
- Tennis Facility - Recreation/Athletics
- Marion Street Multi-use Building and Parking Garage - Multi-use, Parking and possible commercial uses
- Joint Use Building - Academic, Administrative and a mixture of private commercial uses

#### **Existing Buildings:**

- Bannan Building - Academic
- Bellarmino Residence Hall - Student Housing and Student Services
- Campion Residence Hall - Student Housing
- Connolly Center - Recreation/Athletics
- Fine Arts Building - Academic
- Garrand Building - Academic
- Administration - Academic and Administration
- Lemieux Library - Library
- Pigott Building - Academic
- Chieftain Building - Academic and Administration
- Xavier Residence Hall - Student Housing and Possible Temporary Academic or Administrative Offices
- Loyola Hall - Academic
- Science and Engineering Building - Academic
- Casey Building - Academic





**Figure 8**  
**AERIAL VIEW OF THE PROPOSED CAMPUS**

- |                                                        |                                                     |
|--------------------------------------------------------|-----------------------------------------------------|
| ① Law School Building                                  | ⑥ Tennis Facility                                   |
| ② University Center                                    | ⑦ Marion Street Multi-Use Building & Parking Garage |
| ③ Skybridge                                            | ⑧ Chapel                                            |
| ④ Campion Parking Garage & Upper Division Student Hsg. | ⑨ Joint Use Building                                |
| ⑤ Plant Services Building                              |                                                     |



Biology Building - Academic  
Bessie Burton Sullivan Building - Skilled Nursing Residence  
Arrupe Jesuit Residence - Jesuit Residence  
US West Building - Multi-use  
Hospital Laundry Building-University Affiliated Housing or Multi-use  
Broadway Medical Center Building - Academic or Multi-use  
Madison Storage Building - Storage and Commercial

Campus areas not used as building sites will remain in landscaped or paved open spaces, roadways, malls and walkways and surface parking lots, with open space and landscape improvements provided as discussed later in this chapter. The total amount of landscaped or paved open space will not change substantially. Some space will be lost with the construction of the University Center, but space will be gained with the site development associated with the Marion Street Multi-use Building and the demolition of the Lynn Building. The amount of space in surface parking lots will decrease with the elimination of the parking lot south of Xavier Residence Hall to construct the Chapel and Marion Street Multi-use Building; the parking lot south of the University Services Building to construct the Law School Building; the parking lot west of the Library to construct the Joint Use Building; and the Campion parking lot to construct the Campion Parking Garage and Upper Division Housing. However, the amount of space in surface parking lots may increase temporarily until the construction of the Campion Parking Garage.

Changes in land use in the areas proposed to be added to the campus boundaries east of 12th Avenue include the conversion of some commercial space and vacant city-owned property (former Seattle University parking lots) to apartment-style housing and the replacement of some single family housing with more intensive housing development in the Barclay and James Courts blocks. Single purpose university housing is proposed, but some commercial space (including the University Book Store) might also be provided at the ground level. This redevelopment may occur with or without university involvement. It is expected that many of the residents of the housing in these areas will be affiliated with Seattle University. If acquired, the US West Building will be converted to a mixture of university academic and support services uses and the Hospital Laundry Building will be converted to university-affiliated housing. Changes in land use in the expansion areas east of Broadway will include the conversion of private medical office space to university academic and office space. However, some private commercial and office space will be provided in the proposed Joint Use Building.

Non-university uses located within the MIO boundaries will be permitted if they are consistent with the use provisions of the underlying zoning.

Specific conditions have been included in the MIMP for uses within the boundary expansion areas B, C and D, as referenced in the section of the master plan describing the boundary expansion areas. (The complete list of conditions is included as Appendix G.) These conditions primarily address the provision of ground level commercial space in housing constructed in areas with underlying commercial zones, limitations on institutional uses on the sites now occupied by US West and the Hospital Laundry, and provisions for the review of proposed changes in uses by the Citizens Advisory Committee and the Director of DCLU.



## **Leased Space**

Seattle University anticipates utilizing leased space within 2,500 feet of the MIO boundaries for both temporary and permanent uses. The amount of leased space which will be required will be dependent on the availability of property for purchase within the MIO boundaries and Seattle University's ability to proceed with the projects included in the MIMP development program. The university's ability to lease more space than would be possible under the provisions of SMC 23.69.022 will provide flexibility in meeting facility needs and avoid over-building if private facilities are available for lease near the campus. The ability to lease additional space will also increase the potential for creative partnerships between the university and the community, possibly involving the redevelopment of vacant or under-utilized property east of 12th Avenue. The amount of leased space which may be required by the university will decrease as property is acquired within the MIMP boundaries and the proposed development projects are completed. The following leasing provisions, which are intended to entirely replace those contained in SMC 23.69.022, provide for leasing limits which will be reduced as campus development proceeds.

**Residential Space.** A maximum of 300 housing units will be leased by the university within 2,500 feet of the MIO boundaries. As the University acquires or constructs housing within the campus boundaries east of 12th Avenue, the number of leased housing units will be reduced on a one-to-one basis. Leased housing will be used primarily to house graduate and Law School students, but may also be occupied by faculty and staff and undergraduate students.

**Non-Residential Space.** A maximum of 50,000 square feet of space will be leased by the university within 2,500 feet of the MIO boundaries to meet space needs which cannot be met within university-owned facilities within the MIO boundaries. Non-residential leased space will be used primarily to meet temporary needs for academic and support activities, but may include space used on a long-term basis for university-provided commercial services which are available to the general public (e.g. a bookstore and copy center.) If the university is able to acquire the US West property and utilize it as a multi-purpose building, the amount of non-residential space which may be leased by the university within 2,500 feet of the MIO boundaries will be reduced to 20,000 square feet.

**Parking.** Up to 250 temporary parking spaces and up to 100 permanent parking spaces may be leased with the restrictions described below: Leased parking, together with the university parking provided within the MIO boundaries, shall not exceed the maximum parking requirements allowed by the Major Institution Code. However, this limit shall not include any parking associated with housing leased by the university or parking which may be temporarily leased by contractors involved with university construction projects. All leased parking shall be in lots or garages which are legally permitted by DCLU, or are existing, legal non-conforming uses. Any permanent leased parking necessary to meet the minimum requirements of the Major Institution Code shall require parking covenants meeting the requirements of SMC 23.54.025.

Leased parking may be required to meet temporary parking needs resulting from the loss of parking due to construction and/or the deferral of proposed campus parking facilities. Temporary leased parking may be required prior to the initiation of the Law School Building, to replace parking within the Visitors Parking Lot; the Campion Parking Garage, to replace parking lost with the elimination of the Campion Parking Lot; and the Upper Division Housing and Marion Street Parking Garage,

to replace parking lost in the Pigott Parking Lot. Temporary leased parking would be eliminated with the completion of the parking facilities included in the MIMP. However, if available and necessary to satisfy parking demands, up to 100 spaces of leased parking may be used indefinitely as an alternative to the construction of the Broadway Parking Garage Addition or surface parking on the US West site.

The leasing of parking was conditioned upon compliance with condition numbers 1 and 31. General pre-issuance, construction-phase, and for-the-life-of-the-project conditions may also apply. (*See Appendix G.*)

**Cumulative Limits.** Excluding leased housing, at no time shall the total amount of university space leased within 2,500 feet of the MIO boundaries exceed 150,000 square feet. If the maximum amount of required parking is provided entirely within the MIO boundaries, the total amount of leased space, excluding housing, shall be 50,000 square feet.

**Prohibition of Demolition or Conversion of Residential Structures.** No university leases shall require the demolition or conversion of residential structures to non-residential uses.

## **Housing**

University housing to be located within the MIMP boundary includes 1,000 beds for single students in existing residence halls and 300 beds for single students in new apartment units to be provided in the proposed Upper Division Student Housing project.

The increase in the number of beds occupied in the residence halls (from 815 to 1,000) will be accomplished through an increase in the sharing of double rooms now occupied by only one student and reconverting two floors of Campion Hall which are now used for non-residential purposes.

A total of up to 300 additional housing units may be provided for students and employees in areas within the expanded campus boundaries east of 12th Avenue, and in leased units within one half mile of the campus boundaries. University ownership or leasing of a total of over 300 housing units within the expanded campus boundaries east of 12th Avenue would require a master plan amendment.

The university's highest priority for housing will be to provide housing for single students in existing residence halls. Accordingly, the residence halls will be renovated to increase their attractiveness to single students. However, a phased program of residence hall renovations will be necessary to avoid major impacts on housing availability for undergraduate students. The second priority will be to construct student apartments primarily to provide an attractive alternative to the residence halls' style of living for upper division students. The third priority will be to provide housing for graduate and law students and employees. The priorities for housing and the schedules for constructing or leasing the proposed new housing may change, depending primarily on the actual demand for on-campus housing, the availability of off-campus housing near the campus, and the availability of funding.

## **Open Space and Landscaping**

The open spaces and landscape of the Seattle University campus will be substantially enhanced by new plantings and other grounds improvements, including new walkways, plazas, benches and lighting. All of the proposed new building projects will include new landscaping, which will replace plants lost through construction. Those buildings adjacent to City streets will include landscaped setbacks meeting City requirements.

The open space and landscape features to be developed are shown conceptually in Figure 9 and described below.

**Madison Street Entrance.** An enhanced pedestrian entrance to the campus will be developed at Madison Street, including the site now occupied by the Lynn Building. With the demolition of the Lynn Building, this area will be redeveloped as an extension of the Lower Mall with adjacent gardens, focusing on the new Chapel. The site development will include both paved and planted areas, lighting, seating and signage. Trees will be included to help define the entrance and to frame the view of the Chapel.

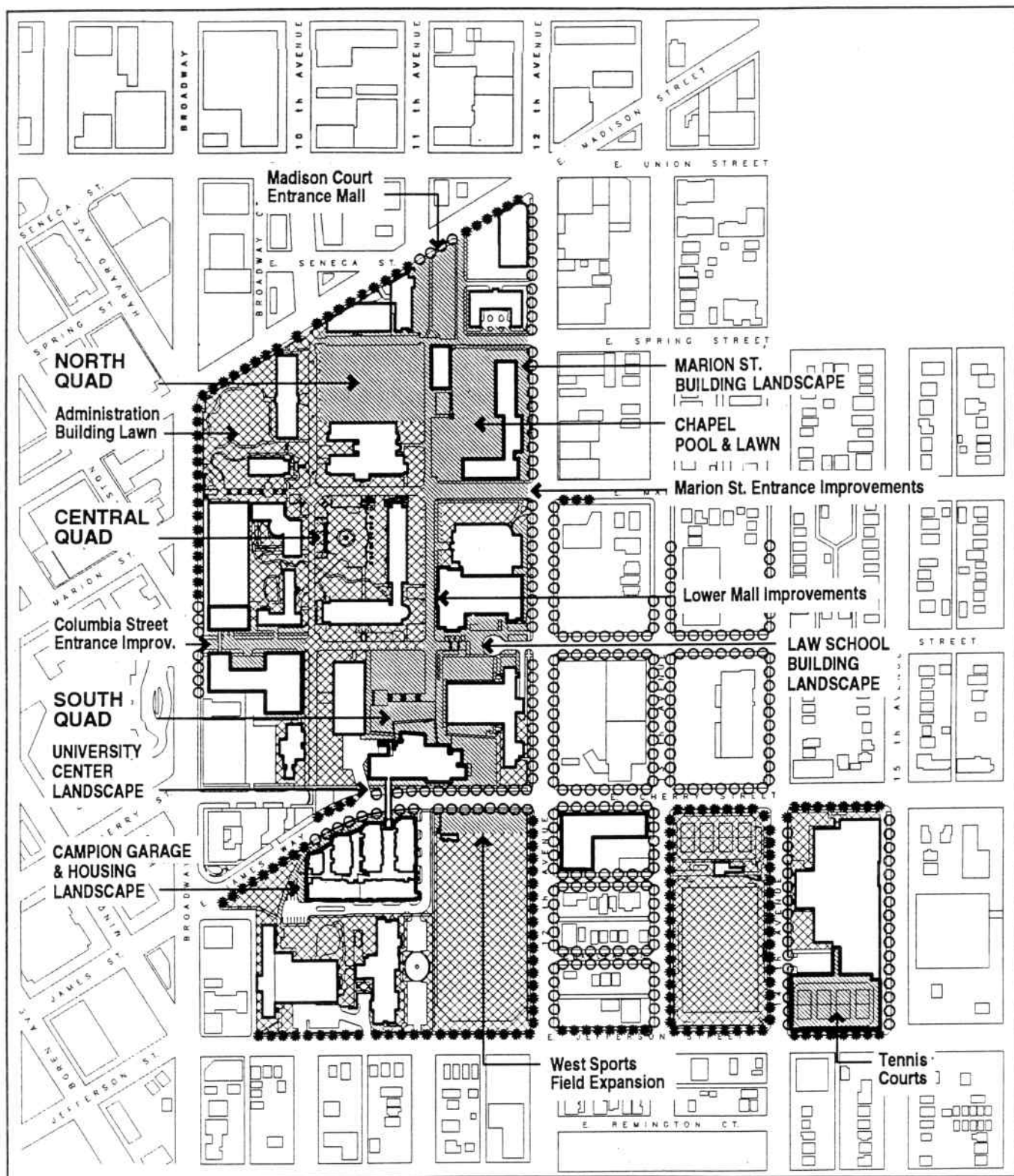
**Chapel Landscape.** The Chapel site development, which has been completed, includes a lawn area and a reflecting pool south of the Chapel's main entrance. The grounds of the Chapel include seating and lighting. Other landscaping, including groundcovers, shrubs and trees, have been provided in the vicinity of the Chapel.

**North Quadrangle.** The open space west of the Chapel, also bounded by the Pigott Building on the south, the Administration Building and the Upper Mall on the west, and the Fine Arts and Chieftain Buildings on the north, has been redeveloped as a grassy quadrangle. An extensive lawn area has been provided, flanked by existing and new plantings, including many existing large trees. Future site development will include new walkways, lighting and benches.

**South Quadrangle.** The lawn area in front of the Lemieux Library and the adjacent portion of the Lower Mall will be redeveloped as a major open space adjacent to the new University Center. Substantial regrading is planned to improve the versatility of this space and provide a strong visual and functional tie with the University Center. The quadrangle will include lawn, paved areas and planting beds. Lighting and outdoor seating will also be provided.

**Marion Street Multi-use Building.** The area surrounding the Marion Street Multi-use Building project will be landscaped to provide usable open space for building occupants and a strong tie with the campus and surrounding community. The planting will include new street trees, and landscaped open space between the building and the Chapel. Some of the landscaping may be located over the roof of an underground parking garage. If a portion of the parking is provided in an open lot, a canopy of street trees will be included in the parking area. Lighting and outdoor seating will be included with the site development.





**Law School Building Landscaping and Lower Mall Improvements.** The Law School Building project will include landscaping to replace the plantings on the existing site and provide an attractive entry and landscaped setback from 12th Avenue. The design of the building and grounds will provide a well-defined pedestrian entrance and view into the campus from 12th Avenue at East Columbia Street, with a direct connection to the Lower Mall. The portion of the Lower Mall adjacent to the Law School Building will be improved to enhance its appearance and pedestrian orientation. The existing trees along 12th Avenue and the Lower Mall will be replaced with more appropriate species.

**University Center Landscaping.** The University Center site will receive new plantings to provide a landscaped setback from East Cherry Street and a strong tie to the new South Quadrangle (described above). New street trees will be included adjacent to Cherry Street. Paved surfaces will be included adjacent to the building at entrances and outdoor seating areas. The landscaping of the University Center will be designed in conjunction with the redevelopment of the Library lawn as the new South Quadrangle (as described above).

**Joint Use Building Landscaping.** The site development of the Joint Use Building will include paving and landscape improvements to the adjacent portion of the Upper Mall. The site development will also include the redevelopment of a portion of East Columbia Street as a pedestrian mall. New street trees will be provided adjacent to Broadway.

**Campion Housing and Parking Garage Landscaping.** The Campion Parking Garage and Housing landscaping will include improvements to the landscaped setbacks adjacent to James Way and East Cherry Street, including new street trees to replace most of the aging poplars. New street trees will be planted in locations which will not block sight lines at the garage entrance. Landscaped areas disturbed by the garage and housing construction will be restored with new plantings designed to minimize bulk and screen parking areas. The walkway west of the West Sports Field will be retained in the site development and enhanced with new plantings. New outdoor lighting will be included with the site development.

**Plant Services Building Landscaping.** Street trees will be provided on all streets surrounding the Plant Services Building. Parking and service yards will be screened with fencing or hedges.

**Tennis Facility Landscaping.** Some of the perimeter landscaping adjacent to the Connolly Center parking lot will be modified during the construction of the covered tennis courts over the existing parking lots. Existing planting which must be removed to construct the tennis courts will be replaced. Street trees will be retained or replaced.

**West Sports Field Expansion.** After the elimination of the temporary parking lot to be developed north of the West Sports Field, adjacent to East Cherry Street, the sports field will be expanded to provide multi-purpose sports courts. The development will include fencing and perimeter landscaping.

**Perimeter and Entrance Improvement.** Landscape improvements will be made to many segments of the campus perimeter and at several campus entrances. These improvements will include trees, shrubs, groundcovers, vines, walls, fences, lighting and signage. The most significant improvements (in addition to those completed during 1995 at the northwest corner of the campus, near the Administration Building, the Garrard Building and the Madison Street entrance to the Upper Mall) will include the new Madison Street Entrance to the Lower Mall (described above); the Marion Street entrance; the East Columbia Street entrance; and the landscaped setbacks of the new buildings to be located on the campus perimeter.

Special attention will be given to developing a pedestrian-friendly environment along 12th Avenue. Elements to be provided on the east side of 12th Avenue will include widened sidewalks with areas of decorative paving; screening of parking and service areas with walls, fences and landscaping; and pedestrian-scaled light fixtures at campus entrances. Seating areas and trash receptacles will be provided at several areas adjacent to 12th Avenue. Adjacent to new development, a row of trees will be provided on both sides of the 12th Avenue sidewalks, consistent with the recommended design guidelines of the *12th Avenue Development Plan*.

Perimeter improvements along 12<sup>th</sup> Avenue were conditioned upon compliance with condition numbers E, F, 8, 13, 13.1, 14, and 14.1. General pre-issuance, construction-phase, and for-the-life-of-the-project conditions may also apply. (*See Appendix G.*)

**Parking Lot Screening and Landscaping.** Any new surface parking lots which will remain for a period of over one year will include screening and landscaping which meets the underlying zoning requirements for parking lot screening and landscaping.

Parking Lot Screening was conditioned upon compliance with condition number 1. General pre-issuance, construction-phase, and for-the-life-of-the-project conditions may also apply. (*See Appendix G.*)

**Street Trees.** Street trees will be provided along streets adjacent to property owned by Seattle University as property is developed for university uses. In areas with mixed university and non-university ownership (eg. Barclay and James Courts), Seattle University will participate in joint efforts to provide additional street trees. In some instances, new street trees will be provided to replace existing trees which are inappropriate for their settings (eg. small-scaled trees adjacent to large buildings), damaged by construction activities, hazardous or diseased. The City Arborist will be consulted in the design and planting or removal of street trees included within City rights-of-way.

Where space is available, a double row of trees will be provided adjacent to new development on the west side of 12<sup>th</sup> Avenue. In the event that Seattle University is able to locate retail-like uses (bookstore, bike shop, etc.) along the west side of 12<sup>th</sup> Avenue and is able to take advantage of a zero setback option, the second row of street trees along the inside margin of the sidewalk should not be provided. (*See City condition F in Appendix G.*)

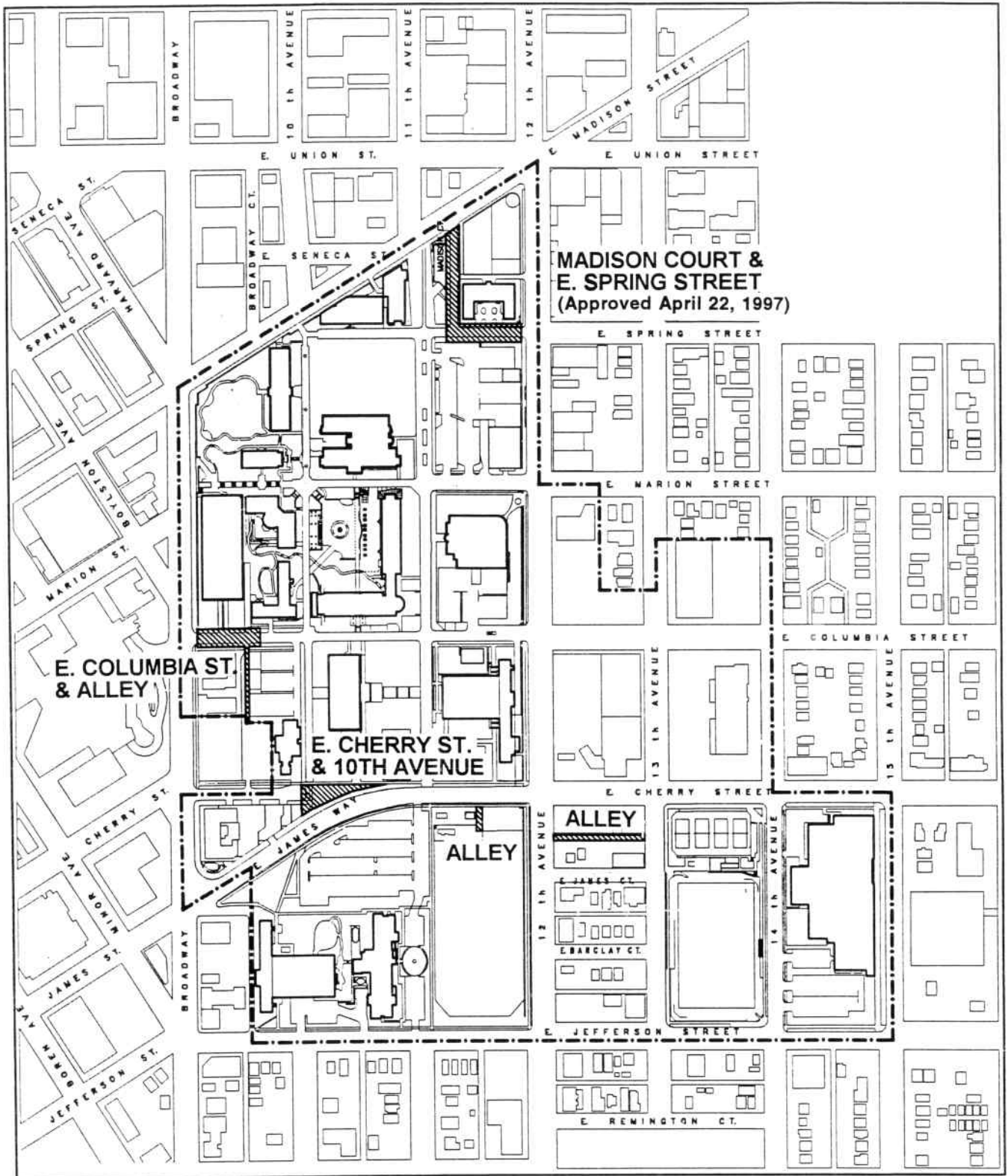
Seattle University will employ sound principles of landscape design, horticultural practice, and environmental stewardship in the preservation, development and maintenance of its open space and landscape resources. Plantings with significant aesthetic and teaching values will be identified and preserved, or, if diseased, damaged or displaced through construction, replaced. Special consideration will be given to security concerns in the design and maintenance of the campus landscape. The value of plantings in providing habitat for urban wildlife will be considered in the selection of additional plantings, but will receive secondary consideration to aesthetic, teaching and safety values. Grounds maintenance activities will continue to employ non-toxic pest management approaches, recycling of green wastes, and efficient irrigation practices. With the addition of new plantings, emphasis will be placed on incorporating drought tolerant and disease resistant plants into the campus landscape.

### **Proposed Street Vacations**

As shown in Figure 10, proposed street vacations in the MIMP will include three street segments included in the existing MIMP and five additional street and alley segments. The vacations included in the previous plan included Madison Court, from mid-block between East Madison Street and East Spring Street, and East Spring Street from Madison Court to 12th Avenue. A petition for the vacations of these street segments was filed with the Seattle Engineering Department. The City Council approved the vacations on April 22, 1996. The third vacation included in the previous MIMP and incorporated in that MIMP, is a small segment of East Cherry Street, adjacent to East James Way. This segment is currently a landscaped area maintained by Seattle University.

The vacation of a 200 ft. portion of East Columbia Street east of Broadway and a 180 ft. segment of the alley extending from East Cherry Street to East Columbia Street is proposed to help integrate the proposed Joint-use Building with the rest of the campus. A 250 ft. alley, between 12th Avenue and 13th Avenue, south of East Cherry Street, is proposed to be vacated to construct the Plant Services Building. A 40 foot portion of an alley between 12th Avenue and vacated 11th Avenue, south of Cherry Street, is proposed to provide improved access to a temporary university parking lot and additional space for the future development of university sports courts. The vacation of a small segment of 10th Avenue right-of-way north of East James Way is proposed to place in university ownership the southern end of the upper mall and adjacent landscaped areas, which are maintained by Seattle University. Additional information regarding these proposed vacations will be provided with the petitions to vacate the street and alleys.





**LEGEND:**



Proposed Vacation

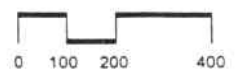


Proposed Campus Boundary



NORTH

**Figure 10**  
**PROPOSED STREET VACATIONS**





## Proposed Circulation

Figure 11 shows the proposed circulation for vehicles, and pedestrians and bicyclists in 2007 with the completion of the proposed buildings and parking facilities (described below). Internal circulation for emergency vehicles will be provided.

In addition to the street vacations discussed above, the major circulation changes regarding vehicle access will be the relocation of the visitor entrance at 12th Avenue from East Columbia Street to East Marion Street and the development of improved access from East Cherry Street to serve the Campion Parking Garage. The relocation of the visitor entrance may require the installation of a new traffic signal at East Columbia Street and 12th Avenue.

A mid-block access road is proposed on the west side of 12th Avenue between East Marion Street and East Columbia Street to provide service access to the University Services Building. If the Book Store is relocated, this mid-block access will not be required. A pedestrian drop-off area will be provided at East Columbia Street. The existing traffic signal will be retained, if warranted.

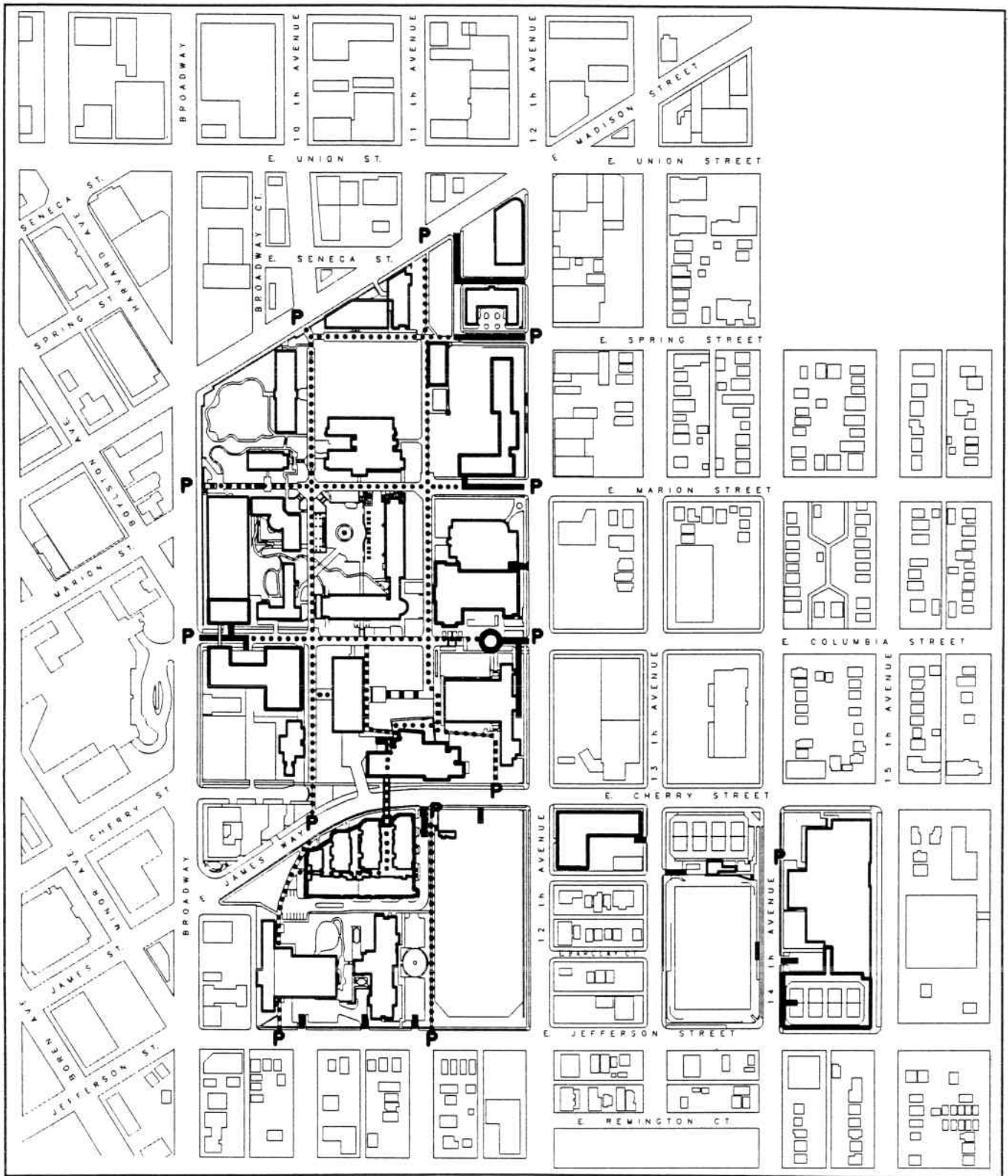
The pedestrian malls will be improved and will continue to serve as the primary pathways for both pedestrians and bicyclists, including public access through the campus.

As bicycle use substantially increases, some segments of the malls will be designated as "dismount zones" to avoid pedestrian and bicycle conflicts. A bicycle walk zone will be developed at the campus entrance located between Bellarmine Hall and the University Center, following the completion of the University Center.





The major improvement involving pedestrian access is the construction of a pedestrian skybridge across the East James Way/East Cherry Street corridor. The skybridge, which was included in the previous MIMP, will connect the University Center and Campion Parking Garage and campus areas north and south of the street. Public access for pedestrians moving north-south through the campus and across the James/Cherry traffic corridor will be maintained by providing 24 hour handicapped accessible approaches to the skybridge, with connections to major campus walk-ways. Concurrent with its internal design review process for the University Center, Seattle University will solicit input from the Citizen's Advisory Committee concerning access to the skybridge from the street level and provide those comments to its design committee. (*City condition 10.1*) (For additional information, refer to the skybridge project description and the history of the skybridge proposed, included in Appendix G.)

Improvements are proposed at most of the major pedestrian entrances to the campus to minimize conflicts with vehicles and more clearly identify campus entrances. Improved signage will clearly indicate that visitors, including residents of the adjacent neighborhoods, are welcome on the campus. Pedestrian circulation along 12th Avenue will be enhanced by widening sidewalks and providing entrances to new buildings which have direct or convenient connections with the 12th Avenue sidewalks. (For more specific information, refer to the Development Standards and the open space and Landscaping section of the MIMP.

Circulation revisions were conditioned upon compliance with condition Numbers 9, 10D, 10E, 10.1 and 35. General pre-issuance, construction-phase, and for-the-life-of-the-project conditions may also apply. (See Appendix G.)



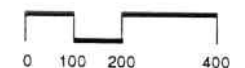
**LEGEND:**

-  Campus Streets and Vehicle Entrances
-  Campus Malls and Major Walkways
-  Pedestrian Bridge
-  Major Pedestrian Entrances



**Figure 11**  
**APPROVED CIRCULATION PLAN**

Seattle University Final Master Plan



Kellor Associates

## Proposed Parking

Approximately 1,595 parking spaces are proposed in 2007, excluding parking to be provided with the proposed Joint-use Building and any housing constructed east of 12th Avenue. This would be an increase of approximately 380 spaces over the existing (1996) parking inventory of 1,217. Approximately 1,535 spaces are proposed in 2000. This would be an increase of approximately 320 spaces over the existing parking inventory.

The number of spaces proposed in both 2007 and 2000 would be equivalent or close to the maximum number of spaces allowed under the Major Institution Code Requirements. Based on university population and presence projections, the maximum number of spaces which would be allowed under the City's code would be 1,625 in 2007 and 1,535 in 2000. The minimum number of spaces allowed would be 1,205 in 2007 and 1,135 in 2000. The basis for these calculations are provided in Appendix E.

A strengthened transportation management program may provide the opportunity to construct substantially fewer parking spaces than currently proposed, especially after 2000. Therefore, a range of parking spaces is proposed. In 2007 this range would be 1,205 to 1,625. In 2000 this range would be 1,135 to 1,535. The need for more or less parking will be reviewed annually to determine if the amount of parking currently included in the MIMP should be revised. This review will include an assessment of parking on neighborhood streets, in off-campus lots, as well as in on-campus parking lots. When feasible, temporary on-campus surface parking and leased parking near the campus will be utilized to meet short-term needs and avoid over-building permanent parking facilities.

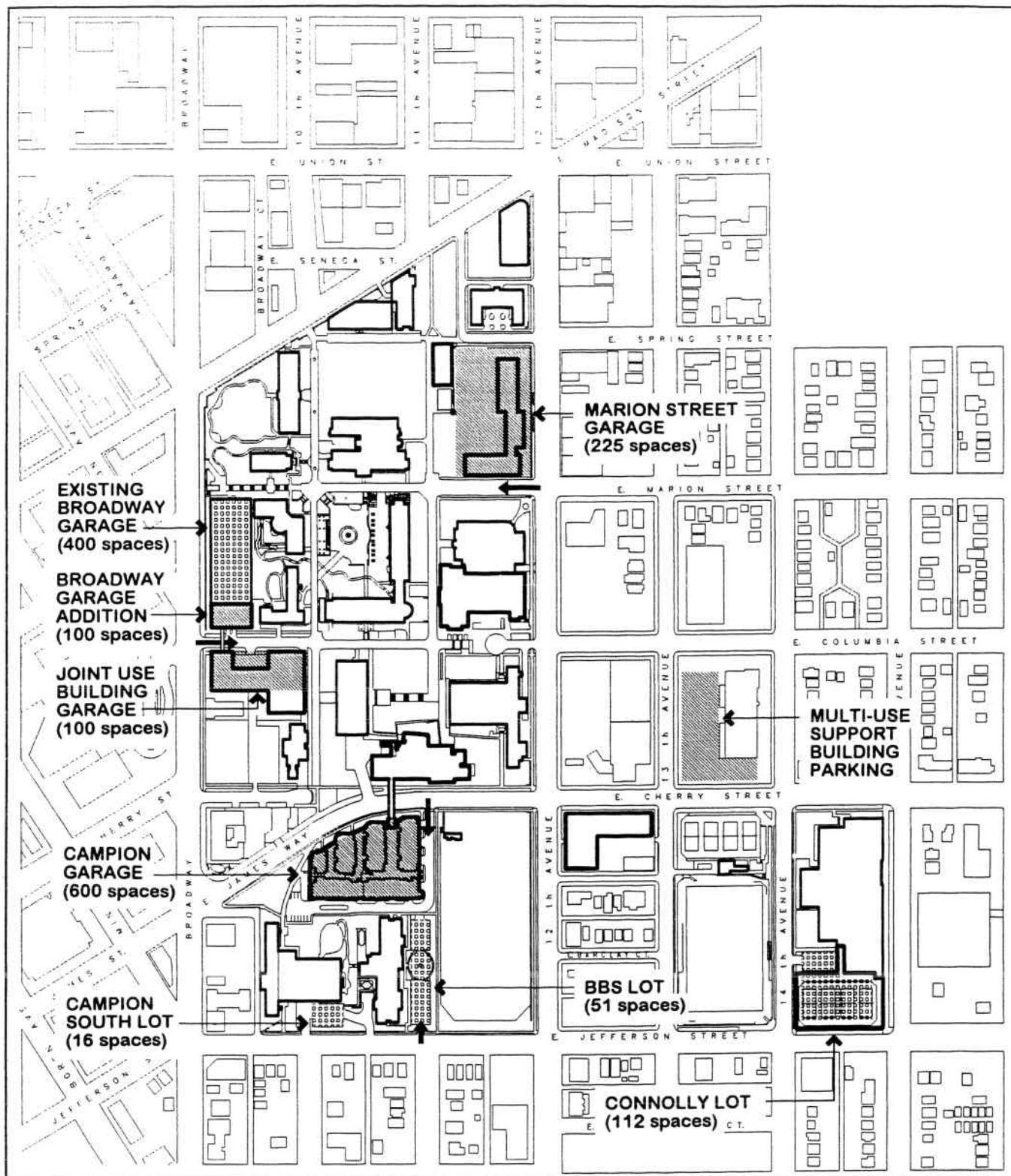
The parking proposals discussed below have been conditioned upon compliance with condition numbers C, 1, 2, 14, 14.1, 15, 23, 31-34, 36, and 40. General pre-issuance, construction-phase, and for-the-life-of-the-project conditions may also apply. (*See Appendix G.*)

Figure 12 provides an illustration of the size and location of parking currently proposed in 2007. The specific projects which are proposed to provide replacement and additional parking are described below.

**Campion Parking Garage.** A 600 space, 3-4 level parking garage is proposed on the current site of the 264 space North Campion Parking Lot. The major access to this garage will be from East Cherry Street, with emergency access, if necessary, from East Jefferson Street via an existing parking lot.

**Marion Street Parking Garage.** A 225 space one level garage is proposed on the site of the existing 210 space Pigott (Marion Street) Parking Lot on the northeast edge of campus, adjacent to 12th Avenue. This garage will be constructed partially below grade with the proposed Multi-use Building. Depending on the availability of funding, a portion of the garage might be developed as an open parking lot. Access from 12th Avenue will be provided from vacated Marion Street, which will serve as the new campus visitor entrance. Visitor parking will be included in this garage.

The Marion Street parking lot will be expanded prior to the construction of the Multi-use Building to provide approximately 225 spaces. This will include the demolition of the A & W Bearing Service

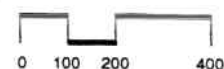


**LEGEND:**

- Existing Parking to Remain
- Proposed Parking\*
- Major Parking Entrance

Notes: Temporary parking and areas with less than ten spaces are not shown.

\* See plan text and conditions of approval for parking limitations not depicted on this figure.



**Figure 12**  
**APPROVED PARKING PLAN**



building, on which the university has a purchase option. Additional parking could be provided with the demolition of the Campus Services Building. Fencing and landscaping to screen the parking will be provided along the 12th Avenue side of the lot.

Additional landscaping, including trees, will be added to the interior of the lot. The parking will remain until the university is able to proceed with the Marion Street Multi-use Building and Parking Garage project.

**Broadway Parking Garage Addition.** A 100 space addition to the 400 space Broadway Parking Garage will be constructed after 2000 if it is determined that additional parking is required. (Additional parking might be needed to replace the loss of approximately 70 spaces in the Library West Lot with the construction of the proposed Joint Use Building.)

**Joint Use Building Parking Garage.** It is currently proposed that the Joint Use Building project include a parking garage with 100 spaces. More or less parking may be required, depending on the amount and type of non-university uses. Further analysis will be required during the project level environment review to determine the amount of parking which will be provided if this building is constructed. Some of the required parking might be included in the Broadway Parking Garage Addition, if it is not required for university parking.

**Multi-Use Support Building Parking Lot.** If the US West property is purchased, approximately 85 spaces could be provided in the existing surface parking lot located on the south and west sides of the existing building. However, no new permanent institutional surface parking lot serving more than 20 spaces (including leased parking) shall be established on the US West site, except for parking spaces serving approved institutional uses on the same immediate site.

**Temporary Parking.** It is one of the intents of the MIMP that there be no increased spillover parking demand on public rights-of-way east of 12<sup>th</sup> Avenue. To meet this intent, it is anticipated that temporary parking will be required. The following projects and leasing provisions have been identified as potential projects to meet temporary parking needs:

The 10 space parking lot located north of the West Sports Field could be expanded to provide approximately 50 temporary spaces, to remain until the completion of the Campion and Marion Street Parking Garages. This lot could include the adjacent privately-owned parking lot.

If the construction of the Plant Services Building is delayed, 65-100 temporary parking spaces could be constructed in the block north of East James Court. A parking lot with approximately 65 spaces would include only the north half of the block, which contains a small restaurant building with adjacent parking and a vacant parcel formerly used as a storage yard for towed vehicles. A 100 space parking lot would include all of these properties, plus most of the southern half of the block, which contains two single family houses and two small buildings used for offices and storage. All of the buildings, except the two houses, would be demolished to construct a 100 space lot, while only the restaurant building would be demolished to construct a 65 space lot.

Prior to the construction of the Campion Garage, a temporary parking lot with approximately 200-250 spaces could be constructed on half of the West Sports Field. Depending on construction

phasing, some leased parking may also be required. If available, up to 250 parking spaces could be leased as an alternative to constructing temporary parking on the West Sports Field or developing other temporary on-campus parking lots. Up to 100 parking spaces could be leased indefinitely as an alternative to the construction of the Broadway Parking Garage Addition or the surface parking proposed on the US West site.

Temporary parking, including leased parking spaces, will be located only in legally established or legally non-conforming parking lots and garages. Seattle University will secure documentation from the owners of leased parking lots and garages that their facilities are legally established or legally non-conforming. For new temporary parking lots, City requirements for landscaping and drainage will be met, unless it is determined by DCLU that some requirements can be waived for short-term, temporary lots which are proposed as mitigation for specific construction projects. (For example, asphalt paving and some drainage and screening requirements for permanent parking lots might not be required for temporary parking on the West Sports Field during the construction of the Campion Parking Garage.) Any portions of temporary parking lots fronting on 12th Avenue or Cherry Street will comply with the development standards of the underlying zoning for setbacks and screening. Any leased parking required to meet the minimum parking requirement of the Major Institution Code shall be protected by parking covenants meeting the requirements of SMC 23.54.025.

## Proposed Phasing of Development

Most of the proposed development is anticipated to occur over approximately ten years between 1997 and 2007, but some projects may not be completed until 2012. The specific timing of many projects will depend on the availability of funding. Changes in the university's programmatic needs might also influence the phasing of development. For those projects requiring the purchase of property, the timing will also depend on the availability of the property. The phasing of major projects by the years in which they are proposed to be initiated and completed is as follows:

1996-1997	Chapel (completed prior to master plan approval) City Light Sub-station Demolition and Rectifier Relocation
1997-1998	North Quadrangle Development Relocation of Visitors Entrance to Marion Street Plant Services Building Site Temporary Parking
1998-1999	Temporary Parking on West Sports Field West Sports Field Parking Lot Expansion Campion Parking Garage and Upper Division Student Housing Law School Building Bellarmine Hall Renovation
1999-2001	Plant Services Building University Center Skybridge South Quadrangle Development University Services Building Renovation Campion Hall Renovation Campus Services Building Demolition Lynn Building Demolition/Madison Entrance Mall
2001-2003	Tennis Facility Marion Street Multi-use Building and Parking Garage McGoldrick Building Demolition Student Union Building (Chieftan Renovation)
2004-2005	Broadway Garage Addition
2005-2006	US West Building Acquisition and Renovation (if available) Hospital Laundry Building Acquisition and Renovation or Replacement with Housing (if available)
2006-2007	West Sports Field Expansion Broadway Joint Use Building
2007-2012	Delayed Projects (if necessary)

*Note:* In addition to the above projects, Seattle University expects to be involved with the acquisition and/or development of university-affiliated housing, east of 12<sup>th</sup> Avenue, throughout the term of the master plan.

## Alternatives

The following alternatives were considered during the development and review of the Final MIMP and Final EIS:

**No Boundary Expansion Alternative.** In addition to the "No Action" alternative required by the State Environmental Policy Act (SEPA), an alternative was considered that would not require any boundary expansions. With this alternative the Joint Use Building would be constructed on the site of the self storage building at 12th and Madison, the university would not purchase the Hospital Laundry site for housing, and the university would not participate in the joint development of housing east of 12th Avenue. With the no boundary expansion alternative, the proposed university affiliated housing east of 12th Avenue would be met through the leasing of up to 300 residential units within 2,500 ft. of the MIMP boundaries. Although off-campus leasing of housing is tied to the development of housing in the expansion areas, it is not contingent on boundary expansion.

**Law School Building Alternatives.** An alternative site south of the Broadway Garage and Loyola Hall was considered for the Law School Building. Although it was previously identified as the university's preferred site, it was designated as an alternative site, in part, because of the many uncertainties involved with property acquisition, boundary expansion and street vacations. If the Law School were constructed on this site, the visitor parking lot would be retained and the size of the proposed Marion Street Parking Garage would be reduced by 65 spaces.

A second alternative considered for the Law School Building was to utilize the existing Broadway Medical Center Building, located within boundary expansion area E, bounded by Broadway, 10th Avenue (Upper Mall), East Cherry Street and East James Way. The Law School would occupy the entire 140,000 sq. ft. of building area, and the building's parking garage would be used for university parking (see Campion Parking Garage alternative). With this alternative, additional building space of approximately 30,000 sq. ft. would be required to meet classroom, library and other space needs of the Law School program which would not be met by the Broadway Medical Center Building. (The space utilization of the renovated building would be less efficient than with a new building, requiring additional space for the Law School program.) The additional space would be provided in a separate university building constructed on the eastern half of the site of the proposed Joint Use Building, adjacent to the Upper Mall (as depicted in Figure 6). This building, which could constitute the first phase of the Joint Use Building, would occupy a site approximately 175 ft. wide and 85 ft. deep. The building would have two stories, with the lower floor located partially below grade. The existing Library West Parking Lot (79 spaces), which currently occupies the proposed site of this separate structure, would be removed with this alternative. However, the Visitor Parking Lot (65 spaces) would be retained.

**Upper Division Student Housing Alternative Site.** The proposed site of the Marion Street Multi-use Building was initially recommended as the preferred site for the Upper Division Student Housing project, now proposed to be constructed on top of the Campion Parking Garage. With this alternative, no housing would be constructed as part of the Campion Parking Garage project. As stipulated in the description of the Marion Street Multi-use Building, some student housing may still be included, depending on the future demand for student housing.

The alternative site for the Law School Building, south of the Broadway Garage and Loyola Hall, was also considered as an alternative site for student housing. This housing could be constructed as part of the proposed joint-use Building or as a stand-alone project. A housing project on this site has the potential for joint development with a private developer. With this alternative, housing would not be constructed on top of the Campion Parking Garage.

**Joint Use Building Alternative Site.** The site of the university-owned self storage building at 12th and Madison, along with the site of the privately-owned auto repair shop south of the building, was considered an alternative site for the Joint Use Building. A Joint Use Building on this site could improve the appearance of the area and support the redevelopment of 12th Avenue as a vibrant, mixed use corridor. Since most of the site is university-owned, the acquisition of property to construct the building would be less costly than the proposed site near Broadway.

**Plant Services Building Alternative Sites.** Further consideration will be given to constructing the Plant Services Building on the eastern half of the block bordered by East Columbia Street, 13th Avenue, East Cherry Street and 12th Avenue. The university owns over half of the site and already has moved some of its plant service activities into the existing university-owned buildings. The site was approved in the previous master plan for a Plant Services Building. If the university is unable to acquire the preferred site, this alternative site would be an acceptable location for most of the university's plant service functions. The existing buildings on the site could serve as a temporary facility for most of the Plant Services functions, but would not be an acceptable long-term solution to meet space needs.

If the university is unable to purchase the property necessary to construct the entire Plant Services Building on a single site, some of the plant services functions would be located in other campus buildings. Space for plant services could be included in the US West Building, if it is acquired.

**Indoor Tennis Facility.** The construction of covered or indoor tennis courts would have many operational advantages over the proposed uncovered courts. Therefore, further consideration may be given to the alternative of constructing covered or indoor tennis courts on the existing and proposed sites of the uncovered courts.

**Larger Campion Parking Garage.** Construction of an additional level on the Campion Parking Garage to provide up to 200 additional parking spaces was considered as an alternative to constructing the 100 space Broadway Garage Addition and reducing the amount of proposed surface and leased parking.

**Defer Construction of Campion Parking Garage.** Consideration has been given to deferring the construction of the 600 space Campion Garage until after 2000, to determine if a smaller garage should be constructed. To provide for the additional parking which would be added by the Campion Garage (net increase of 336 spaces), temporary parking lots with a total of 300 spaces would be provided on the north half of the West Sports Field (approximately 235 spaces) and on the north half of the proposed site of the Plant Services Building (approximately 65 spaces). This would provide only 36 spaces fewer than the amount of parking proposed in the Draft MIMP with the 600 space garage, and substantially more than the minimum which would be required by the Major Institution Code. If necessary to meet actual demand, additional spaces would be leased near the campus. Any



leased spaces necessary to meet the Major Institution Code's minimum parking requirements would be located within 2,500 of the MIO boundaries and would require covenants to ensure that they would remain until the required amount of on-campus parking is provided.

With this alternative, the Marion Street Multi-use Building and Parking Garage would be delayed to retain the existing surface parking lot (Pigott East Lot). The existing lot would be expanded with the demolition of the A & W Bearing Shop and re-striped for a more efficient layout. This would provide approximately the same number of spaces (225) as are proposed in the Marion Street Parking Garage.

In the fall quarter of 2000 (approximately one year after the relocation of the Law School), the adequacy of the existing number of parking spaces would be assessed through surveys of both on-campus and on-street parking. The specific provisions for the parking study and process for developing an alternative plan to provide a permanent solution to address the peak parking demand are included in City conditions #32 and #33 (*See Appendix G.*)

**Utilize the Broadway Medical Center Building Parking Garage.** An alternative to the construction of the Campion Parking Garage which was considered with an alternative site for the Law School, was for the university to utilize the 353 spaces of parking located in the Broadway Medical Center Building parking garage. This assumed that space within the building would be fully utilized for the Law School. With the retention of the Campion and Visitor Parking Lots and the loss of the Library West Parking Lot (resulting from the construction of additional space for the Law School), the total number of university parking spaces would remain approximately the same as with the proposed MIMP. It is now assumed that some space in the Broadway Medical Center will be used for university uses other than the Law School. This would provide needed temporary parking if the Campion Parking Garage should be deferred. Parking spaces within the garage may provide permanent university parking as an alternative to the construction of other parking facilities (eg. the Broadway Garage Addition and the US West Property Parking Lot).

**Provide Parking Beneath the Law School.** A second alternative considered to constructing the Campion Parking Garage was to provide approximately 350 parking spaces in a three level underground garage beneath the proposed Law School Building, including the site of the existing Visitors Parking Lot. The total site for the underground garage would encompass a site area larger than the above-grade Law School Building, including the utilization of below-grade space within the landscaped setback from 12th Avenue and within portions of vacated Columbia Street and the Lower Mall. The total size of the underground parking garage would be approximately 126,000 sq. ft. Vehicle access to the garage would be from 12th Avenue, at Columbia Street or between Marion and Columbia Streets, at a point just south of the University Services Building. Pedestrian access from the garage would be provided via an elevator and stairs providing connections with both the Law School Building and the general campus.

**Larger Marion Street Parking Garage.** A third alternative considered to constructing the Campion Parking Garage was the construction of a larger garage under the proposed site of the Marion Street Multi-use Building, located west of 12th Avenue, north of vacated Marion Street. With this alternative, the size of the Marion Street Parking Garage would be increased by 350 spaces, from 225 to 575. All of the additional spaces would be located in two additional below grade

levels (for a total of three levels), which would increase the size of the garage by approximately 126,000 gsf. Vehicular access would be provided via an elevator and stairs, with connections to both the proposed Multi-use Building and the campus grounds. If the garage construction should occur before the removal of the Campus Services Building, the configuration of the Multi-use Building, to be constructed on a lid over the garage, would be revised somewhat from that indicated in Figure 6.

### **Relationship to City's Health Policies and Human Services Goals**

SMC 23.69.030.D.7 provides that the MIMP development programs shall include a description of the ways in which an institution preparing a master plan will address the City's health policies and human services goals. Appendix E of the Draft MIMP included a description of the ways Seattle University's mission and proposed master plan would contribute to Seattle's health, human services and education goals and policies, as they had been identified in the Framework Policies adopted by City Council Resolution #28168 of May 1990 to guide planning and growth management activities in Seattle. On December 11, 1995 City Council Resolution #29269 added a Human Development Element to the Comprehensive Plan, which includes goals which superseded those which were referenced in the Seattle University Draft MIMP. Therefore, the following description has been developed to address how the proposed Seattle University MIMP will support the Human Development Element of Seattle's Comprehensive Plan.

*Goal G6. Promote an excellent education system and opportunities for life-long learning for all Seattle residents.*

The facilities proposed in the Seattle University MIMP will increase and enhance the higher education programs available to Seattle residents. As the City's largest independent university, Seattle University plays an important part in educating its citizens. New and renovated facilities will be provided which will help to meet the City's expanding higher education needs.

The relocation of Seattle University's Law School from Tacoma will greatly increase the opportunity for City residents to receive a Law degree without leaving the City. The Law School will also broaden the range and increase the availability of continuing education courses within Seattle. The University Center will provide additional meeting space for conferences and workshops, which will increase the opportunities for life-long learning for Seattle residents, including those not enrolled at the university.

*Goal G7. Promote development of literacy and employability among Seattle residents.*

By providing high quality and technologically current facilities, Seattle University will help to promote the literacy and employability of its residents. The continued improvement of campus facilities will enable the university to continue its important role in providing new and innovative programs and training to meet the changing needs of Seattle's work force.

The proposed University Center will provide additional space to support university programs designed to improve literacy and the academic achievement of low-income and minority students, such as the Children's Literacy, Summer Splash, Career Paths, Jump Start, and Early Success Programs. Seattle University will continue to work with schools and other educational institutions, community-based organizations, and governmental agencies to develop strong linkages between its education and training programs and employability development resources.

*Goal G8. Create a healthy environment where community members are able to practice healthy living, are well nourished, and have good access to affordable health care.*

New and renovated facilities will enable the university to reduce health and safety risks and improve the overall quality of the campus environment. A healthy campus environment will benefit not only the university, but also the community members who live in the surrounding neighborhoods. The university is committed to programs involving transportation management, recycling, energy conservation and grounds maintenance, which employ sound principles of environmental stewardship and sustainable development.

Although Seattle University does not directly provide health services, it will continue to provide programs which indirectly benefit the health of some of the most needy of the City residents. Examples include the School of Nursing, which places nursing students at Yesler Terrace, Holly Park, and other low income residential centers, and the Law School Family Law Clinic, which will help to prevent violence between family members. Seattle University's Volunteer Center, which will be housed in the University Center, will continue to coordinate the service learning components of many university courses. Currently, over 500 university volunteers provide services to area social service and agency programs, including those involved with the health of many of the citizens of Seattle.

#### IV. DEVELOPMENT STANDARDS

Modified development standards have been included in the master plan as the applicable regulations for physical development of major institution uses within the Seattle University Major Institution Overlay (MIO) District. These development standards replace the development standards of the previous Master Plan and, except where otherwise stated, supersede the corresponding development standards of the underlying zones for Seattle University development. Pursuant to SMC Sections 23.69.020.B and 23.69.030.B.3, the development standards of the underlying zones within the existing and proposed boundaries of the Seattle University campus have been modified as discussed below. Except where otherwise stated, the underlying zoning standards for the applicable elements listed in Section 23.69.030.B.4 shall not apply to major institution development within the Seattle University MIO District. Development standards have been included for transition in height and scale, width and depth limits, and pedestrian circulation, based on the DCLU Director's requirements.

The development standards included in the proposed Final MIMP have been modified by conditions as follows:

Standard	Applicable condition(s) <i>(from Appendix G)</i>
Height	41, 42
Setbacks/setback features	D, E, 14.1, 16
Density	B
Open space and landscaping	F, 10A, 16, 17
Transition in Height/Scale	43
Width/Depth/Modulation	16, 38
Pedestrian Circulation	3, 8, 9, 10E, 10.1, 13, 15, 17, 25, 26
Parking/screening/landscaping	1, 2, 14, 14.1, 23, 31-34, 36, 38, 40
Mixed-Use standards	13.1, 14.1, 38, 39

In the descriptions of the development standards below, most of the modifications resulting from City conditions have been cited. However, the conditions included in Appendix G should be reviewed to determine if other conditions (such as those associated with individual projects) would result in additional modifications. The table provided above is advisory only. Appendix G should be reviewed carefully for each development proposed to determine if there are other uncited conditions that may have implications for individual projects.

##### **Underlying Zoning**

The underlying zoning of the area included in the expanded campus boundaries shall be as shown in Figure 13, unless changed to implement an approved neighborhood plan(s) including MIO areas. No changes have been made to the underlying zoning of the areas within the existing or expanded MIO District.





## Major Institution Overlay Zoning and Structure Height Limits

Section 23.69.004 of the City Land Use Code provides that Major Institution Overlay Districts shall be designated with one or more the following height limits: 37 ft., 50 ft., 65 ft., 70 ft., 90 ft., 105 ft., 160 ft., 200 ft. and 240 ft. Height limits in the previous Seattle University MIO District ranged from 37 to 160 ft. As indicated in Figure 14, the previous height limits of the existing campus areas west of 12th Avenue range from 105 to 160 ft. The previous height limits of the existing campus areas east of 12th Avenue range from 37 to 65 ft. The major institution zoning and structure height limits for the areas within the previous MIO boundaries are identical to those included in the previous master plan, except for a change from MIO-37 to MIO-50 of the northern 300 ft. of the eastern half of the block bordered by East Columbia Street on the north, 13<sup>th</sup> Avenue on the east, East Cherry Street on the south, and 12<sup>th</sup> Avenue on the west. The height limit for the portion of this MIO zone which has underlying L3 zoning shall be limited to 40 ft. for all types of institutional structures.

Major institution overlay zoning and structure height limits shall be as indicated on Figure 14, with the exceptions indicated below, which resulted from conditions approved by the Seattle City Council.

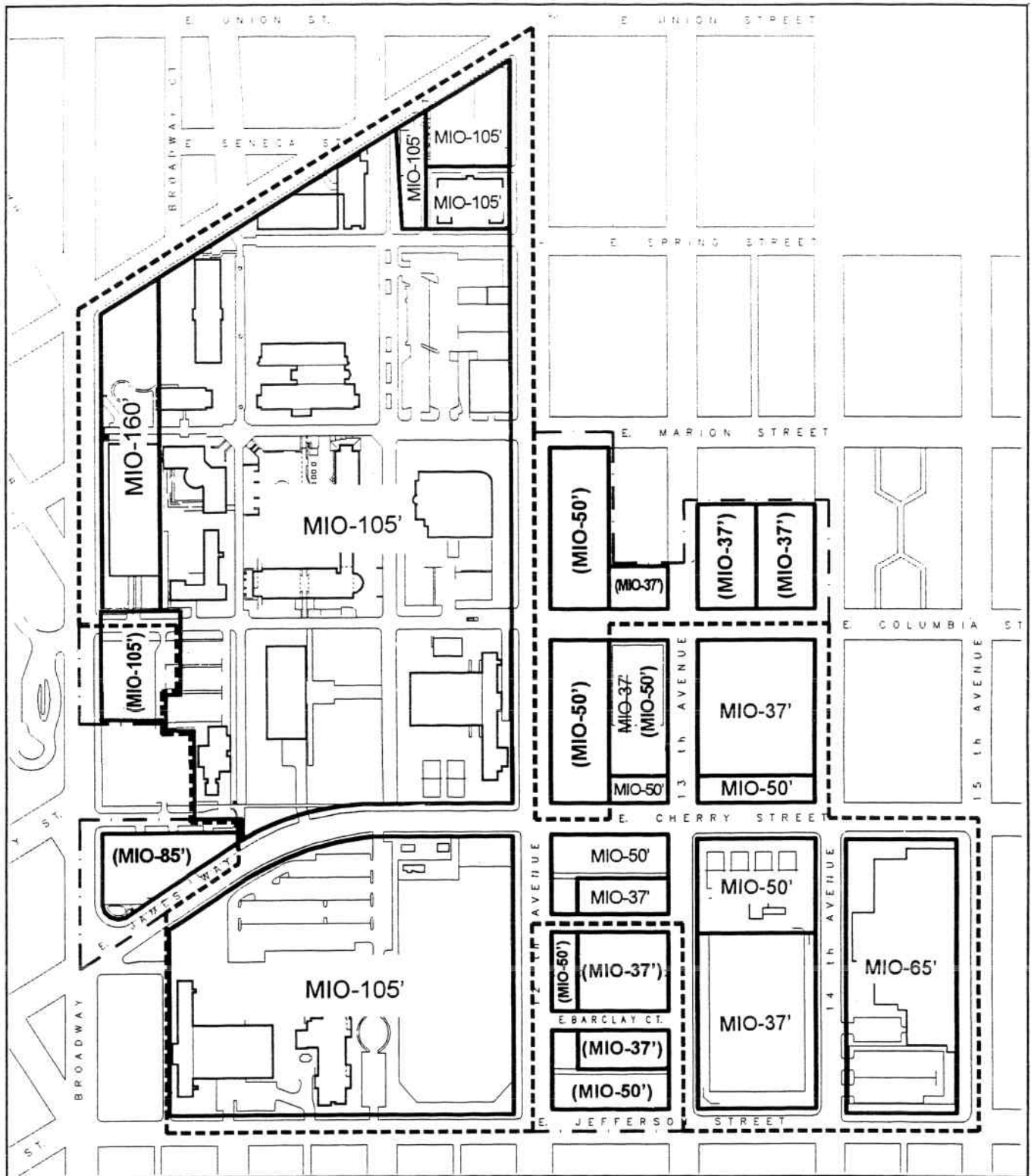
Height in the MIO-50 zones with NC2-40 underlying zoning shall be limited to 44 feet in structures built to the mixed use standards of SMC Section 23.47.008. The height of any other structures in these areas serving major institution uses shall be limited to the underlying zoning standards. (*See Condition Number 41 in Appendix G.*)

Structures in the L3-zoned portion of Area B north of East Columbia Street, and in the L1-, l2- and L3-zoned portions of Areas C and D shall be limited to the underlying zoning standards. Any height non-conformities of the existing structure in Area C shall be permitted to be maintained (but not expanded) if the existing structure merely is proposed for a change to institutional uses. (*See Condition Number 42 in Appendix G.*)

The expanded areas of the Major Institution Overlay District, as indicated on Figure 14, shall have the following height limits, subject to the exceptions listed above. In addition, the ground floors of all university buildings constructed in zones with underlying NC-2 zoning shall have a minimum floor to floor height of 13 feet (to provide for the potential for incorporating commercial uses).

**Area A**, including the northwest portion of the block bordered by East Columbia Street on the north, Seattle University's upper mall on the east, East Cherry Street on the south, and Broadway on the west: 105 ft.

This area is adjacent to areas of the Seattle University campus which currently have 105 ft. and 160 ft. MIO structure height limits. The height limits of the Swedish Hospital Medical Center Major Institution Overlay Zone to the west of Area A range from 70 to 240 ft. The underlying zoning is NC-85 ft.



LEGEND: Note: See development standards text for adjacent height limits for some areas east of 12th Avenue.

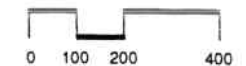
- Previous MIO Boundary
- - - - - Adopted MIO Boundary Expansion

- (MIO-50') Adopted MIO Zoning Revision
- MIO-37' Previous MIO Zoning Remaining
- ~~MIO-37'~~ Previous MIO Zoning Revised



**Figure 14**  
**PREVIOUS AND APPROVED MAJOR INSTITUTION OVERLAY ZONING**

Seattle University Final Master Plan



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**Area B**, including the western half of the blocks bordered by East Marion Street on the north, 13th Avenue on the east, East Cherry Street on the south, and 12th Avenue on the west, plus the southern one-third of the eastern half of the block bordered by East Marion Street on the north, 13th Avenue on the east, East Columbia Street on the south, and 12th Avenue on the west: 50 ft. for the half blocks facing 12th Avenue and 37 ft. for the one-third of the half block facing 13th Avenue.

The half blocks facing 12th Avenue are across the street from areas of the Seattle University campus which currently have a height limit of 105 ft. The underlying zoning for these half blocks is NC-40 ft. The lower, 37 ft. height limit of the lots adjacent to 13th Avenue reflects the lower height limits allowed on adjacent property and by the underlying L-3 zoning, which would allow development with a height limit of 30 ft.

**Area C**, including the Central Hospital Laundry and parking lot site on the southern two-thirds of the block bordered by East Marion Street on the north, 14th Avenue on the east, East Columbia Street on the south, and 13th Avenue on the west: 37 ft.

The 37 ft. height limit proposed for this property reflects the lower height limits of the underlying L-1 and L-3 zoning, which range from 25 to 30 ft. The 37 ft. MIO height limit is the lowest provided for in the City of Seattle Land Use Code.

**Area D**, including the two blocks bordered by East James Court on the north, 13th Avenue on the east, East Jefferson Street on the south, and 12th Avenue on the west: 50 ft. for the areas facing 12th Avenue and East Jefferson Street (with underlying zoning of NC-40) and 37 ft. for the remainder of the areas in the interior of the blocks (with underlying zoning of L2).

The 50 ft. height limit for the areas fronting the major streets is consistent with the existing 50 ft. height limit of the Major Institution Overlay Zone of the block to the north of Area D and other areas east of 12th Avenue fronting on East Cherry Street. The lower 37 ft. height limit reflects the lower height limit of the underlying L-2 zoning, which is 25 ft. However, because of the likely mixed-use nature of institutional and non-institutional development in Area D, the height limits for institutional development within the MIO 37 and MIO 50 zones shall be the same as allowed by the underlying zoning.

**Area E**, including the site bounded by Broadway, East Cherry Street and East James Way: 85 ft.

The proposed 85 ft. height limit for this area is the same as the height limit of the NC3-85 underlying zoning. The existing Broadway Medical Center Building, which occupies most of the site, has a height of approximately 85 ft.

Exceptions to height limits for pitched roofs and roof-top features shall be as allowed in the underlying zone classifications. The Land Use Code's provisions for measuring building heights on sloped lots shall apply as applicable in the underlying zones.

## **Structure Setbacks**

The minimum structure setbacks along public rights-of-way and at the boundary of the MIO District shall be as shown on Figure 15. The setbacks are all equivalent to, or greater than, the minimum setback requirements in the underlying zone and the setback requirements applicable to structures on abutting lots or structures directly across a street or alley from a structure in the MIO District.

In Area D, as indicated in Figure 5, the setbacks for institutional structures, including rear yard setbacks from alleys which have not been vacated, shall be the same as required by the underlying zoning for non-institutional structures. (Rear yard setbacks from alleys are not depicted in Figure 15.)

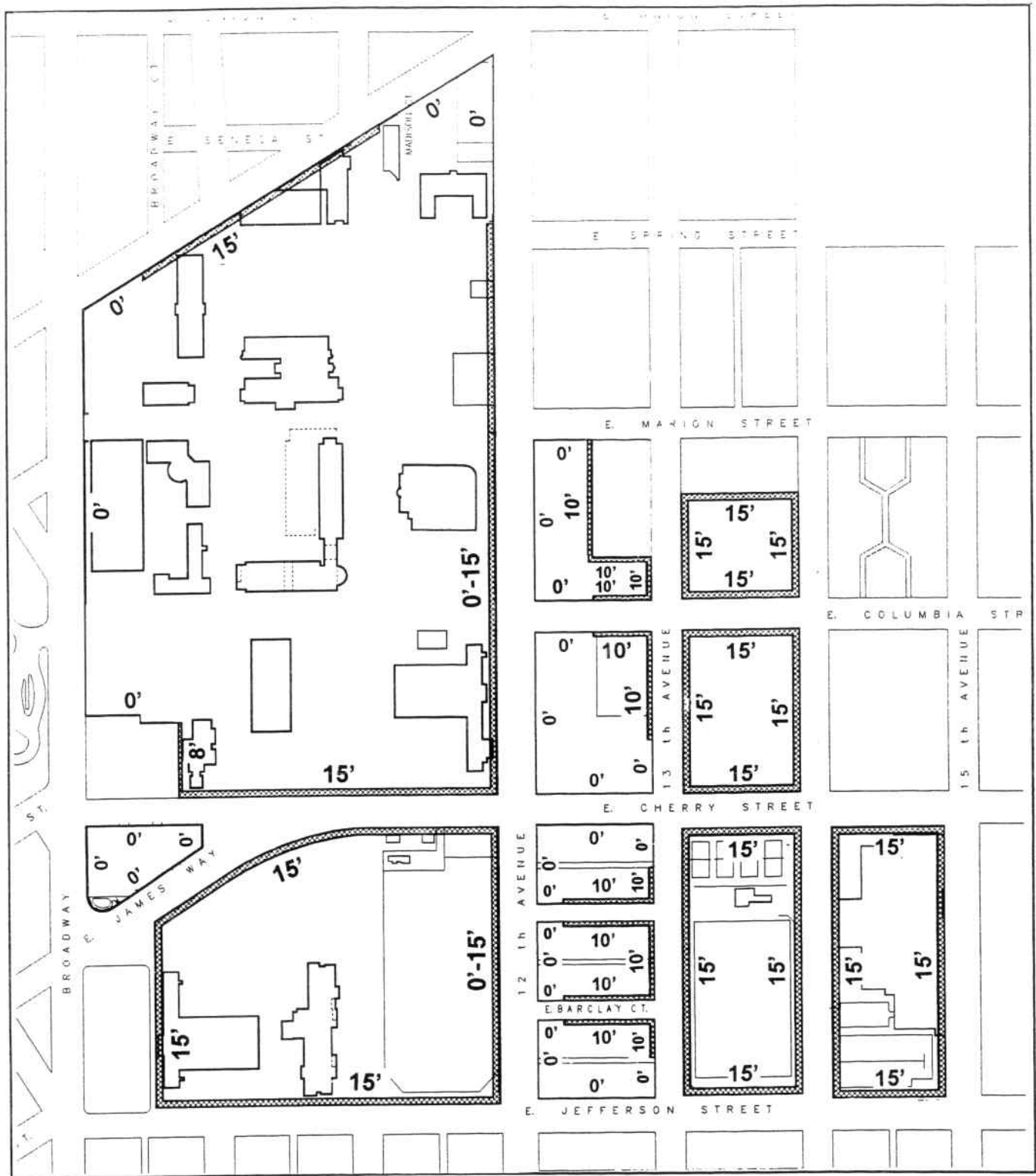
For structures adjacent to an alley proposed for vacation within the MIO boundaries, prior to the vacation of the alley, the rear yard setback requirements for institutional structures shall be the same as required by the underlying zoning for non-institutional structures.

The setback requirements along public rights-of-way are intended as average minimum requirements, to be measured from the facades of the structures facing the front lot lines. However, in areas with underlying residential zoning, no portion of any above ground structure shall be closer to the front lot line than five feet.

In accordance with the provisions of the City of Seattle Land Use Code, the setback requirements shall not apply to non-structural elements such as fences, freestanding walls, bulkheads, ramps and signs. The setback exceptions for these elements shall be subject to the Land Use Code's provisions for structures in required setbacks as applicable in the underlying zones. The setback requirements shall also not apply to (a) sky bridges, including their free-standing supports; (b) building entrance canopies; and (c) the first two stories of structures adjacent to 12<sup>th</sup> Avenue, providing those first two stories include commercial uses (including University uses of a commercial nature), and have direct pedestrian access from 12<sup>th</sup> Avenue. Regarding "c" above, setbacks above two stories may be reduced to zero feet at the discretion of the Director of DCLU. Seattle University and the Director of DCLU will consult with the Citizen's Advisory Committee prior to any decision to propose or approve a zero setback. (*See City condition D in Appendix G.*)

## **Lot Coverage**

Lot coverage by above ground structures shall not exceed 40 percent, calculated on the basis of the entire MIO District, excluding areas and structures not owned by Seattle University. This lot coverage is substantially less than that permitted in the underlying zones with lot coverage requirements (eg. 50 percent in Lowrise Residential zones). Detailed baseline information will be provided in the compiled Final MIMP to serve as the basis for determining compliance with the lot coverage standard, indicated above, and the density and open space and landscaping standards, which follow.



**LEGEND:**

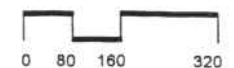
15' Adopted Structure Setback (in feet)  
 Zoning Code Boundary / ROW Setback

Note: See development standards text for exceptions to setback requirements, including provisions for zero setbacks for structures adjacent to 12th Avenue.



**Figure 15**  
**APPROVED SETBACKS FOR STRUCTURES**

Seattle University Final Master Plan



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## **Density**

The floor area ratio of the campus shall not exceed a floor area ratio of 1.5, calculated on the basis of the entire Major Institution Overlay District, excluding areas and structures not owned by Seattle University. The floor area ratio shall not apply to individual lots, building sites or sectors of the campus.

Any single purpose residential development to be developed by Seattle University in areas with underlying NC2-40 zoning shall be limited to one unit per one thousand two hundred square ft. of lot area.

Condition B (*see Appendix G*), provided the following additional density limit:

The density limit for Seattle University shall be defined by the total maximum developable gross square floor area identified in the final MIMP (2,239,664 square feet), to which may be added the gross floor area of the existing US West and Hospital Laundry (provided that they are re-used and not demolished), and to which may also be added the gross floor area of contemplated mixed use and residential structures in Areas B and D.

## **Open Space and Landscaping**

A minimum of forty percent of the property owned by Seattle University within the MIO District shall be retained in lawns, planting beds, plazas, malls, walkways, sports fields and tennis courts. A minimum of half of this area shall be maintained as landscaped open spaces, including sports fields. Except for required setback areas, the open space and landscaping standards shall not apply to individual lots, building sites or sectors of the campus. The landscape requirements for setbacks in the underlying zones shall apply to major institution development within the MIO District.

The major open space and landscape improvements proposed during the timeframe of this Master Plan are shown conceptually in Figure 9 and described in Chapter 4.

## **Transition in Height and Scale**

Transition in height and scale between development within the Major Institution Overlay (MIO) District and development within the surrounding area shall be achieved primarily by restricting the heights of Seattle University buildings in accordance with the MIO height limits indicated on Figure 14, Existing and Proposed Major Institution Zoning. Additional transitions in height and scale for buildings east of 12th Avenue shall be achieved, by limiting the height of mixed-use institutional buildings in the proposed MIO-50 zones with NC2-40 underlying zoning to 44 feet. In addition, the height limit for the area with underlying L3 zoning located on the eastern half of the block bounded by 12th Avenue, East Columbia Street, 13th Avenue and East Cherry Street, shall be limited to 40 feet for all types of institutional structures.

## **Width and Depth Limits**

Modulation of building facades facing public streets shall be required when the facade width exceeds 75 feet, except for those portions of any facade with an average front yard setback five feet or more than the required minimum for the underlying zone. The minimum depth of modulation shall be five feet. The minimum height of modulation shall be five feet. The minimum width of modulation shall be twenty percent of the total structure width. Any unmodulated portion of the facade shall not comprise more than fifty percent of the total facade area.

## **Pedestrian Circulation**

Pedestrian circulation shall be provided within and through the campus as shown on Figure 11, Proposed Circulation Plan. All campus malls, major walkways and the James/Cherry skybridge shall be accessible to the general public, except for temporary closures resulting from construction activities.

Pedestrian access into the campus from 12th Avenue shall be maintained and encouraged at East Spring Street, East Marion Street and East Columbia Street.

Sidewalks adjacent to 12th Avenue shall be widened to a minimum of ten feet at, and at least five feet beyond, their intersections with the 12th Avenue crosswalks. All newly constructed university buildings facing 12th Avenue shall have at least one entrance with a direct or convenient connection to its sidewalks. Convenient connections may include entrances within 100 feet of 12th Avenue which are accessed by walkways with direct connections to 12th Avenue crosswalks, provided that such entrances, or exterior vestibules directly connected to such entrances, are visible from 12th Avenue.

## **Parking**

As discussed in Chapter 4, the amount of parking provided shall be within the minimum and maximum limits specified for Major Educational Institutions in the City Land Use Code (23.54.016). The maximum requirements shall be 135 percent of the minimum requirements, which are as follows:

- 1. Long-term Parking.** A number of spaces equal to fifteen percent of the maximum students present at peak hour, excluding resident students; plus thirty percent of employees present at peak hour; plus twenty-five percent of the resident unmarried students; plus one space for each married student apartment unit.
- 2. Short-term Parking.** A number of spaces equal to five percent of the maximum students present at peak hour excluding resident students.

**3. Additional Short-term Parking.** One space for each two hundred fifty square ft. of public floor area in a museum; one space for each two hundred square ft. of audience assembly area not containing fixed seats, and one space for every ten seats for floor area containing fixed seats in a theater, auditorium, or assembly hall; and one space for each ten permanent seats and one space for each one hundred square ft. of spectator assembly area not containing fixed seats in a spectator sports facility. The additional short-term parking requirements may be met by joint use of parking areas and facilities if the Director of DCLU determines that the uses have different hours of operation according to Section 23.54.020 G of the City Land Use Code.

Although Seattle University will provide automobile parking facilities within the minimum and maximum range described above for the total of both long and short-term parking requirements, no signage will be provided to distinguish between short and long-term parking spaces. This will provide the flexibility necessary to most effectively manage the campus parking supply based on fluctuating demands of long and short-term parking. However, a minimum of 65 spaces will be designated for visitor parking at all times. Parking in both short- and long-term parking spaces will be controlled through a parking permit and enforcement program administered by Seattle University or its authorized agent(s).

The parking space requirements described above do not include parking spaces needed for non-university uses, university vehicles, loading areas, and any university housing to be constructed or occupied east of 12th Avenue in the areas designated in Figure 6 as "potential joint development housing sites". Additional parking will be required for any university housing constructed in these areas, with the number of spaces to be determined by the parking requirements of the SMC.

Calculations of minimum and maximum parking requirements, based on **current** population projections and assumptions regarding peak hour presence factors, are provided in Appendix E. The minimum and maximum number of vehicle parking spaces required in 2000 would be 1,135 and 1,535. The minimum and maximum number of vehicle spaces in 2007 would be 1,205 and 1,625.

Leased Parking within 2,500 feet of the MIO boundaries may be utilized to meet up to 250 spaces of the minimum parking requirements, provided that the continued availability of such parking is assured by a covenant meeting the requirements of SMC 23.54.025.

**4. Bicycle Parking.** Bicycle parking shall be provided at a number equal to ten percent of the maximum students present at the peak hour plus five percent of employees.

The minimum number of bicycle parking spaces required in 2000 and 2007 would be 291 and 306.

Based on actual population counts and presence factors, it may be necessary to update the minimum and maximum parking requirements for all types of parking, based on the standards provided in SMC 23.54.016, as included in this MIMP.

Additional information regarding proposed parking is provided in Chapter 4.

## **V. TRANSPORTATION MANAGEMENT PROGRAM**

The Transportation Management Plan (TMP) is the programmatic arm of the Transportation and Parking Element of the Master Plan. The TMP includes strategies and actions that are intended to reduce parking and traffic demands associated with projected growth at Seattle University. The TMP is intended to provide faculty, staff, and students with alternatives to reduce or eliminate the number of times they drive to campus alone in their automobile (Single Occupant Vehicle or SOV).

Seattle University has a TMP that is part of the Master Plan approved in 1989. Although this TMP has been very effective in reducing SOV travel demand, additional reductions are both feasible and desirable.

To determine where refinements in the TMP were needed, the population forecasts were translated into transportation and parking demand using information assembled from a Spring 1995 Transportation Survey of all faculty, staff, and students on the Seattle and Tacoma Campuses and supplemented by parking information from the Safety and Security Department and the Office of Admissions. The peak parking demand was then compared to the projected parking supply to define the potential parking deficit or shortfall. Then the existing TMP was compared with this parking shortfall to determine how existing programs could be enhanced and where new programs or strategies could make further progress towards increasing use of non-SOV options.

Although the TMP alternative mode elements will be made available to all commuters to the Seattle University Campus, the targeted population will be the faculty, staff, and students who are regular, day-time commuters to the campus. This includes most of the undergraduate students and approximately two-thirds of the law students who will relocate from Tacoma. Most faculty and staff will be also be included in the targeted population. However, all students and employees whose schedules regularly require them to depart from the campus after 7:00 PM will not be specifically targeted.

### **Goals and Strategies**

A Transportation Management Plan (TMP) is a set of strategies and actions with a goal of encouraging commuters to use alternatives to driving alone. There are three aspects to a TMP: 1) Regulatory elements, 2) Alternative mode program elements, and 3) Techniques or strategic elements designed to encourage the use of those modes.

TMP alternative modes include options such as:

- Vanpools and Carpools
- Transit
- Non-motorized; walking and biking
- Alternative work hour programs such as compressed work week, flexible work schedules and telecommuting.

TMP strategies include:

- Improvements in alternative mode service.
- Financial or time incentives such as preferential parking, transit subsidies, or reduced parking fees.
- Parking management programs that control the supply and pricing of parking to SOV travelers.
- Priority treatment for ridesharers.
- Employer support measures such as a on-site transportation coordinator, on-site transit pass sales, or a guaranteed ride home program.
- Marketing and promotion activities such as fairs, prizes and program promotions.

A successful TMP must create a balance of the needs of the institution with the alternative modes and their accompanying strategies to decrease SOV parking demand. The following recommendations for a revised TMP seeks to develop such a balance that will:

- Minimize the construction of new parking.
- Comply with City Major Institution Codes.
- Respond to community concerns.
- Be cost effective.
- Have the support of the faculty, staff and students of Seattle University.

It is also the intent of the TMP that there be not increased spillover parking demand on public rights-of-way east of 12<sup>th</sup> Avenue. (*See City condition C in Appendix G.*)

Tables 3, 4, and 5 provide a summary of the proposed TMP program elements and compares them with the existing TMP requirements. A description of each is provided following the tables.

### **Regulatory Elements**

Regulatory elements include SOV goals, goal exemptions, surveys, and review processes, as summarized in Table 3.

**SOV Goals.** There are three population groups at Seattle University that contribute to traffic congestion; Faculty, Staff and Commuter Students. Each group exhibits different travel characteristics. A separate goal has been established for 2007 for each daytime population group that is consistent with their travel patterns. The goals are based on Director's Rule requirements, existing mode splits and the projection of future mode splits in relation to parking supply and potential SOV reductions resulting from a more aggressive TMP. SOV goals for 2007 are 60 percent for faculty, 40 percent for staff, and 55 percent for commuter students.



**Table 3**  
**Existing and Proposed Transportation Management Program Regulatory Elements**

<b>Regulatory Elements</b>	<b>Existing TMP</b>	<b>Proposed TMP</b>
SOV Goals	Within three years reduce commute trips by the following: Employees to 50% SOV Students to 70% SOV	Establish a SOV goal for each daytime population group. <ul style="list-style-type: none"> <li>• Faculty: 60%</li> <li>• Staff: 40%</li> <li>•Commuter Students: 55%</li> </ul>
Goal Exemptions	Employees whose work requires the use of a private vehicle during working hours shall not be included in the base number of employees used to calculate goal compliance.	SOV goal compliance calculations will not include the following groups: <ul style="list-style-type: none"> <li>•Faculty and staff whose job causes them to work at off-campus facilities.</li> <li>•Faculty and staff that require a vehicle for work related purposes.</li> <li>•Students enrolled for five credit hours or less.</li> <li>•Faculty who teach only one course</li> </ul>
Progress Measurement	Biennial survey of all employees	<ul style="list-style-type: none"> <li>•Conduct biennial survey based on 1995 Transportation Survey form.</li> <li>•Complement with mandated CTR surveys.</li> </ul>
Review	Quarterly report to SED. Annual report of progress.	<ul style="list-style-type: none"> <li>•Reports to SEATRAN as required.</li> <li>•Annual report of progress.</li> <li>•Report results of biennial survey.</li> </ul>

**Goal Exemptions.** The Director's Rule regarding TMP's allows for exemptions when calculating TMP compliance. Members of the base population are considered exempt if they require the use of their personal vehicle for work related purposes during the day. Students enrolled for five credit hours or less and faculty who teach only one course will also be exempt. Exempt students and employees are subtracted from the base population before calculating goal compliance. Goal exemptions are intended only for measuring compliance during the peak period of parking and travel demand. Transit subsidies and other TMP alternative mode elements will be made available to the population deemed exempt from TMP goal calculations.

**Progress Measurement.** A biennial survey will be conducted to measure TMP progress. The survey should be based on the 1995 Transportation Survey form to assure consistency. In addition, the mandated Commute Trip Reduction (CTR) survey may be used as a check to confirm the data. As the on-campus information technology develops the surveys should be done electronically.

**Review.** The annual report on the master plan to be submitted to DCLU and SEATRAN shall include a TMP progress report, providing all available information regarding TMP effectiveness, and detailing in particular progress toward meeting SOV goals. *(See City condition Number 37)*

### Alternative Mode Elements

Alternative mode elements to encourage non-SOV travel include transit, ride-sharing, biking, walking, and motorcycling, as summarized in Table 4.

**Table 4**  
**Existing and Proposed Transportation Program Alternative Mode Elements**

Alternative Mode Elements	Existing TMP	Proposed TMP
Transit	S.U. subsidizes 50% of transit pass for full-time employee, 25% for part-time employee, and 20% for students	<p>Increase transit ridership by:</p> <ul style="list-style-type: none"> <li>•Providing a minimum transit subsidy of 50% for all employees and 30% for all students.</li> <li>•If substantial progress is not being met in meeting goals, increasing subsidy to a higher level, or implementing a transit pass program such as Metro's FlexPass program as a 3 year demonstration project.</li> <li>•Working with other First Hill employers and neighborhood leaders to establish a committee to improve service in conjunction with Metro's 6 Year Comprehensive Plan. This committee should place special emphasis on neighborhood circulators to improve local service, including potential service on 12th Avenue and expansion of the King Co. sponsored shuttle (Route 944).</li> </ul>

Alternative Mode Elements	Existing TMP	Proposed TMP
Transit Interface	Support First Hill Express.	Increase First Hill Express ridership by: <ul style="list-style-type: none"> <li>•Marketing service to S.U. population living in practical service corridors.</li> <li>•Increasing subsidy or negotiating with Metro to integrate into FlexPass program.</li> </ul> Support the Law School move to Seattle by: <ul style="list-style-type: none"> <li>•Facilitating access to and use of existing transit express services.</li> </ul>
Carpool	<ul style="list-style-type: none"> <li>•Provide a 75% discount of monthly parking fees to each participant.</li> <li>•Provide necessary parking spaces in preferred locations for all carpools as demand develops.</li> <li>•Passenger drop off zone limited to area within 2 blocks of S.U.</li> </ul>	Increase program participation by: <ul style="list-style-type: none"> <li>•Maintaining a minimum 75% parking fee discount for carpools.</li> <li>•Providing on-line carpool matching services on the S.U. computer network.</li> <li>•Introducing MaxiPool concept (4 or more passengers) and provide free parking.</li> <li>•Integrating carpools into FlexPass program if it is adopted.</li> <li>•Providing adequate carpool parking to meet demand.</li> <li>•Reserving carpool spaces in preferred areas.</li> <li>•Allowing carpool members to be dropped off in the First Hill area.</li> </ul>
Vanpool	Free parking, transit discount may apply to vanpool.	<ul style="list-style-type: none"> <li>•Work with First Hill employers to fill available space with S.U. employees.</li> <li>•Provide subsidy equal to transit pass for trip. (1 or 2 Zone)</li> <li>•Support the Law School move to Seattle by supporting a transitional vanpool service.</li> <li>•Provide free parking in a preferred location.</li> </ul>
Bicycle	Provide secure bicycle racks to meet demand with at least 80 racks. Locker and shower facilities will be available for the use of bicycle riders.	Increase bicycle commutes by providing: <ul style="list-style-type: none"> <li>•Covered and/or secure (enclosed) parking facilities to accommodate 200 bikes.</li> <li>•Open bike racks at key campus locations to accommodate a minimum of 110 bikes.</li> <li>•Access to showers.</li> <li>•Lockers for bicyclists to store personal gear.</li> <li>•Support for the establishment of a bicycle service and sales outlet on or near campus.</li> </ul>
Pedestrian	No specific detail.	<ul style="list-style-type: none"> <li>•Provide access to showers.</li> <li>•Provide lockers for personal gear.</li> </ul>
Motorcycle	No specific detail.	<ul style="list-style-type: none"> <li>•Maintain discounted parking rate.</li> <li>•Provide 40 covered stalls.</li> </ul>

**Transit.** Transit ridership can grow by either increasing the student subsidy or adopting a bus pass program such as Metro's FlexPass program for the entire commuting population at S.U. An increase in student transit subsidies would motivate more students to use transit. As the parking supply becomes more restrictive due to pricing, off-campus restrictions and increased demand associated with growth, more students will be encouraged to shift to transit.

Metro's FlexPass program provides a transit pass to each commuter. The cost of the program is based on actual ridership that is determined from survey data and experience. As ridership increases the costs also increase. The basic assumption of FlexPass is that the total number of transit trips will increase as more individuals use the pass for a portion of their total trips. The FlexPass could also be associated with discounts for other alternative commute modes or services.

Both of these choices carry with them potential financial commitments that must be evaluated in conjunction with parking construction and maintenance costs as well as parking fee increases that could subsidize transit use.

Metro's Six Year Comprehensive Plan calls for a major change in transit operations. The Plan identifies First Hill as a population/employment center and proposes the concept of neighborhood shuttles to improve service. It is recommended that Seattle University work with other First Hill employers and neighborhood leaders to establish a committee to work with Metro to direct service improvements as the Plan is refined. Seattle University will continue to participate in neighborhood planning efforts to improve local service to the area, including the potential of neighborhood circulators and/or transit service on 12th Avenue, including the expansion of the King County Shuttle (Route 944).

**Transit Interface.** The use of the First Hill express service can be increased by marketing the service directly to members of the S.U. population living within practical service corridors. Ridership could be increased by increasing the pass subsidy or negotiating with Metro to include it within the Flex Pass program.

The Law School move to Seattle will create a transitional period where commutes from Tacoma will most likely increase. This transition can be eased by facilitating the access to and use of existing express services between Tacoma and Seattle.

**Carpool.** The existing 75% parking fee discount should be retained as a minimum discount and the necessary spaces provided in a preferred location. In addition, any vehicle arriving on-campus with 4 or more riders (a 'MaxiPool') would receive free parking in a preferred location. All carpools would have to originate from beyond First Hill and drop-offs must take place on First Hill.

Enhance carpool development by coordinating ride matching with other First Hill employers and providing on-line ride matching services within the S.U. computer network.

**Vanpool.** The faculty and staff populations at Seattle University are not large enough to support many sustainable Vanpools. However, many other First Hill employers utilize the Vanpool program. By coordinating matching services with First Hill employers to place S.U. staff in existing vans, S.U. can take advantage of the program with very little management overhead.

**Biking.** Less than 3% of the S.U. population bikes to campus. This is very low for a college campus. Even though the campus is located on a hill; there is a large percentage of the population that live within biking distance. It is recommended that covered and/or secure parking for 200 bicycles be provided. In addition, open racks should be placed at key locations for short term users. Convenient access to showers and lockers for storage of personal gear should be available.

**Pedestrian.** Almost 8% of commutes to S.U. are by walking. This represents a substantial number that requires little or no resources to manage. In order to maintain and enhance this group of commuters it is recommended that they be recognized for their dedication through campus publications and through a prize program that rewards their contribution. To support this mode travel routes can be published and walking partners matched up that could meet safety concerns. In addition, access to showers and lockers should be made available to registered pedestrian commuters.

**Motorcycles.** The use of motorcycles will increase slightly as the parking supply becomes more restrictive. The increase can be facilitated by providing covered parking and maintaining the discounted parking fee. Motorcycle parking should be provided in both the Campion and Broadway parking Garages.

### **Strategic Elements**

Strategic elements are strategies and techniques that work to motivate the use of alternative modes. Elements include marketing, incentives and disincentives, as summarized in Table 5. All existing TMP elements would be maintained or supplemented.



**Table 5**

**Existing and Proposed Transportation Management Program Strategic Elements**

<b>Strategic Elements</b>	<b>Existing TMP</b>	<b>Proposed TMP</b>
Commuter Information Center	On-campus office displaying the array of commuting modes available. Promotion and marketing of the HOV program will occur at least twice a year. Increase staff effort by the TMPC and intensify promotion of HOV incentives.	<p>Establish on-line commuter information kiosk(s) in University Center to provide:</p> <ul style="list-style-type: none"> <li>•On-line ride matching.</li> <li>•Metro on-line route and service information.</li> <li>•Dept. of Transportation real time highway traffic information.</li> <li>•Parking permit information.</li> <li>•Contacts for off-campus/ off-street parking providers.</li> <li>•Other commuter resources.</li> </ul> <p>Provide traditional commuter information kiosks or wall displays in other key campus locations.</p> <p>Provide program information to population by:</p> <ul style="list-style-type: none"> <li>•Including information in student registration/information packets.</li> <li>•Establishing E-mail access to the Parking Office.</li> <li>•Maintaining regular office hours.</li> </ul>
Program Promotion	Annual transportation fair.	<ul style="list-style-type: none"> <li>•Create a year round program promotion strategy that will encourage trip reduction.</li> <li>•Develop comprehensive promotional and informational brochures that explain the SU transportation and parking program.</li> <li>•Establish value added benefits with area merchants for TMP program participants.</li> <li>•Utilize information technology to promote programs.</li> </ul>
SOV Free Days	No provision.	<ul style="list-style-type: none"> <li>•Provide a set number of free parking days per month for registered program participants to drive alone.</li> </ul>
Guaranteed Ride Home	No provision.	<ul style="list-style-type: none"> <li>•Provide a guaranteed ride home for registered program participants.</li> <li>•Provide in conjunction with FlexPass or manage it internally.</li> </ul>

<b>Strategic Elements</b>	<b>Existing TMP</b>	<b>Proposed TMP</b>
Neighborhood Parking Control	Support local groups in development and implementation of RPZs. Pay for all costs of the RPZ, including costs for RPZ permit stickers and SEATRANS approved guest passes for residents w/in 2 blocks of the S.U. boundaries.	<ul style="list-style-type: none"> <li>•Continue to support existing RPZs by paying for RPZ permit stickers and SEATRANS approved guest passes for residents living within two blocks of the expanded campus boundaries.</li> <li>•Work with RPZ neighbors and partners to improve effectiveness of City enforcement.</li> <li>•Work with City to more effectively manage RPZ permit process.</li> </ul>
Information Access and Management	No provision specified.	<p>Utilize developing information technology by:</p> <ul style="list-style-type: none"> <li>•Establishing an on-line presence for commuter programs within the S.U. network.</li> <li>•Eliminating commute trips by providing electronic access to selected services.</li> </ul> <p>Establish a telecommuting program by:</p> <ul style="list-style-type: none"> <li>•Developing policies and procedures.</li> <li>•Identifying work groups and tasks for initial trialprogram participation.</li> <li>•Integrating telecommuting program planning with information technology programs.</li> </ul>

Strategic Elements	Existing TMP	Proposed TMP
Parking Operations and Management	No provision specified.	Meet program management and operational challenges by: <ul style="list-style-type: none"> <li>•Providing parking control, monitoring and security systems to maximize efficient operation of garages and lots.</li> <li>•Integrating parking and commuter programs into a single transportation program.</li> <li>•Utilizing technology to manage program administrative tasks in an integrated manner.</li> <li>•Creating or purchasing hardware and software to support program management.</li> <li>•Establishing reporting systems and annual reviews to assure effectiveness.</li> <li>•Providing staff training to assure efficiency.</li> <li>•Establishing strategies to maximize utilization of existing parking supply.</li> <li>•Reducing resident parking demand by listing remote vehicle storage suppliers, limiting residence permits or including residents in the FlexPass program.</li> </ul>
Parking Fees	Move toward market rate.	<ul style="list-style-type: none"> <li>•Review area rates annually</li> <li>•Maintain S.U. monthly SOV rate approximately at non-medical rates east of Broadway.</li> <li>•Establish peak and off-peak rates to encourage non-SOV use.</li> </ul>

**Commuter Information Center.** A traditional Commuter Information Center (CIC) includes transit maps and schedules. Traditional CICs should be installed at other key campus locations. In addition, an improved CIC that includes a computer interface for on-line access to a Seattle University ride matching service, Metro's route and service information and the Department of Transportation's real time highway traffic data should be established in the University Center. Other on-line services could include; ordering parking permits, program promotions and other commuter services.

**Program Promotion.** A strategy of consistent year round promotions will develop a commuting alternative awareness within the Seattle University community. Promotions need to be frequent, personal and integrated into University publications and activities. On-line promotions are cost effective ways to contact a great number of people. The program can be further integrated into the S.U. culture by establishing discounts with area merchants for registered TMP participants.

Crucial to promoting the S.U. Transportation and Parking programs is the development of a comprehensive brochure that explains parking policies and commuting options. Such a brochure should be made widely available at kiosks and incorporated into general mailings to the population in conjunction with program promotions.

**SOV Free Days.** Provide a set number of free parking days per month for registered program participants to drive. This gives full time TMP participants the flexibility to drive alone occasionally.

**Guaranteed Ride Home.** A Guaranteed Ride Home (GRH) is consistently recognized as a key element in a transportation program. It provides the assurance to participants that they will get a free ride home if a child gets sick or other situation arise. A GRH program may be part of Metro's FlexPass program or a stand alone program can be easily created by establishing an account with a cab company with ride vouchers distributed by Security and Parking staff. Experience has shown that this element is highly valued but seldom used. It is cost-effective to include in a TMP.

**Neighborhood Parking Control.** Seattle University should continue to support the adjacent RPZs and work with neighbors to improve the effectiveness of City enforcement and management. Proposals to expand or otherwise modify the RPZs will be evaluated to determine impacts on campus parking and other TMP elements in conjunction with SEATRANS RPZ policies.

**Information Access and Management.** The rapid development of information technology within the University community provides substantial opportunities to increase the effectiveness of the commuter program. Commuter program information should have an on-line presence within the University computer network. Commutes can be reduced as access to information and services from home computers becomes available.

Telecommuting will play a key role in the University's future. It is important that policies and procedures be developed as the infrastructure that makes telecommuting possible is created. Work groups and work tasks should be identified for initial trial program participation.

**Parking Operations and Management.** It is recommended that parking and commuter programs be integrated into a single comprehensive transportation program. The 'Transportation' department provides support services for all commuters using any commute mode. To truly integrate and streamline commuter services the appropriate resources and management functions must be in place. These include:

- Parking control, monitoring and security systems to maximize efficient operation of garages and lots.
- Adequate computer hardware and software resources to support program management.
- Parking management strategies that will maximize the use of the existing parking supply.
- Establishing reporting systems and annual reviews to evaluate program effectiveness.
- Creative management techniques that will decrease demand such as finding remote storage for resident vehicles or adjusting parking fees to encourage non-SOV use during peak periods.
- Creative uses of information technology to manage administrative tasks in an integrated manner.
- Adequate staff training to assure efficiency.

**Parking Fees.** The University will survey private parking rates in the vicinity of the campus east of Broadway annually and maintain the S.U. monthly SOV parking rate approximately at the average non-medical market rate east of Broadway. University rates will reflect the demand for parking and encourage non-SOV modes.





**APPENDIX A**  
**MAJOR INSTITUTION MASTER PLAN SCHEDULE**

<b>Task No.</b>	<b>Task Description</b>	<b>Responsibility</b>	<b>Completion Date</b>
1	File notice of intent to prepare a master plan	SU	12/16/94
2	File notice of intent to form a citizens advisory committee	SU	12/16/94
3	Council confirms SU Standing Committee as MIMP Citizens Advisory Committee (CAC)	DON & CC	1/13/95
4	Hold pre-application meeting with DCLU and DON	SU, DCLU, DON & SED	1/9/95
5	Form Citizen Advisory Committee and hold orientation meeting	SU, DON, CC & CAC	1/25/95 & 2/23/95
6	Complete and submit master plan application and proposed schedule	SU	3/8/95
7	Publish master plan application and EIS scoping notice	DCLU	3/15/95
8	Form City Interdepartmental Team and hold first meeting to review application and proposed schedule	DCLU, DON & SED	3/23/95
9	Present application and proposed schedule to CAC	SU, DON & CAC	3/22/95
10	Provide CAC formal comments on proposed plan and schedule	CAC	3/29/95
11	Hold scoping hearing/public meeting	SU, DCLU, DON & CAC	3/29/95
12	Receive scoping comments and review with CAC	SU, DCLU, DON & CAC	4/19/95
13	Determine final scope of the EIS	SU & DCLU	4/26/95

<b>Task No.</b>	<b>Task Description</b>	<b>Responsibility</b>	<b>Completion Date</b>
14 a	Prepare preliminary draft MIMP and EIS	SU, HW	9/1/95
14 b	Distribute MIMP and EIS	DON, DCLU	9/2/95
15	Present preliminary draft MIMP and EIS to CAC	SU, DCLU & CAC	9/7/95
16	CAC reviews preliminary draft MIMP and EIS and holds public meeting	CAC	9/12/95
17	CAC prepares and transmits formal comments on the preliminary draft MIMP and EIS	CAC & DON	10/2/95
18	DCLU provides comments (correction sheet) on preliminary draft MIMP and EIS, including comments from DON and SED	DCLU, DON & SED	10/13/95
19	Revise preliminary draft MIMP and EIS and submit to DCLU	SU, HW	11/22/95
20 a	Review and publish draft MIMP and EIS DCLU sends 12 cc MIMP and DEIS to DON	DCLU	12/14/95
20 b	DON mails copies CAC	DON	12/15/95
21	Hold public hearing on draft MIMP and EIS	SU, DCLU & CAC	1/4/96
22	Receive written comments on draft MIMP and EIS	DCLU	1/30/96
23 a	Prepare CAC report on draft MIMP and EIS	CAC & DON	1/30/96
23 b	DCLU provides correction sheets	DCLU	2/9/96
24 a	Prepare first preliminary final MIMP and EIS and submit to DCLU	SU, HW	4/11/96
24 b	Distribute first preliminary final MIMP and EIS	DON, DCLU	4/12//96

<b>Task No.</b>	<b>Task Description</b>	<b>Responsibility</b>	<b>Completion Date</b>
25 a	Review and provide comments on preliminary final MIMP and EIS	CAC, SU	5/13/96
25 b	CAC comments and non DCLU comments to first preliminary final MIMP & EIS will be available	DCLU	5/14/96
25 c	Issue Correction Sheets	DCLU	5/21/96
26 a	Prepare second preliminary final MIMP and EIS and submit to DCLU and SU	SU, HW	8/30/96
26 b	DCLU and SU provide HW with comments on second preliminary FEIS	DCLU, SU	9/9/96
26 c	HW submits third preliminary FEIS to DCLU and SU	HW	9/16/96
26 d	Convene a meeting between DCLU, SU, & HW to discuss open issues and final changes to FEIS	DCLU, SU, HW	9/23/96
26 e	HW provides the final pre-publication version of FEIS for final SU and DCLU review	HW, SU, DCLU	9/30/96
26 f	If necessary, convene a meeting between DCLU, SU and HW to discuss open issues and final change to the FEIS	DCLU, SU, HW	10/3/96
27 a	FEIS goes to production	DCLU and HW	10/10/96
27 b	Publish final MIMP and EIS	DCLU	10/17/96
27 c	Distribute final MIMP and EIS	DCLU, DON	10/18/96
28	Prepare DCLU Director's draft report and recommendation	DCLU	11/12/96
29 a	Review and provide comments on DCLU and recommendation Director's draft report	SU & CAC	12/18/96

<b>Task No.</b>	<b>Task Description</b>	<b>Responsibility</b>	<b>Completion Date</b>
29 b	Convene a meeting between DCLU and SU to discuss final DCLU Directors Report	DCLU & SU	1/6/97
30	Prepare final DCLU Director's report and recommendation and notice of Hearing Examiner's hearing	DCLU	2/6/97
31	Hold hearing on DCLU Director's final report and recommendation	DCLU & CAC	2/20/97
32	Prepare final CAC report to DCLU DCLU forwards to Hearing Examiner, SU, and Consultant	CAC & DON	3/25/97
33	Hold public hearing on MIMP and EIS	HE, SU, DCLU & CAC	4/9/97
34	Prepare Hearing Examiner's report	HE	5/6/97
35	City Council Review and Approval	CC	7/21/97
36	Compile final master plan	SU & DCLU	8/1/97
37	DCLU approves compiled plan	DCLU	9/15/97

### **Glossary of Acronyms**

CAC	Citizen's Advisory Committee
CC	City Council, City of Seattle
DCLU	Department of Construction and Land Use, City of Seattle
DON	Department of Neighborhoods, City of Seattle
EIS	Environmental Impact Statement
HE	Hearing Examiner, City of Seattle
HW	Huckell/Weinman Associates, Inc.
MIMP	Major Institution Master Plan
SED	Seattle Engineering Department, City of Seattle
SU	Seattle University

## APPENDIX B

### CAMPUS DEVELOPMENT GOALS AND OBJECTIVES

The following have been established as campus development goals and objectives.

**Goal 1: Provide an environment conducive to effective teaching, growth of students, and preparation for their service to the community.**

- Objective 1: To provide classrooms and laboratories with adequate space and technologically current furnishings and equipment.
- Objective 2: To provide adequate faculty office space located to foster faculty-student consultation and cross-disciplinary contacts.
- Objective 3: To provide library facilities to house and facilitate the use of library resources.
- Objective 4: To provide multi-media and information services which serve the entire university.
- Objective 5: To provide facilities for the holistic, intellectual, ethical, moral, social, and religious development of the students.

**Goal 2: Provide adequate facilities to satisfy residential, social, recreational (physical), and cultural requirements of students, faculty, and staff in a manner which supports the university's mission and contributes to a sense of community.**

- Objective 1: To provide economically, self-sustaining on-campus housing to students in a manner which provides for maximum personal development and fosters a sense of campus community.
- Objective 2: To provide on-campus athletic facilities to promote physical and recreational development for students, faculty, and staff.
- Objective 3: To make available facilities for needs in music, drama, and art.
- Objective 4: To provide facilities for lectures, conferences, and special events.
- Objective 5: To provide food services and lounges in locations which foster socialization and interpersonal interaction between students, faculty and staff.
- Objective 6: To encourage development and preservation of off-campus housing to serve students, faculty, and staff.
- Objective 7: To support the development of adjacent off-campus commercial establishments to serve the campus and surrounding community.
- Objective 8: To provide on-campus housing for Jesuits.



**Goal 3: Provide sufficient support space to serve the academic and service needs of the university.**

- Objective 1: To make available adequate administrative space in locations convenient to students, faculty, staff, and visitors.
- Objective 2: To provide adequate space and facilities for the maintenance services of the campus buildings and grounds.
- Objective 3: To provide space for scholarly activities which support academic programs and promote faculty development.
- Objective 4: To make facilities available to the community when such use supports the university's mission, does not conflict with academic or student use, and provides enough revenue to meet the university's costs.

**Goal 4: Promote a diverse, multicultural campus population with strong ties to the region and the local community.**

- Objective 1: To promote access to higher education as a means of upward mobility for under represented groups.
- Objective 2: To enrich the educational and cultural experience for all Seattle University students regardless of their ethnic or cultural backgrounds by encouraging interaction among individuals and groups both on and off campus.
- Objective 3: To support university programs which provide outreach and service to the community.

**Goal 5: Improve the efficiency and economy of university programs and operations.**

- Objective 1: To locate programs in permanent facilities with suitable space for program needs.
- Objective 2: To improve space utilization of existing buildings.
- Objective 3: To reduce maintenance and operating costs.
- Objective 4: To conserve energy.
- Objective 5: To protect the investment in buildings and grounds.
- Objective 6: To use land efficiently.
- Objective 7: To avoid construction or continued operation of redundant facilities.
- Objective 8: To locate facilities to minimize distances traveled and the loss of time.

**Goal 6: Provide an environment free of risk of injury and of danger to life safety.**

- Objective 1: To address health and safety deficiencies of buildings, grounds, and equipment.
- Objective 2: To promote safety and security on campus.
- Objective 3: To eliminate or minimize hazards to pedestrians and vehicles on campus and in the surrounding community.

Objective 4: To provide convenient access for fire and other emergency vehicles.

**Goal 7: Develop an identifiable and more accessible campus.**

- Objective 1: To improve the visual identity of the campus.
- Objective 2: To give pedestrians highest priority while on campus.
- Objective 3: To provide adequate parking facilities within reasonable distances from the major campus designations.
- Objective 4: To promote the use of walking, bicycling, carpooling, and transit as commuting modes.
- Objective 5: To provide accessibility to university programs and services to persons with disabilities.
- Objective 6: To provide for the safe and efficient movement of goods.

**Goal 8: Enhance campus and community environmental quality.**

- Objective 1: To improve the aesthetic qualities of the campus.
- Objective 2: To preserve and enhance open space and landscape features.
- Objective 3: To preserve and enhance significant historic and architectural structures.
- Objective 4: To meet acoustical standards.
- Objective 5: To minimize air pollution.
- Objective 6: To minimize sources of glare.
- Objective 7: To influence positively the development of the surrounding community.
- Objective 8: To continue to provide opportunities for community use of campus facilities.
- Objective 9: To improve the campus environment so as to enhance its use for passive recreation by both the university population and the local community.
- Objective 10: To serve as responsible environmental steward through administrative programs such as recycling, energy conservation, and integrated pest management.



## APPENDIX C

### CAMPUS DEVELOPMENT PLANNING ASSUMPTIONS

1. The Master Plan must be based on educational program needs and plans.
2. No major increases or decreases in the university's total enrollment are anticipated within the next ten years, but the Master Plan must provide long-term flexibility to accommodate fluctuations in enrollment levels. The move of the Law School to the Seattle Campus will result in a relocation of approximately 900 students in 1999. The total enrollment is projected to increase from approximately 6,085 (including Law students) in Fall 1994, to 6,165 in 2000, and 6500 in 2007.
3. All campus development planning should consider the diverse needs of the various student populations of the university, (e.g. non-traditional students, resident hall students, commuter students, graduate students, and evening and weekend class students) and the faculty and staff, including those with disabilities.
4. The Master Plan should be long-range and conceptual in nature, for at least a 10 year period and should provide general policy guidance and recommendations for longer range development.
5. The Master Plan must provide for occupancy of the new Law School Building in the summer of 1999.
6. The Master Plan will be designed to satisfy the requirements of the City of Seattle's Major Institution Land Use Code as well as Seattle University's program development needs.
7. The Master Plan should include possible alternatives when uncertainties preclude the present choice of future development options.
8. The Master Plan will address the ongoing needs of the existing major facilities which require periodic remodeling in order to provide a technologically current learning environment and more effective and efficient utilization of space.
9. Whenever possible, instructional functions should be located together and non-instructional functions should be located together.
10. The Master Plan should reflect planning to increase the percentage of students and employees residing in university and neighborhood residences to allow them to benefit from the many and varied student development programs and minimize the adverse impacts of commuting.
11. The university should be involved in facilitating compatible development in areas adjacent or contiguous to the present main campus.
12. Options for new construction should be considered along with plans for remodeling existing major facilities. (Demolition of transitional and temporary facilities may be necessary.)

13. New teaching technology (e.g. networking, data, video, etc.) must be incorporated as essential elements of the space requirements of instructional facilities.
14. Necessary parking space should be located with regard for the overall attractiveness of the campus, user convenience, and the promotion of transportation alternatives.
15. The campus should be developed with recognizable foci and boundaries, clear and attractive signs, and appropriate amounts of green space.
16. The university should promote responsible environmental stewardship in the development of the campus.
17. Energy efficiency must be an important consideration for any new construction or modification of existing facilities.
18. The development of facilities designed for joint institutional and commercial use ought to be considered.



## APPENDIX D

### EXISTING SEATTLE UNIVERSITY BUILDING INFORMATION (1996)

Building Name	Use	Total Size (sf.)	No. Floors	Max. Height (ft.)	Average Height (ft.)
Administration Building	Academic & Admin.	35,185	3	102	45
Arrupe Jesuit Residence	Jesuit Housing	25,000	3	36	31
Bannan Building	Academic	75,455	6	87	78
Biology Building	Academic	18,600	B	0	0
Bellarmino Residence Hall	Student Housing	113,500	7	85	75
Bessie Burton Sullivan Bldg.	Nursing Residence	60,199	3	42	42
Broadway Garage	Parking	131,285	3	32	30
Campion Residence Hall	Student Housing	155,155	12	130	116
Campus Services Bldg.	Support Services	17,908	1+B	14	14
Carr Building	Support Services	3,750	2	24	24
Casey Building (Arts & Sci.)	Academic	43,650	5	74	60
Connolly Center	Recreation & Athletics	106,313	2	48	30

Engr. & Comp. Sci. Bldg	Academic	68,400	6	90	62
Fine Arts Building	Academic	20,767	1+B	36	22
Garrand Building	Academic	21,428	4	80	68
Int. Student Center	Student Services	940	2	24	24
Lemieux Library	Library	83,916	5	92	80
Loyola Hall	Academic	43,637	5	64	45
Lynn Building	Academic	13,468	2+B	25	25
McGoldrick Building	Student Services	7,343	2	25	25
Madison Storage Bldg.	Leased Storage	85,000	5+B	90	80
Pigott Bldg. (incl. Add.)	Academic	99,084	6	64	50
Seaport Building	Support Services	16,900	1	22	22
Student Union Building	Student Services	27,228	2+B	36	27
University Services Bldg.	Support Services	30,784	2	27	27
Xavier Res. Hall	Student Housing	50,878	4	60	44

**Note:** Table does not include a single family house purchased by Seattle University in 1996, currently occupied as a rental house. The table also does not include the chapel, which was completed in 1997, or the former City Light Sub-station structure, which was acquired in 1997.

## APPENDIX E

### MAJOR INSTITUTION CODE PARKING REQUIREMENTS CALCULATIONS

Long Term Parking		Peak	2000		2007	
			Population	Spaces	Population	Spaces
15% of students present at Peak hour (excluding residents)	15%	40%	5050	303	5200	312
30% of faculty present at peak hour.	30%	75%	470	106	490	110
30% of staff present at peak hour.	30%	90%	565	153	585	158
25% of resident students (unmarried)	25%	100%	1115	279	1300	325
1 space for each married student apartments.	100%	100%	0	0	0	0
<b>Long Term Totals</b>			7200	840	7575	905
<b>Short Term Parking</b> 5% of the maximum number of non-resident students at peak.	5%		2020	101	2080	104
Fixed Seat Parking	10%		1950	195	1950	195
<b>MINIMUM TOTALS</b>				1136		1204
<b>MAXIMUM TOTALS</b>	135%			1534		1625
<b>Bicycle Parking</b> 10% of the students present at peak hour	10%	40%	6165	247	6500	260
5% of employees	5%	85%	1035	44	1075	46
<b>TOTALS</b>				291		306

**Note:** The parking requirements do not include parking spaces for university vehicles and loading areas. Additional parking will be required for non-university uses in mixed-use buildings and for housing to be developed east of 12th Avenue in accordance with the City Land Use Code's parking requirements for the specific uses.



## APPENDIX F

### HISTORY OF THE PROPOSED SEATTLE UNIVERSITY SKYBRIDGE ACROSS EAST CHERRY STREET

The 1995 draft MIMP included a proposal to construct a skybridge across East Cherry Street to link the proposed University Center and Campion Garage. A pedestrian overpass/skybridge in this approximate location (in the vicinity of the intersection of vacated 11th Avenue and East Cherry Street) was contemplated in several places in Seattle University's very first draft MIMP (proposed in August of 1985), connecting a smaller (60,000 square ft.) proposed University Center with the then-proposed surface parking lots south of East Cherry Street. The overpass is shown in Figures 4, 6, 8 and 9 of the 1985 draft MIMP, and it was described in the section of that document entitled "Circulation Plan" as follows:

"Another significant pedestrian improvement will be the construction of a pedestrian bridge over East Cherry Street. As envisaged, this project would be consolidated with the proposed University Student Center building, but it might alternatively be constructed as a separate facility.) (page 21)

In the section of the 1985 draft MIMP entitled "Development Phases and Priorities," it is stated, under projects to be constructed between 1988 and 1991:

"A pedestrian bridge will be constructed across East Cherry Street as part of the University Center development." (page 46)

The last reference to the overpass in the 1985 draft MIMP was in the section entitled "Alternatives," as follows:

"Funding limitations may delay or prohibit the construction of the proposed pedestrian bridge over Cherry Street at Eleventh Avenue. The alternative to this proposal would be to improve the existing at-grade crossings through improved markings and safety islands.

"The only advantage of this alternative would be the cost savings involved. The disadvantage would be the continuation of the pedestrian vehicle conflicts and a weak link between the north and south campus areas." (page 61)

The overpass was clearly identified as a development proposal in the DEIS associated with the 1985 draft MIMP (Issued September 5, 1985; e.g.: Item #6 under Phase II projects; page i, Item #6 under Phase II projects under summary, page 1; Item #2 on page 21). No adverse impacts of the overpass were identified; indeed, on page 117 of the 1985 DEIS it is stated, "A proposed pedestrian overpass on East James Way [sic] would serve to greatly reduce the present risk to pedestrians crossing that street." In considering an alternative eliminating the overpass, it is stated, "...Existing pedestrian/vehicle conflicts would continue" (page 161).



In the "final" MIMP published on July 3, 1986, the overpass is discussed exactly as in the 1985 draft MIMP, although the text is re-located to pages 25, 51, 66 and 67. Figures 4, 6, 8 and 9 continue to show the overpass. The final EIS ("FEIS"; also published on July 3, 1986) identified the skybridge in the description of the proposal (pages i, 3, 5), and also showed it in Figures 1, 2, 6, 7, 8 and 9. The 1986 FEIS contains the following comments on the overpass by the Seattle Engineering Department ("SED"):

"...Plans for the parking should be discussed with SED staff for conceptual approval prior to actual design for such a change.

"Similar approval will be required for the proposed skybridge over Cherry Street and the pedestrian improvements proposed on 12th Avenue.

"...In addition, it should be recognized that the financial responsibility for design, construction, landscaping and maintenance of these and other similar facilities presented by Seattle University will be borne by Seattle University." (page 48).

The response in the FEIS to the SED comment was, "2. 'Parkway.' Seattle University officials will consult with the Engineering Department at the conceptual design stage concerning the parkway along Cherry Street and the skybridge." (page 50) No additional comments were received regarding the proposed skybridge and its potential impacts. No mention of the skybridge was included in the Seattle University Citizen Advisory Committee ("SUMAC") report on the 1985 MIMP or in the extensive comments made by the Squire Park Community Council.

The original of the Analysis and Recommendation of the Director of the Department of Construction and Land Use, published on February 1, 1988, expressly addresses the overpass/skybridge only in the Section I, Summary of Proposal. The last paragraph of the subsection labeled "Circulation," states, "...Another significant pedestrian improvement will be the construction of a pedestrian bridge over East Cherry Street to be consolidated with construction of the proposed University Student Center" (page 10). An alternative eliminating the pedestrian skybridge is acknowledged on page 13. Section III, Analysis and Decision, does not expressly address any overpass or skybridge. The entirety of text with respect to circulation, which presumably subsumes such considerations, is:

"The University proposes to make several right-of-way vacations, as illustrated in Figure 4 and Table 3. Vacated streets will be converted to pedestrian malls, open only to emergency vehicles. The main visitors' vehicle entrance will be moved to East Marion Street and 12th, which will also serve as the site of a new, major pedestrian entrance. Substantial improvements (sidewalks, plantings, etc.) are also proposed for East James Way/Cherry Street and 12th Avenue.

"1&2. *SUCAC's and Square Park's comments.* SUCAC and Square [sic] Park had no specific recommendations or concerns regarding the circulation improvements of right-of-way vacations proposed by SU in the Master Plan.

"3. Interdepartmental review Team response. No response necessary.

- "4. Director's recommendation. Upon consultation in this regard, the Engineering Department found no difficulty with the proposed right-of-way vacations or street improvements in concept. For this reason, and lacking any community opposition, the Director proposes adoption of the circulation plan. In addition, the Director believes that the University should designate and sign a pedestrian pathway through its campus, leading from the new main pedestrian entrance to Broadway on the campus' western edge. This and other circulation improvements shall be required to be performed incrementally as conditions of approval on future campus MUP applications." (page 30)

No other direct or indirect references to the skybridge are included in the Director's report. The findings and Recommendation of the Hearing Examiner for the City of Seattle published on June 2, 1988, nowhere expressly addresses an overpass or skybridge. Sole address is by reference to "circulation elements" and to Figure 6 (Item #8, page 2 of 19). Similarly, the Council decision adopting the Seattle University MIMP, dated February 27, 1989, nowhere expressly addresses an overpass or skybridge. However, Item #11 of the decision states, "Street improvements and landscape plantings, as detailed on the University's circulation and landscape and open space plans, as well as a signed and designated pedestrian pathway from 12th Avenue to Broadway, shall be required to be installed incrementally as conditions of approval of future master use permits during the life of the master plan." The skybridge element was clearly evident in the circulation plan.

Subsequent to adoption of the existing MIMP, various minor amendments have been approved pursuant to required interpretations. Interpretation 90-010, published on November 1, 1990, addressed three now concluded and/or ongoing actions, the University's acquisition and use of a skilled nursing care facility at 1020 East Jefferson Street, future construction of a new building for the School of Nursing, and the use of the Lynn Building for so-called "surge" space after it was vacated by the School of Nursing. All three amendments were deemed minor if and only if certain mitigation were provided. Likely presuming on-going Council approval of the concept of a pedestrian overpass across East Cherry Street in the vicinity of vacated 11th Avenue, the mandated mitigation included construction of a pedestrian overpass according to express conditions regarding scheduling, which was subject to modification in consultation with DCLU. New policies and regulations regarding skybridges were adopted by Council in 1991, pursuant to Ordinance No. 115994; their implications for the proposed skybridge awaits future resolution.

Meanwhile, as reported to DCLU in December of 1991 and July of 1993, the design and construction of the skybridge has been delayed because of delays in the funding and design of the University Center. With the initiation of programming and design studies for the University Center in 1995, the conceptual design of the skybridge was initiated. A pre-application meeting regarding the skybridge was held with the SED on October 30, 1995.

Comments from City departments and the Seattle Design Commission are being solicited by the Seattle Engineering Department. The Department of Construction and Land Use has consulted with the City's Law Department regarding the status of the skybridge as an element of the existing MIMP. The Law Department has indicated that the proposed skybridge should be considered to have been approved by the City Council as part of the adopted MIMP. Therefore, the review of the skybridge by City departments and the Design Commission will be limited to design and environmental issues. On May 2, 1996, the Design Commission provided conditional approval of the skybridge design. On September 23, 1996 the City Council gave conceptual approval of the skybridge design.

## **APPENDIX G**

### **CITY OF SEATTLE ORDINANCE APPROVING - SEATTLE UNIVERSITY MAJOR INSTITUTION MASTER PLAN (MIMP) INCLUDING CONDITIONS OF APPROVAL**

**C.F. 300520  
(Appendix 2)**

#### **ORDINANCE 118667**

AN ORDINANCE approving a new master plan for Seattle University under the major institutions provisions of the Land Use Code, and rezoning the property within the boundaries of said institution.

WHEREAS, Seattle University has an existing Major Institution Plan, a plan approved in 1989; and

WHEREAS, following its acquisition of the University of Puget Sound Law School, Seattle University determined that the construction of a new law school building on the Seattle campus would be considered a major change to its Master Plan ; and

WHEREAS, Seattle University initiated a process to change its plan by notifying the City's Department of Construction and Land Use (DCLU) of its intent to prepare a new major institution master plan (MIMP) on December 16, 1994, which included the following principal steps:

Appointment by the City Council on March 1, 1995 of a Citizens Advisory Committee to review and comment on the proposed MIMP.

Issuance of a Final Environmental Impact Statement (FEIS) on October 17, 1996 and an addendum to the FEIS on January 16, 1997.

Review of the proposed MIMP by DCLU and issuance on February 6, 1997 of the DCLU Director's report of analysis and recommendation for approval subject to a number of conditions;

Issuance of the Final Report and recommendations of the Citizen's Advisory Committee in March, 1997;

Review of the proposed MIMP by the City's Hearing Examiner with a public hearing conducted on April 9 and 10, 1997 and a report issued on May 6, 1997 on findings and recommendations for approval subject to one modification of the conditions recommended by DCLU; and

Review of the proposed MIMP by the City Council's Business, Economic and Community

Development Committee in June and July of 1997;

WHEREAS, the City Council has considered the proposed MIMP, the report of the Director of the Department of DCLU, and the Hearing Examiner's recommendations and has entered its written findings and conclusions on the proposed MIMP;

**NOW THEREFORE,**

**BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:**

Section 1. After due consideration of the evidence in the Hearing Examiner's record and the Hearing Examiner's Findings, Conclusions and Recommendations, and the information and written materials and oral arguments submitted by the parties of record during the Council's review process, the City Council enters its findings and conclusions, as contained in Appendix 1 hereto.

Section 2. That the Seattle University Master Plan dated October, 1996, and filed in C.F. 3000520, as amended by Appendix 2 hereto, is hereby approved, and the property located within such area may be developed for major institutional uses in accordance with said master plan.

Section 3. That the Major Institution Overlay district is expanded and rezoned as shown in Appendix 3 hereto, amending the Official Land Use Map.

Section 4. This ordinance shall take effect and be in force thirty (30) days from and after its approval by the Mayor, but if not approved and returned by the Mayor within ten

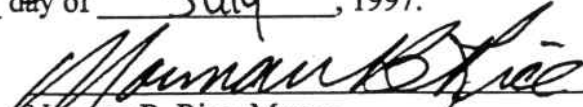


(10) days after presentation, it shall take effect as provided by Municipal Code Section 1.04.020.

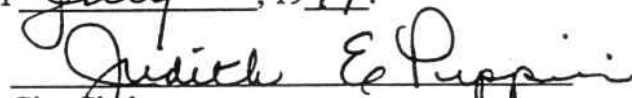
Passed by the City Council the 21<sup>st</sup> day of July, 1997, and signed by me in open session in authentication of its passage this 21<sup>st</sup> day of July, 1997.

  
\_\_\_\_\_  
President of the City Council

Approved by me this 25<sup>th</sup> day of July, 1997.

  
\_\_\_\_\_  
Norman B. Rice, Mayor

Filed by me this 25 day of July, 1997.

  
\_\_\_\_\_  
City Clerk

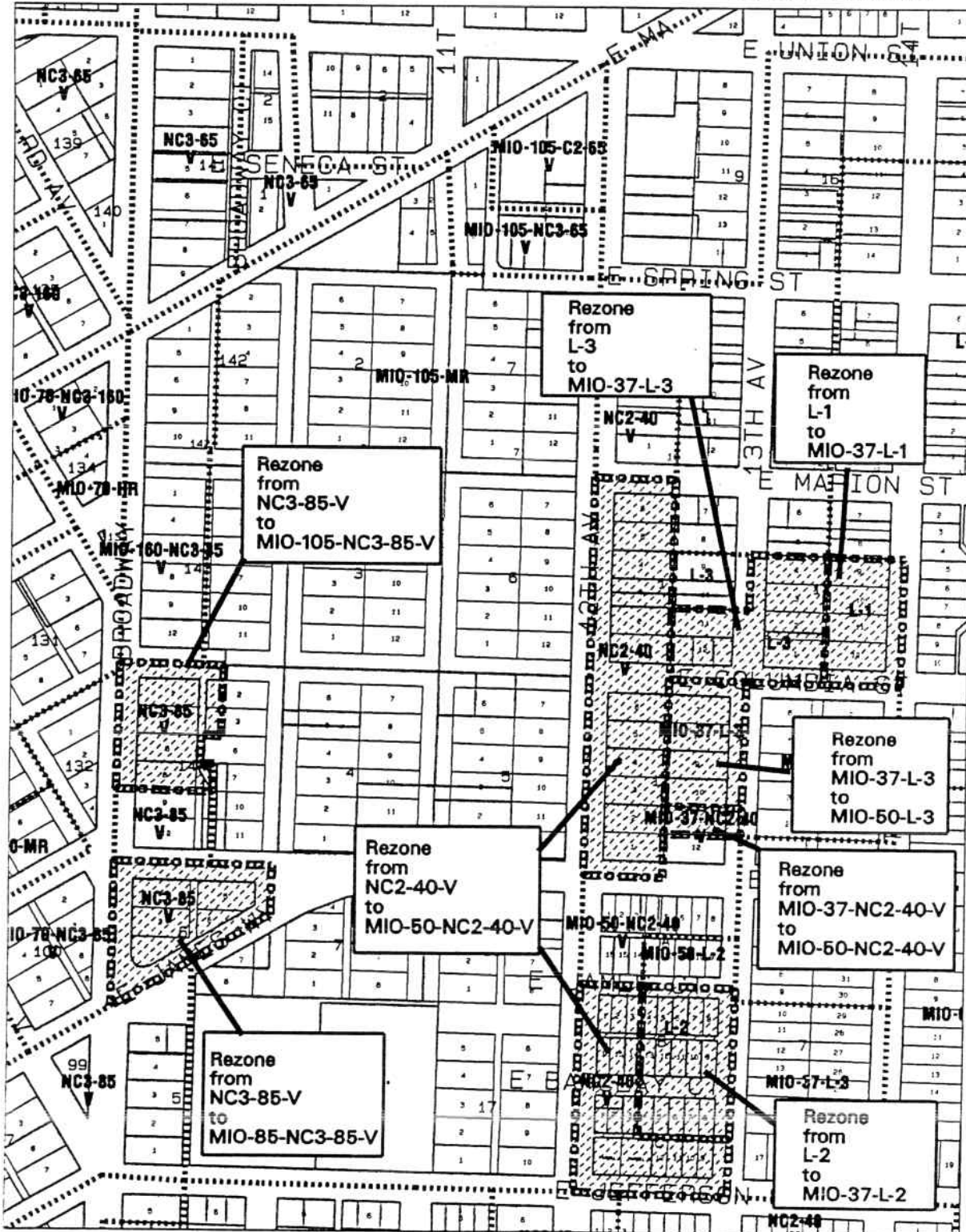
(SEAL)

**Amending Page 111,  
Official Land Use Map,  
1997 Major Institution  
Master Plan for  
Seattle University,  
DCLU Proj 9500096  
C.F.# 300520**

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## Proposed Rezone Areas

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## **SEATTLE UNIVERSITY REVISED MASTER PLAN**

C.F. 300520

### **APPENDIX 1: FINDINGS AND CONCLUSIONS OF THE CITY COUNCIL OF THE CITY OF SEATTLE**

#### **Introduction**

Seattle University has requested the approval of a new Major Institution Master Plan for the 15-year period between 1997 and 2012. The application was filed on March 19, 1996. The Director's report, submitted by the Department of Construction and Land Use (DCLU), recommended approval of the Master Plan, with conditions.

The matter was heard before the Deputy Hearing Examiner (Examiner) on April 9 and 10, 1997. The record was held open until April 12, 1997 to allow time for a site visit by the Examiner. A number of items received on April 10, 1997 after the adjournment of the hearing were made part of the record pursuant to an order dated April 11, 1997.

After due consideration of the information presented by the applicant and provided by the DCLU report, and all evidence from the public hearing, the Examiner issued findings of fact, conclusions and recommendations on the application on May 6, 1997.

Requests for Further Consideration were filed with the City Council by Mr. Bill Zosel and Mr. David Sucher.

At its June 3, June 20, and July 1, the Business, Economic and Community Development Committee of the Seattle City Council received information and heard oral arguments from the parties of record on the Requests for Further Consideration of the Hearing Examiner's Recommendation for Approval, subject to conditions of the proposed Seattle University Master Plan. The Committee recommended a preliminary decision on the Master Plan to the full Council on July 15, which was approved by the Council on July 21, 1997.

After due consideration of the evidence in the Hearing Examiner's record and the Hearing Examiner's Findings, Conclusions and Recommendations, the information and written materials and oral arguments submitted by the parties of record during the Council's review process, the City Council enters the following findings and conclusions.

## FINDINGS

The Council hereby concurs with and adopts as its own the Findings of Fact found in the Hearing Examiner Decision dated May 6, 1997.

The Council enters the following additional findings:

1. *Development Along 12th Avenue - Setbacks:* The Major Institution Policies and Code encourage setbacks that are at a minimum no less than underlying zoning (SMC 23.12.120 and SMC 23.69.030(B)(3)(a)). The underlying Midrise (MR) zoning for the campus area on the west side of 12th Avenue from E. Spring Street to E. Jefferson Street requires a setback for structures from the street (SMC 23.45.056(A)(3)(b)). When read together, these provisions of the Land Use Code limit the implementation of a zero foot setback option for development in the MR zone on the west side of 12th Avenue. The MIMP as conditioned (page 65 of the MIMP and Hearing Examiner Condition 14a) allows for exceptions to the proposed general 15 foot setback along 12th Avenue, including the possibility of a zero foot setback on the block of the proposed Marion Street Multi-use Building. However, the 15 foot setback may be reduced by the exceptions only to the extent allowed for by the underlying MR zone setback requirements.

2. *Development Along 12th Avenue - Pedestrian Orientation of Building Entrances and Open Spaces within Setbacks:* The Major Institution Policies (SMC 23.12.120) regarding development standards (including policies on edges/transition and open space) provide a basis for requiring a greater emphasis on pedestrian-orientation in the design of building entrances and adjacent open space in the setback on the west side of 12th Avenue. These policies allow for special consideration to be given to how edges are treated and to reflect the character of the district of the City in which the major institution is located in order to provide for an appropriate transition to the neighborhood.



3. *Citizen's Advisory Committee Recommendations:* Seattle University has testified before the City Council that it finds the recommendations of the Citizen's Advisory Committee (CAC) contained in the CAC's Final Report to be generally acceptable as conditions of approval of the MIMP. Seattle University worked with Council staff on minor edits for purposes of clarification of those CAC recommendations not included in the Hearing Examiner's recommended conditions. Seattle University has indicated its willingness to have the CAC recommendations as revised by Council staff included as conditions of approval of the MIMP.

## CONCLUSIONS

The City Council hereby concurs with and adopts as its own the Conclusions found in the Hearing Examiner Decision dated May 6, 1997, as modified below:

1. *Development Along 12th Avenue:* The City Council recognizes that there may be conflicts between underlying Midrise (MR) zoning and the conditions included in this MIMP that allow for a zero foot setback concept for future development along the west side of 12th Avenue. The Council would be willing to consider future changes to underlying zoning as part of a neighborhood plan for the South Capitol Hill urban village to reconcile these conflicts.

2. *Development Along 12th Avenue:* The Hearing Examiner makes several references to the *12th Avenue Development Plan* (Findings Nos. 30-39). In some cases the references are to parts of the Plan that were adopted by the City Council in 1992. In other cases, references are made to unadopted portions of the Plan. The Council concludes that the MIMP should be further conditioned to require the setback area on the west side of 12th Avenue to include pedestrian-oriented spaces in order to be compatible with the general objectives of the adopted Plan. This requirement is supported by the Major Institution Policies (SMC 23.12.120) regarding edges/transition and open space.

3. *Citizen's Advisory Committee Recommendations:* Given Seattle University's general agreement with all of the recommendations contained in the CAC's Final Report, the City Council concludes that several CAC recommendations not already addressed by the recommendations of the Hearing Examiner should be reflected as conditions of approval of the MIMP, with certain modifications for clarity and conformity with other conditions of approval. These include CAC Recommendations Nos. 4, 5, 9(part), 11, 12, and 16. CAC Recommendation No. 17 concerning use of street vacation proceeds should not be included as a MIMP condition. Instead, the decision on how to use proceeds from street vacations proposed as part of the MIMP should be made separately by the City as part of its street vacation approval process.



**SEATTLE UNIVERSITY REVISED MASTER PLAN**

C.F. 300520

**APPENDIX 2**

**CONDITIONS OF APPROVAL - MAJOR INSTITUTION MASTER PLAN (MIMP)**

Prior to approval of the compiled final MIMP:

The compiled final MIMP shall appropriately reflect the following:

- A. The Campion Upper Division Housing alternative;
- B. That the density limit for Seattle University shall be defined by the total maximum developable gross floor area identified in the proposed final MIMP (2,239,664 square feet), to which may be added the gross floor area of the existing US West and Hospital Laundry (provided that they are re-used and not demolished), and to which may also be added the gross floor area of contemplated mixed use and residential structures in Areas B and D; and

- C. That among the intents of the adopted MIMP are that:

There be no increased spillover parking demand on public rights-of-way east of 12th Avenue; and

Except for parking spaces serving approved institutional uses on the same immediate site, there be no new permanent institutional surface parking lots serving more than 20 vehicles east of 12th Avenue (including leased parking).

- D. . . . . Amendment of MIMP, second paragraph, page 65, to read as follows:

"In accordance with the provisions of the Seattle Land Use Code, the setback requirements shall not apply to... The setback requirements shall also not apply to (a) sky bridges, including their free standing supports; ~~to (b)~~ building entrance canopies and ~~to (c)~~ the first two stories of structures adjacent to 12th Avenue which providing those first two stories include commercial uses (including University uses of a commercial nature), and have direct pedestrian access from 12th Avenue, and contain 4,000 gsf of space or less. ~~Any commercial structures located within the setback area shall be limited to a maximum of two stories.~~ Regarding "c" above, setbacks above two stories may be reduced to zero feet at the discretion of the Director of DCLU. Seattle University and the Director of DCLU will consult with the Citizen's Advisory Committee prior to any decision to propose or approve a zero setback."

- E. . . . . Add a new condition to the Open Space and Landscaping portion of the  
. . . . . MIMP concerning perimeter and entrance improvements (page 41):

"For buildings along the west side of 12th Avenue which are new development, or which involve additions to or substantial rehabilitation of building facades facing 12th Avenue, Seattle University shall include building entrances that have direct access from 12th Avenue or are identifiable and visible from 12th Avenue and are attractive to pedestrians. If such buildings have usable area within the setback from the street, Seattle University is encouraged to design such area to include pedestrian-oriented open space, including such things as wide steps, plaza space or upper level terraces with outdoor seating. The Law School entrance onto 12th Avenue shall provide wide steps, plaza space or upper level terraces with outdoor seating facing onto 12th Avenue. Seattle University and the Director of DCLU will consult with the Citizen's Advisory Committee prior to any decision to propose or approve design of such areas."

F. Add a new condition to the Open Space and Landscaping portion of the MIMP concerning perimeter and entrance improvements (page 41):

"In the event that Seattle University is able to locate retail-like uses (bookstore, bike shop, etc.) along the west side of 12th Avenue and is able to take advantage of a zero setback option, the second row of street trees along the inside margin of the sidewalk along 12th Avenue (as shown in the Open Space and Landscaping Plan (Figure 9) of the MIMP) should be deleted."

G. .... Add a new condition to the MIMP:

"In the event that Seattle University proposes the conversion of its development program under the transition rules in the 1996 Major Institutions Code, University shall be required to: 1) obtain the advice of the Seattle University Citizen's Advisory Committee as required by the code; 2) hold at least one public hearing in the community; and 3) simultaneously consider, with Seattle University Citizen's Advisory Committee input, supporting revisions to the development standards."

In addition to any conditions below that might apply to specific developments, prior to issuance of any permit to demolish, construct or change or establish use pursuant to the compiled Final MIMP:

Seattle University shall (with regard to the project for which the permit is sought):



1. Provide plans showing the minimum screening and landscaping required by SMC Section 23.45.018.D for any new institutional surface parking lot serving 20 or more vehicles east of 12th Avenue (including on the US West, Hospital Laundry or Plant Services Building sites) which has been or is anticipated to be in service for a period of over one year; except that, in addition, the minimum depth of any landscaped area on the street side of a fence or wall shall be 4 feet. The standards of SMC Section 23.47.016.A.4 for additional landscaping shall also be met. The Director may modify these requirements if screening walls in keeping with the spirit and design described on page A1-6 of the Mayor's Recommended 12th Avenue Development Plan are provided;
2. Secure DCLU Director approval of a plan for management of construction personnel parking demand throughout the period of construction. The plan shall demonstrate that all construction personnel parking demand will be met off-street;
3. Secure DCLU Director approval of a construction traffic plan for workers and truck deliveries/routes. The plan shall minimize disruption of traffic (including pedestrian traffic) on adjacent rights-of-way;
4. Establish an internal design review process which shall include, prior to issuance of any Master Use or building permit(s), the solicitation of comments from the Citizens Advisory Committee on the design of campus buildings with a facade having, in the judgment of the Director of DCLU, substantial height, bulk or scale impacts on a City street or alley, or on adjacent non-institutional property;
5. Document, to the satisfaction of the DCLU Director, that
  - A. Energy conservation measures have been addressed.
  - B. Plans show the location, direction and intensity of proposed exterior lighting. Exterior lighting fixtures shall be shielded and directed away from adjacent land uses. Glare from lighting crossing the boundaries of the MIO onto a public right-of-

way, or onto adjacent privately owned property, shall be reduced to acceptable levels. CAC input shall be considered in making this determination with respect to the proposed tennis facilities at the Connolly parking lot location.

- C. Highly reflective glazing has been minimized;
- D. Any required notice of proposed demolition(s) has been provided to Puget Sound Air Pollution Control Authority;
- E. Any environmental health hazards, including from PCBs or any other source, will be identified and remediated. Sufficient plans for identification and remediation may include simply identifying how contact with other agencies having jurisdiction will be made.

In addition to any conditions below that might apply to specific developments, prior to issuance of any temporary or permanent certificate of occupancy or final approval of any permit to demolish, change use, or alter or expand a structure or a parking lot pursuant to the proposed final MIMP

- 6. Seattle University shall provide the DCLU Director documentation that any and all required environmental health hazard remediation has been completed;
- 7. Seattle University shall provide any and all element(s) or feature(s) required to be shown on plans prior to issuance of the Master Use Permit.

Prior to issuance of any permit for development associated with the proposed Law School (including additions) at the preferred site:

Seattle University shall document, to the satisfaction of The DCLU Director, that:

- 8. The following features of the Law School are shown on Master Use and building permit plans:  
no encroachment on the vacated Columbia Street right-of-way; major pedestrian entrance

and/or vestibule to the Law School building both within 100 feet of the northwest corner of the intersection of 12th Avenue and East Columbia Street and highly visible from northbound 12th Avenue; venting for mechanical equipment and areaway and access to transformer equipment that is recessed below ground, entirely invisible to pedestrians behind a retaining wall; a landscaped area (in a manner like that shown on Plan Sheet A-5 dated January 29, 1997); and substantial modulation of the building facade on 12th Avenue. Substantial pedestrian amenity(s) along 12th Avenue shall also be provided pursuant to Condition No 13.

9. Seattle University shall provide additional information to SEATRANS to determine if the following revisions to the traffic signals are warranted:
  - A. Placement of a traffic signal at the intersection of 12th Avenue and East Marion Street, and coordination of this traffic signal with affected area signals.
  - B. Pedestrian activation of the existing traffic signal at 12th Avenue and East Columbia Street, and coordination of this traffic signal with affected area signals.
  - C. Re-timing, if possible, of all affected traffic signals to minimize vehicle delay.”

Prior to issuance of any permit for development associated with the proposed University Center, including the proposed skybridge:

10. Plans shall show, to the satisfaction of the DCLU Director:
  - A. Landscaping to the south of the proposed structure effective in adequately mitigating glare impacts;
  - B. That use of high-reflectivity glazing has been minimized;
  - C. A note stating, “No glazing shall be installed in the south facade of the University Center until the framework for the skybridge and required glare-mitigating landscaping have been installed.”

- D. A bicycle walk zone at the campus entrance located between Bellarmine Hall and the University Center.
- E. Signage which encourages pedestrian circulation by the general public through any structure or portion of structure obstructing or passing over the existing pedestrian mall in the vicinity of vacated 11th Avenue Street.

10.1. Concurrent with its internal design review process for the Student Services Building, Seattle University should solicit input from the Seattle University Citizen's Advisory Committee concerning access to the skybridge from the street level and provide those comments to its design review committee.

Prior to installing any glazing in the south facade of the proposed University Center:

- 11. The skybridge proposed to connect the University Center with the parking facilities to the south across East Cherry Street shall be constructed and the required glare-mitigating landscaping shall be installed; or
- 12. Approval shall be secured for alternative means of adequately mitigating likely adverse glare impacts.

Prior to issuance of any permit to demolish, construct, or expand any structure or surface parking lot on the west side of 12th Avenue between East Spring and Jefferson Streets:

- 13. Seattle University shall provide plans showing substantial amenities rendering, in the judgment of the DCLU Director, the adjacent portion of the west side of 12th Avenue genuinely encouraging to pedestrian circulation. Amenities may include but are not limited to benches, street art, information kiosks for general community use, awnings or canopies, fountains, special lighting, etc.

- 13.1. In the event that Seattle University undertakes a substantial renovation of the facade facing 12th Avenue, addition to, or replacement of the University Services Building, the building should be designed in a way that does not preclude its suitability for mixed uses and its availability for commercial uses on ground floors, at Seattle University's discretion, if demand for such space materializes. Such a design should include a major entrance off of 12th Avenue. Prior to a building permit for the project, Seattle University should present schematic plans showing the east facades of the project to the Seattle University Citizen's Advisory Committee for their review and comment and shall incorporate design elements intended to support the pedestrian and mixed use goals of the *12th Avenue Development Plan*.

Prior to issuance of any Master Use Permit to expand the parking area of or increase the number of vehicles served by the existing East Marion Street parking lot, or to issue any permit to demolish the structure at 925 12th Avenue:

14. A plan acceptable to the DCLU Director shall be provided showing a view portal in the mid-block at the project location, together with additional parking lot screening and landscaping and pedestrian amenities.

Prior to the issuance of any Master Use Permit for the proposed Marion Street Parking Garage and Multi-use Building

- 14.1 A plan shall be provided that avoids any above ground parking facades directly facing onto 12th Avenue. The garage may observe a setback of less than that shown on Figure 15 of the MIMP so long as no portion of the garage's east face is visible from 12th Avenue. The Marion Street Multi-use Building may observe a setback of less than 15 feet (including a zero setback) and shall be designed in a manner that does not preclude the use of ground floor (i.e. the floor essentially level with 12th Avenue) space for mixed or commercial use. The plans for the Multi-use Building shall show an entrance off of 12th Avenue, or an entrance easily accessible from 12th Avenue,

as discussed in the Pedestrian Circulation section of the MIMP. If the project includes no entrance onto 12th Avenue, then the plans shall show improvements to the Spring Street entrance onto the campus that will make the entrance more prominent and attractive to pedestrians on 12th Avenue. Prior to the issuance of a building permit for the construction of the Marion Street Garage and Multi-use Building, Seattle University should present schematic plans showing the east facades of the project to the Seattle University Citizen's Advisory Committee for their review and comment and should incorporate design elements intended to support the pedestrian and mixed use goals of the *12th Avenue Development Plan*.

Prior to issuance of any permit to construct the proposed Campion Garage or any alternative to it:

15. Seattle University shall provide a professional analysis documenting that potential pedestrian safety and queuing problems identified on FEIS pages 114-179 have been adequately addressed, as called for on pages 177 and 178 of the FEIS.

Prior to issuance of any permit to construct the proposed Campion Upper Division Student Housing project:

16. Plans shall be submitted showing, in addition to a row of trees to the east of the structure which will achieve a mature height of at least 40 feet, effective modulation and/or substantial stepping back of the upper three stories of the facade. The effectiveness of modulation and the substantialness of stepbacks shall be determined by the Director of DCLU, in consultation with SU and SU's CAC. Plans shall also show a minimum of 5 feet of additional landscaped setback from East James Way/East Cherry Street (for a total of 20 feet) for all above-grade portions of structures which exceed 65 feet in height, excepting the stair/elevator tower providing access to the pedestrian bridge.



17. Plans shall show that increased risks to pedestrians at the upper crosswalk have been reduced to levels acceptable to the DCLU Director by means including but not limited to: surface treatments of the upper crosswalk to improve visibility; design elements such as bollards, improved lighting, signage; and landscape modifications to identify the crossing as a secondary campus entrance.

During any construction or demolition related to the Law School, Plant Services Building, or Upper Division Student Housing/Marion Street Parking Garage pursuant to the compiled Final MIMP:

18. Seattle University shall ensure that any construction activity not conducted entirely within an enclosed structure is limited to non-holiday weekdays between 7:30 a.m. and 6:00 p.m. These limitations may be subject to revision at the sole discretion of DCLU to allow work of an emergency nature; work that would substantially shorten the construction period; work requiring obstruction of right-of-way; work of low noise impact; landscape activities which do not require use of heavy equipment (e.g. planting); and scheduling of work to avoid significant disruptions of classroom activity. A written request for revision of the hours of construction activity must be submitted to the DCLU Director at least three working days prior to the date of the proposed activity.

Seattle University shall also:

19. Ensure that construction equipment mufflers, engine intake silencers, and engine enclosures are properly sized and maintained; and that equipment is turned off rather than idled when not in use.
20. Ensure that stationary equipment is placed as far away from sensitive receiving locations as possible. Where this is not feasible, or where noise impacts are still adverse, portable noise barriers shall be placed around the equipment with the opening directed away from the sensitive receiving property. These measures are to be especially applied to pumps, compressors, welding machines, and similar equipment that operate continuously and contribute to high, steady background noise levels.

21. Ensure that hydraulic or electric models are employed instead of impact tools such as jack hammers, rock drills and pavement breakers.
22. Ensure that haul routes used by contractors minimize the impacts of truck-related noise on sensitive noise receivers. Hauling of construction materials shall be limited to non-holiday weekdays between 7:30 a.m. and 6:00 p.m.

In addition to any of the above conditions related to specific development activities, during any construction:

Seattle University shall:

23. Assure compliance with approved plans for management of construction personnel parking demand.
24. Secure all construction sites with fencing, and provide nighttime lighting of sites;
25. Advise affected locals (including businesses) of potential dates and times of construction-related utility service and rights-of-way disruptions;
26. Notify the Seattle Police and Fire Departments about utility shutdowns and road closures on and off campus;
27. Keep construction debris to a minimum and transport it off campus as soon as possible;
28. Properly locate underground utilities prior to excavation;
29. Eliminate all silt and construction debris from stormwater run-off before it enters public sanitary and/or storm sewer mains.

Prior to issuance of any temporary or permanent certificate to occupy the proposed Campion Upper Division Student Housing project:

30. If the housing is to be occupied while the proposed skybridge and University Center is under construction, signage and fencing or other barriers shall be provided to prevent or discourage pedestrians from crossing at or near the lower crosswalk.

Prior to either 1) construction of the Campion Garage and/or alternative structured parking or 2) implementing the plan for a permanent parking solution called for in Conditions Nos. 32 and 33 immediately below:

31. The amount of temporary leased surface parking shall be limited to 250 spaces. After conclusion of either of the foregoing options, the amount of leased surface parking within 2,500 feet of the boundaries of the MIO shall be limited to 100 spaces. No such permanent leased parking shall be located east of 12th Avenue, unless located in structured parking garage(s). Except as provided elsewhere among these conditions, this parking shall be allowed at street level in commercial zones notwithstanding the provisions of SMC 23.69.022(A)(2).

In the event that the 600-space Campion Garage is not completed by December 1999 to accommodate Seattle University's anticipated increased peak parking demand at the time of the opening of the Law School (in 1999), prior to June 1, 2000:

32. Seattle University shall secure the DCLU Director's approval of specific details of the plan, developed in consultation with the CAC, to determine parking demand during peak period of the Autumn Quarter of the year 2000. General elements of the plan shall be as follows:
  - A. Review of TMP progress
    1. Surveying the campus population using the 1995 Transportation Survey form;

2. Using the survey data to determine mode splits, exemptions, parking locations, and other data that may be compared to the 1995 Transportation Survey results;
  3. Comparing the 1995 and 2000 survey results to determine shifts in commuting behavior.
  4. Comparing transit pass sales in 1995 to sales in 2000.
  5. Compiling and analyzing patterns in annual TMP reports submitted to the City.
  6. Determining the success of the TMP by comparing the results to projected goals and the observable effect on parking demand.
- B. Review of parking demand
1. Determining on-street demand by counting cars parked on-streets in the vicinity of SU in the same manner as counted in 1995.
  2. Determining parking on-campus parking demand by analyzing the history of parking permit sales, lot occupancy, and permit waiting lists.
- C. Calculate revised Autumn Quarter 2000 peak parking demand
1. Using the 2000 portion of FEIS Table 46, revise the table based upon Autumn quarter 2000 population numbers and the review above-described to determine a revised peak parking demand.
  2. Project this peak demand into 2007 using revised population figures.
  3. Adjust the peak parking demand up or down to reflect potential future program changes.
  4. Determine the existing and projected supply based on the removal of temporary lots or stalls lost to construction. Surface parking spaces not legally established for Seattle University use prior to October 17, 1996, and leased parking, shall not be counted in the supply.
  5. Compare the revised projected supply to the revised peak demand to determine the needed number of on-campus parking spaces.”
- D. Seattle University shall conclude implementation of the approved parking assessment plan prior to the beginning of the Winter Quarter, 2001.

33. As soon as possible following completion of the above-identified parking assessment, and no less than a year after the Law School is opened, and prior to issuance of any subsequent permits to demolish, construct, or renovate, Seattle University shall develop a plan, acceptable to the DCLU Director in consultation with the CAC, to provide a permanent solution to address the peak parking demand identified by the above method. The plan may include provision of parking beyond the code-specified maximum. In developing this plan, the first option shall be construction of parking structures. Other options, including TMP enhancements, may be incorporated in the plan if, in DCLU Director's judgment, sufficient documentation of their likely success is provided. Surface parking east of 12th Avenue for more than 20 vehicles shall not be incorporated in the plan to provide a permanent parking solution.
34. Any proposal to develop more than the Code-permitted maximum of on-campus parking to satisfy demand resulting from the above method shall not be deemed a major amendment solely for exceeding Code-permitted maximum parking quantity.

For the life of the project:

35. All campus bollards used to restrict access to internal campus streets should be equipped with locks that are compatible with the requirements of Seattle Police and Fire Department vehicles.
36. Seattle University shall maintain all parking per plan.
37. On each anniversary of the adoption of the proposed final MIMP, or the fiscal year end (at the choice of Seattle University), Seattle University shall submit an annual report to the Department of Construction and Land Use and to SEATRANS (or successor(s)). This shall be done to facilitate monitoring of the plan. The annual report shall provide information sufficient, in the judgment of the DCLU Director, to assess progress on the development program and TMP, and compliance with all applicable development standards and conditions. The report shall include, but not be limited to, information on building inventory

changes; projects pending, in progress, and/or completed; the amount of commercial space in NC2-zoned areas east of 12th Avenue; MIMP objectives achieved, conditions met, pending revisions, and other information as appropriate to monitor development under the MIMP. The annual report shall also include a TMP progress report, providing all available information regarding TMP effectiveness, and detailing in particular progress toward meeting SOV goals.

### **CONDITIONS OF APPROVAL - REZONES**

Prior to issuance of any permit to construct the Plant Services Building at the preferred site:

38. Plans shall show substantial elements which, in the judgment of DCLU's Director, would be compatible with a future mixed use environment. These elements shall include ground floors with a minimum ground floor-to-ceiling height of 13 feet, no blank facades longer than 30 feet, pedestrian entrances on 12th Avenue and East Cherry Street, and no surface parking adjacent to 12th Avenue or East Cherry Street. DCLU may waive one or more of these standards if a commercial use is incorporated in the project and renders it as or more compatible with a future mixed use environment. Commercial uses may include SU uses of a commercial nature, such as a surplus store or a copy center which can be patronized by the public.

For the life of the project:

39. Any single-purpose residential development of commercially-zoned property in Area B or D shall comply with the standards of SMC Section 23.47.008 ("Mixed Use Development"). Moreover, the market for the commercial space shall be documented prior to issuance of any permit to construct such a structure and, unless subject to a substantial commercial lease, at least once every 5 years thereafter. If there is a demand for market-rate commercial uses which are consistent with a pedestrian-oriented mixed-use environment, preference shall be given to leasing ground floor space to such uses over continuing residential uses. However,



such preference shall be required only when sufficient demand is documented that commercial uses will likely occupy block frontage of adequate size and locations to incorporate commercial uses without substantially disrupting remaining ground floor residential uses. Evaluation of the above-identified factors shall be at the sole discretion of the DCLU Director. To assure adequate monitoring of commercial leasing overtures, the required annual report of progress pursuant to the MIMP shall contain a section describing the status of development in the commercially-zoned portions of Areas B and D, and the required time frames for and results of advertising action.

40. Non-residential institutional uses in Area C and on the US West site shall be limited to those which the DCLU Director determines to be no more impactful than existing non-conforming uses (according to standards such as those stated at SMC Section 23.45.184.D). In making such a determination, the Director shall consult with the SU CAC.
41. Height in the proposed MIO-50 zones with NC2-40 underlying zoning shall be limited to 44 feet in structures built to the mixed use standards of SMC Section 23.47.008. The height of any other structures in these areas serving major institution uses shall be limited to the underlying zone standards.
42. Structures in the L3-zoned portion of Area B north of East Columbia Street, and in the L1-, L2-, and L3-zoned portions of Areas C and D shall be limited to the underlying zone height standards. Any height non-conformities of the existing structure in Area C shall be permitted to be maintained (but not expanded) if the existing structure merely is proposed for a change to institutional uses.
43. Where provisions regarding Transition in Height and Scale height limits are inconsistent with adopted conditions of approval, the conditions of approval shall prevail.
44. A major or minor master plan amendment shall be required if the proposed uses for the multi-use building at the East Marion Street site are determined by the DCLU Director, in

consultation with SU and SU's CAC, to have substantially different adverse impacts than those identified in the FEIS, including its addendum(s).

45. As commercial and residential properties are acquired (e.g. the medical office building in Area A), the University should allow existing uses to continue on an interim basis until such time as the property is required for campus use. The leaseback period shall last a minimum of three (3) months, allowing existing businesses and residents to remain and to plan accordingly.

- 45.1. In the event that Seattle University proposes changes to the proposed MIMP uses within the MIO boundary expansion area east of 12th Avenue, Seattle University shall be required to: 1) obtain the advice of the Seattle University Citizen's Advisory Committee for any proposed amendment as required by code; 2) hold at least one public meeting open to the community concerning the changes; and 3) simultaneously consider, with Seattle University Citizen's Advisory Committee input, supporting revisions to the development standards as they might apply to the area.

#### **CONDITIONS OF APPROVAL - SEPA**

##### **For the life of the project:**

46. Pursuant to the City's SEPA regulations (Chapter 25.05 SMC), proposed developments 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 if required by the City's SEPA regulations, e.g., if there is a substantial project change so that the project is likely to have an adverse environmental impact not adequately considered in the master plan EIS. Additional environmental

information may be provided as addendum(s) to the FEIS, unless the DCLU Director determines that supplemental EIS(s) are necessary.

Finally, compliance with Condition(s) Nos. 1-8, 10, 12-17, 32, 33, 37-40 and 46 shall be verified and approved by the DCLU Director at the specified development stage, as recommended in the Director's decision. The responsible party(s) should be required make an appointment with the DCLU Land Use Division at least three working days in advance of a field inspection. The Director would ultimately determine whether the condition requires submission of additional documentation or a field verification to ensure that compliance has been achieved.