

# UNIVERSITY OF WASHINGTON MASTER PLAN

Seattle Campus



**ANNUAL REPORT 2022**

## Preface

The University of Washington's Seattle campus, recognized as one of the most beautiful in the United States, plays host to thousands of students, staff and faculty every day amid natural beauty (Portage Bay, Lake Washington and the Cascades) and a mixed surrounding environment of neighborhoods. For several decades the University, surrounding neighborhoods and the City of Seattle have engaged in collaboration to yield physical development plans for the University, recognizing that the University has a necessary mission and that the surrounding neighbors have interests in how the University grows and changes physically to meet that mission.

This document is the third annual report on physical development under the University of Washington's Seattle Campus Master Plan as approved by the Seattle City Council in February 2019. The report is structured to respond to reporting requirements found in the City University Agreement (Ordinance 121193), the ordinance approving the Campus Master Plan (Ordinance 125733), and the Conditions of Approval attached to that ordinance. **This report covers January through December 2021**

These reports are submitted annually to the Seattle Department of Construction & Inspections, Department of Neighborhoods, Department of Transportation, the Seattle City Council and the City/University Community Advisory Committee (CUCAC).

This report was compiled by staff in the UW Office of Regional & Community Relations, UW Capital Planning & Development, UW Transportation Services Office, and UW Real Estate Office.

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This report can be printed from the web and is posted on the web at:  
[www.washington.edu/community](http://www.washington.edu/community)

## Executive Summary

In this reporting period, the University began to emerge from pandemic restrictions and resumed mostly in-person classes in the fall. Although operations are slowly returning to normal, not all people have returned to campus on a regular basis and Covid variants continue to affect the return. The University appreciates the ongoing partnership of City of Seattle staff and the sacrifices made throughout the greater community.

With regard to the requirements of the annual report, two sites have been under construction by the University of Washington: S40 (Health Sciences Education Building) and C3 (Founders Hall). Two sites have been under design: W27 (multi-user building including Center for Advanced Materials and Clean Energy Technologies) and C11 (Interdisciplinary Engineering Building). One additional site has been selected for development: E59 (Basketball Training and Health and High Performance Center). One project (ICA Softball Performance Center) has been completed during this period. The University measured a 16.4% single occupancy vehicle rate, which is a decline of 2.3% since 2018. As this is the beginning of a new Master Plan, many Conditions of Approval have not been completed yet.

## Table of Contents

<b>CITY UNIVERSITY AGREEMENT REPORTING REQUIREMENTS</b> .....	4
<b>Section 1: Campus Development</b> .....	4
<b>Section 2: Transportation</b> .....	6
<b>Section 3: Jobs &amp; Housing</b> .....	15
<b>Section 4: Commercial Development, Real Estate &amp; Leasing</b> .....	16
<b>CAMPUS MASTER PLAN ORDINANCE REPORTING AND CONDITIONS OF APPROVAL REPORTING REQUIREMENTS</b> .....	20
<b>Appendix A: Map of the UDNUC, Primary and Secondary Impact Zones</b> .....	26

# CITY UNIVERSITY AGREEMENT REPORTING REQUIREMENTS

The following reporting is provided per section II.D. Reports of the City University Agreement.

## Section 1: Campus Development

**1. The University will prepare and submit reports to DPD, the City Council and CUCAC which will provide the following information on a semiannual basis up to 2008 and thereafter on an annual basis:**

**a. A status report on all ongoing development projects at the University;**

Capital Budget Requests

The 2021-23 Legislative Capital Budget appropriates \$289.15 million in new state funding, \$85.825 million from the UW Building Account, and \$2 million from the state's Model Toxics Control Account. This includes appropriations to construct a new interdisciplinary teaching and research facility for the College of Engineering in Seattle (\$45.4 million). The budget, also, includes design funding for phase two of the renovation and replacement of Magnuson Health Sciences Building in Seattle (\$5 million).

The capital budget appropriates \$25.825 million from the UW Building Account for preventative facility maintenance and building system repairs, which includes infrastructure upgrades, building repairs, utilities and site work repair, life safety, and classroom improvements. The budget also appropriates \$8 million from the UW Building Account for seismic upgrades to existing buildings and \$10 million from the UW Building Account for repairs to the Power Plant on the Seattle campus. In the 2022 Supplemental Budget, \$2 million was added for deferred maintenance to improve seismic preparedness for facilities on the Seattle campus.

**Table 1 – Campus Master Plan Identified Sites for Development**

<b>Project Name</b>	<b>CMP Site</b>	<b>Program Description</b>	<b>Anticipated Construction Start</b>
Mixed-use building, CAMCET	W27	Academic	2022
Interdisciplinary Engineering Building	C11	Academic	2022
ICA Basketball and Health and High Performance Center	E59	Academic	2023

**Table 2 - Sites Under Construction or Projects Completed**

Project Name	CMP Site	Gross Sq. Ft.	Net New Sq. Ft	Status
ICA Softball Performance Center	East Campus	4,919	4,919	Completed
Health Sciences Education Building	S40	73,506	73,506	Under construction
Founder's Hall	C3	84,771	41,672	Under construction
<b>TOTAL:</b>		<b>163,196</b>	<b>120,097</b>	

**Table 3 - Development by Sector**

Sector	Potential Net New Max Sq. Ft.	Maximum % Development	Net New Development	Current Total Net New Development	Current Total New % Development
Central	900,000	15%	0	0	0%
West	3,000,000	50%	0	0	0%
South	1,350,000	23%	0	0	0%
East	750,000	12%	4,919	4,919	0.01%
<b>TOTAL:</b>	<b>6,000,000</b>	<b>100%</b>	<b>4,919</b>	<b>4,919</b>	<b>0.01%</b>

**b. Proposed project development changes, and major and minor amendments;**

- Proposed Project Changes: There have been no project changes during this reporting period.
- Major and Minor Amendments During this Reporting Period: There were no amendments during this reporting period. A minor amendment SDCI interpretation was made in 2020 to omit the upper level setback for a structure front NE Pacific Street in Site S40 (Health Sciences Education Building) and met criterion Section IIC 4.a and b of the City-University Agreement.

**c. Any identified changes in direct, indirect, and cumulative adverse environmental impacts to the surrounding community and the City as a result of changes to the proposed development schedule set forth in the Master Plan;**

- There have been no changes to the proposed development schedule set forth in the Master Plan.

- The CMP permits the University to develop up to 6 million square feet of space during the life of the plan. Page 151 of the CMP describes the development process. The development schedule as set forth in the CMP says the following:

“Based on analysis of past development trends, need, and funding sources, it is anticipated that during the life of this Plan the University will build on average 600,000 gross square feet of net new buildings annually for a total development of 6.0 million net new gross square feet over the life of the 2019 Campus Master Plan. However, there may be some years where development is more or less than 600,000 net new gross square feet.”

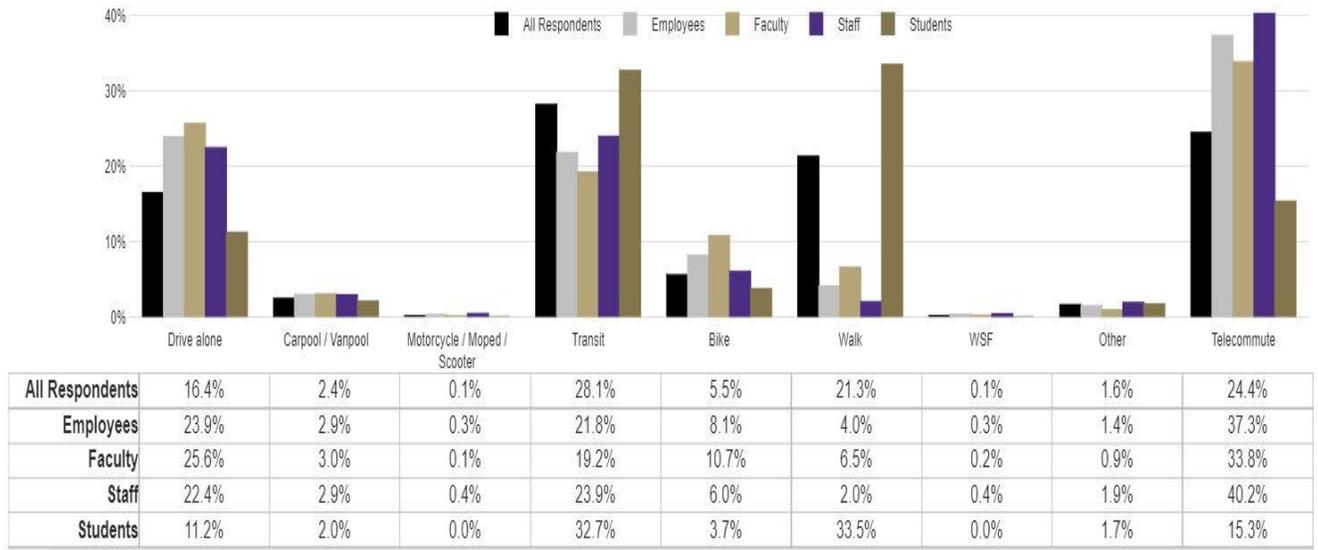
## Section 2: Transportation

### **d. The results of the annual campus traffic counts and survey results for the campus, and biennial University District area estimates;**

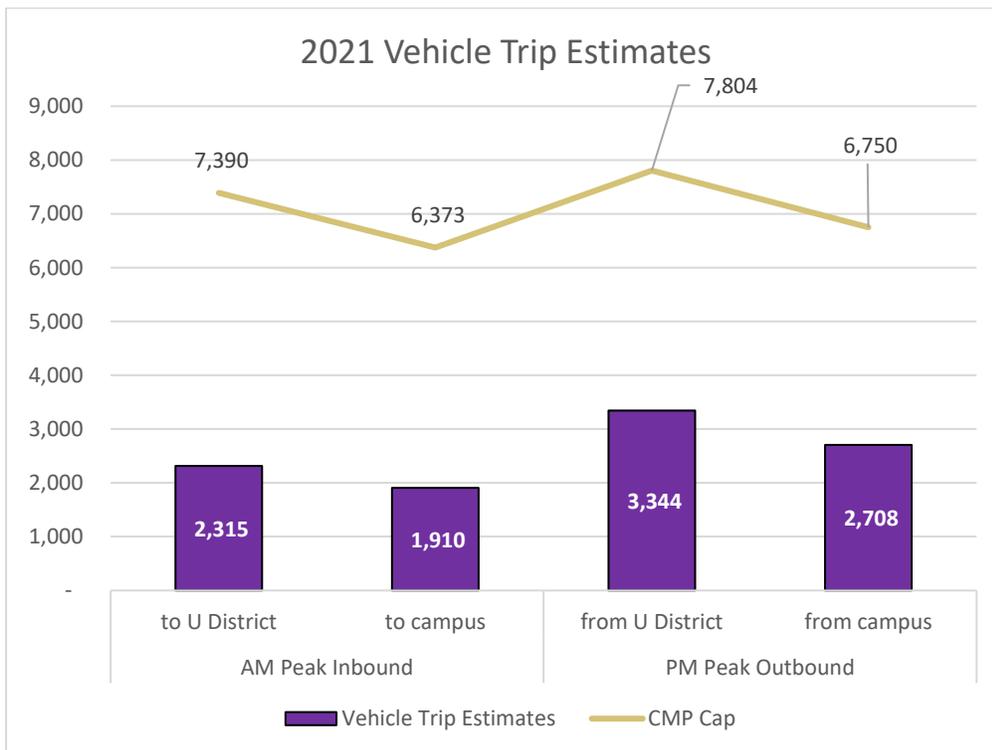
Since 1983, the number of vehicles entering and exiting campus has been monitored for one week in October each year. This study's initial purpose was to determine the University's adherence to the 1983 General Physical Development Plan (GPDP). In this agreement with the City of Seattle, limits were placed on the number of vehicles that could enter and exit campus during peak periods and during a 24-hour period. These limits continued until 2003, when a new CMP was adopted. The study continues to be conducted for making historical comparisons and to understand the overall traffic volumes associated with the campus. Various UW campus mobility reports, including the annual Campus Transportation Survey, can be found at:

[transportation.uw.edu/publications](https://transportation.uw.edu/publications)

**Figure 1: 2021 Campus Mode Share, Monday through Friday**



**Figure 2: 2021 Vehicle Trip Estimates**



**e. Progress made in achieving the goals and objectives contained in the transportation management program (TDM) towards reduction of single-occupant vehicle use by institution employees, staff and/or students; and the progress made in meeting conditions of master plan approval;**

As noted in the Executive Summary, 2021 will continue to be a unique year for campus operations and measurements with regard to trip reduction due to the impacts on work location and comfort with using transit due to the ongoing coronavirus epidemic. Overall, the University of Washington has demonstrated a continued commitment to managing its transportation impacts on surrounding neighborhoods and the region. This commitment has resulted in one of the lowest single occupancy vehicle (drive-alone) rates for universities nationwide. In the 1970s, the University implemented programs such as the Health Sciences Express; developed computerized ride-matching software; began subsidizing transit passes; and provided incentives to encourage students to carpool. Since these initial steps, the University has incrementally built upon these successes and has become a national model and leader in transportation demand management. The University continues to innovate for success while meeting demands for campus growth and adjusting to changing transportation options serving the campus.

**TMP GOALS & MONITORING**

The primary goal of the University's TMP, updated for the 2019 Campus Master Plan, is to continue making progress on commute-trip efficiency for peak hour trips made by the campus student, staff, and faculty populations, while also maintaining designated caps on peak hour trips and total parking stalls. The numeric goals are expressed below. (CMP pg. 260, et al)

<b>TMP GOALS</b>	<b>Comments on current status, performance updates in 2022</b>
<p>1. The University's TMP SOV rate goal is 17% as of the date of the Plan (2019). Limit the proportion of drive-alone trips of student, staff and faculty to 15% by one year after the opening of the Northgate Link Extension, to 13% one year after the opening of the Lynnwood Link Extension, and 12% by 2028 (or upon the development of 6 million net new gross square feet, if before 2028 (but no sooner than the opening of the two Link extensions).</p>	<p>Based on the results of the 2021 UW Annual Transportation Survey, the University has an SOV rate of 16.4%. This is a 2.3% decrease over 2018.</p> <p>See Figure 1 for breakdown of the SOV rate by category.</p>

	See below for actions being taken in 2022 to reduce the SOV rate.
2. Maintain 2018 AM and PM trip caps for students, staff, and faculty.	<p>2021 AM peak trips were below the cap for both campus and the U-District.</p> <p>2021 PM peak trips were below the cap for both campus and the U-District.</p> <p>See Figure 2 for 2021 vehicle trip estimates.</p>
3. Do not exceed parking stall cap of 9,000. (Parking spaces associated with residence halls are included in the parking cap. Bicycle loading spaces, UW vehicle spaces, physical plant vehicle spaces, shuttle, UCAR, miscellaneous restricted parking spaces, and accessory off-campus leased or owned spaces are not counted toward the parking cap.)	<p>The University counted 11,467 regulated parking stalls in 2021. During this year, 63 stalls were removed from service.</p> <p>A parking reduction plan was presented to the City outlining a strategy to reduce parking stalls to 9,000 by the time 6M square feet is developed. The University has reduced parking by 169 stalls since the 2019 Campus Master Plan was passed.</p>

<b>MONITORING AND REPORTING</b>	<b>2021 Updates and 2022 Planned Activities</b>
<ul style="list-style-type: none"> <li>• Convene a transportation agency stakeholder meeting, at least quarterly, to review progress and discuss unforeseen transportation challenges and opportunities. The group will not have oversight to set TMP priorities.</li> </ul>	<p>The University met with transportation agency stakeholders throughout 2021, convening meetings with stakeholders to discuss specific transportation projects and transit service changes.</p>

	Quarterly meetings were held in April, June, September, and November.
<ul style="list-style-type: none"> <li>• Commit to monitoring and reporting campus performance of its transportation goals.</li> </ul>	In 2022, the University will conduct the Annual Transportation Survey and begin an inventory of bicycle parking on campus.
<ul style="list-style-type: none"> <li>• Conduct an annual survey and provide the results of its efforts to the City-University Citizen Advisory Committee (CUCAC), SDOT Director, SDCI Director, Seattle City Council members, transportation agency stakeholders, and transit agency partners. This survey provides a broad and representative sample of campus transportation choices and can be adjusted to address new and emerging technologies. Through publication of the Campus Master Plan Annual Report, the University shall verify that mode share goals and parking caps have been met.</li> </ul>	Completed for reporting year. The annual survey results are provided through this report and can be found online at:  <a href="https://transportation.uw.edu/publications">https://transportation.uw.edu/publications</a>
<ul style="list-style-type: none"> <li>• Monitor bicycle parking (utilization) and accidents including bike and pedestrian accidents.</li> </ul>	Completed for reporting year. More information can be found in the Annual Survey (pg 36) located here:  <a href="https://transportation.uw.edu/publications">https://transportation.uw.edu/publications</a>

**TRANSPORTATION DEMAND MANAGEMENT STRATEGIES**

The University of Washington provides a comprehensive package of TDM benefits and programming to encourage students, staff and faculty to use transportation modes other than driving alone to campus.

There are eight programmatic components of the TMP, each one supporting the success of the overall TDM program. Under each of the following eight TMP components is a list of baseline strategies, as well as improvements implemented in 2021 and planned improvement strategies for 2022.

TMP Strategy	Basics	2021 Updates and 2022 Planned Activities
<p><b>1. U-PASS</b></p>	<p>The University of Washington has provided the U-PASS transit program to students and employees since 1991.</p> <p>In 2011, the Student U-PASS became a universal program with all students.</p> <p>The U-PASS program provides:</p> <ul style="list-style-type: none"> <li>• Unlimited transit on ORCA regional agencies</li> <li>• Full fare coverage for vanpool/vanshare on ORCA regional agencies.</li> <li>• Guaranteed ride-home program</li> </ul> <p>The program is funded through student fees, some employee user fees, a percentage of parking revenue and institutional subsidy.</p>	<p><b>UPDATES:</b> UW collaborated with transit agency partners on the roll out of the New ORCA system.</p> <p><b>PLANNED:</b> <b>As of July 1, 2022, all personnel paid by the University will receive a 100% subsidized U-PASS. The extended population to receive this benefit will be 22,900 employees.</b></p> <p>The University continues discussions with campus stakeholders and transit agency partners on ways to incorporate ORCA Lift as a way to reduce overall program costs to students.</p>
<p><b>2. Transit</b></p>	<p>Beyond the U-PASS program, the University coordinates with transit agency partners and the City of Seattle on transit service and improving transit access.</p> <p>The University of Washington also supports transit through our 1991 Staging Agreement with King County Metro to provide layover space and comfort stations on campus to support efficient and frequent transit routing within the U-District.</p> <p>Intercampus UW-operated shuttles are available between</p>	<p><b>UPDATES:</b> UW participated in the King County Metro North Link Connections and East Link Connections Mobility Project Review Boards and other public processes for Sound Transit and Community Transit, to provide feedback on proposals. Also, the University coordinated with agencies to reach students, staff and faculty through communication.</p> <p><b>PLANNED:</b> In 2022, UW Seattle will coordinate with transit agency partners on refreshing a consolidated transit</p>

	<p>medical facilities at UWMC-Montlake, U-District, South Lake Union and Harborview. UW also provides a NightRide shuttle to students and staff to get across campus and within the surrounding neighborhood at night.</p>	<p>agreement to address operational needs and infrastructure (i.e. layover, transit stops, and service levels).</p>
<p><b>3. Shared-Use Transportation</b></p>	<p>UW has bikeshare agreements with vendors permitted to operate in the City of Seattle. Agreements include 50% discounts for UW students and staff for membership and rides.</p> <p>UW actively promotes carpooling and vanpooling to staff and students, working directly with departments that have employees with early/late shifts that aren't able to utilize traditional transit options.</p>	<p><b>UPDATES:</b> Developed and procured scooter docking stations for campus. Identified 60 locations for stations on campus.</p> <p><b>PLANNED:</b> In 2022, the campus will implement dedicated pick-up/drop-off locations for Ridehail vendors.</p> <p>UW scooter share agreements with providers will be coordinated with City of Seattle permit requirements allowing vendors to operate on campus in August, 2022. Campus will be installing scooter docking stations at 60 locations on campus in June.</p>
<p><b>4. Parking Management</b></p>	<p>UW Seattle Campus charges all students, staff and faculty for parking.</p> <p>UW subsidizes the cost of the Residential Parking Zone stickers for residents of neighborhoods surrounding the campus.</p> <p>Other parking management measures:</p> <ul style="list-style-type: none"> <li>• Discounted parking for carpools</li> </ul>	<p><b>PLANNED:</b> In 2022, UW will be expanding pay-per-use parking to the South Campus (S1) garage.</p>

	<ul style="list-style-type: none"> <li>• Free parking for vanpools</li> <li>• Reserved &amp; preferred parking stalls available for carpools/vanpools</li> <li>• Student carpools can park on central campus</li> </ul>	
<b>5. Bicycle</b>	<p>As of 2021 UW has 1,082 secure bicycle parking spots on campus through bike houses, bike lockers and bike rooms in buildings. Additionally, there are 5,886 spaces available on bicycle racks.</p> <p>ASUW Bike Shop provides maintenance services for students and staff. Helmet discounts are available to students.</p> <p>Bicycle safety training and classes are available throughout the year.</p>	<p><b>UPDATES:</b> In 2021, UW continued design and permitting on phase II bike houses.</p> <p>UW offered virtual events for Bike Everywhere Month (May) and Ride in the Rain (November).</p> <p>The University selected a consultant to develop a bicycle parking plan for campus.</p> <p><b>PLANNED:</b> Three additional bike houses are planned for 2022 with an anticipated capacity of 190 new secure spaces.</p> <p>Completion of a bicycle parking plan in late-2022/early-2023.</p>
<b>6. Pedestrian and ADA mobility</b>	<p>Wayfinding for pedestrians can be found on signs throughout campus and on the Transportation Services website.</p> <p>The Husky NightWalk program provides a UWPD escort to students and staff who are walking on campus at night.</p>	<p><b>UPDATES:</b> In 2021, additional pedestrian pathway improvements were made with the construction of new ADA-compliant crosswalks, including through parking lot accessibility improvements across campus.</p>
<b>7. Marketing and Education</b>	<p>UW Seattle provides marketing and education through numerous channels:</p>	<p><b>UPDATES:</b> UW held virtual new employee orientation and outreach events to address commuting during COVID-19.</p>

	<ul style="list-style-type: none"> <li>• Individual commute planning for students and staff</li> <li>• New Employee Orientations</li> <li>• Dawg Days Student Orientations</li> <li>• Other tabling events throughout the year</li> <li>• 2 Annual Bicycle Campaigns: Bike Month and Ride in the Rain</li> <li>• Commute Champions awards</li> <li>• Commute Ambassadors program</li> <li>• Bike Buddy program</li> <li>• U-PASS and Active Transportation quarterly newsletters</li> <li>• Website with transportation options and benefits</li> <li>• Transportation Services social media</li> <li>• Other annual commute option campaigns</li> </ul>	<p><b>PLANNED:</b> In 2022, the University will develop neighborhood commute plans for highest populated zip codes.</p> <p>The Student U-PASS Advisory Board will update NightRide advertising material directed to students.</p>
<p><b>8. Institutional Policy Changes to TMP Implementation</b></p>	<p>UW has telework and flexible schedule policies to support options to not commute to campus or move trips away from peak commute hours.</p> <p>UW supports local and regional transportation planning that supports reductions in single-occupancy vehicles. UW also participates and coordinates with the U-District Partnership and neighboring employers on these initiatives.</p>	<p><b>UPDATES:</b> Telework was the de facto mode of work for the large majority of Seattle campus workers (with the exception of medical and facilities workers) in 2021 due to the coronavirus epidemic.</p> <p><b>PLANNED:</b> The University will continue to support flexible schedule policies and hybrid telework options for employees.</p>

## Section 3: Jobs & Housing

### **f. The number of jobs added through UW leasing in the University District Northwest Urban Center Village (UDNUCV);**

- The number of UW employees assigned to leased spaces increased slightly to 986 in 2021. This employment estimate is based on a survey of all occupants of leased space within the UDNUCV. For those occupants who did not respond to the survey, employee counts were estimated based on the square feet per employee for other respondents. This employment estimate is based on head counts.
- In addition to its employees in leased space, the University has approximately 1,620 employees working in the UW Tower and 928 employees in the two buildings located at 4225 Roosevelt Way NE and 4245 Roosevelt Way NE. Total University employment in the UDNUCV is estimated at 3,534 people for the reporting year.

### **g. A description of UW leases in buildings that contain housing and efforts that the UW has made to facilitate, influence, promote and encourage the creation of housing including efforts to assist its faculty and staff with housing options;**

The University continues to undertake efforts to further the development of more housing in the U-District and to make housing accessible to UW faculty and staff:

- The University participates in the Hometown Home Loan Program. This program offers University employees a series of discounts on loan fees, escrow, title, and related financing costs. Additional benefits are available to households with modest incomes and located in the City of Seattle. Since bringing this program to campus in 1998, 4,011 UW employees have taken part. Approximately 1,607 of these were first-time home buyers.
- The University and Seattle Housing Authority (SHA) continued to work on a proposal to build 150 affordable rental units on a piece of UW property located at NE 42nd St and Roosevelt Way NE. These units would be income restricted to those making 60% of area median income. A Request for Proposals (RFP) was issued in October 2021. A developer is expected to be selected by June 2022.
- Per a State budget proviso, the University transferred nearly two acres of property to the City of Seattle at no cost for future development of affordable housing. This property is located next to the Mt. Baker Light Rail Station. The housing produced on this property will count toward the University's voluntary commitment under the CMP to build affordable housing.

- The University is partnering with Washington State Housing Finance Commission on a program to provide down payment assistance to newly-hired faculty. The program provides up to a 10% down payment as a second mortgage with below-market rates and deferred payment. Since beginning in 2019, eleven loans have been made.
- Bridges @ 11<sup>th</sup> is a 184-unit rental housing building located on leased University land and owned by American Campus Communities. This building includes 42 affordable units rented at 75% AMI. Units are affirmatively marketed toward UW and Children's Hospital employees. Currently, 27 of the affordable units are occupied by these employees.

## Section 4: Commercial Development, Real Estate & Leasing

### **h. The City will report on commercial real estate conditions, including lease rates and vacancy rates in the UDNUCV compared to other areas and send that information to the University for inclusion in the report;**

*The following information was provided by the City of Seattle. Please contact Gordon Clowers (Gordon.Clowers@seattle.gov) for more information.*

Commercial market data for Q1 2022 indicate that the north Seattle “suburban” sub-market (broader than the U-District) experienced repercussions due to the pandemic that are similar to the rest of Seattle, with uncertainty and increased vacancy rates. But the data also suggest a slightly lower office vacancy rate than Downtown, of around 16% and average office leasing rate of \$37.67/square foot. (Cushman & Wakefield, 2022). This may speak to post-pandemic recovery, but vacancies in the north Seattle sub-market could persist as well.

As for the future, Cushman & Wakefield note in early 2022 that the light rail station opening in the U-District could bode well for future commercial development there. Also, a 2013 report by Heartland suggested, in a conservative fashion, that “[t]he U-District is a less proven sub-market for commercial office uses, including general office, research and development office and biotech....[but]...given historic demand for office city-wide, it is not inconceivable that a major office tenant would wish to locate in the U-District over the next 20 years.”

### **i. The City will report on the progress of housing development in the UDNUCV, including the number and types of units built; the number, types and affordability of units lost through demolition, conversion, or change of use and whether such units**

**are replaced with comparable units in the UDNUCV; the jobs/housing ratio in the area; progress in meeting City housing and job targets in the UDNUCV and send that information to the University for inclusion in the report; and**

*The following information was provided by the City of Seattle. Please contact Gordon Clowers (Gordon.Clowers@seattle.gov) for more information.*

Housing growth trends in the University Urban Center reflect a continuation of a multi-year development boom influencing strong growth in many neighborhoods. Following the 2015 adoption of the new City Comprehensive Plan, housing growth has continued at a strong rate over the past seven years, increasing in total units by another 2,539 dwelling units (+25.5%), to total 12,500 dwelling units. It represents a contribution of approximately 72% toward reaching the University Urban Center's overall residential 20-year growth estimate of 3,500 additional residential units. However, the University Urban Center also has almost 2,240 additional dwelling units that have been permitted but not built yet. So, taken together, the University District is seeing a fairly rapid influx of new housing and an increasing residential base.

**j. A description of how UW off-campus leasing activity and development are consistent with applicable neighborhood plans.**

University of Washington leasing supports the following goals in the University Community Urban Center plan:

1. Goal A-3-Support long-term commercial redevelopment to maintain the UCUC's diverse economic base: University leasing encourages the redevelopment of commercial areas in the U-District.
2. Policy A-3.1-Accommodate new knowledge-based industries that have a positive impact on their neighbors: The University uses leased space in the U-District to house many different research projects. These projects are an important cornerstone of knowledge-based industries in the neighborhood and City. The University's presence draws other knowledge-based industries to the neighborhood.
3. Goal A-5.2 -Allow UW uses off campus where there is also a benefit to the community: University leasing brings employees who support small businesses to the U-District. Concentrating UW employees closer to campus can also reduce traffic congestion as these employees are able to walk to campus for meetings and classes rather than drive.
4. Policy A-5.3-Encourage University-related commercial development such as "technology transfer" and institute knowledge-based incubatory businesses where

such uses are of benefit to the university and the community. Focus such uses along Roosevelt Avenue NE south of NE 50th and the University Gardens core, and between the freeway and Brooklyn Avenue NE, NE 50th Street, and NE 43rd Street: Many UW leased spaces house research and activities related to environmental and occupational health; psychiatry, family and child nursing; alcohol and drug abuse; and intellectual and property transfer. This important work supports and attracts biotech and other businesses throughout the City and region.

**2. In addition to the information required by II.D.1, the semiannual report will include the following information:**

a. Any purchases completed and proposed uses of such property located within the Primary and Secondary Impact Zones;

- No purchases were made in 2021

b. Any gifts of real property and proposed use of such property located within the Primary and Secondary Impact Zones;

- There were no gifts of real property received during the reporting period.

**c. Current summary of all leases within the City of Seattle, both outside and within the Primary and Secondary Impact Zones including the location, amount of space, identification of which leases and associated uses are for street level spaces, and which leases are within the UDNUCV. This summary will also include any known plans for additional leases within the next year within the UDNUCV; and**

The table below includes a summary of University leases as described in the paragraph above. For the purposes of accounting for street-level uses, the University counts every space on the ground floor as a “street-level use” regardless of whether it has access to the street. All of the uses at the ground floor are allowed under the zoning for the sites.

**Table 4 - University Leasing Report (as of 12/31/21)**

<b>Leases within Seattle</b>	<b>Total sq. ft.</b>
Primary Zone within UDNUCV*	254,609
Primary Zone outside UDNUCV	62,061
<b>Total Primary Zone</b>	<b>316,670</b>

Secondary Zone	9,500
<b>Total Primary and Secondary Zones</b>	<b>326,170</b>
Outside Impact Zones	
University of Washington	1,218,441
Harborview	43,437
<b>Total within Seattle</b>	<b>1,588,048</b>

*\*University District Northwest Urban Center Village*

**Known plans for additional leases in the UDNUCV:** None

**Percentage of UW leasing within Primary and Secondary Impact Zones that is within the UDNUCV:** 78%

**Change in ground level space during the last six months:** Total ground level space in the UDNUCV remained approximately the same at 13,045 square feet.

**d. The amount of residential space, if any, located in buildings within which the University also leases space for any use.**

- There was no residential space leased by the University in 2021.

## CAMPUS MASTER PLAN ORDINANCE REPORTING AND CONDITIONS OF APPROVAL REPORTING REQUIREMENTS

*The following reporting is provided per requirements in Ordinance 125733 which approved the 2019 Seattle Campus Master Plan.*

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

<b>Request</b>	<b>Status</b>
UW should add up to 366 additional childcare spaces on campus in the next eight years.	UW continues to look for opportunities to build new childcare spaces. These new spaces have not been accomplished yet. Childcare space was requested in the Filer RFP.
UW should use a priority hire program to support the hiring of residents of underserved communities to work on construction projects.	UW chartered a Priority Hire Advisory Committee in 2020. A final report with recommendations was completed in 2021. Recommendations for a pilot program are being reviewed and scoped for budget and action in 2023.
UW should explore innovative ways to support local economic development and the integration of woman and minority-owned local businesses into the campus.	UW is committed to providing the maximum practicable opportunity for participation by minority business enterprises (MBEs) and women business enterprises (WBEs), and small businesses in the provision of goods and services purchased by the University.
UW should consider amendments to the City-University Agreement (CUA) to bring the agreement up-to-date and respond to changes to the regulatory environment.	The University considers the CUA to remain a valuable document.
UW should 1) consult with employees as it develops plans for the affordable housing it has committed to build, (2) consider the	UW continues to receive feedback from employees on housing needs and is

needs of a range of household types in planning for a mix of housing sizes, and (3) work with non-profit developers or other public agencies to keep rents affordable in perpetuity.	looking for ways to build additional affordable housing.
UW should incorporate childcare facilities in projects that include family-size housing units.	UW-SHA's RFP for the Filer Project includes a request for childcare space in proposals.
UW should prepare a bicycle parking plan to ensure that adequate bicycle parking is provided on campus.	UW is in the process of conducting a transportation needs assessment of the campus community. A bicycle parking plan is one of the deliverables from this study and will be completed in late-2022/early-2023.
UW should work with its employees to develop an employer/employee childcare voucher program.	UW has not developed this program yet.

*The following reporting is provided per requirements in Ordinance 125763 – **Conditions of Approval***

<b>Number</b>	<b>Condition</b>	<b>Status</b>
2	UW commits to voluntarily build 150 60% AMI units and 300 80% AMI units for faculty and staff households.	UW and Seattle Housing Authority issued a RFP in October 2021 for 150 units of 60% AMI housing. A developer is anticipated to be selected by June 2022. UW also transferred property in the Mount Baker Station area to the City of Seattle for the construction of affordable housing units.
3, 4	A plan for the West Campus Green and the West Campus section of the continuous waterfront trail shall be completed prior to: 1.5M sq. ft. net new development in West Campus OR the first permit application for sites W27, W29,	UW anticipates submittal of a waterfront trail concept plan and West Campus Green concept and implementation plan with site W27 permitting in mid-2022.

	W33, W34, W35, S50, S51, S52, S41, S42, S45, or S46.	
5	The East Campus section of the continuous waterfront trail will be completed prior to 750,000 sq. ft. net new development in East Campus OR exhaustion of the 6 million square foot growth allowance for the CMP.	No projects were proposed in the reporting year for these development sites.
9	The University shall include updates about the progress of the planning and completion of the West Campus Green, the South Campus Green, and the continuous waterfront trail in the annual reports to the City.	See responses to Conditions 3, 4, and 5 above. No projects were proposed in the reporting year for South Campus development sites triggering requirements.
11,12, 19	Motor vehicle parking is limited to a maximum of 9,000 spaces within the MIO.	The University counted 11,467 regulated parking stalls in 2021. During this year, 63 stalls were removed from service. The University has a plan to reduce stalls to 9,000 by the time 6M square feet is developed.
27	Convene a transportation agency stakeholder meeting, at least quarterly, to review progress and discuss unforeseen challenges and opportunities.	The University held the first CMP Quarterly Meeting on April 1, 2021. Quarterly meetings will also be held in June, September, and November.
27	Conduct an annual survey and provide the results to CUCAC, SDOT Director, SDCI Director, Seattle City Council, transportation agency stakeholders.	The annual survey was conducted. Results have been provided to the City and are available at: <a href="https://transportation.uw.edu/publications">https://transportation.uw.edu/publications</a>
28	SOV rate goal is 17% as of the date of this Plan. This shall decrease to 15% one year after the opening of the Northgate Link Extension, to 13% one year after the opening of the Lynnwood Link Extension, and to 12% by 2028 or upon the development of six million net new gross square feet,	The Northgate Link Light Rail Station opened in October 2021. The University's goal is to reduce its SOV rate to 15% by October 2022.

	if occurring earlier than 2028 (but no sooner than the opening of the two Link extensions identified above.)	
62	UW will pay a proportional amount of new signals initiated by SDOT at: 24.5% at University Wy & 41 <sup>st</sup> ; 15.1% at 6 <sup>th</sup> & Northlake. Not to exceed \$500k/signal, adjusted 3.5% annually	No new signals have been proposed to date. A MOA has been developed to guide payments under this and other transportation conditions.
63	UW will pay for 9% of SDOT initiated ITS in Primary Impact Zone and 3.3% of ITS in Secondary Impact Zone, capped a \$1.6M in Primary and \$293k in Secondary, adjusted 3.5% annually	UW is in discussions with SDOT about payment for ITS work in the U District. A MOA has been developed to guide payments under this and other transportation conditions.
64	Upon 6M sq. ft. of development, UW will measure demand-to-capacity of bus routes on Campus Pkwy. If ratio exceeds 96%, UW will pay METRO for two additional coaches serving AM/PM peak.	UW did not complete 6M sq.ft. in the reporting year.
65	<p>The University shall fund capital improvements, proposed by SDOT in consultation with the University, to improve transit performance within the Primary and Secondary Impact Zones. Payments are due by the following dates or prior to completion of the following development increments, whichever occurs first:</p> <ol style="list-style-type: none"> <li>1: Issuance of certificates of occupancy for 500,000 net new gross square feet or by January 1, 2023: \$2.5 million</li> <li>2. Issuance of certificates of occupancy for 1 million net new gross square feet or</li> </ol>	A MOA has been developed to guide payment under this and other transportation conditions. The University has not reached 500k in new development to date and the first payment under this condition is anticipated in 2023.

	<p>by January 1, 2026: \$2.5 million</p> <p>3. Issuance of certificates of occupancy for 1.5 million net new gross square feet or by January 1, 2029: \$2.5 million</p> <p>4. Issuance of certificates of occupancy for 2 million net new gross square feet or by January 1, 2032: \$2.5 million</p> <p>5. Issuance of certificates of occupancy for 2.5 million net new gross square feet or by January 1, 2035: \$2.7 million</p> <p>Payments are listed in 2017 dollars but will be adjusted upward by 3.5 percent on January 2 of each year to account for inflation. If the University develops significantly less square footage per phase than the amount described above, the University and the City may negotiate in good faith to adjust the payment schedule.</p>	
66	<p>The University shall dedicate space at new developments adjacent to existing and future Link light rail stations and RapidRide stops to better accommodate higher volumes of transit riders, provide better connections between modes, accommodate shared mobility services, and provide transportation information related to travel and transfer options.</p>	<p>No new Rapid Ride or Light Rail stops have been proposed.</p> <p>UW expanded 3-minute load zone capabilities next to UW Link Station to accommodate TNC and personal drop-offs. Also, UW improved shuttle access to the station.</p>

67	UW will upgrade campus gateway at 15 <sup>th</sup> /43 <sup>rd</sup> to comply with ADA as adjacent sites develop.	Completed as part of the Burke Museum project.
68	The University shall expand, or pay SDOT for transit stop expansion, at 15th Avenue NE/NE 42nd Street and NE Pacific Street/15th Avenue NE as part of the NE 45th St/15th Ave NE/NE Pacific St RapidRide implementation.	No Rapid Ride stops have been proposed.
69	UW will separate pedestrians and bicycles on Burke-Gilman Trail, and install lighting, by 2024.	No change in the reporting year.
70	UW shall widen Burke-Gilman Trail from Brooklyn to 15 <sup>th</sup> Ave by 2028 or when site W27 develops. UW will widen Burke-Gilman north of Rainier Vista when sites C8 or C10 develop.	No change in the reporting year, none of the specific sites are under development.

**Appendix A**  
**Map of UDNUCV**

