City of Seattle

Paul Schell, Mayor

Department of Design, Construction and Land Use
R. F. Krochalis, Director

September 30, 1999

Dear Citizen:

These documents have been prepared in compliance the State Environmental Policy Act (SEPA) and rules adopted by the City of Seattle implementing SEPA. The Director of the Department of Design, Construction and Land Use (DCLU) is the SEPA Responsible Official. DCLU has directed the areas of research and analysis that were undertaken for the FEIS and has determined that the document has been prepared in a responsible manner using appropriate methodology. The purpose of the Final EIS is to identify concerns raised by agencies, organizations and individuals relative to the Draft EIS and to respond to the issues raised. To assist with the review of the FEIS, the entire text of the Draft EIS has been reprinted, with revisions and additional information to respond to comments that were received on the Draft EIS. All comments received on the Draft EIS, with responses prepared under the direction of DCLU, have been included in the FEIS.

This Final EIS accompanies and is intended to be read in concert with the Seattle Pacific University Final Major Institution Master Plan (Final MIMP), which was prepared by Seattle Pacific University, in accordance with the requirements of section 23.69.032.C of the City of Seattle Land Use Code. Appendix A of the Final MIMP lists the steps remaining in the master planning process, including provisions for additional DCLU and public review prior to City Council review and action. However, the specific dates included in this schedule are tentative and subject to change.

Copies of this Final EIS and the Final MIMP have been distributed to agencies, organizations, and individuals noted on the Distribution List (Appendix A of this document). Copies of this document are available for review at the DCLU Public Resource Center, 710 Second Avenue, and at the following branches of the Seattle Public Library:

Downtown Branch, 1000 Fourth Avenue
Queen Anne Branch, 400 W. Garfield Street
Fremont Branch, 731 N. 35th Street

A limited number of copies for public distribution are available at the DCLU Public Resource Center.

The Department of Design, Construction and Land Use will issue a final report to grant, condition or deny the MIMP proposal, to be contained in a Director's Report expected to be issued on approximately December 15, 1999. Notices of the recommendation will be published in the Daily Journal of Commerce and DCLU's Land Use Information Service Bulletin. Copies of the recommendation will also be mailed to those who request a copy. If you wish to be notified when the DCLU recommendation is available, or if you have questions about the Final EIS and Seattle Pacific University's application, please call the DCLU Public Resource Center at (206) 684-8467.

Sincerely,

Pierre Rowen, Land Use Planning and Development Analyst
for
Christine Bruno, Land Use Planner

FINAL

ENVIRONMENTAL IMPACT STATEMENT

for the

SEATTLE PACIFIC UNIVERSITY

Major Institution Master Plan

Project No. 9805566

City of Seattle

Department of Design, Construction and Land Use

This Final EIS for the Seattle Pacific University Major Institution Master Plan has been prepared in a responsible manner using appropriate methodology. The City of Seattle Department of Design, Construction and Land Use has directed the areas of research and analysis that were undertaken in preparation of this Final EIS. The Final EIS has been prepared in compliance with the State Environmental Policy Act of 1971 (Chapter 43.21C, Revised Code of Washington); the SEPA Rules, effective April 4, 1984, as amended (Chapter 197-11, Washington Administrative Code); and Seattle's Environmental Policies and Procedures Code (Chapter 25.05, City of Seattle Municipal Code), which implement SEPA.

Date of Draft EIS Issuance ..... **May 6, 1999**

Draft EIS Public Hearing ..... **May 27, 1999**

Date Comments were Due on the Draft EIS ..... **June 7, 1999**

Date of Final EIS Issuance ..... **September 30, 1999**

--PREFACE--

The purpose of this Final Environmental Impact Statement (FEIS) is to identify and evaluate probable significant environmental impacts that could result from the *Proposed Action* and the alternatives and to identify measures to mitigate those impacts. As such, the FEIS is a disclosure document. The analysis evaluates the direct, indirect and cumulative impacts of the *Proposed Action* and the alternatives, as well as construction-related impacts. This FEIS does not authorize a specific action or alternative nor does it recommend for or against a particular course of action. It is one of several key documents that will be considered in the decision-making process. A list of expected licenses, permits and approvals is contained in the *Fact Sheet* to this FEIS (page iii). This FEIS will accompany the applications specifically associated with those permit processes and be considered relative to those applications.

A Final Major Institution Master Plan (MIMP)[1] has been prepared concurrent with this FEIS. Both documents should be reviewed together for a comprehensive understanding of all aspects of the project and possible environmental impacts.

This FEIS provides both project-specific and programmatic-level environmental impact analysis for planned and potential campus development. Two *planned* projects are proposed at this time – a new Science Building and a temporary surface parking lot. Numerous *potential* development projects are proposed over the course of the new Major Institution Master Plan (through approximately the year 2015). For *planned* projects, more information is known, including the specific site and design considerations. Generally, less detailed information is known about *potential* projects; subsequent, more detailed environmental review would, therefore, be necessary at the time of application to the City for development approvals associated with these projects.

The environmental elements that are analyzed in this FEIS were determined as a result of the formal, public EIS scoping process, which occurred October 1, 1998 through November 6, 1998. Comments received were considered by the Seattle Dept. of Design, Construction & Land Use in determining the issues and alternatives to be analyzed in the DEIS and this FEIS. Seven broad areas of environmental review are evaluated in this document, including: land use, transportation/ circulation/ parking, housing, aesthetics, historic/ cultural, public services/ utilities, and construction.

This FEIS is organized into five major sections. *Section I* (starting on page S-1) summarizes the description of the *Proposed Action* and each alternative, as well as providing a summary of significant environmental impacts, mitigation measures, and unavoidable adverse impacts. *Section II* (beginning on page 1) is a detailed description of the *Proposed Action* and each of the alternatives. *Section III* (page 43) is an analysis of probable significant environmental impacts that could result from implementation of the *Proposed Action* and the alternatives. This section also identifies possible mitigation measures and unavoidable adverse impacts. *Section IV* (page 173) contains comment letters and responses to specific comments contained in those letters. *Section V* (page 269) contains a transcript of the testimony received at the public hearing and responses to comments that were raised.

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[1] Seattle Pacific University, 1999a (refer to the *References* section of this FEIS for the complete citation).

FACT SHEET

Name of Proposal

Major Institution Master Plan for Seattle Pacific University

Proponent

Seattle Pacific University
Office of Campus Master Planning (Darrell Hines, Director)

Location

The campus of Seattle Pacific University is located on the north-end of Seattle's Queen Anne hill. The campus is generally bounded by W. Nickerson and W. Ewing streets on the north, Queen Anne Ave. N. on the east, W. Dravus and W. Barrett streets on the south and 7th Ave. W. on the west. The area of the campus is approximately 52 acres[2]. The campus address is 315 W. Nickerson St.

Proposed Action

The *Proposed Action* involves Major Institution Master Plan (MIMP) approval for Seattle Pacific University. The proposed MIMP includes the following:

- expansion of the campus boundaries (approx. 14.3 acres);
- proposed development of approximately 570,000 sq.ft. of gross floor area (GFA)[3], consisting of two *planned*[4] projects (a building [approx. 110,000 sq.ft.] and a temporary surface parking lot) and 10 *potential*[5] projects (approx. 460,000 sq.ft.), plus an unspecified number of *potential* housing projects in the proposed MIO expansion areas;
- demolition of 5 buildings (approx. 45,000 sq.ft.) in conjunction with *planned* projects and 42 buildings (approx.152,000 sq.ft.) associated with *potential* projects;
- major building renovations;
- addition of several potential parking garages (approx. 415,000 sq.ft.) containing approximately 1,170 parking spaces -- net increase of about 800 parking spaces;
- potential addition of new open spaces;

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2 The area of the existing campus is approximately 52 acres, which includes public rights-of-way, properties owned by Seattle Pacific University and properties that are not owned by the University. Within the existing campus boundaries, Seattle Pacific University owns approximately 38.4 acres.

3 Gross Floor Area (GFA). GFA is a measure of development associated with the Seattle Land Use Code (Seattle Municipal Code, Title 23). GFA includes building area as measured to the inside surface of exterior walls at floor-level; it excludes portions of the building that are entirely below-grade.

4 *Planned* projects are "development which the Major Institution has definite plans to construct" (Seattle Land Use Code 23.69.030 D.).

5 *Potential* projects are "development or uses for which the Major Institution's plans are less definitive" (Seattle Land Use Code 23.69.030 D.).

- pedestrian and vehicular circulation changes including the potential vacation of a street (Irondale Ave. W.[6]) and a portion of an alley[7]; and

- modifications to development standards (e.g., zoning designations, height limits, building setbacks, lot coverage, etc.).

This FEIS also analyzes the environmental impacts associated with the following six alternatives:

- *No Action;*
- *Limited MIO Boundary Expansion;*
- *More-Substantial MIO Boundary Expansion;*
- *Potential Pedestrian Bridges or Tunnels;*
- *Alternative Site for the Science Building;* and
- *Increased Decentralization.*

Lead Agency

City of Seattle, Dept. of Design, Construction and Land Use (DCLU)

Responsible Official

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Seattle, WA 98104-7195

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e-mail: pierre.rowan@ci.seattle.wa.us

Master Use Permit

Project No. 9805566

Final Action

Seattle City Council approval of the Major Institution Master Plan.

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6 While the name of this City right-of-way is that of a "street," previous vacations have reduced the right-of-way width of the "street" to 20 feet -- approximately the width of an alley (most in Seattle are 16 ft. wide). Irondale Street is internal to a block that is located immediately west of the existing campus boundaries. The street and right-of-way are unimproved. More information is provided in *Section II* of this FEIS.

7 The alley is located between W. Nickerson St. and W. Ewing St. and between 3rd Ave. W. and 6th Ave. W.; Seattle Pacific University indicates that only the easterly portion of the alley would be vacated and an alternative to the portion that is vacated would be provided by the University. More information is provided in *Section II* of this FEIS.

Required Approvals

Preliminary investigation indicates that the following permits and/or approvals could be required for the *Proposed Action*. Additional permits/approvals may be identified during project review.

Proponent

- ***Seattle Pacific University Board of Trustees***
  - Adoption of the Final Major Institution Master Plan

Agencies with Jurisdiction

- ***State of Washington***
  - Elevator Permit

- ***Puget Sound Air Pollution Control Agency***
  - Asbestos Surveys
  - Demolition Permits

- ***City of Seattle***

  City Council
  - Approval of the Final Major Institution Master Plan
  - Approval of Street Vacations (2), consistent with the approved Final Major Institution Master Plan

  Department of Design, Construction & Land Use
  - permits/approvals associated with subsequent, *planned* and *potential* development, consistent with the approved Major Institution Master Plan, including:

    - Master Use Permits
    - Demolition Permits
    - Building Permits/Grading Permits/Shoring Permits
    - Mechanical Permits
    - Electrical Permits
    - Occupancy Permits
    - Comprehensive Drainage Control Plan approvals
    - Large or Small-Parcel Drainage Control Plan with Construction Best Management Practices, Erosion and Sediment Control Plan Approvals

  Transportation Department (SEATRAN)
  - Street Improvements (e.g., sidewalk alteration, curbcuts, etc.)
  - Street Use Permits (e.g., construction staging, construction operations)

Seattle-King County Department of Health
- Plumbing Permit

Authors and Principal Contributors to this EIS

The Seattle Pacific University Major Institution Master Plan EIS has been prepared under the direction of the Seattle Dept. of Design, Construction & Land Use. Research and analysis were provided by the following consulting firms.

- Huckell/Weinman Associates, Inc. -- lead EIS consultant; project management; environmental analysis – land use, housing, historic/cultural, public services/utilities;
- The Transpo Group, Inc. – transportation, circulation and parking; and
- Nakano Associates, Inc. – aesthetics.

Location of Background Data

City of Seattle
Dept. of Design, Construction & Land Use
710 Second Avenue, Suite 200
Seattle, WA 98104-1703
(206) 684 - 5040

Huckell/Weinman Associates, Inc.
205 Lake Street South, Suite 202
Kirkland, WA 98033
(425) 828-4463

The Transpo Group
11730 - 118th Ave. N.E., Suite 600
Kirkland, WA 98034-7120
(425) 821-3665 ext. 240

Date of Issuance of the Draft EIS

May 6, 1999

Date Comments Due on the Draft EIS

June 7, 1999

Date of Issuance of the Final EIS

September 30, 1999

Date of Draft EIS Open House & Public Hearing

An open house and public hearing concerning the Draft EIS were held on May 27, 1999. The open house began at 6:30 PM and the public hearing at 7:30 PM. Both were held in Room 150 at Demaray Hall on the campus of Seattle Pacific University. The purpose of the open house was to provide the public an additional

opportunity to learn about the various aspects of the *Proposed Action* and possible environmental impacts of the project. The hearing also provided the public an additional opportunity to present comments concerning the Draft EIS.

Availability/Cost of the Final EIS

Copies of this Final EIS have been distributed to agencies, organizations and individuals noted on the Distribution List (*Appendix A* to this document). Copies are also available for review at the Seattle Dept. of Design, Construction & Land Use Master Use Permit Center, which is located in the southwest corner of the Dexter Horton Building in downtown Seattle (710 Second Ave.) and at the following libraries: Seattle Pacific University's Library and the Seattle Public Library (Downtown, Queen Anne and Fremont branches). A limited number of copies of this Final EIS may be obtained at no cost (while the supply lasts) from the DCLU Master Use Permit Center; additional copies may be purchased at the DCLU Master Use Permit Center for the cost of reproduction.

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APPENDICES

The Final Major Institution Master Plan is a document published separately from this FEIS.

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SUMMARY

SECTION I

SUMMARY

The following is an overview of key points associated with the project description, alternatives, environmental impacts, mitigation measures and unavoidable adverse impacts that are contained in this FEIS. The summary is only intended to provide a "quick glance" regarding key points contained in this FEIS. For a comprehensive discussion of the project, alternatives, and possible environmental impacts, the reader is encouraged to review Section II and Section III of this FEIS. In addition, Section IV and V of this FEIS contain comment letters and public testimony regarding the project. That information is not included in this Summary.

A. PROPONENT/PROJECT LOCATION

The Major Institution Master Plan is sponsored by Seattle Pacific University.

The campus of Seattle Pacific University is located on the north-end of Seattle's Queen Anne hill. The campus is generally bounded by W. Nickerson and W. Ewing streets on the north, Queen Anne Ave. N. on the east, W. Dravus and W. Barrett streets on the south and 7th Ave. W. on the west. The area within the existing campus boundaries is approximately 52 acres.

B. PROJECT DESCRIPTION & ALTERNATIVES

The *Proposed Action* is adoption of a new Major Institution Master Plan (MIMP) for Seattle Pacific University. The University has an existing MIMP that was adopted by the Seattle City Council in 1991 and is about to expire; the new MIMP would replace the existing MIMP. Once adopted by the University's Board of Trustees and the Seattle City Council, the MIMP will guide development on the campus through approximately 2015.

This FEIS analyzes environmental impacts associated with the Final MIMP, which includes the following elements:

- proposed expansion of the campus boundaries (approx. 14.3 acres);
- proposed development consisting of *planned* projects[1] (approx. 110,000 sq.ft.[2]) and *potential* projects[3] (approx. 460,000 sq.ft. [GFA]);

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1 *Planned* projects are "development which the Major Institution has definite plans to construct" (Seattle Land Use Code 23.69.030 D.)

2 Gross Floor Area (GFA) is a measure of development associated with the Seattle Land Use Code (Seattle Municipal Code, Title 23). GFA includes building area as measured to the inside surface of exterior walls at floor-level; it excludes portions of the building that are entirely below-grade.

3 *Potential* projects are "development or uses for which the Major Institution's plans are less definitive" (Seattle Land Use Code 23.69.030 D.)

- demolition of 5 buildings (approx. 45,000 sq.ft.) in conjunction with *planned* projects and 42 buildings (approx.152,000 sq.ft.) associated with *potential* projects;
- major building renovations;
- parking changes with a net increase of about 800 parking spaces;
- addition of new potential open spaces;
- pedestrian and vehicular circulation changes including the vacation of a street segment and a portion of an alley; and
- modifications to development standards (e.g., zoning designations, height limits, building setbacks, lot coverage, etc.).

This FEIS evaluates six alternatives in addition to the *Proposed Action*. The following describes the alternatives.

- The ***No Action Alternative*** would not expand the University's existing MIO District boundaries. The Draft MIMP indicates that the *No Action Alternative* would meet some of the Master Plan goals, however, it would not meet many, including satisfying the need for new science facilities and providing new classrooms, housing and parking necessary to accommodate current enrollment projections. This alternative is not considered to be a reasonable alternative by the University, however, it does provide a baseline for comparing impacts of the proposed MIMP and the other alternatives and it is consistent with Seattle's SEPA regulations.

- The ***Limited MIO Boundary Expansion*** would limit proposed boundary expansion to Area A ("Irondale Block") and a portion of Area E. The proposed height limit in the two expansion areas would increase – from 30 or 37 feet, as in the *Proposed Action*, to 50 feet. In addition, development would likely have greater bulk, resulting in reduced building setbacks for structures internal to the campus. The Limited MIO District Boundary Expansion would meet most goals of the MIMP.

- The ***More-Substantial MIO Boundary Expansion*** would include all expansion areas associated with the *Proposed Action* and an additional expansion area located south of the existing MIO boundaries. Inclusion of this expansion area into the campus MIO boundaries would make feasible a wider range of University uses than would be possible if this area remains outside the boundaries. The University indicates that this alternative would likely result in the University acquiring less privately-owned property within the other expansion areas on campus.

- The ***Potential Pedestrian Bridges or Tunnels*** alternative would allow the University in the future to construct of one or more pedestrian bridges or tunnels on-campus. It would not be a *planned* development, but rather a *potential* development.

- The ***Alternative Site for the Science Building*** would involve an addition to the existing Miller Science Learning Center, a new academic building on the proposed site of the Science Building, landscape changes, and an addition to McKenna Hall.

- The ***Increase Decentralization*** alternative would involve expansion of off-campus facilities, and leasing of office, shop and storage space for University administrative and support functions at a site (or sites) at least 2,500 feet from the MIO District boundaries.

C. ENVIRONMENTAL IMPACTS

Element	*Proposed Action*	No Action	Limited MIO Boundary Expansion	More-Substantial MIO Boundary Expansion	Potential Pedestrian Bridges or Tunnels	Alternative Site for the Science Building	Increased Decentralization
Land Use Patterns	***Planned Development*** ■ 23,517 sq. ft of academic office space (Tiffany and Green Halls) and 15,705 sq. ft. of residence hall space (Watson Hall) would be replaced with approximately 110,000 sq. ft. of academic space (the planned Science Building). ■ Educational uses in the central core of the campus would be intensified, and the campus academic core would be strengthened. ■ Expansion of campus MIO boundaries would result in an increase of approximately 14.3 acres of land potentially subject to institutional use; a 27 percent increase in campus area. ■ Zoning changes would allow additional retail and commercial services near SPU and reduce building setback requirements. ■ Height limits would be reduced at the S.W. corner of W. Dravus St. and 4th Ave. W. ■ Height limits would be increased for 8 properties and would allow for potential future development of a mixed use building and auditorium. ***Potential Development*** ■ Forty-two buildings would be demolished to allow for potential development. ■ The total amount of potential building area within the existing MIO boundary would be approximately 240,000 sq. ft. ■ The total amount of potential building area within the MIO expansion area would be approximately 220,000 sq. ft. ■ University building space would increase 30 percent. ■ Land use intensity in Area A would increase. ■ More urban character and activity on Nickerson St. would be provided, due to increased building scale and height and reduced setbacks.	■ The distribution and character of land uses and buildings would remain similar to the existing character. The existing lack of cohesive campus identity would continue.	■ On-campus development would have greater building bulk and less open space than the *Proposed Action*. ■ Potential development within Expansion Areas B, C, D, F and H would not occur.	■ An additional expansion area south of the existing campus MIO boundary would be provided. ■ Properties within the expansion area that are owned by the University could be converted into more intensive student residential uses. ■ Residential development in the expansion area would be consistent with the existing multifamily residential character of the area along 3rd Ave. W.	■ No significant land use impacts would be anticipated.	■ Development under this alternative would result in an overall amount of building space similar to the *Proposed Action*, although the amount of open space would be somewhat greater under this alternative. ■ Adding on to the Science Building at the northern edge of the campus would continue the existing pattern of dispersed academic uses with no strong campus core.	■ Land use impacts related to residential development in Expansion Area A would be similar to those under the *Proposed Action*.
Land Use – Relationship to Adopted Plans, Policies and Regulations	■ The *Proposed Plan* is consistent with the City of Seattle Comprehensive Plan, the City of Seattle Neighborhood Plans (Queen Anne, BINMIC and Fremont), the U.S. Army Corps of Engineers' Lake Washington Ship Canal Master Plan, the U.S. Army Corps of Engineers' Management Plan for Renewing the Historic Colonnade and the Seattle Land Use and Zoning Code.	■ Same as the *Proposed Action*	■ Same as the *Proposed Action*	■ Same as the *Proposed Action*	■ Same as the *Proposed Action*	■ Same as the *Proposed Action*	■ Same as the *Proposed Action*

Element	*Proposed Action*	No Action	Limited MIO Boundary Expansion	More-Substantial MIO Boundary Expansion	Potential Pedestrian Bridges or Tunnels	Alternative Site for the Science Building	Increased Decentralization
Transportation, Circulation and Parking	***Planned Development*** ■ Background growth, proposed non-University development, the *W. Emerson St. Residence Hall and Parking Garage* (approved as a minor amendment under the existing MIM)), and increased student enrollment would increase traffic in the vicinity of the campus. ■ As a result of background growth in the area, no new intersections are expected to operate at LOS F. ■ The addition of the *W. Emerson St. Residence Hall & Parking Garage* will add to the existing supply of parking on-campus. ■ The projected growth in the University population (2005) would generate 2,000 additional daily trips due to increased number of students, faculty, staff and visitors to the University. ■ Transit services to the SPU campus would improve. ■ The planned improvements to W. Bertona St. should improve pedestrian/vehicle interaction on W. Bertona between the University's 5th Ave. Mall and 3rd Ave. W. ***Potential Development*** ■ The estimated number of PM peak hour vehicle trips associated with the increased population would be 3,590. ■ Although the LOS at all study area intersections is anticipated to stay the same, most would experience a slight increase in total delay. ■ Internal campus pedestrian connections would improve. ■ Pedestrian crossing of public streets could increase around auditorium events. ■ Additional parking spaces would be added, and total approximately 1,700 to 1,900 by 2015.	■ Under this alternative, no new building construction would occur on-site and no increase in traffic or parking would be generated. ■ Impacts of background growth are the same as the *Proposed Action* – Planned Development.	■ Expansion of the MIO boundary alone would not result in additional University-related trips. ■ Impacts would be similar to the *Proposed Action*. ■ Additional site specific analysis would be required prior to any redevelopment.	■ Impacts would be similar to the *Proposed Action*. ■ Additional site specific analysis would be required prior to any redevelopment.	■ Impacts would be similar to the *Proposed Action*.	■ Volumes of pedestrian crossings at W. Nickerson St. could increase. ■ An increase in the pedestrian phase of the signal at W. Nickerson St. and 3rd Ave. W. could cause longer delays for east/west through traffic on W. Nickerson St. ■ Existing parking associated with the Alumni Center would be displaced; however, it is assumed it would be replaced elsewhere on campus. ■ The number of vehicle trips and associated impacts would be the same as the *Proposed Action*.	■ No significant impacts are anticipated. ■ ■ ■

Element	*Proposed Action*	No Action	Limited MIO Boundary Expansion	More-Substantial MIO Boundary Expansion	Potential Pedestrian Bridges or Tunnels	Alternative Site for the Science Building	Increased Decentralization
Housing	***Planned Development*** ■ Housing displaced by the demolition of Watson Hall (for 32 students) would be replaced by housing in the *West Emerson Street Residence Hall*, which has been approved by DCLU. ■ No other housing-related impacts are anticipated. ***Potential Development*** ■ Replacement housing near the edge of campus would make available more centrally-located buildings for academic facilities, classrooms and faculty offices. ■ The supply of community housing could decrease by a maximum of 36 properties (approximately 64 units) if the University acquires them and uses them for University housing. ■ The supply of University housing would increase due to the construction of a total of approximately 265 single student beds in the Irondale Residence Hall and Ashton Duplex Replacement/Addition project combined, plus an additional 110 housing units for student families that would be constructed and acquired on property located within the MIO expansion areas. The total amount of space that would be provided by all of the potential projects for additional housing together would be 220,000 sq.ft.	■ Students could displace housing, including affordable housing, in the community.	■ The density of student housing will increase in the Hill and Ashton Halls area. ■ This alternative would result in less on-campus housing that the *Proposed Action*. ■ The supply of community housing could decrease, similar to the *Proposed Action*.	■ The amount of on-campus housing could increase. ■ The supply of community housing could decrease, similar to the *Proposed Action*.	■ Impacts would be the same as under the *Proposed Action*.	■ The amount of University and community housing would not be expected to change.	■ Impacts of this alternative would likely include a decreased community feeling on the SPU campus, as well as possible displacement of community housing.
Aesthetics	***Planned Development*** ■ Proposed modulation of the building's façade and landscaped setbacks would offset the perceived bulk of the new Science building. ***Potential Development*** ■ The reduction of the height limit for the area at the corner of W. Dravus St. and 4th Ave. could result in a scale of development that is more compatible with adjacent residential area. ■ The proposed expansion areas, particularly along the south boundaries, would create a better-defined campus boundary. ■ This alternative lessens the potential that an adjoining residential area could be bounded on two or three sides by the major institution.	■ No significant impacts were identified.	■ Greater bulk and height of development could have greater potential for significantly impacting affected properties.	■ If development in the additional expansion area does not conform to the requirements of underlying zoning, the height, bulk, and scale differential between University-related development and non-institutional development could be larger, resulting in a potentially greater impact.	■ Pedestrian bridges could be compatible with the height of surrounding structures, and are not expected to block any protected views or view corridors. ■ Pedestrian tunnels could result in localized revisions to campus pedestrian circulation patterns, and possible security concerns.	■ More direct physical and visual connections between three designated major campus open spaces – The Loop, 5th Ave. Mall, and Martin Square – would be established.	■ The visual character of areas within the existing MIO and University-owned properties outside the existing boundary would be similar to the *No Action Alternative* except in Expansion Area A, where the changes would be similar to that of the *Proposed Action*.

Element	*Proposed Action*	No Action	Limited MIO Boundary Expansion	More-Substantial MIO Boundary Expansion	Potential Pedestrian Bridges or Tunnels	Alternative Site for the Science Building	Increased Decentralization
Historic/Cultural	***Planned Development*** ■ Demolition of Tiffany Hall, Green Hall and Watson Hall is not expected to result in any significant *Historic/Cultural* environmental impact, as these buildings are not officially-designated historic structures. ***Potential Development*** ■ None of the *potential* development projects are expected to have any long-term impact on Alexander Hall -- or any officially-designated historic structure that is proximate to the campus. ■ More-detailed environmental review would be necessary at the time of application to the City for development approvals associated with specific development projects.	■ If development projects that were approved in the current MIMP but not yet built are constructed, they are not expected to have any long-term impact on Alexander Hall – or any officially-designated historic structure that is proximate to the campus.	■ None of the *planned* or *potential* development projects are expected to have any long-term impact on Alexander Hall – or any officially-designated historic structure that is proximate to the campus. ■ More-detailed environmental review, however, would be necessary at the time of application to the City for development approvals associated with specific development projects.	■ Same as Limited MIO Boundary Expansion alternative.	■ None of the *planned* or *potential* development projects that could still occur as a result of this alternative are expected to have any long-term impact on Alexander Hall -- or any officially-designated historic structure that is proximate to the campus.	■ Same as Limited MIO Boundary Expansion alternative.	■ Long-term impacts on Alexander Hall – or any officially-designated historic structure that is proximate to the campus – are not anticipated.
Public Services and Utilities	***Planned Development*** ■ The planned Science Building is not expected to significantly affect operations of the Campus Security Department, the Seattle Police Department, the Seattle Fire Department, or water supply/demand. ***Potential Development*** ■ The additional buildings, expanded campus boundaries and increases in University population (students, faculty and staff) would result in significant impacts to Seattle Pacific University's Campus Security Department (approximately 2,651 additional calls for service to Campus Security by 2015). ■ The *Proposed Action* would result in increased service demands for the Seattle Fire Department, anticipated to be accommodated with existing Department personnel, equipment and capital facilities. ■ Increased water use would occur. ■ Water supply would be sufficient to serve the increase in water demand. ■ Water mains, pump stations, pressure-reducing valves, and water storage facilities owned and managed by SWD serving the campus would also be adequate to accommodate additional water demand.	■ Compared to the *Proposed Action*, fewer impacts to the SFD and Campus Security are anticipated. ■ Construction of the buildings would not result in any significant adverse impacts on the water supply/distribution system. ■ The expected annual energy consumption would be approximately 58 percent less than for the *planned* development and approximately 90 percent less than for all possible development (*planned* and *potential*) under the *Proposed Action*.	■ Same as those described under the *Proposed Action* for public services and water. ■ Because building space could be concentrated in fewer buildings, annual energy consumption could be slightly less than under the *Proposed Action*.	■ Same as those described under the *Proposed Action* for public services and water. ■ Because new student housing buildings could be constructed in the additional boundary expansion area, annual energy consumption could be higher than under the *Proposed Action*.	■ Same as the *Proposed Action*.	■ Same as those described under the *Proposed Action* for public services and water. ■ Because the total amount of building area would be approximately 18,000 sq. ft. more than under the *Proposed Action*, annual energy consumption would be slightly greater than under the *Proposed Action*.	■ Impacts would be similar to the *Proposed Action*, however, impacts would occur at locations other than at the campus - wherever space was leased for student classrooms or residences. ■ The demand for public services and utilities on campus would remain close to existing demand since growth would be directed off-campus. ■ The use of off-campus lease space to accommodate academic, office and storage uses would reduce the need to construct new buildings, resulting in less annual energy consumption than under the *Proposed Action*.

Element	*Proposed Action*	No Action	Limited MIO Boundary Expansion	More-Substantial MIO Boundary Expansion	Potential Pedestrian Bridges or Tunnels	Alternative Site for the Science Building	Increased Decentralization
Construction *Air Quality*	▪ Construction activity is not expected to cause violations of ambient air quality standards. ▪ Temporary construction emissions would occur at various locations across the campus. ▪ Residential uses in the vicinity of the expansion areas would be the most sensitive land uses in the vicinity of *potential* development.	▪ Construction-related air pollutant emissions would be less than the *Proposed Action* due to a lesser amount of total construction.	▪ Construction-related air pollution emissions would be similar to that of the *Proposed Action*. ▪ Construction-related air pollution emissions would be primarily contained within the current MIO boundaries.	▪ Construction-related air pollutant emissions would be essentially the same as under the *Proposed Action*. ▪ If institutional development occurs in the expansion area south of the campus, localized, short-term air quality impacts can be expected.	▪ Construction would generate air pollution emissions in addition to those under the *Proposed Action*. ▪ Utilization of tunnels to improve pedestrian circulation would result in more construction-related air pollutant emissions than construction of bridges, due to the amount of excavation required.	▪ Impacts would be nearly the same as for the *Proposed Action*. ▪ Emissions related to construction of the Science Building would be shifted to the north portion of the campus.	▪ Construction-related air pollution emissions under this alternative would likely be less that that associated with the *Proposed Action*.
Construction *Noise*	▪ Construction noise would result in temporary annoyance and possible increased speech interference at campus buildings and residential and commercial uses in the vicinity of planned and potential construction.	▪ Construction of projects under the current MIMP would generate temporary construction-related noise impacts in the immediate vicinity of these sites. ▪ Overall, construction-related noise would be less than the *Proposed Action*, due to a lesser amount of total construction.	▪ Construction-related noise would be similar to the *Proposed Action*. ▪ Construction-related noise would be primarily contained within the current MIO boundaries.	▪ Construction-related noise would be the same as the *Proposed Action*.	▪ Construction of pedestrian bridges or tunnels would generate noise in addition to that under the *Proposed Action*.	▪ Construction-related noise under this alternative would be nearly the same as for the *Proposed Action*. ▪ Noise related to the Science Building construction would be shifted to the northern portion of the campus.	▪ Construction-related noise under this alternative would be the same as under the *Proposed Action*.
Construction *Energy*	▪ Construction of *planned* building development would consume approximately 1.5×10^{11} BTU's of energy. ▪ Construction of *potential* development would consume approximately 4.8×10^{11} BTU's of energy. ▪ Construction of all *planned* and *potential* development would consume approximately 6.3×10^{11} BTU's of energy. ▪ Energy would also be expended during site preparation prior to construction.	▪ Construction of the *No Action Alternative* would consume less energy than the *Proposed Action*.	▪ Construction would consume similar amounts of energy as the *Proposed Action*.	▪ Construction would consume similar amounts of energy as the *Proposed Action*.	▪ Construction would consume similar amounts of energy as the *Proposed Action*.	▪ Construction would consume similar amounts of energy as the *Proposed Action*.	▪ Construction would consume similar amounts of energy as the *Proposed Action*.
Construction *Transportation and Parking*	▪ Construction workers at the site would create additional traffic and demand for parking. ▪ W. Nickerson St. would likely be the primary roadway in the immediate vicinity used by construction vehicles. ▪ Truck traffic and heavy machinery would cause traffic to increase on the site and adjacent streets.	▪ Construction of projects under the existing MIMP would generate temporary construction-related traffic and parking impacts in the vicinity of these sites. ▪ Overall, construction-related traffic and parking demand would be less than the *Proposed Action*, due to a lesser amount of total construction.	▪ Construction-related traffic and parking conditions would be similar to that under the *Proposed Action*	▪ Construction-related traffic and parking conditions would be similar to that under the *Proposed Action*	▪ Construction of pedestrian bridges and/or tunnels would generate traffic and parking demands in addition to that under the *Proposed Action*. ▪ Due to required excavation, construction of pedestrian tunnels would generate considerably more truck traffic than construction of pedestrian bridges.	▪ Construction-related traffic under this alternative would be nearly the same as for the *Proposed Action*. ▪ Some construction-parking needs would be shifted to the northern portion of the campus.	▪ Construction-related traffic and parking needs would be the same as under the *Proposed Action*.

D. MITIGATION MEASURES

1. Land Use Patterns

- Implementation of the proposed open space and landscaped features, as well as proposed development code changes would help offset the planned and potential intensification of land use.

- Setbacks would be provided between potential buildings and adjacent properties outside of the MIO boundary.

- Mitigation measures for land use impacts associated with housing are included in the *Housing* section of this FEIS.

2. Land Use – Relationship to Adopted Plans, Policies and Regulations

No mitigation measures are required.

3. Transportation, Circulation and Parking

Planned Development

Since the *planned* development of the Science Building does not significantly impact vehicle and pedestrian activity in the area, no mitigation is necessary.

Transportation Management Program

The MIMP proposes several modifications to the current Transportation Management Program (TMP) including:

- adjustment of the 50% transit subsidy to 100% subsidy for faculty and staff with provision of a Flexpass; reduction of the student subsidy to 30% but with fully subsidized passes available for loan;

- availability of TMP program information on-line, such as transit information and carpool matching services;

- provide a Guaranteed Ride Home (GRH) program; and

- promotes flextime, telecommuting and distance learning.

Intersection Improvements

- Separate northbound right and left-turn lanes would be provided at the intersection of 6th Ave. W./W. Nickerson St.; and

- Parking would be restricted from the east and west sides of 6th Ave. W, north of W. Emerson St.

Potential Development

- A traffic signal at the intersection of 6th Ave. W./W. Nickerson St. may be provided.

- No additional mitigation is proposed at this time. Additional analysis would be conducted in order to address SEPA requirements for all potential projects, prior to permitting.

4. Housing

Planned Development

- No mitigation measures are required.

- The *West Emerson Street Residence Hall* will provide housing to replace University housing that would be lost as a result of demolition of Watson Hall for the new Science building.

Potential Development

- The University could provide a plan or rough schedule for replacement or interim housing when demolition or renovation of housing units occurs.

- Continue to coordinate with surrounding neighborhood groups to ensure that community concerns related to housing (e.g., decrease in supply of affordable housing) are considered.

- Property owners would be required to comply with provisions of Seattle's Tenant Relocation Assistance Ordinance and the Just Cause Eviction Ordinance. The Tenant Relocation Assistance Ordinance could provide benefits for residential tenants who would be displaced by housing demolition, substantial rehabilitation, change of use, or removal of use restrictions on assisted housing. Benefits could include relocation payments to low income tenants and advance notice of the development. Tenants who could be eligible for relocation assistance must qualify as "low income," which is defined as earning a family income that is equivalent to 50 percent (or less) of the King County median income. The City and the property owner would each pay one-half of the relocation assistance.

5. Aesthetics

Planned Development

- Proposed development standards described in the Final MIMP include landscaping in required setbacks at public rights-of-way. Development standards should also include landscaping in the required setback areas at proposed expansion area boundaries to adjacent properties, in order to provide screening and separation between University uses and private properties.

- Development standards (e.g., building setbacks, building modulation, landscaping, etc.) associated with the *Proposed Action* would lessen minor impacts associated with building height differences in the expansion areas.

Potential Development

No specific mitigation measures can be identified at this time, without design details relative to *potential* development proposals. Each specific *potential* development will be reevaluated for impacts and possible mitigation at the time of building design and permit application.

6. Cultural/Historic

- For the *Proposed Action* and the Alternatives -- other than conducting a more-detailed environmental review in conjunction with specific development projects at the time of application to the City -- no mitigation is necessary.

7. Public Services and Utilities

Public Services

Police

- More faculty, staff and students would live on or near campus, creating a sense of community at Seattle Pacific University and providing for a level of campus activity that would deter crimes.

- Some buildings would be renovated, improving their structural integrity and, presumably, security.

- Additional security cameras would be installed and patrols would be instituted.

- To allow full-time security officers more time for field work generated by the *Proposed Action*, campus security could transfer building lock-up duties to student employees and the communications center staffing to general personnel.

Fire

- Proposed facilities would have life safety systems designed to be fully consistent with the current Seattle Fire Code including automatic sprinkler and fire alarm systems, a smoke detection and control system, combination wet/dry standpipes, and other design features intended to be fully consistent with provisions of the Seattle Fire Code.

Utilities -- Water

- To conserve water, Seattle Pacific University will install plumbing fixtures that meet plumbing code efficiency standards.

- The University will use plant materials that require minimal watering and maintain existing irrigation systems to minimize wasteful water loss.

Energy

- Proposed new buildings would be designed to incorporate requirements of the Seattle Energy Code, which are intended to reduce overall energy consumption.

8. Construction

Air Quality

- Site development would adhere to PSAPCA's Regulation 1 regarding fugitive dust emissions, including: wetting of exposed soils, covering or wetting of transported earth materials, washing of truck tires and undercarriages prior to travel on public roads, and prompt cleanup of any materials tracked or spilled onto public roads.

Noise

- Campus development would be phased to limit the amount of construction activity at any one time.

- Noise from construction activities would be subject to the limits in the Seattle Noise Ordinance, and construction contractors would be required to take whatever steps are necessary to insure compliance with this rule.

- Measures to minimize noise at the individual construction sites could include:

  - Construction noise could be reduced with properly sized and maintained mufflers, engine intake silencers, engine enclosures, turning off idle equipment, and confining activities to daytime hours.

  - Stationary equipment could be placed as far away from sensitive receiving locations as possible. Where this is not feasible, or where noise impacts are still significant, portable noise barriers could be placed around the equipment with the opening directed away from the sensitive receiving property. These barriers provide about 10-dBA of reduction in equivalent sound levels.

- Substituting hydraulic or electric models for impact tools such as jack hammers, rock drills and pavement breakers could also reduce construction and demolition noise.

- Haul routes could be defined to minimize noisy truck traffic past sensitive noise receivers. Hauling of construction materials could be limited to within daylight hours to minimize the potential for annoyance of noise receivers in early morning or evening hours.

- Hours of construction activity not conducted entirely within an enclosed structure would be restricted to non-holiday weekdays between 7:30 AM and 6:00 PM.

Energy

No mitigation is necessary.

Transportation and Parking

- A construction traffic plan for workers and truck deliveries/routes would be prepared to minimize disruption to traffic flow on adjacent streets and roadways. This plan should consider the need for special signage, flaggers, route definitions, flow of vehicles and pedestrians during construction and street cleaning.

- To address the potential parking impacts of the construction crews associated with each proposed building, it is recommended that language within the construction contracts specify the contractors responsibility to provide:

  1) Off-site parking, if adequate University-owned parking cannot be provided.
  2) Transportation alternatives for the work force such as transit passes or carpool matching services.
  3) Shuttle workers if necessary between the parking and work site.
  4) Minimize the impact on on-street parking by monitoring and enforcing the use of contractor provided lots for workers.
  5) Limit access to campus lots to a pre-determined number of permits.

E. UNAVOIDABLE ADVERSE IMPACTS

1. Land Use Patterns

As the University campus expands, some existing non-University land uses would be displaced.

2. Land Use – Relationship to Adopted Plans, Policies and Regulations

No unavoidable adverse impacts would occur.

3. Transportation, Circulation and Parking

Development associated with the proposed Draft MIMP would increase traffic volumes in the vicinity of the SPU campus. Traffic generated by Potential Development would add traffic to

two intersections or movements currently operating at LOS F. The northbound approach at Queen Anne Ave./W. Nickerson St. and the northbound approach at 6th Ave. W./W. Nickerson St. As outlined in Mitigation Measures -- 2005 Planned Developments, with modifications at the intersection to allow for a separate northbound left and right–turn lanes, the delay for the northbound right-turning vehicles would be reduced and they would operate at LOS A.

4. Housing

No significant unavoidable adverse impacts are anticipated. Implementation of the proposed MIMP could provide greater housing opportunities on campus for students, faculty and staff than currently exist.

5. Aesthetics

No unavoidable adverse impacts are anticipated.

6. Cultural/Historic

No unavoidable adverse impacts are expected.

7. Public Services and Utilities

Campus growth in enrollment and employment would result in greater demands for public services and utilities. There would be an increase in on-campus energy consumption as a result of implementing the proposed Major Institution Master Plan.

8. Construction

Air Quality: No unavoidable adverse impacts are expected.

Noise: Construction of *planned* and *potential* buildings would increase sound levels along haul routes and near building construction.

Energy: Energy resources, including petroleum and electricity, as well as embodied energy in materials, would be consumed during construction activities.

Transportation and Parking: Development under the *Proposed Action* would result in short term construction impacts resulting from increased traffic related to construction worker vehicle trips, delivery of construction materials, and delivery or removal of soil required for fill or excavation. Construction impacts would be short-term and would not be considered significant.

SECTION II

PROJECT DESCRIPTION and ALTERNATIVES

SECTION II

PROJECT DESCRIPTION and ALTERNATIVES

A. PROPONENT/PROJECT LOCATION

Proponent

The Major Institution Master Plan is sponsored by Seattle Pacific University.

Project Location

The campus of Seattle Pacific University is located on the north-end of Seattle's Queen Anne hill. The campus is generally bounded by W. Nickerson and W. Ewing streets on the north, Queen Anne Ave. N. on the east, W. Dravus and W. Barrett streets on the south and 7th Ave. W. on the west (refer to Figures 1 and 2). The area within the existing campus boundaries is approximately 52 acres[1]. A legal description for the existing campus is contained in *Appendix B* of the Final MIMP (SPU, 1999a). As described in *Section II* C. of this DEIS, it is proposed that the existing campus boundaries be expanded by approximately 14.3 acres.

Statement of the Proposal

The *Proposed Action* is adoption of a new Major Institution Master Plan (MIMP) for Seattle Pacific University. The University has an existing MIMP that was adopted by the Seattle City Council in 1991 and will expire in 2001; the new MIMP would replace the existing MIMP.

This DEIS analyzes environmental impacts associated with the revised MIMP, which includes the following elements:

- proposed expansion of the campus boundaries (approx. 14.3 acres);
- proposed development consisting of two *planned*[2] projects (a building [approx. 110,000 sq.ft.] and a temporary surface parking lot) and 10 *potential*[3] projects (approx. 460,000 sq.ft. [GFA]), plus an unspecified number of *potential* housing projects in the proposed MIO expansion areas;
- demolition of 5 buildings (approx. 45,000 sq.ft.) in conjunction with *planned* projects and 42 buildings (approx.152,000 sq.ft.) associated with *potential* projects;
- major building renovations;

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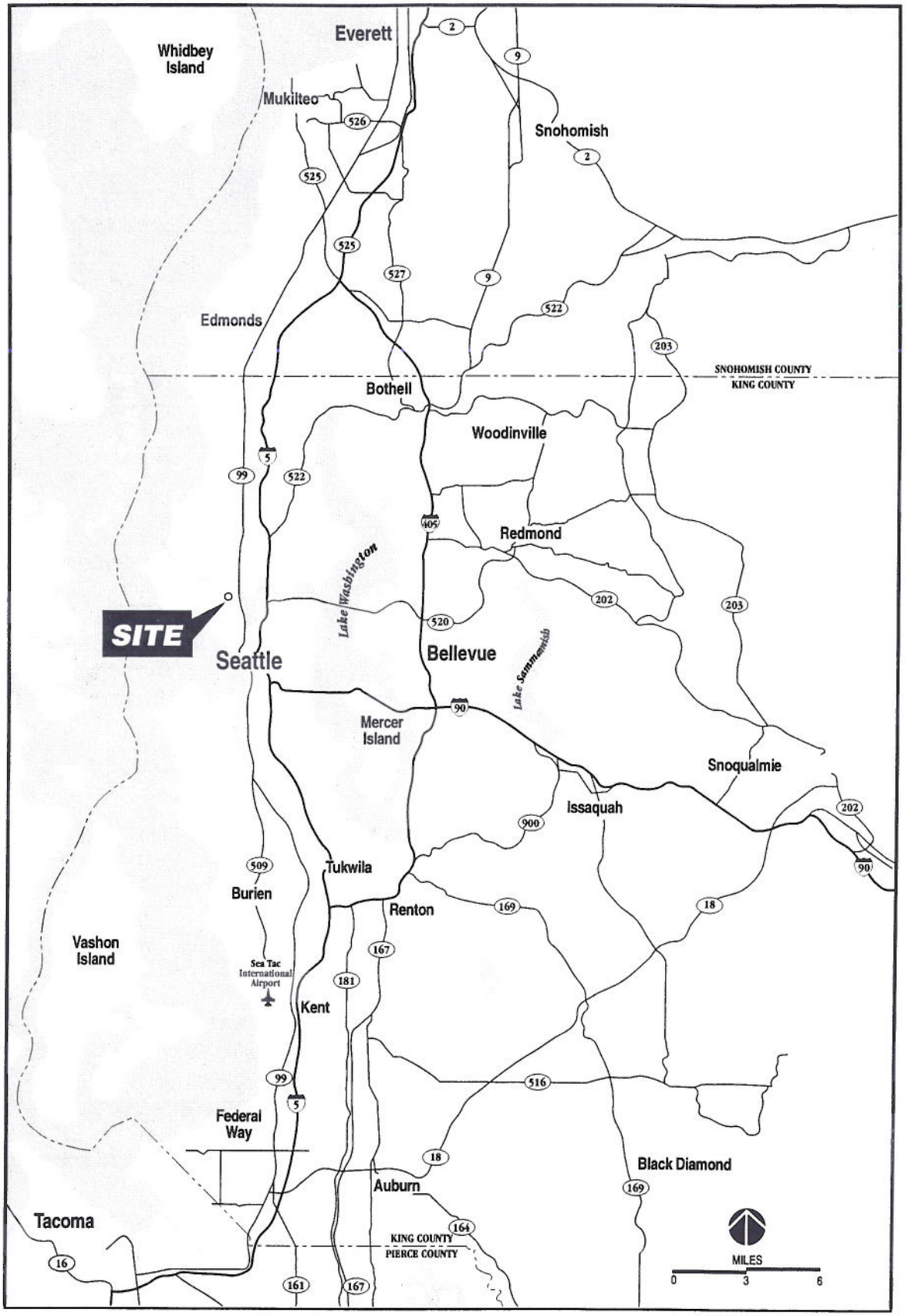
1 The area of the existing campus is approximately 52 acres, which includes public rights-of-way, properties owned by Seattle Pacific University and properties that are not owned by the University. Within the existing campus boundaries, Seattle Pacific University owns approximately 38.4 acres.

2 *Planned* projects are "development which the Major Institution has definite plans to construct" (Seattle Land Use Code 23.69.030 D.).

3 *Potential* projects are "development or uses for which the Major Institution's plans are less definitive" (Seattle Land Use Code 23.69.030 D.).



Huckell/Weinman Associates, Inc.	Seattle Pacific University	Figure 1 **Regional Map**

LEGEND

Existing Seattle Pacific University Major Institution Overlay Area

Huckell/Weinman Associates, Inc.	SeattlePacificUniversity	Figure 2 **Vicinity Map**

- parking changes with the addition of several potential parking garages (approx. 415,000 sq.ft.) containing approximately 1,170 parking spaces -- net increase of about 800 parking spaces;
- potential addition of new open spaces;
- pedestrian and vehicular circulation changes including the vacation of a street segment and a portion of an alley; and
- modifications to development standards (e.g., zoning designations, height limits, building setbacks, lot coverage, etc.).

B. BACKGROUND INFORMATION

The following provides an overview regarding Seattle Pacific University, including services provided by the institution, characteristics of existing buildings on the campus, access and parking.

Overview

Seattle Pacific University was founded in 1891 by the Free Methodist Church of North America, on a 5-acre donated site by Nils Peterson, a homesteader on Queen Anne hill[4]. The institution was then known as the "Seattle Seminary" and it provided missionary training initially with two instructors and 34 students in a college preparatory curriculum that included primary and intermediate grades. In 1910, the first college-level course was offered and in 1913, the name was changed to "The Seattle Seminary and College." The name of the institution was again changed in 1915 to "Seattle Pacific College;" five students comprised the college's first graduating class.

During the 1920's, the institution grew to approximately 400 students utilizing four permanent buildings. Immediately following World War II, enrollment grew to 1,400 students and the number of permanent buildings increased to nine. In the 1960's, fifteen new buildings were added and 10 buildings underwent major renovation. The name of the institution was again changed in 1977 to "Seattle Pacific University."

Seattle Pacific University is a privately-funded regional institution of higher education; it is fully accredited[5] and a member of the consortium[6] of Christian colleges. The University's academic program is divided into two broad categories – the College of Arts and Sciences (fine arts, humanities & religion, science & engineering, social & behavioral sciences) and Professional Schools (business & economics, education, health sciences). Seattle Pacific University offers 43 undergraduate majors, 37 undergraduate minors, 10 master's degree programs, and 2 doctoral programs. Statistics as of Autumn 1998[7], include the following:

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4 Seattle Pacific University, 1998a.

5 Seattle Pacific University is accredited by the Washington State Board of Education, the Northwest Association of Schools and Colleges, the National Council for Accreditation of Teacher Education, the National League for Nursing, the Washington State Nursing Care Quality Assurance Commission, the Accreditation Board for Engineering and Technology, and the American Dietetic Association Council on Education.

6 Seattle Pacific University is a member of the Christian College Consortium, the Christian College Coalition, the Association of American Colleges, the American Association of Colleges for Teacher Education, and the National Association of Schools of Music.

7 Seattle Pacific University, 1998b.

- total enrollment (full-time and part-time) was 3,394 – consisting of 2,624 undergraduate (77.3%) and 770 graduate and post-graduate students (22.7%);

- full-time equivalent enrollment was 3,015 -- comprised of 2,610 undergraduate (86.6%) and 405 graduate students (13.4%);

- there were 1,411 resident undergraduate students;

- a total of 213 faculty members supported the University's academic programs, including 153 full-time and 60 part-time members; and

- University staff totaled 299, consisting of 280 full-time and 19 part-time.

Seattle Pacific University's facilities consist of three campuses -- the primary, 52-acre central campus in Seattle; a 155-acre site on Whidbey Island, known as Camp Casey, which provides opportunities for field studies, outdoor recreation and retreats; and a 965-acre wilderness campus on Blakely Island in the San Juan islands, which is intended to become the site for an innovative research station.

Some of the University's facilities are currently decentralized, including the University's soccer field, which is located in the Interbay area (recently joint-development between Seattle Pacific University and the Seattle Parks and Recreation Department; some University graduate and continuing education courses, which are offered at Boeing and other work sites within the Puget Sound region; and some of the University's existing support functions.

Master Planning Process

The following provides an overview of Seattle Pacific University's existing and current master planning processes associated with the University's Seattle campus:

Existing Major Institution Master Plan

- In the late 1970's, without specific regulatory guidance, the University developed the first campus master plan (SPU, 1980). This plan involved participation by the University, the City and the community.

- In the early 1980's, the City adopted policies and regulations applicable to 18 of the City's major educational and healthcare institutions[8], including Seattle Pacific University.

- In 1985, Seattle Pacific University formally began revising their initial master plan to develop a new master plan -- consistent with the City's adopted institutional regulations.

  - a draft Master Plan[9] was issued by Seattle Pacific University in 1986 and the draft EIS for the draft Master Plan was issued in 1987[10];
  - a final Master Plan[11] and the final EIS[12] for the final Master Plan were issued in 1988;

[8] Seattle, 1983.
[9] Seattle Pacific University, 1986.
[10] Seattle, 1987.
[11] Seattle Pacific University, 1988.

- an addendum to the final Master Plan was issued by Seattle Pacific University in 1990[13] relative to a change in location for the University's library and the deletion of proposed project;
- the Seattle Hearing Examiner recommended approval of the final MIMP, with conditions[14];
- the City Council reviewed and adopted the hearing examiner's recommendations with conditions in 1991[15];
- a Minor Amendment to the existing MIMP was approved by the City October 8, 1998, in conjunction with expansion of *Gwinn Commons* (MUP #9804628); and
- a proposed Minor Amendment to the existing MIMP was submitted to DCLU in January 1999 in conjunction with the proposed *W. Emerson St. Residence Hall & Parking Garage.* An EIS Addendum[16] was prepared for that project in conjunction with a request for a DCLU Director's interpretation regarding the Minor Amendment and the Master Use Permit. Two separate but related actions by DCLU on 7/8/99 resulted in approval of the Minor Amendment and approval of the Master Use Permit (MUP#9900077), subject to eight SEPA conditions.

It was originally intended that the term of effectiveness for the 1991 MIMP would be through 1996. However, the major institution regulations, in effect at the time the MIMP was adopted by the Seattle City Council, authorized a ten-year duration (23.04.040 A.)[17]. Therefore, the existing MIMP is due to expire in 2001.

Current Master Planning Process

- In May 1998, Seattle Pacific University initiated preparation of a new MIMP. A letter of intent to prepare a new MIMP was sent to the Seattle Dept. of Construction & Land Use (DCLU) (now called the Dept. of Design, Construction & Land Use) and the Seattle Dept. of Neighborhoods (DON). Specific elements of this process included:

  - Seattle Pacific University submitted a MIMP Application and Concept Plan to DCLU and DON -- August 1998;
  - the Seattle Pacific University MIMP Citizens Advisory Committee (CAC) was appointed -- September/October 1998;
  - the final scope of the EIS was determined by DCLU and an EIS consultant was selected – November/December 1998; and
  - the Draft MIMP and DEIS were issued for public review in May 1999;
  - a public hearing was held on the Draft MIMP and DEIS in May 1999; and
  - the Final MIMP and FEIS are issued in September 1999

  Refer also to the schedule contained in *Appendix A* of the Final MIMP, which provides details regarding the schedule through the City Council approval process.

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12 Seattle, 1988.
13 Seattle Pacific University, 1990.
14 Seattle Hearing Examiner, 1990.
15 Seattle, 1991.
16 Seattle, 1999a.
17 Seattle's Major Institution Code was extensively revised in 1996 and the time limit clause was deleted.

Existing Campus Buildings

Seattle Pacific University currently owns 77 buildings (approx. 801,000 sq.ft.) within the existing Major Institution Overlay (MIO) boundaries. One additional building and one building renovation/addition are proposed in 1999 - 2000 (see description below). In addition, the University owns or leases 24 buildings (81,791 sq.ft.) within 2,500 feet of the existing campus boundaries, including single family dwellings and an apartment building. Buildings on the campus include the following: **academic** (classrooms, laboratories, faculty offices); **core activity and facilities** (e.g., library, dining facilities, student services; administrative services, auditorium/chapel); **residential** (residence halls and family housing); **recreation** (intercollegiate and intramural activities); **physical plant** (shops, offices, storage), **parking lots and garages**, and **multi-purpose facilities** (e.g., bookstore, bank, commercial services, offices). A comprehensive list of campus-owned/leased facilities is contained in *Appendix C* to the Final MIMP. Table 1 presents an overview of the major campus buildings (over 5,000 sq.ft. of gross floor area) and is keyed to building locations depicted in Figure 3.

Buildings Proposed for Construction Under the Adopted Major Institution Master Plan

In addition to the existing buildings on campus, two other buildings – *Gwinn Commons* and the *Emerson St. Residence Hall & Parking Garage* -- are either currently being renovated or proposed new construction in 1999 -- 2000. *Gwinn Commons* (MUP #9804628) involves renovation and an addition of approximately 16,255 sq.ft. to the University's existing food service facility (Figure 3, #12). The changes include a 7,000 sq.ft. renovation of the 1st floor, a 4,315 sq.ft. addition to the 2nd floor, and the addition of a new 11,940 sq.ft. 3rd floor. Additions to the 2nd and 3rd floors are intended to provide additional dining and meeting space. DCLU authorized a minor amendment to the existing MIMP for this project, consistent with Section 23.69.035 of the Seattle Land Use Code. The *Gwinn Commons* renovation will be completed in September 1999.

The *Emerson St. Residence Hall & Parking Garage* (MUP #9900077) involves redevelopment of a 39,600 sq.ft. site located near the northwest corner of the campus as a residence hall with an associated parking garage (Figure 3, #21). The residence hall will contain approximately 95,300 sq.ft. and is designed to accommodate 320 students. It will be a 3 - 4-story building that will appear as several linked buildings. The parking garage will be a 43,300 sq.ft., one/two-level structure located beneath the residence hall. The parking garage will provide parking for approximately 140 vehicles with access from the vacated mid-block alley located along the north boundary of the site. DCLU authorized a minor amendment to the existing MIMP for this project, consistent with Section 23.69.035 of the Seattle Land Use Code, and in July 1999 DCLU issued a MUP for this project.

Table 1

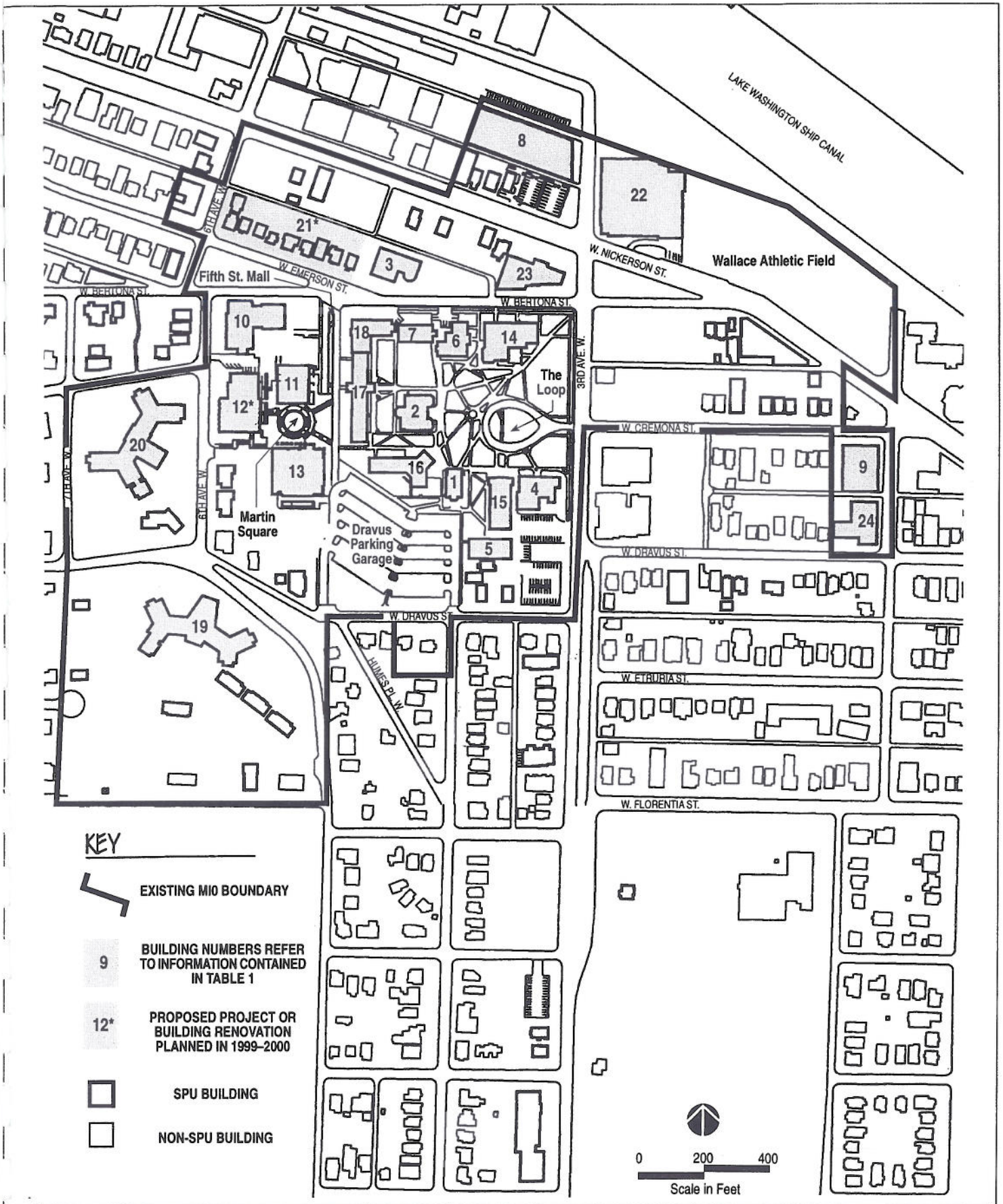
Existing and Proposed Major Buildings[18] Comprising the Seattle Pacific University Campus

Ref. #[19]	Building	Functions/Uses	Area (sq.ft.[20])[21]
1	Alexander Hall	academic	11,120
2	Peterson Hall	academic	22,000
3	McKenna Hall	academic	13,545
4	Crawford Music Building	academic	13,942
5	Beegle Hall	academic	13,331
6	Tiffany Hall	academic	16,046
7	Green Hall	academic	7,471
8	Miller Science Learning Center	academic	52,611
9	Art Center	academic	10,372
10	Demaray Hall	core facilities & academic	40,376
11	Weter Hall	core facilities & academic	19,208
12	Gwinn Commons	core facilities	35,000[22]
13	Library	core facilities	59,959
14	Student Union Building	core facilities	20,289
15	McKinley Auditorium	core facilities	14,308
16	Moyer Hall	core facilities & residence hall	28,871
17	Marston Hall	core facilities & residence hall	34,413
18	Watson Hall	residence hall	15,705
19	Ashton Hall	residence hall	95,531
20	Hill Hall	residence hall	70,075
21	W. Emerson St. Residence Hall[23]	residence hall	95,300
22	Royal Brougham Pavilion	recreation	82,746
23	Bookstore/Bank	multi-purpose	7,631
24	Physical Plant Building & Trade Shop	physical plant	13,180

Notes

- academic includes buildings that contain classrooms, laboratories, and faculty offices;
- core activity and facilities include such buildings as the library, dining facilities, student services, administrative services, bookstore, auditorium/chapel);
- residential includes residence halls and family housing;
- recreation involves intercollegiate and intramural facilities;
- multi-purpose facilities contain commercial services, and offices; and
- physical plant includes shops, campus offices, and University storage.

18 Buildings exceeding 5,000 sq.ft. of gross floor area.
19 Keyed to Figure 3.
20 Gross Floor Area
21 This column is not totaled because the only University buildings that are listed are major buildings > 5,000 sq.ft.
22 Structure is currently 18,745 sq.ft., however, a major renovation/addition of 16,255 sq.ft. will be completed in September 1999.
23 Proposed for construction in 1999 - 2000.



Huckell/Weinman Associates, Inc.

Seattle Pacific University

Figure 3

Existing Campus Site Plan

C. PROJECT GOALS and ASSUMPTIONS

The following goals and assumptions have been derived from Seattle Pacific University's Final MIMP.

Goals

1. Provide a physical environment that supports learning and optimizes educational quality.
2. Provide a physical environment that supports efficient and economical University programs and operations.
3. Provide facilities that reflect a University community committed to evangelical Christian faith and values.
4. Provide a physical environment and facilities that promote positive relationships with the community and reflect the University's commitment to service.
5. Provide an environment that contributes to a safe and secure campus.
6. Provide facilities in which all programs and services are accessible.
7. Support and enhance campus environmental quality and sustainable development and operations.
8. Preserve and enhance the image and appearance of the campus in a manner that defines and celebrates a sense of place for students, faculty, staff and visitors and expresses the University's quality, traditions and mission.
9. Provide flexibility to respond to changes in enrollment size and mix and information technology.
10. Serve as partners with other colleges and universities in the State to meet the increasing demand for higher education enrollment.

Assumptions

1. The University's master plan will guide the University's decisions concerning facilities, educational priorities and programs, enrollment, and endowment. The master plan will inform strategic University decisions and fundraising goals into the 21st Century and provide the framework for the University's Major Institution Master Plan.

2. The following enrollment projections are based on the University's current assumptions regarding its future headcount and on-campus housing during autumn quarter 2005 and 2015. This information is presented only as general campus information and is not intended as an element of Seattle Pacific University's Final MIMP.

Parameter	***1998***	***2005***	***2015***
Total Enrollment	3,394	4,235	5,000
Undergraduate Enrollment	2,624	2,935	3,500
Graduate Enrollment[24]	770	1,300	1,500
Resident Single Students (beds)	1,400	1,655	1,975
Resident Married Students (units)	37	80	120

3. The University expects to enroll additional commuter students, however, it is expected that the majority of the undergraduate growth will occur through additional resident students.

4. The University intends to encourage faculty and staff to live on or near campus.

D. DESCRIPTION OF THE PROPOSED ACTION

The *Proposed Action* would involve adoption of a new Major Institution Master Plan (MIMP) for Seattle Pacific University. Once adopted by the University's Board of Trustees and the Seattle City Council, the MIMP will guide development on the campus through approximately 2015.

The following is an overview of major elements that comprise the *Proposed Action*; more detailed information concerning each element is provided later in this section of the FEIS. A discussion of alternatives is included on pg. 27 of this FEIS.

- proposed expansion of the campus boundaries (approx. 14.3 acres);
- proposed development comprising approximately 570,000 sq.ft. of gross floor area [GFA][25], consisting of two *planned* projects[26] (approx. 110,000 sq.ft.) and 10 *potential*

[24] Graduate Enrollment includes post-baccalaureate students.

[25] Gross Floor Area (GFA). GFA is a measure of development associated with the Seattle Land Use Code (Seattle Municipal Code, Title 23). GFA includes building area as measured to the inside surface of exterior walls at floor-level; it excludes portions of the building that are entirely below-grade.

[26] *Planned* projects are "development which the Major Institution has definite plans to construct" (Seattle Land Use Code 23.69.030 D.)

projects[27], plus an unspecified number of potential housing projects in the MIO expansion areas (approx. 460,000 sq.ft. [GFA]);
- demolition of 5 buildings (approx. 45,000 sq.ft.) in conjunction with *planned* projects and 42 buildings (approx.152,000 sq.ft.) associated with *potential* projects;
- major building renovations;
- addition of several potential parking garages (approx. 415,000 sq.ft.) containing approximately 1,170 parking spaces -- net increase of about 800 parking spaces;
- potential addition of new open spaces;
- pedestrian and vehicular circulation changes including the vacation of a street and an alley; and
- modifications to development standards (e.g., zoning designations, height limits, building setbacks, lot coverage, etc.).

The discussion of the *Proposed Action* is organized into the three major sections noted below.

- proposed campus boundary expansions (p. 12);
- proposed development (p. 16) -- included in the description of proposed development is a discussion of building demolition; proposed changes with regard to internal vehicle circulation, vehicle access to the campus, and parking; and landscape modifications; and
- proposed modifications to development standards (p. 31).

Proposed Campus Boundary Expansion

The University proposes to expand the campus boundaries by approximately 14.3 acres – in order to incorporate properties that either already are or could, in the future, be developed with uses that are "functionally integrated with, or substantially related to" the University[28]. As depicted by Figure 4, boundary expansions would occur in eight areas.

As noted previously, merely including a property within the University's boundaries does not infer that the private property owner is under any obligation to sell the property to the University. Such merely affords the University the opportunity to submit a purchase offer to buy the property. As a privately-sponsored educational institution, Seattle Pacific University is not empowered by eminent domain capability and, therefore, cannot acquire property for "public benefit." In this regard, the University is like any other private entity. If property is offered for sale and that property is within their campus boundaries, they can submit a purchase offer. If private property is purchased by the University, the inclusion of the property within the University's Major Institution boundaries affords the University the opportunity to either utilize the property consistent with the requirements of the underlying zoning or redevelop the property consistent with the University's approved master plan.

Thirty-six percent of the 14.3-acre area encompasses City rights-of-way (5.15 acres); the non-rights-of-way area is about 9.15 acres. Table 2 provides an overview of existing ownership within each of the expansion areas. As noted, the University currently owns approximately 21 percent of the 9.15 acres associated with non-City-owned right-of-way in the expansion areas.

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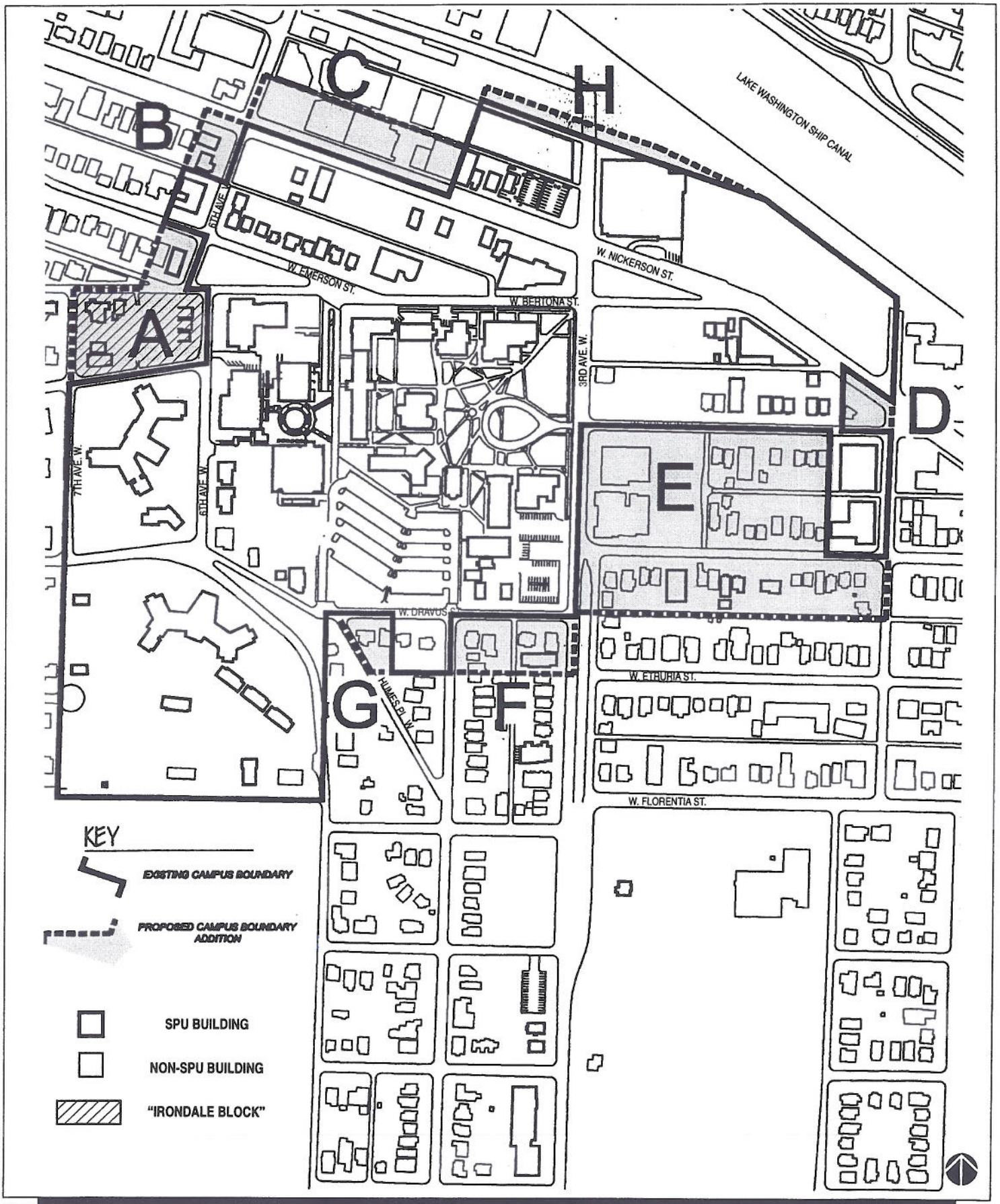
[27] *Potential* projects are "development or uses for which the Major Institution's plans are less definitive" (Seattle Land Use Code 23.69.030 D.)

[28] The need for uses to be *functionally integrated with, or substantially related to*, the central mission of the institution is a requirement of the Major Institution Code (23.69.008 Seattle Land Use Code).



Huckell/Weinman Associates, Inc.	SeattlePacificUniversity	Figure 4 **Proposed Campus Boundaries**

Areas of major University ownership include Area B -- 100 percent, Area A – 92 percent, and Area G – 55 percent.

As described in greater detail in the University's Final MIMP, expansion of the MIO district boundaries is "proposed primarily to provide additional sites for close-in student housing, which is needed to supplement existing University housing and the additional housing planned for sites within the existing MIO district boundaries."

Table 2

Ownership Within the Proposed Boundary Expansion Areas

Expansion Area	Total Acreage	Non-City Right-of-Way Acreage	Acreage Presently Owned by SPU Within the Proposed Expansion Area	Percentage of *Each* Expansion Area[29] that is Presently Owned by SPU	Percentage of *All* Expansion Areas that are Presently Owned by SPU
A	2.13	1.26	1.16	92%	
B	0.41	0.20	0.20	100%	
C	1.74	1.07	0.00	0%	
D	0.35	0.12	0.00	0%	
E	7.63	5.20	0.50	10%	
F	1.11	0.66	0.00	0%	
G	0.37	0.22	0.12	55%	
H	0.56	0.42	0.00	0%	
Total	**14.30**	**9.15**	**1.88**		**20.55%**

The Final MIMP provides a detailed discussion of the proposed expansion in each area; the following summarizes that information.

- ***Area A*** – *Total Acreage: 2.13 ac.; non-right-of-way acreage: 1.26 ac.*

  This area includes the small block (known as the "Irondale Block") that is bounded by 7th Ave. W., W. Bertona St., 6th Ave. W. and W. Cremona St. plus two lots located west of 6th Ave. W. between W. Emerson St. and W. Bertona St. The pattern of land uses within Area A is residential. Other than one lot located west of 6th Ave. W., all properties in this proposed expansion area are presently owned by the University and used for University housing. The University indicates that this area would be used for additional student housing and parking.

- ***Area B*** – *Total Acreage: 0.41 ac.; non-right-of-way acreage: 0.20 ac.*

  This area consists of two lots located west of 6th Ave. W. and south of W. Nickerson St. This property is owned by the University and each lot contains a single family dwelling used for student housing. It is proposed that use of this area continue to be student housing, with possible future demolition of the existing houses and replacement with a small apartment building.

[29] Non-City right-of-way

- ***Area C*** – *Total Acreage: 1.74 ac.; non-right-of-way acreage: 1.07 ac.*

  This area encompasses the south-half of the block bounded by 6th Ave. W., W. Nickerson St., 3rd Ave. W. and the mid-block alley. The site extends along W. Nickerson St. a distance of approximately 500 feet. The property is privately-owned and developed with a variety of commercial uses, including a lumber yard. By including this area within the University's MIO boundaries, Seattle Pacific University believes that joint development opportunities may be possible resulting in institutional-related uses, including University affiliated housing, offices and non-residential uses of a commercial nature.

- ***Area D*** – *Total Acreage: 0.35 ac.; non-right-of-way acreage: 0.12 ac.*

  This area is a single lot bordered by W. Nickerson St., Queen Anne Ave. N. and W. Cremona St. The site is presently a service station. If acquired, the University intends to utilize the property for landscaping and signage to better identify the campus.

- ***Area E*** – *Total Acreage: 7.63 ac.; non-right-of-way acreage: 5.20 ac.*

  This is the largest area proposed for inclusion into the University's MIO boundaries. It would encompass the west 80 percent of the block bounded by W. Cremona St., 3rd Ave. W., and W. Dravus St., as well as the north-half of the block bounded by W. Dravus Street, 3rd Ave. W., and Queen Ave. N. This area includes the Free Methodist Church, the associated Fine Center and surface parking area, together with single family and multi-family dwellings. The University has indicated that it has no intention of acquiring the Free Methodist Church, the associated Fine Center and surface parking area. By including this area within the MIO boundary, the University could potentially redevelop portions of the area for student housing, including "theme houses" (with small classrooms and seminar facilities); possibly utilize portions of the area for temporary University support functions (e.g., administrative offices); and, with approval of the Free Methodist Church possibly share space, which could be precluded by MIO code requirements.

- ***Area F*** – *Total Acreage: 1.11 ac.; non-right-of-way acreage: 0.66 ac.*

  This area encompasses seven parcels of property located on the north-end of the block bounded, in part, by W. Dravus St., 3rd Ave. W., and 4th Ave. W. Six single family dwellings and an apartment building (leased to the University) are located on these properties. If acquired, the University intends to utilize the properties for University housing, potentially redeveloping portions of the area for apartments.

- ***Area G*** – *Total Acreage: 0.37 ac.; non-right-of-way acreage: 0.22 ac.*

  This area occupies the northwest corner of the block bounded by W. Dravus St., Humes Pl. W., and 4th Ave. W. It includes two parcels -- each with a single family dwelling, one of which is already owned by the University. The University intends to utilize each property for University housing; no redevelopment is anticipated.

- ***Area H*** – *Total Acreage: 0.56 ac.; non-right-of-way acreage: 0.42 ac.*

  This area is located immediately north of the University's north MIO boundary, both west and east of 3rd Ave. W. The property is currently leased by the University for parking and service access; no change of use is planned.

Proposed Development

This DEIS provides project-level environmental review for the University's two *planned* new development projects and programmatic-level environmental review for 10 *potential* projects, plus an unspecified number of potential housing projects in the proposed MIO expansion areas. *Planned* development are projects for which the University has definite plans to construct; more detailed information is known about *planned* development, including the specific site and building design considerations. *Potential* development are those projects for which the University's plans are less definitive; subsequently, more detailed environmental review would be necessary at the time of application to the City for development approvals associated with these projects.

The Final MIMP provides a detailed discussion of all proposed development. The following is a summary of each of the elements that comprise the *Proposed Action* -- including: *planned* and *potential* new development; major building renovation; known building demolitions; changes with regard to internal vehicle circulation, vehicle access to the campus, and parking; and landscape modifications.

Planned Development – New Construction

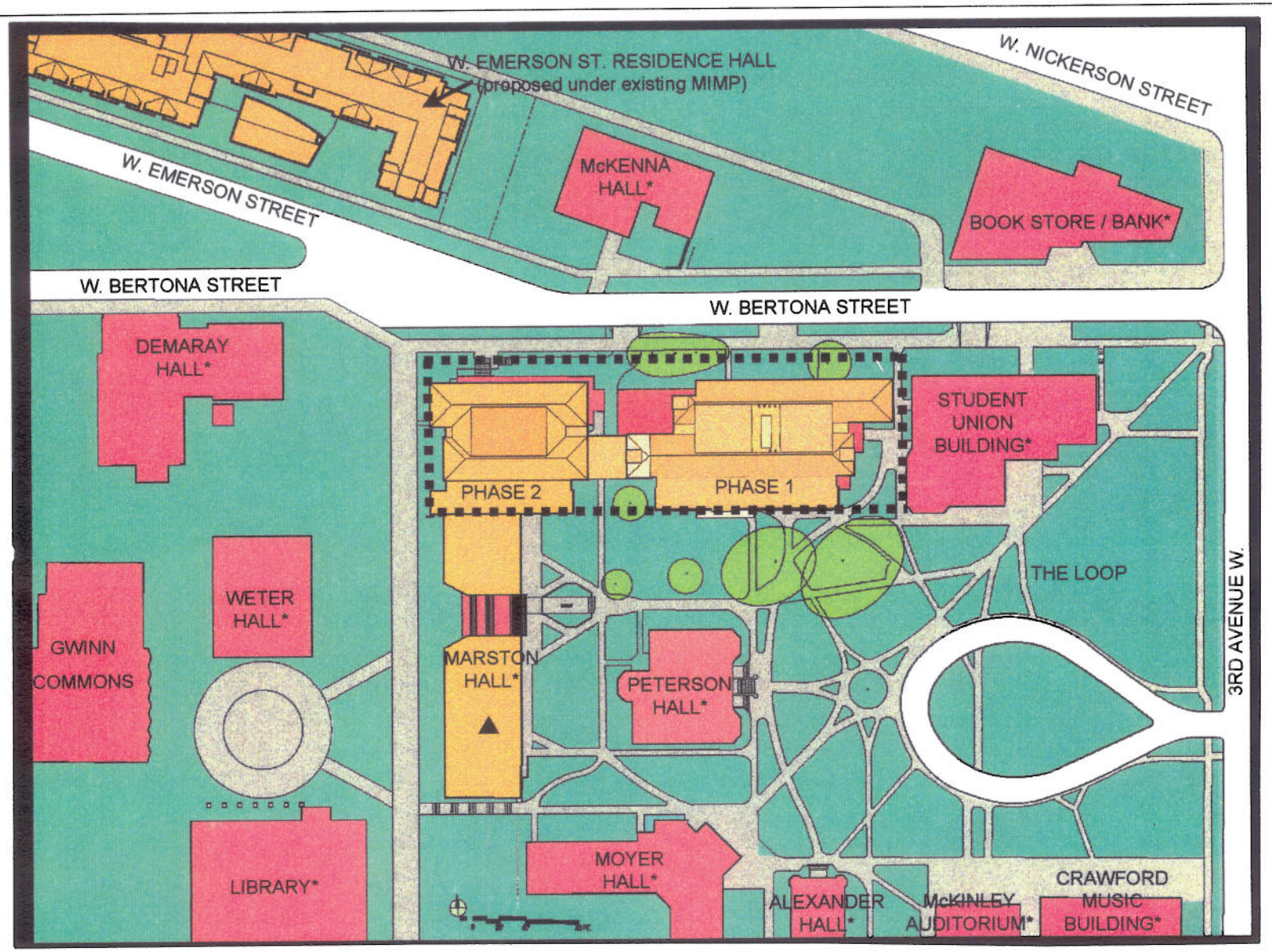
As noted, two *planned* projects are proposed by Seattle Pacific University – a new Science Building and a temporary surface parking lot. The following briefly describes each.

- New Science Building

  A new Science Building is proposed for a site in the central portion of the campus, adjacent to the University's Loop, south of W. Bertona St., and east of the 5th Ave. pedestrian mall. As shown in Figure 5, the building would be oriented in an east-west direction.

  The proposed new Science Building would contain approximately 110,000 sq.ft. of gross floor area and it would be built in two phases (Phase I - approx. 60,000 sq.ft. and Phase II - approx. 50,000 sq.ft.). The structure would be three stories above-grade (with a basement); the average height to the eave would be 45 - 50 feet. The structure would have a sloping roof, which would extend 7 - 8 feet above the height of the eave. The sloping roof, similar to that of other buildings adjacent to The Loop, would conceal most of the mechanical ventilation equipment that is normally associated with a collegiate science building. Several ventilation stacks would, however, be visible (from a distance) extending approximately 10 feet above the roof line.

  Although project design at this point is only schematic -- particularly the Phase II portion -- Figures 6 through 9 depict several possible building elevations and a photograph of the model. Phase II of the building would likely be similar in design to Phase I. It is proposed that the facade of the building would incorporate large areas of red brick and other design features, consistent with that of other buildings in The Loop area. Window openings would be grouped for visual interest and large portions of the building facades would be modulated. Some of that modulation can be seen in Figure 5. Roofing material would likely be asphalt shingles in a slate-gray color.



LEGEND

* Existing Building

▲ Site of existing Marston Hall to be redeveloped as *Potential* Plaza Classroom Building

Site of Science Building, Phase I and Phase II

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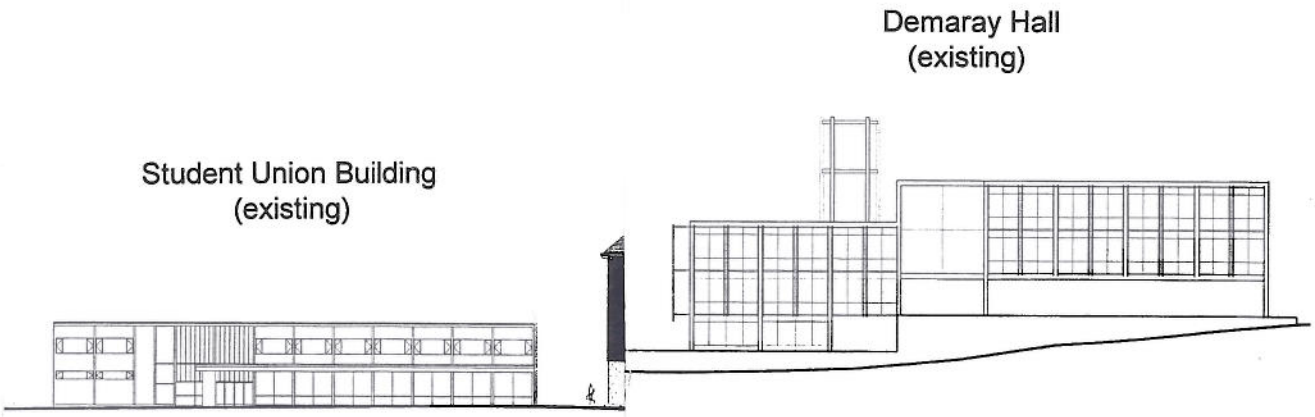
Figure 5

Site Plan—*Planned* Science Building
Phase I and Phase II



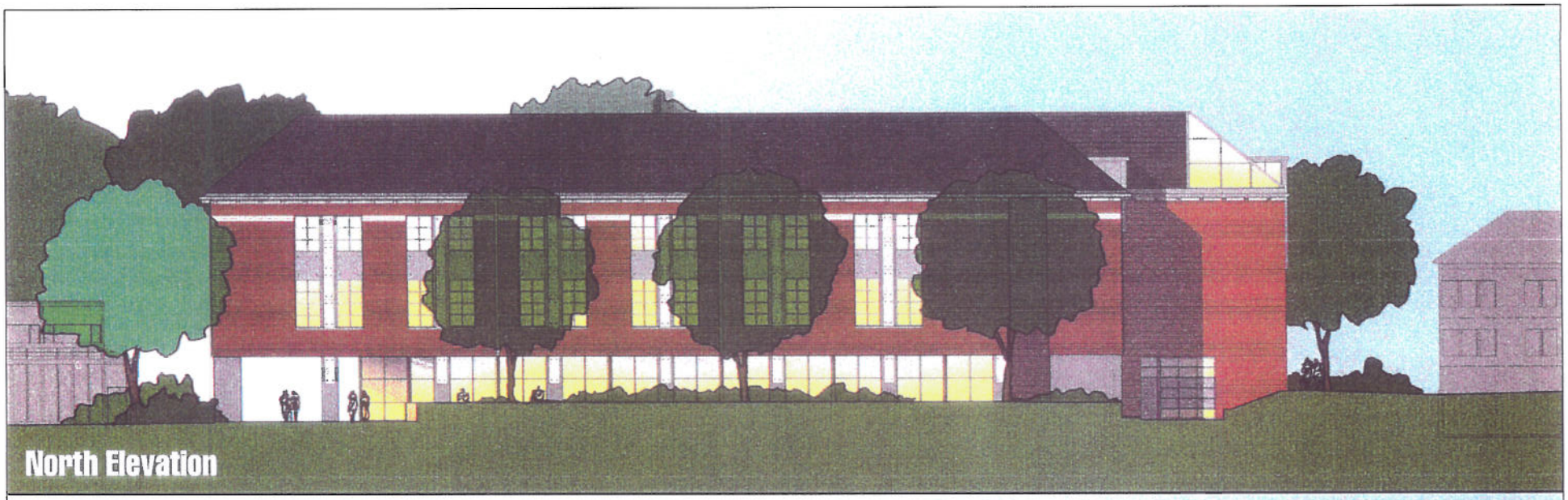
Source: Miller/Hull

0' 50' 100' 150'

Figure 6

Huckell/Weinman Associ

ion - *Planned* Science Building
Phase I & Phase II



Source: Miller/Hull Architects

Note: This graphic depiction only shows Phase I. Phase II would be similar in bulk and appearance to Phase I (see also Figure 6).

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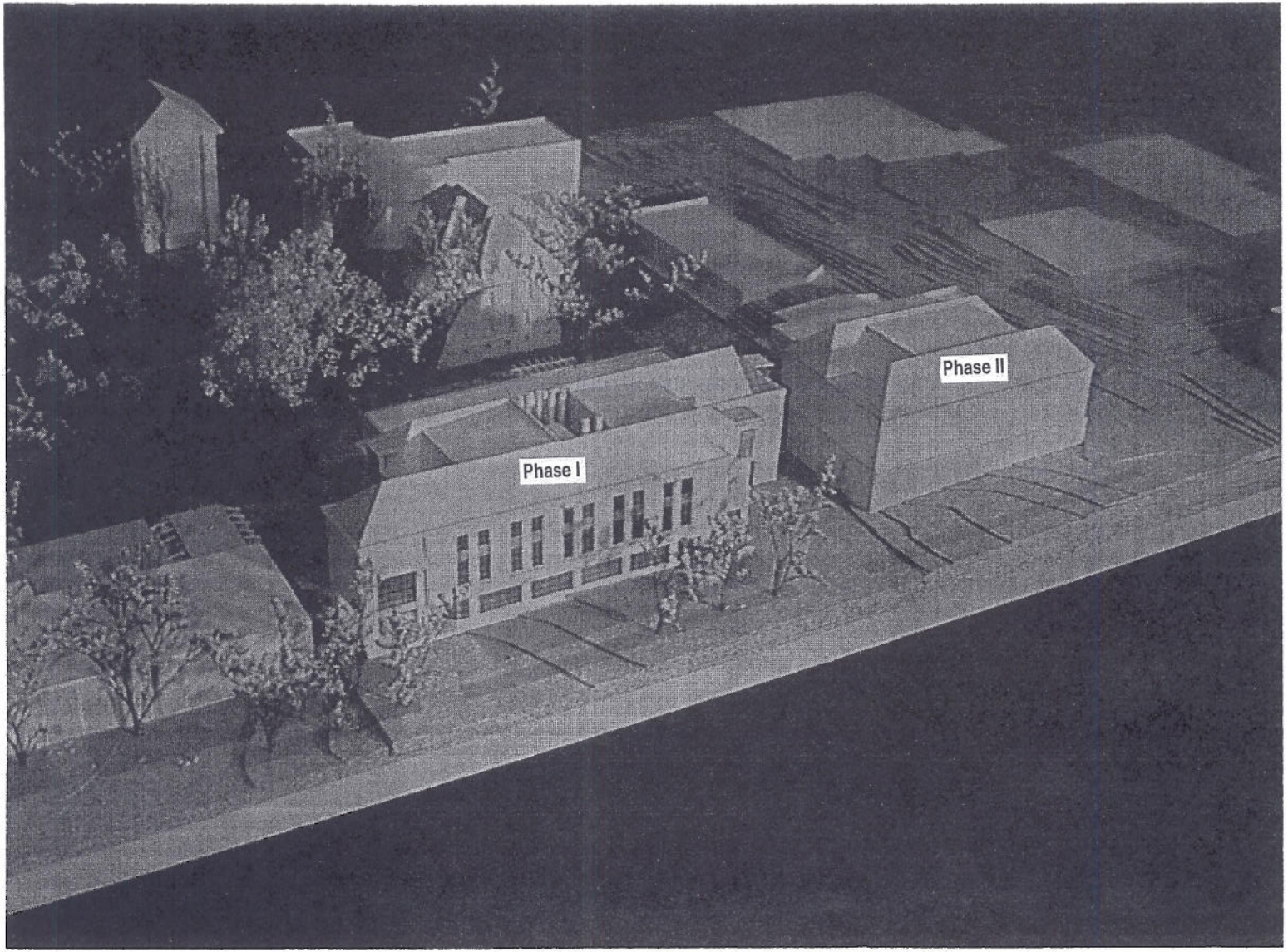
Figure 7

Artist Depiction
North & South Elevations—*Planned* Science Building
Phase I



Note: Model depicts approximate bulk and scale of the proposed Science Building.
Phase II is shown conceptually.

Source: Miller/Hull Architects

Huckell/Weinman Associates, Inc.

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Figure 8

Photo of Model Depicting *Planned* Science Building– Phase I and Phase II

Source: Miller/Hull Architects

Huckell/Weinman Associates, Inc.	SeattlePacificUniversity	Figure 9 **Artist Depiction** **East and West Elevations–*Planned*** **Science Building, Phase I**

It is proposed that the Science Building be setback approximately 20 feet from W. Bertona St. This proposed setback, which is 5 feet greater than the required 15-foot setback, would be landscaped.

Pedestrian access to the proposed Science Building (Phase I and presumably, Phase II) would be at the east and west ends of the structure. It is possible that each phase of the development would be connected at the upper levels. Figure 6 shows a ground level arcade that would provide pedestrian access from that portion of the campus north of W. Bertona St. to The Loop. Service vehicle access would be provided into Phase I of the development from W. Bertona St. (located near the west-end of the north facade).

Development of the entire Science Building (Phase I and II) would involve demolition of three University buildings – Tiffany Hall (335 W. Bertona St.), Green Hall (345 W. Bertona St.) and Watson Hall (353 W. Bertona St.) – totaling approximately 39,222 sq.ft. Demolition of Tiffany Hall and Green Hall is necessary for Phase I and demolition of Watson Hall is necessary for Phase II. Tiffany Hall and Green Hall primarily provide academic office space. Watson Hall is primarily an academic building providing office and classroom space; however, it also includes dormitory space (32 beds) and, as such, serves as one of the University's five dormitories. Office and academic uses that are presently contained in each building would be relocated elsewhere on campus. The *Emerson St. Residence Hall* will provide University housing to replace that which is lost as a result of demolition of Watson Hall.

Demolition associated with Phase I construction would occur in the summer 2000, with that portion of the building operational by Autumn Quarter 2002. Demolition and construction associated with Phase II is expected to begin one or two years after completion of Phase I with occupancy by Autumn Quarter 2005.

The University's existing science facility – Miller Science Learning Center – would continue to be used, in part, for science instruction until Phase II of the new Science Building is completed. Following completion of Phase II, Miller Science Learning Center would be renovated to serve other University programs – possibly physical education, indoor recreation, storage and archives.

- Temporary Surface Parking Lot

A temporary surface parking lot is proposed for approximately a 13,000 sq.ft. site located roughly 100 feet east of 6th Ave. W. in the north-half of the block that is bounded by W. Nickerson St., 6th Ave. W. and the mid-block alley between W. Nickerson St. and W. Emerson St. (see Final MIMP, Figure 8). It is proposed that this lot would be temporary (for at least five years) until the potential parking garage that is proposed for the site is built, as described later in this FEIS.

The lot would provide parking for approximately 45 vehicles. Access would be from W. Nickerson St., via the University's existing surface lot located immediately east of the site, and from the mid-block alley. The lot would be paved and stripped; and lighting, drainage landscaping, and a fence along the W. Nickerson St.-side of the site would be provided, consistent with City requirements.

Development of the temporary surface parking lot would require demolition of two University-owned buildings – the Rand Building (369 W. Nickerson St.) and a former single-family residence (373 W. Nickerson St.) that is used as a University office building – totaling approximately 5,732 sq.ft. Uses that are presently located within these structures would be re-located elsewhere on-campus. The University proposes that these two buildings be demolished and the site be used on an interim basis as a staging area for construction of the *Emerson St. Residence Hall & Parking Garage*, which is located immediately south of the site (across the alley). Upon completion of that project, the site would be developed and used as a temporary surface parking lot.

Potential Development – New Construction

Seattle Pacific University has identified approximately 10 *potential* development projects – encompassing an estimated 460,000 sq.ft. of gross floor area, plus an unspecified number of *potential* housing projects in the proposed MIO expansion areas. This amount of development does not include area associated with the two projects that will be completed under the existing MIMP (Gwinn Commons Addition and Emerson St. Residence Hall), the "planned" Science Building, parking structures, or multi-purpose buildings located north of W. Nickerson St. Approximately five parking garages are proposed containing an estimated 415,000 sq.ft.; these structures would provide parking for approximately 1,170 vehicles. Table 3 contains a summary of the potential development projects. As shown, other than structured parking, nearly one-half of the *potential* development would be associated with University housing. Possible development sites associated with *planned* and *potential* development are depicted in Figure 10. As noted in the Final MIMP, sites, sizes, and other features of *potential* development may change -- as additional information is developed in the years following the adoption of the MIMP. It is anticipated that potential development noted in Table 3 would be constructed prior to 2015.

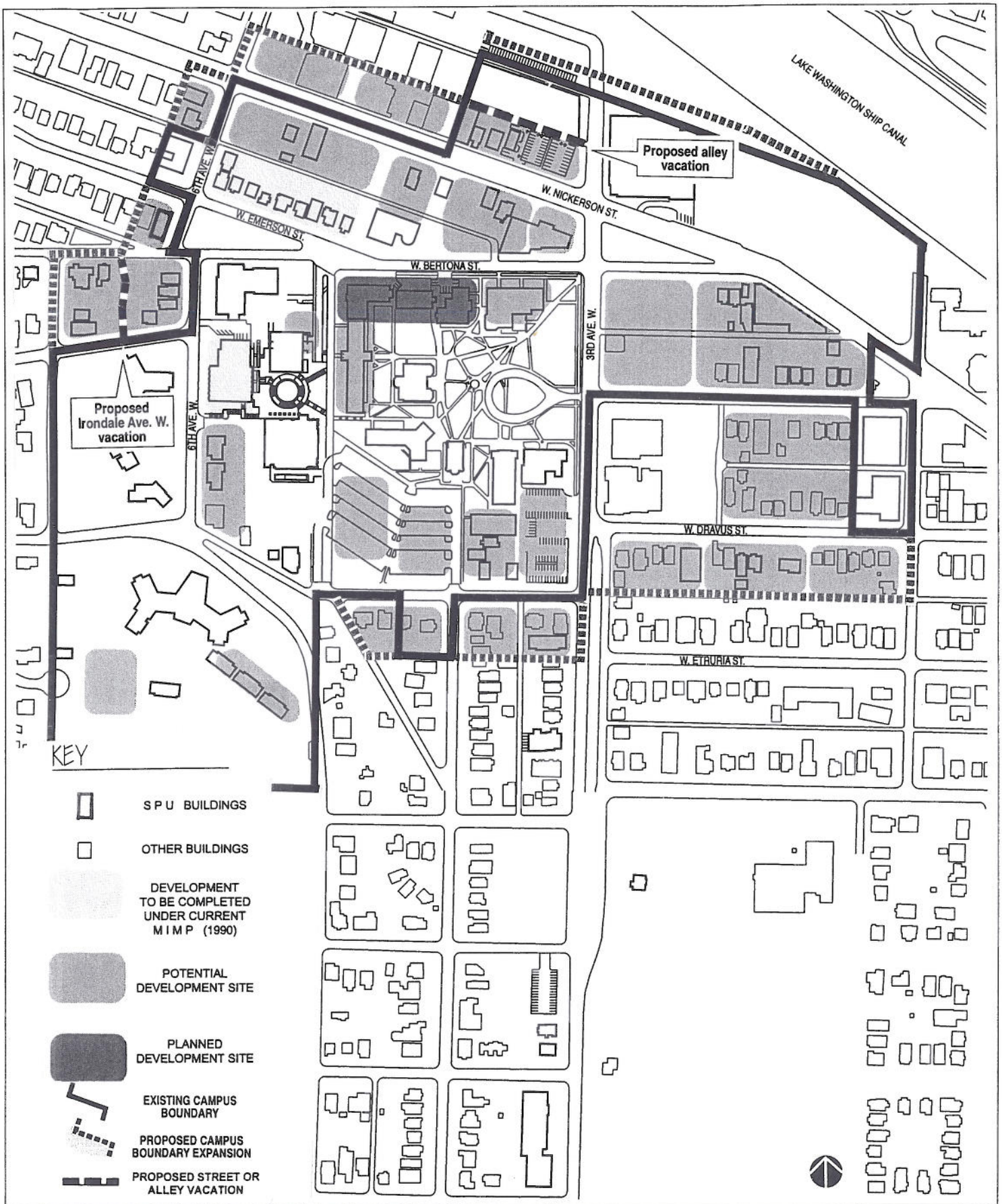
Development of the *potential* projects would require demolition of 42 buildings comprising approximately 152,000 sq.ft. In addition, existing privately-owned buildings that are located in the proposed boundary expansion areas and are subsequently acquired by the University may also be demolished. There is no specific target date when the major building demolitions would occur; that would depend upon when new construction is specifically scheduled.

Access, Internal Circulation and Parking Changes

Changes are proposed with regard to vehicular access and circulation in the vicinity of the campus, internal pedestrian circulation, and campus parking. The following briefly describes each.

- **Vehicular Access/Circulation**

  Two vacations are proposed – a street segment and an alley. The proposed street vacation is Irondale Ave. W. between W. Bertona St. and W. Cremona St. – a distance of approximately 170 feet. Irondale Ave. W. does not extend north of W. Bertona St. or south of W. Cremona St. While the name of this City right-of-way is that of a "street," previous vacations have reduced the original 40-foot right-of-way width to 20 feet --



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SeattlePacificUniversity

Figure 10

Planned and Potential Development Sites

approximately the width of an alley. This "street" segment is unimproved and internal to a portion of proposed boundary expansion Area A (located immediately west of the existing campus boundaries). All property within this portion of the expansion area is owned by the University and, as depicted in Figure 10, is a *potential* development site for future campus housing (apartment structure).

Table 3

Summary of Potential Development

Primary Use Category	Examples of Potential Projects	Size (gross sq.ft.)	% of Total Area
Academic	■ Professional Schools Bldg. ■ Fine Arts Bldg. ■ Classroom Bldg.	100,000	22%
Core and Support	■ Auditorium/Chapel ■ Student Union Building Addition (University Center) ■ Swimming/Recreation Center ■ Weter Hall Addition (New SUB) ■ Book Store & Mixed Use	140,000	30%
Residential	■ Ashton Duplex Replacement/Add. ■ Irondale Residence Hall ■ Housing in MIO Expansion Zones	220,000	48%
Total *Potential* Space – Academic, Core & Residential		**460,000**	**100%**
Structured Parking	■ W. Nickerson St. Block (265 spaces) ■ Irondale Block (180 spaces) ■ Dravus - East (265 spaces) ■ W. Nickerson/3rd Ave. W. (395 spaces) ■ Ashton Addition (65 spaces)	415,000	100%
Total *Potential* Space – Parking Structures		**415,000**	**100%**

Notes

1. Possible development sites associated with *potential* development are depicted in Figure 10.
2. Totals do not include planned development (Science Facility) or projects to be completed under the current MIMP (*Gwinn Commons Addition* and *the Emerson St. Residence Hall*).
3. Totals do not include potential SPU space in mixed use development in the MIO expansion zone north of W. Nickerson St. It is assumed that the University would not develop this space, but rather lease space within a private (or possibly public/private) development.
4. List of potential development projects is subject to change based on additional programming and planning.
5. Additional information and supplemental environmental review will be required for all *potential* development projects.

The other proposed vacation is a portion of the alley is located between W. Nickerson St. and W. Ewing St. and between 3rd Ave. W. and 6th Ave. W. This alley is located within the existing campus boundaries. Seattle Pacific University indicates that only the easterly portion of the alley would be vacated, presumably, approximately the easterly 300 feet of the 800+ foot long alley. The University also indicates in the Final MIMP that an alternative to the portion that is vacated would be provided by the University, possibly connecting to W. Ewing St. or W. Nickerson St. As indicated by Figure 10, the portion of the block that is located north of W. Nickerson St. and west of 3rd Ave. W. is identified as a *potential* development site.

A potential circulation change would remove parking along one or both sides of 6th Ave. W. for approximately 220 feet -- between W. Emerson St. to W. Nickerson St. The intent would be to increase the width of the travel lanes in order to provide for two-way traffic and improve sight distance. Seattle Pacific University owns most properties that border both sides of this street segment.

- **Pedestrian Circulation**

The following improvements are planned to improve pedestrian circulation in the vicinity of the campus.

Location	*Nature of the Improvement*
***Planned* Improvement**	
■ W. Bertona St. – between vacated 5th Ave. W. and 3rd Ave. W.	■ traffic calming features; ■ designated crosswalks; ■ partial removal of on-street parking; and ■ improved design of the intersection of W. Emerson St. and W. Bertona St.
***Potential* Improvements**	
■ east-west pedestrian corridor	■ pedestrian corridor designed to visually and physically link lower campus (Loop area) with upper campus (5th Ave. Mall and Martin Square); ■ connection would provide more direct access and would include a ramp and an elevator for ADA access; such would require demolition of Marston Hall, as well as Watson Hall[30].
■ 5th Ave. Mall extension	■ extend the existing 5th Ave. Mall from W. Bertona St. north to W. Nickerson St.

- **Parking**

With completion of the *Emerson St. Residence Hall* (MUP has been authorized by DCLU) and the *planned* temporary parking lot (described previously – portion of the block bounded by W. Nickerson St., 3rd Ave. W., 6th Ave. W. and the mid-block alley), Seattle Pacific University will provide parking for 1,225 vehicles[31]. This represents an

30 Watson Hall would be demolished in order to build Phase II of the *planned* Science Building.

31 Existing baseline parking, as of 1998, was 1,040 + 140 spaces (Emerson Residence Hall) + 45 spaces (temp. parking) = 1,225 spaces.

increase of 185 parking spaces over the amount of existing parking that is provided on-campus. The University indicates that it is anticipated this amount of parking will meet the University's needs until at least 2005.

For *potential* development, approximately 475 - 675 additional parking spaces are proposed (*total*: 1,700 - 1,900 spaces). These spaces, for the most part, would be located on the periphery of the campus with most new parking located in four new parking structures. Parking structures are proposed for the following locations:

- W. Nickerson St. (265 spaces) -- northwest portion of the block bounded by W. Nickerson St., 3rd Ave. W., W. Bertona St. and 6th Ave. W. This facility would be located on the site of University surface parking (and the University's *planned* temporary parking); it is possible that some commercial or University office space may be located at ground-level within this structure with access from W. Nickerson St.

- Irondale Block (180 spaces) -- W. Bertona St., 6th Ave. W., W. Cremona St., and 7th Ave. W. This parking garage would be partially below-grade and above-grade with no above-grade portion on the western-half of the block. It is anticipated that student housing (apartment-type facility) would be constructed above the parking facility. Parking in this garage would support the student housing and help meet other parking demands in the immediate area, including visitor parking. This parking garage would result in street improvements on the east-side of 7th Ave. W.

- Dravus Parking Structure (265 spaces) – north of W. Dravus St. and west of 3rd Ave. W. This parking structure would be east of the existing terraced Dravus parking structure on the site of several temporary buildings that are owned by the University.

- Sports Field (395 spaces) – 3rd Ave. W., W. Bertona St., W. Nickerson St., and W. Cremona St. This would be mostly a below-grade structure with possibly a sports field on the roof.

- Ashton Hall (65 spaces) – This would be a one-story lid over the western portion of the Ashton Hall surface parking lot. The parking garage level would be below the ground floor level of nearby residences west of Ashton Hall.

The Final MIMP indicates that the highest priority is to provide parking in the areas west of 3rd Ave. W. adjacent to W. Bertona, W. Nickerson and W. Dravus streets, with additional parking to be provided in conjunction with all potential campus housing projects. Additional temporary surface parking may be provided as accessory parking on the eastern portion of the block bounded by 3rd Ave. W., W. Bertona St., W. Nickerson St. and W. Cremona St. – to meet the needs of additional resident students that are expected to reside east of 3rd Ave. W.

The Final MIMP notes that "additional parking, within the limits established for the MIMP, shall be provided before the occupancy of a new auditorium, chapel, or other place of public assembly with a seating capacity in excess of 2,500."

The following summarizes *planned* and *potential* changes to the University's on-campus parking supply. None of the *potential* major new parking facilities would be located in any of the proposed campus boundary expansion areas.

Number of Parking Spaces

Planned Development (2005)

- Existing Parking (1998) and approved Emerson Residence Hall Parking Garage (1,040 + 140 = 1,180) 1,180
- *Planned* Temporary Parking Lot 45

Subtotal *1,225*

Potential Development (2015)

- *Potential* Loss of On-Campus Parking Due to Development 495
- Existing Parking to Remain 730
- *Potential* New Parking Garages ..... 970 - 1,170

Total Potential Parking Supply – maximum ..... *1,700 - 1,900*

Campus Landscape Resources

Seattle Pacific University has five significant open spaces. Each is depicted in Figure 11 and briefly described below. The University proposes that all five of these areas become *designated open spaces*, consistent with provisions of the Major Institution Code. As such, they would be retained in open space use during the timeframe of the proposed MIMP.

- The Loop -- This is roughly a 2.2-acre area in the lower campus. It is the University's "historic" campus green, consisting of lawn and mature trees, and pedestrian pathways surrounding a loop entrance road into the campus (from 3rd Ave. W.). Seven buildings frame The Loop, including: Crawford Music Building, McKinley Auditorium, Alexander Hall, Moyer Hall, Peterson Hall, Tiffany Hall, and the Student Union Building.

- Martin Square -- This is a plaza located on upper campus consisting of hardscape, planting areas and benches. It is framed by the Library, Gwinn Commons and Weter Hall.

- Wallace Athletic Field -- This 2.8-acre open space is located in the northeast corner of the campus. It is a multi-purpose sports field that is adjacent to Royal Brougham Pavilion.

- 5th Ave. Mall -- This is a portion of a vacated City street. It is a paved pedestrian street, approximately 20 feet wide and 450 feet long, that extends in a north-south direction from the Dravus Street Parking Garage to W. Bertona St. Buildings that flank the 5th Ave. Mall include the Library, Dravus Street Parking Garage, Weter Hall, Marston Hall and Watson Hall.

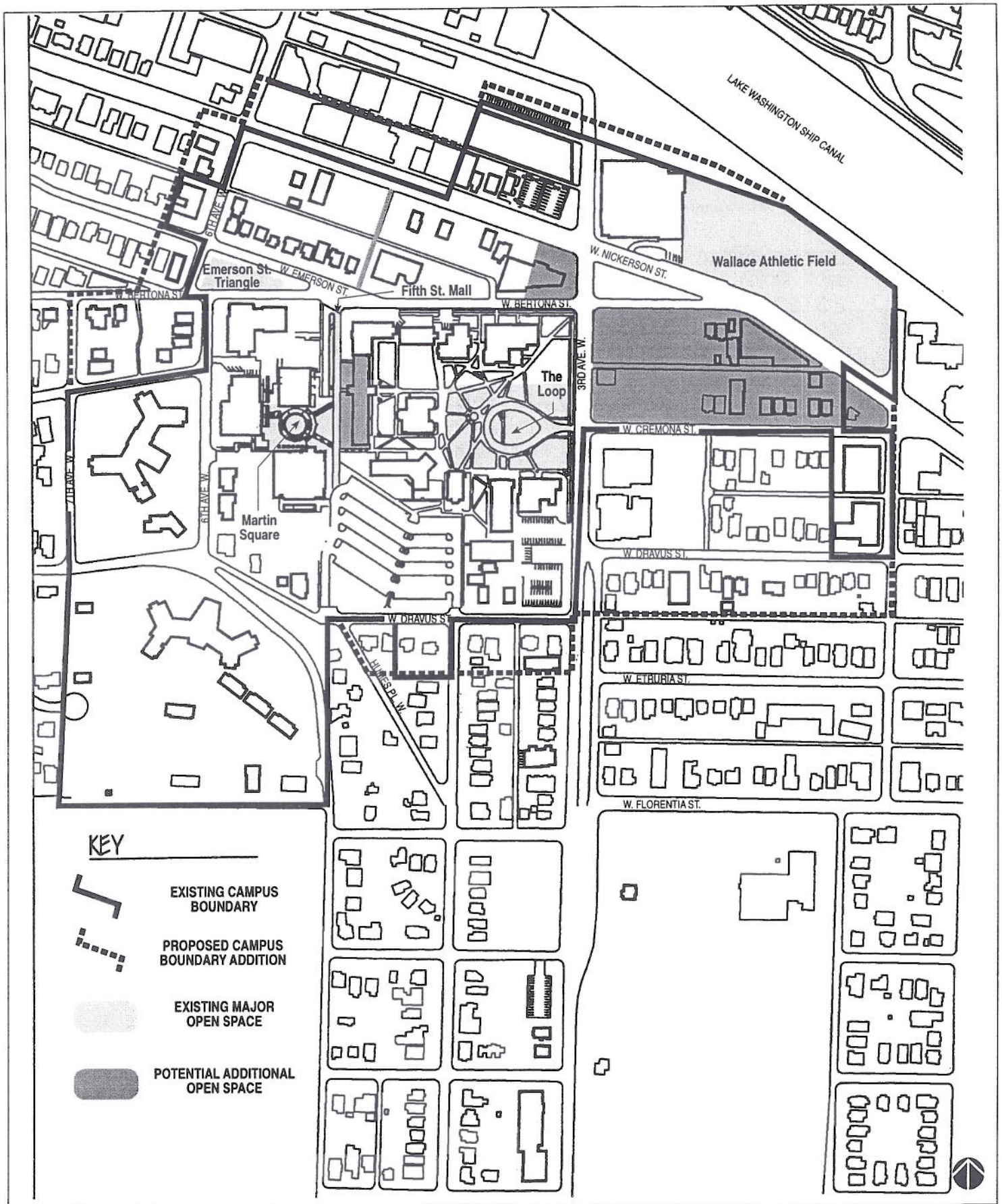

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Figure 11

Significant Campus Open Spaces

- Emerson St. Triangle -- This 0.22-acre area is bordered by W. Bertona St. on the south, W. Emerson St. on the north and 6th Ave. W. on the west. It consists of lawn, several trees and benches.

The Final MIMP identifies four additional *potential* open spaces; they include:

- Plaza (or piazza) – This *potential* open space is located on the site of the existing U.S. Bank, which is bordered by W. Nickerson St., 3rd Ave. W. and W. Bertona St. This *potential* open space would be developed as a plaza and located on the east-side of the *potential* new auditorium/chapel (or other potential development on the site of the existing bookstore); see figures 10 and 11.

- Former Marston Hall Site – This *potential* open space would be located on the current site of Marston Hall. As shown in Figure 10, this site is identified as a potential development site and, according to the Final MIMP, is intended for redevelopment as a new 1-story academic building, following demolition of Marston Hall. The open space associated with this development site would be a roof-top plaza that would provide direct pedestrian access to the existing 5th Ave. Mall and visually connect the upper and lower portions of the campus.

- Additional Sports Field -- Another *potential* open space is proposed for the block that is bounded by 3rd Ave. W., W. Bertona St., W. Nickerson St., and W. Cremona St. This open space would be developed as an additional sports field. Approximately one-half of the site is presently used as a University parking lot; it is possible that, in the short-term, the remainder of the site may also be used as temporary parking. As noted previously, parking, it is anticipated that structured parking (*potential* development) would be provided beneath the sports field.

- 5th Ave. Mall Extension – This *potential* open space would extend the existing 5th Ave. Mall from W. Bertona St. north to W. Nickerson St.

In addition, the Final MIMP proposes that other existing campus open spaces, while not specifically identified as *designated open space* nor meeting the City's definition of *designated open space*, would be retained by the University as informal open spaces/buffer areas during the timeframe of the proposed MIMP. These areas include the steep hillside southwest of the Library and several large open spaces near Hill and Ashton halls.

The Final MIMP notes that where street trees are missing along City streets adjacent to University-owned property, the University will work with the City Arborist to update and implement a plan for providing additional street trees. The University indicates that such will be part of a continuing University program to preserve and maintain significant campus landscape resources. The Final MIMP notes that "a comprehensive landscape master plan[32] will be prepared by the University to serve as an internal guide to future decisions regarding landscape design and maintenance."

[32] The proposed comprehensive landscape master plan is not included as part of the University's Final MIMP.

Proposed Modifications to Development Standards

The Major Institution Code authorizes the City's major institutions to modify certain development standards as part of the MIMP process[33]. The development standards associated with the University's existing MIMP are generally less restrictive than those associated with the underlying zoning. In the new MIMP, Seattle Pacific University proposes changes to numerous development standards. The Final MIMP provides a comprehensive discussion of the scope and reasons for the proposed changes. The following presents an overview of the modifications; additional discussion is provided in *Section III* B. of this FEIS.

- ***zoning*** -- Expansion of the campus Major Institution Overlay (MIO) boundaries in the eight areas previously noted would involve creation of a two-tier system of zoning for each of these expansion areas. This is the process that typically occurs with Major Institution Overlay zones. Such would result in *1)* a Major Institution zoning designation for institutional-related uses/development and *2)* an underlying zoning designation for non-institutional uses/ development in these expansion areas. Other than inclusion of these expansion areas into the campus MIO boundary, the University has not proposed any changes to existing underlying zoning designations in any of these proposed expansion areas.

  Within the existing MIO boundary, however, the University proposes three revisions to the underlying zoning in the block that is bordered by W. Nickerson St., 3rd Ave. W., 6th Ave. W. and the mid-block alley. Two changes would modify the underlying zoning designation from Lowrise-2 (L-2) to Neighborhood Commercial-2 (NC2-40). The third change would modify the underlying zoning from Neighborhood Commercial-1 (NC1-40) to Neighborhood Commercial-2 (NC2-40).

- ***density*** -- The measure of development density that is used in Seattle's Major Institution Code is that of Floor Area Ratio (FAR). FAR is a measure of the amount of gross floor area[34] to lot area. The University's current FAR is 0.48. With the *planned* and *potential* development together with proposed boundary expansion, the FAR is estimated to increase to approximately 0.79. To provide for flexibility in the Master Plan, the University proposes that the FAR be 0.90.

- ***height limits, height exceptions, height measurement and additional height on sloped lots*** -- The University currently has height limits of MIO-37, 50 and 65 feet. In each of the proposed expansion areas, the University proposes that the Major Institution height limit be MIO-37 feet, which is the lowest height limit allowed in the MIO zone.

  Within the existing MIO boundaries, three changes are proposed -- two involve a reduction in height and one is an increase in height. One height reduction from 50 ft. to 37 ft. is proposed in the area at the southwest corner of W. Dravus St. and 4th Ave. W.; this involves two lots. The other proposed height reduction is in the area west of Ashton Hall - from 65 ft. to 37 ft.; this change affects one University property. The one area that is proposed for an increase in height limit -- from 37 ft. to 50 ft. -- involves the east-half

[33] 23.69.020 B., Seattle Land Use Code

[34] Gross Floor Area (GFA) is a measure of building area that is measured to the inside surface of exterior walls at floor-level; it excludes portions of the building that are entirely below-grade.

of the block that is bounded by W. Nickerson St., 3rd Ave. W., W. Bertona St. and W. Emerson St. and 6th Ave. W.; this height change affects approximately eight properties.

The University proposes that height exceptions for pitched roofs and designated rooftop features be allowed. The height exception would allow buildings to exceed the height limit of the institutional zoning designation by up to 10 feet, provided the slope of the roof is 3:12[35] or greater.

The height measurement technique and the additional height allowed on sloped lots that are proposed by the University would be consistent with the methodologies authorized by Seattle's Land Use Code.

See also ***additional development standards in MIO expansion area south of W. Dravus St.***, which is included in this section of the FEIS as a proposed modification to development standards.

- ***building setbacks*** – The University proposes no building setbacks, other than those required for structures located along public rights-of-way and adjacent to the proposed MIO boundaries. Currently, in the proposed boundary expansion areas, there are front, back and side yard setbacks. In L-1, I-2 and L-3 zones, the University proposes setbacks for specific uses.

  See also ***additional development standards in MIO expansion area south of W. Dravus St.***, which is included in this section of the FEIS as a proposed modification to development standards. It is proposed that building setbacks associated with *potential* institutional development in this expansion area would comply with that of the underlying zone.

- ***lot coverage*** – The University proposes that building lot coverage will not exceed 30 percent for the entire campus, excluding City street rights-of-way and property that is not owned by the University. Lot coverage is not an element of the existing MIMP.

- ***landscaping*** – The University proposes that required setbacks that abut a public right-of-way would be landscaped with trees, shrubs, grass and/or evergreen ground cover. The University also proposes that landscaping may include street trees, decorative paving, sculptures or fountains and that landscape features be permitted to a maximum of 25 percent in areas with underlying residential zoning and to a maximum of 75 percent in areas with underlying commercial zoning.

- ***open space*** – The minimum amount of open space that is proposed is 40 percent of the total area within the proposed MIO boundaries that is owned by the University. Open space would include landscaped areas, walkways, plazas, pedestrian malls and sports fields and not roadways, parking areas or service areas. Open spaces that are designated by the University would be retained as open space.

[35] 3:12 is a slope measurement of 3 ft. rise to 12 ft. run.

- ***transition in height and scale*** – The University proposes that transitions within the MIO district and development in the surrounding area be achieved by restricting the heights of University buildings in accordance with the proposed MIO height limits.

  See also ***additional development standards in MIO expansion area south of W. Dravus St.***, which is included in this section of the FEIS as a proposed modification to development standards.

- ***width and depth limits*** – The University proposes building facade modulation or additional landscaped setbacks for buildings with facade widths greater than 60 feet that are located along public rights-of-way and adjacent to the proposed MIO boundaries.

- ***setbacks between structures*** – The University proposes that when located adjacent to non-University-owned lots within or outside of the MIO district boundaries, a minimum side yard setback would be provided in areas with underlying residential zoning. University buildings with a frontage on a City through street right-of-way or at the edge of a MIO district boundary would provide a minimum setback between structures of 10 ft., provided that adjacent buildings may be linked with enclosed or covered areas for pedestrian circulation.

- ***preservation of historic structures*** – The University proposes preservation of historically significant features of Alexander and Peterson halls, unless damaged beyond reasonable repair by natural or man-made disaster.

- ***view corridors*** – The University proposes no formal view corridors. Views into The Loop area of lower campus from 3rd Ave. W. and views into the 5th Ave. Mall from W. Bertona St. would be maintained.

- ***pedestrian circulation*** – The University indicates that campus pathways serving non-residential areas would remain accessible to the general public. Public access to walkways that serve campus residential areas may be restricted by the University. The University notes that pedestrian crossings of City arterial streets within or adjacent to the University's proposed MIO boundaries would be at-grade at designated crosswalks. Grade-separated crossings of City streets would not be allowed without an amendment to the MIMP.

- ***parking*** (vehicle, bicycle) – The University proposes that the amount of vehicular parking that will be provided would be no less than the minimum requirements nor more than the maximum requirements allowed by City code. The University will provide bicycle parking in an amount that is at least equal to 10 percent of the maximum number of students and 5 percent of the number of employees that are present on-campus at peak hour; no maximum amount of parking is proposed.

- ***potential chapel or auditorium*** – The University's Final MIMP proposes that if an auditorium, chapel, or other large building with a height in excess of 37 feet is constructed on the potential development site bounded by W. Nickerson St., 3rd Ave. W., W. Bertona St. and McKenna Hall, any portion of the building with a height in excess of 37 feet shall have the following minimum setbacks: 50 feet from McKenna Hall, 10 feet

from W. Bertona St., 80 feet from 3rd Ave. W. (including the area of an entrance plaza to the building), and 5 feet from W. Nickerson St. The University also proposes that the minimum space between any portion of the building with a height in excess of 37 feet and facing buildings on the south-side of W. Bertona St. with a height in excess of 37 feet be 96 feet -- including the width of the street right-of-way.

- ***additional development standards in MIO expansion area south of W. Dravus St.*** – The University's Final MIMP proposes that *potential* University development in MIO expansion areas located south of W. Dravus St. would be subject to the development standards of the underlying zone in which the property is located (L3 - east of 3rd Ave. W. or L1 - west of 3rd Ave. W.). The University indicates that such is intended to result in a better transition between campus-related development and existing residential development.

For each of these proposed development code changes, refer to the discussion in *Section III* C. of this FEIS and the Final MIMP.

E. ALTERNATIVES

This FEIS evaluates six alternatives. They include *No Action*, *Limited MIO Boundary Expansion*, *More-Substantial MIO Boundary Expansion*, *Potential Pedestrian Bridges or Tunnels*, *Alternative Site for the Science Building*, and *Increased Decentralization*. The following describes each alternative.

No Action Alternative

This alternative would not expand the University's existing MIO District boundaries. New campus development could still occur – as long as it is consistent with projects that were approved in the current MIMP but not yet built (except for projects that have been replaced with other built space through the City's MIMP minor amendment process). Such projects include: a Fine Arts Center, an addition to Green Hall, an addition to the Bookstore (with some additional retail space), a Continuing Education Center, a Chapel, additional parking, and the conversion of the existing Art Center for use by the Physical Plant.

The Final MIMP indicates that the *No Action Alternative* would meet some of the Master Plan goals, however, it would not meet many, including satisfying the need for new science facilities and providing new classrooms, housing and parking necessary to accommodate current enrollment projections. This alternative is not considered to be a reasonable alternative by the University, however, it does provide a baseline for comparing impacts of the proposed MIMP and the other alternatives and it is consistent with Seattle's SEPA regulations.

Limited MIO Boundary Expansion

Rather than eight areas of proposed MIO boundary expansion, as proposed, this alternative would limit proposed boundary expansion to a portion of Area A, a portion of Area E and Area H (see Figure 4 and 12). The total estimated expansion area would be about 4.3 acres.

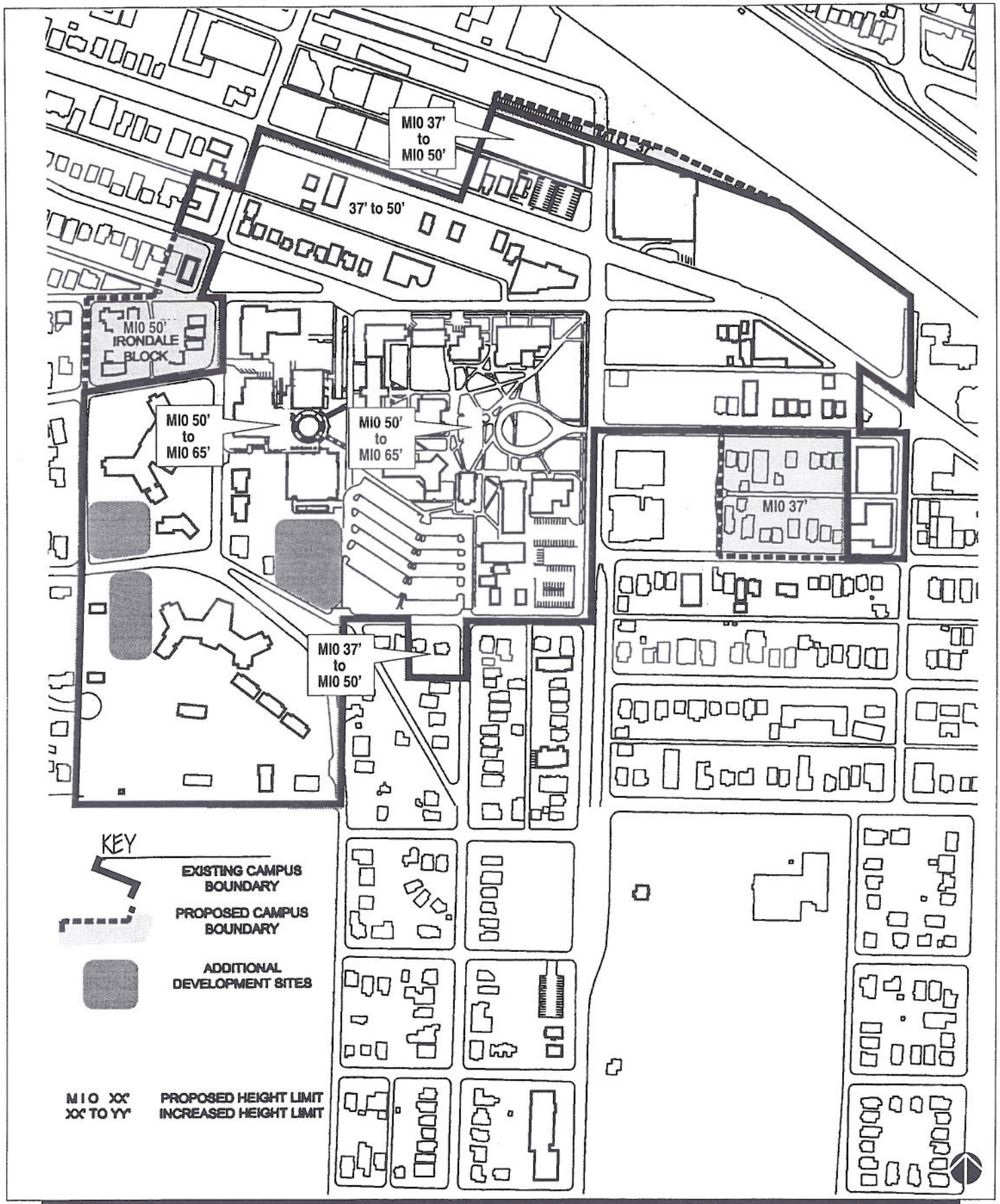

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Figure 12

Limited MIO Boundary Expansion Alternative

Proposed boundary expansion associated with Area A would involve the "Irondale Block," which is generally bounded by 6th Ave. W., W. Emerson St., W. Bertona St. 7th Ave. W. and W. Cremona St. With the exception of one property, all properties within this proposed limited boundary expansion area are currently owned by Seattle Pacific University and used for University student and staff housing. As with the *Proposed Action*, the mid-block street -- Irondale Street -- would be vacated and property within this expansion area would be redeveloped with more intensive University housing and below-grade parking.

The proposed boundary expansion associated with Area E would involve the central portion of the block, which is bounded by 3rd Ave. W., W. Cremona St., Queen Anne Ave. W., and W. Dravus St. Unlike the *Proposed Action* Area E, this boundary expansion area would not include the Free Methodist Church, Fine Center and associated surface parking area (located on the west-third of the block) or that portion of Area E (Figure 4) that is located south of W. Dravus St. The University indicates that property within this expansion area would be redeveloped for more intensive University housing with associated parking.

As noted previously, no development is proposed in expansion Area H.

The amount of *planned* and *potential* development that is proposed in conjunction with the *Proposed Action* would still occur, however, such development would be more dense than with the *Proposed Action*. Rather than development being relatively low-level and horizontal (as with the *Proposed Action*), resultant development would be more vertical. The proposed height limit in the two expansion areas (A and E [partial]) would increase – from 37 feet, as in the *Proposed Action*, to 50 feet. The two height reductions associated with the *Proposed Action* -- (from 50 to 37 feet) for properties at the northwest corner of W. Dravus St. and 4th Ave. W. and the area west of Ashton Hall (from 65 to 37 feet) -- would not occur.

Also, existing height limits in three areas of the campus (within the existing boundaries) would increase -- the height limit for structures proximate to Martin Square and The Loop would increase from 50 ft. to 65 ft.; and the height limit for structures in the block bounded by W. Nickerson St., 3rd Ave. W., W. Bertona/W. Emerson St. and 6th Ave. W. and the area proximate to the Miller Science Learning Center would increase from 37 ft. to 50 ft. Potentially, this alternative would result in less University acquisition of private properties within the expansion areas.

In addition to increased building height, resultant development would likely have greater bulk, resulting in reduced building setbacks for structures internal to the campus. Several non-designated open space areas (southwest of Hill Hall, west of Ashton Hall, and a larger area of the hillside south of the Library) would be designated as additional development sites for student housing.

The University indicates that the Limited MIO District Boundary Expansion would meet most goals of the MIMP. This alternative would substantially increase the density of student housing in the Hill and Ashton halls areas, which is not supported by the University, if viable options exist through MIO boundary expansions.

More-Substantial MIO Boundary Expansion

Besides expansion associated with all eight boundary expansion areas identified in the *Proposed Action*, this alternative would include an additional expansion area located south of the existing MIO boundaries (Figure 13). As shown, this expansion area would extend approximately four blocks along 3rd Ave. W. -- from the southern boundary of proposed expansion area F to W. Newell St. Properties on both sides of 3rd Ave. W. would be included. The estimated size of this additional expansion area is approximately 6.2 acres.

Seattle Pacific University already owns several properties within this expansion area. They include the Robbins and Davis apartments (and associated surface parking areas), and the Langley Tennis Courts. Roughly 26 percent of this expansion area is presently owned by the University.

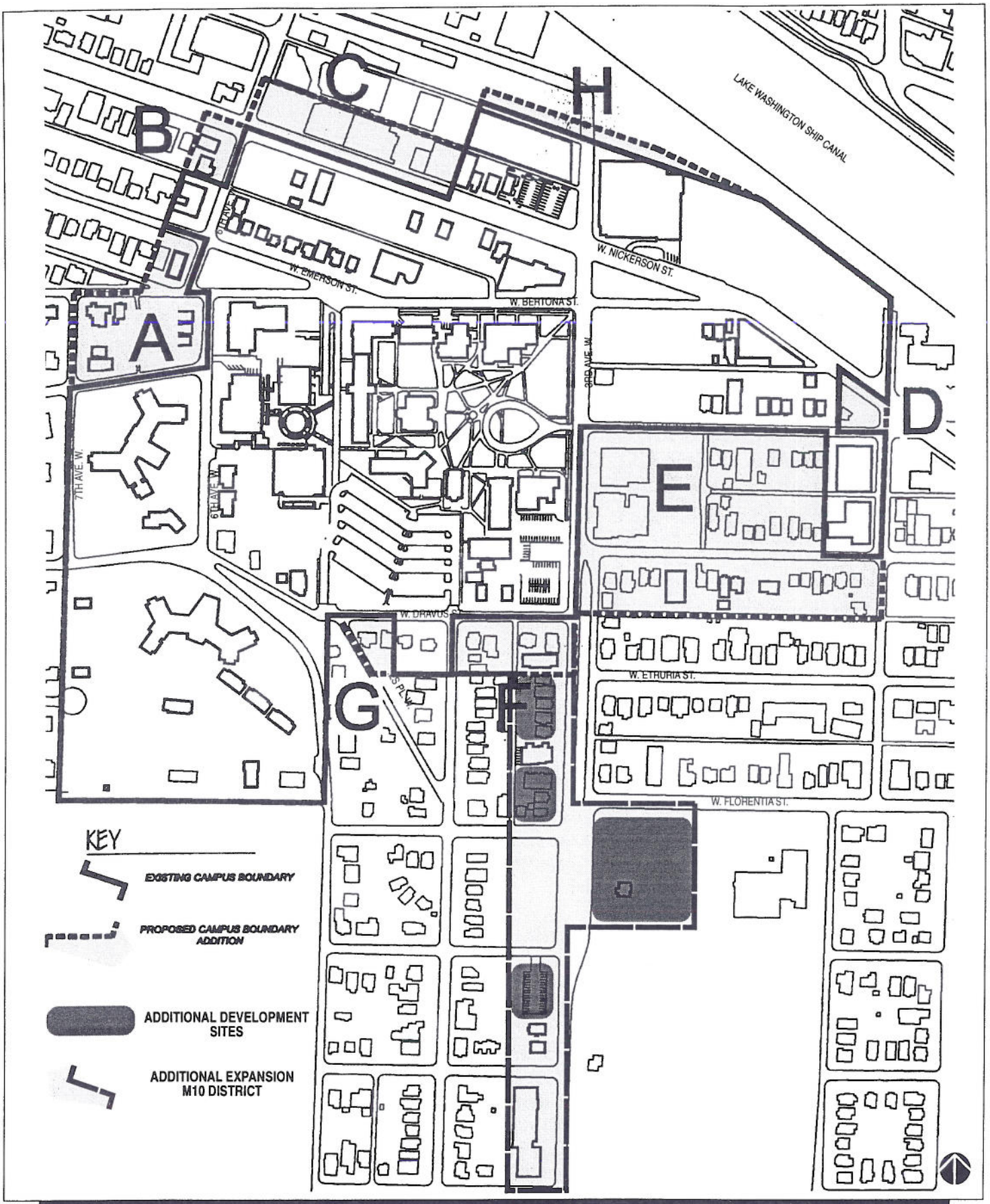
The University indicates that inclusion of this expansion area into the campus MIO boundaries would make feasible a wider range of University uses than would be possible if this area remains outside the boundaries. Properties within the expansion area that are currently owned by the University could continue to be used in the present manner, consistent with existing underlying zoning, or they could be more intensively developed, consistent with the approved MIMP. For example, the Robbins Apartments could be converted to a residence hall, which could include classrooms and offices; additional student housing and parking could be constructed on a surface parking lot owned by the University; and an indoor recreation center could be constructed on the existing under-utilized tennis courts. The University indicates that this alternative would likely result in the University acquiring less privately-owned property within the other expansion areas on campus

Inclusion of a private property within the University's Major Institution boundaries does not infer that the private property owner is under any obligation to sell the property to the University. Inclusion of a private property within the University's Major Institution boundaries affords the University of the opportunity to make an offer regarding the property. If private property should be purchased by the University, the inclusion of the property within the University's Major Institution boundaries affords the University the opportunity to either utilize the property consistent with the requirements of the underlying zoning or redevelop the property consistent with the University's approved master plan.

The *More-Substantial MIO Boundary Expansion Alternative* would be consistent with goals of the University's Final MIMP.

Potential Pedestrian Bridges or Tunnels

The *Proposed Action* includes measures for improving pedestrian safety and traffic calming. This alternative -- *Potential Pedestrian Bridges or Tunnels Alternative* -- would allow the University in the future to construct one or more pedestrian bridges or tunnels on-campus. It would not be a *planned* development, but rather a *potential* development. If these features were deemed consistent with then current City policies and regulations for pedestrian bridges or pedestrian tunnels, they could be approved by the City as a minor amendment to the adopted MIMP.



Huckell/Weinman Associates, Inc.	SeattlePacificUniversity	Figure 13 **More Substantial MI0 Boundary Expansion Alternative**

Possible locations for grade-separated crossings are depicted in Figure 14 and include W. Bertona St. and W. Nickerson St. west of 3rd Ave. W. (vicinity of the existing Student Union Building and bookstore); W. Bertona St. in the vicinity of the 5th Ave. Mall; and 3rd Ave. W. between W. Bertona St. and W. Cremona St.

Alternative Site for the Science Building

As discussed with regard to the *Proposed Action*, the site of the *planned* Science Building is south of W. Bertona St. Development associated with Phase I and II of the Science Building would involve demolition of three University buildings – Tiffany, Green and Watson halls. Once Phase II of the Science Building is completed, the University's existing science facility – Miller Science Learning Center – would be renovated for other University programs.

Rather than building a new 110,000 sq.ft. Science Building, this alternative would involve an addition to the existing Miller Science Learning Center, a new academic building on the proposed site of the Science Building, landscape changes, and a smaller addition to McKenna Hall than would be necessary under the *Proposed Action*.

The addition to the existing Miller Science Learning Center would contain approximately 55,000 sq.ft. and be located immediately south of Miller Science Learning Center (Figure 15). Rather than two buildings (Miller Science Learning Center and the addition) separated by the existing mid-block alley, it may be necessary to vacate that portion of the alley adjacent to the existing Miller Science Learning Center.

As with the *Proposed Action*, Tiffany, Green and Watson Halls would be demolished, but instead of a new Science Building, a new academic building (classrooms, offices and academic support space) of approximately 80,000 sq.ft. would be built. Marston Hall would be demolished and that site re-developed as a landscaped open space -- to visually connect the upper and lower campuses.

Increased Decentralization

As noted in *Section II* B. of this DEIS, Seattle Pacific University currently provides off-campus courses at its facilities at Camp Casey and Blakely Island, at Boeing and other work sites, and soccer at the Interbay facility. This *Increased Decentralized Alternative* would continue and, to an extent, expand those programs.

This alternative would involve the leasing of office, shop and storage space for University administrative and support functions at a site (or sites) at least 2,500 feet from the MIO District boundaries. No increase in on-campus student housing is proposed.

To implement this *Increased Decentralization Alternative* would require a substantial amount of leased space. For purposes of this environmental analysis, it is assumed that the amount of leased space for offices and other support activities (including records storage and archives) would be approximately 50,000 sq.ft. of gross floor area, with approximately 100 staff members working at off-campus locations. Leasing this amount of off-campus space would reduce the amount of potential development within the MIO boundaries by an equivalent amount.

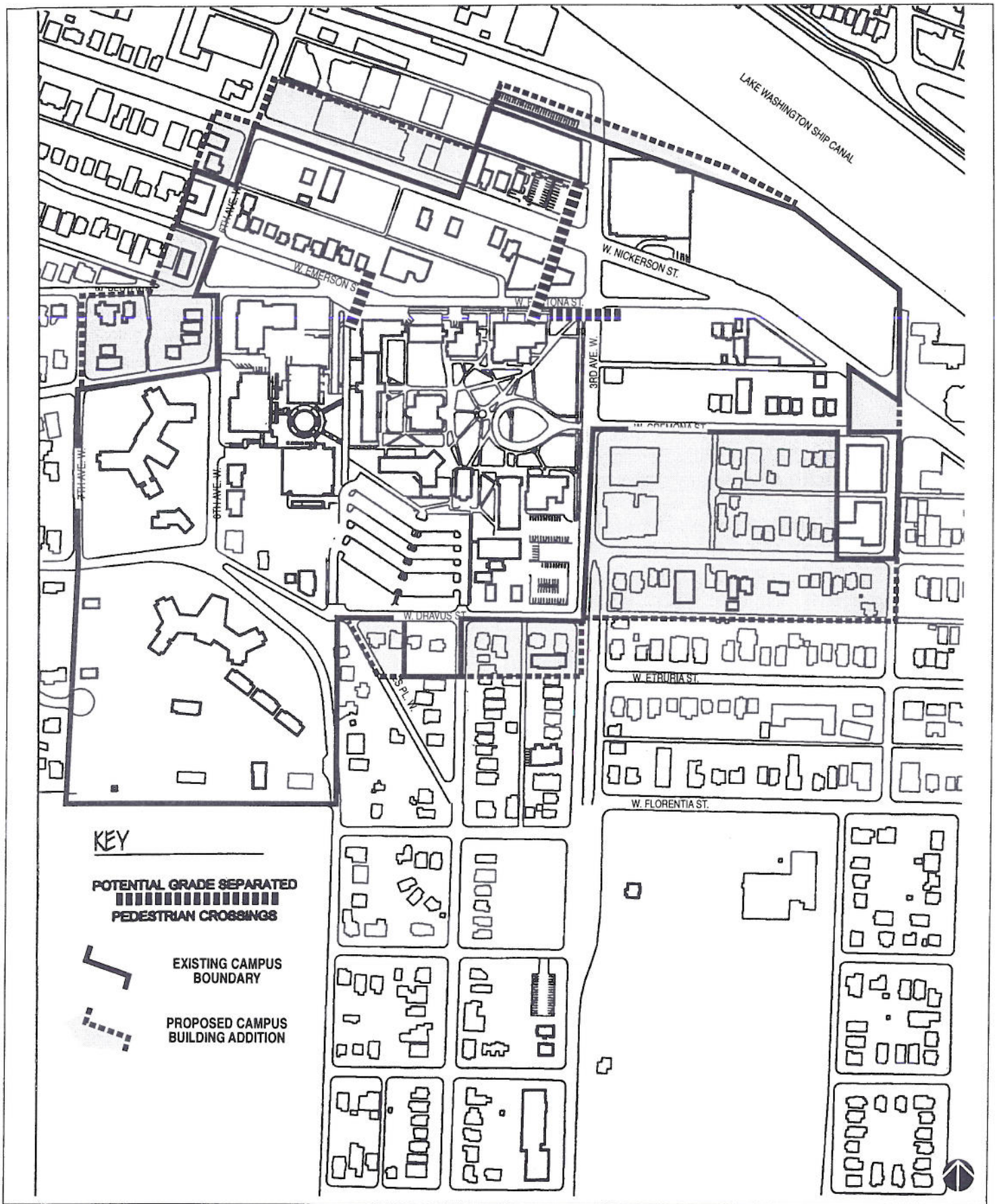


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Figure 14

Potential Pedestrian Bridges or Tunnels

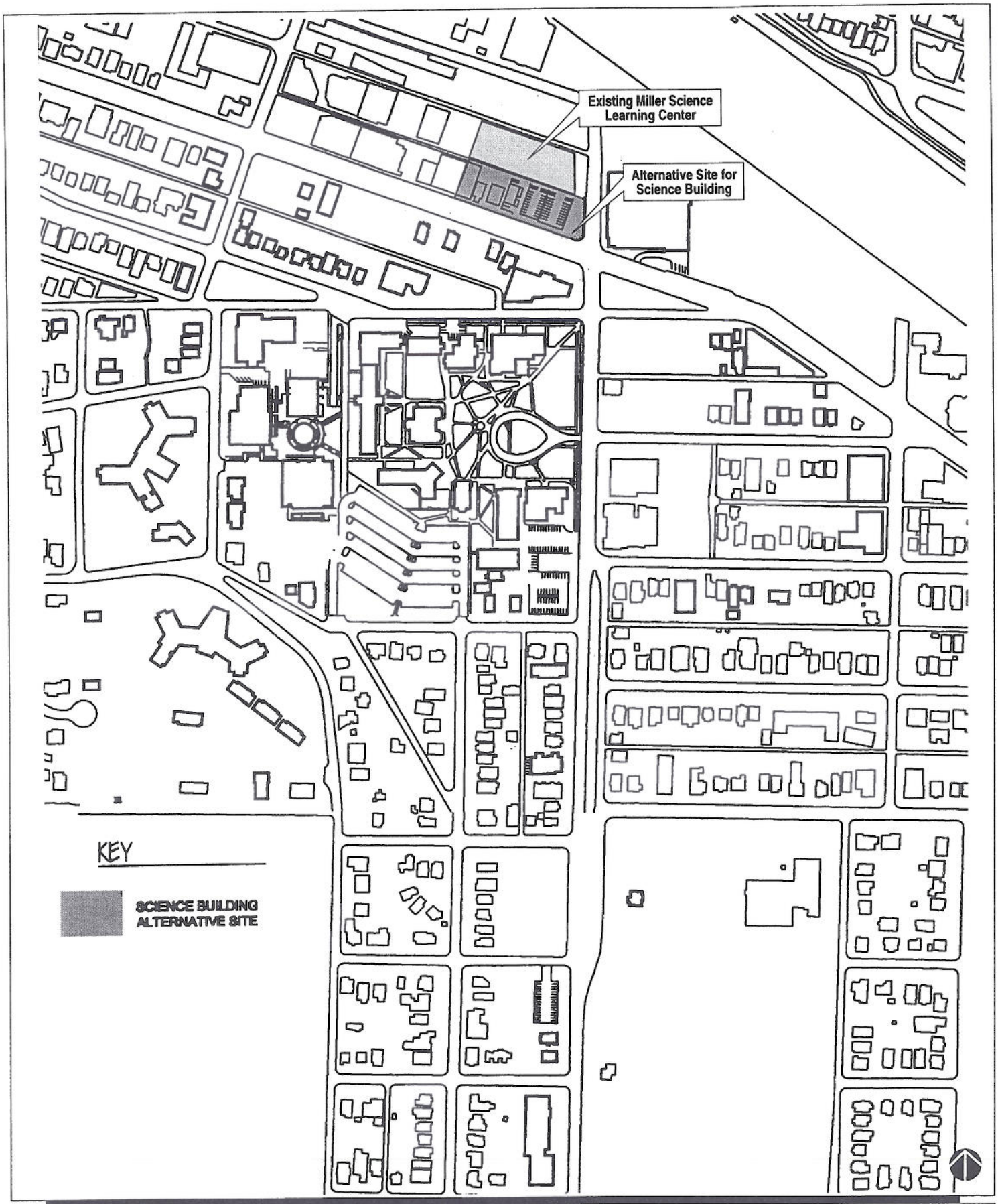

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Figure 15

Alternative Site for Proposed Science Building

Without an increase in on-campus student housing, most of the proposed boundary expansions would not be necessary. However, the "Irondale Block" (Figure 4 - Expansion Area A) would still be included in the MIO District boundaries in order to construct a parking garage and provide some replacement housing. The proposed height limit for this expansion area would be the same as with the *Proposed Action* – 37 feet. Vacation of Irondale Avenue would not be necessary.

To assure that students could find suitable off-campus housing, the University would seek opportunities to lease or purchase housing for use as student housing located more than 2,500 feet from the campus. The University would continue to lease or purchase some housing within 2,500 feet of the campus, but would not limit its off-campus housing to this restricted area. For purposes of this DEIS, it is assumed that one-half of the amount of additional on-campus housing that is proposed in the MIMP would be located off-campus within 2,500 feet of the MIO District and one-half would be located off-campus beyond 2,500 feet.

SECTION III

AFFECTED ENVIRONMENT, SIGNIFICANT IMPACTS, MITIGATION MEASURES and UNAVOIDABLE ADVERSE IMPACTS

SECTION III

AFFECTED ENVIRONMENT, SIGNIFICANT IMPACTS, MITIGATION MEASURES and UNAVOIDABLE ADVERSE IMPACTS

This section of the FEIS analyzes significant environmental impacts associated with the *Proposed Action* and the six alternatives, which are described in *Section II* of this FEIS.

The environmental elements that are analyzed in this FEIS were determined as a result of the formal, public EIS scoping process, which occurred October 1, 1998 through November 6, 1998. Comments received were considered by the Seattle Dept. of Design, Construction & Land Use in determining the issues and alternatives to be analyzed in this DEIS. Seven broad areas of environmental review are evaluated in this document, including: land use, transportation/ circulation/ parking, housing, aesthetics, historic/ cultural, public services/ utilities, and construction.

This FEIS provides project-specific environmental analysis for two *planned* projects – the Science Building and a temporary parking lot – and numerous *potential* projects that are proposed over the course of this Major Institution Master Plan. For *planned* projects, more information is known, including the specific site and building design considerations and generally, less detailed information is known about *potential* projects. Subsequent, more detailed environmental impact analysis would, therefore, be necessary at the time of application to the City for development approvals associated with *potential* projects.

Where possible, mitigation measures have been identified for impacts noted in this FEIS. Specific mitigation measures, however, would be determined by the City during the Master Use Permit process associated with specific projects.

A. LAND USE PATTERNS

Affected Environment

Existing Land Uses

Campus Land Uses

The Seattle Pacific University campus currently contains approximately 52 acres within the Major Institution Overlay (MIO) boundary. Within existing MIO boundaries, approximately 37 acres are owned by Seattle Pacific University, 1 acre is privately owned, and 14 acres are owned by the City of Seattle as street right-of-way (see Final MIMP). Existing University land uses within the MIO boundary include academic and support facilities ranging from classrooms and offices to residence halls and parking facilities. Non-University owned land uses on the campus include a dry cleaning business and styling salon on 3rd Ave. W. north of W. Cremona St., an apartment building and a single-family residence on W. Dravus St. east of 6th Ave. W. and, a single-family residence and cemetery maintenance building on W. Barrett St. west of 5th Ave. W. As indicated by Table 4, the predominate campus land use on the campus is lawns, landscaping, walkways and plazas.

Table 4
Campus Land Use

Land Use	Area in Acres	Percent of Total
Lawns/Landscaping/Walkways/Plazas	14.02	26.96
Building Sites	8.53	16.40
Parking Lots	8.58	16.50
Sports Fields	2.62	5.04
Street Rights-of-Way	13.96	26.85
Privately-Owned Areas	1.00	1.92
Total	**52.00**	**100.00**

The Seattle Pacific University campus contains a significant amount of open space that is used by both students and the general public, including Wallace Athletic field and track adjacent to the Royal Brougham Pavilion, Martin Square, 5th Ave. Mall, Emerson St. Triangle, and a small SPU-owned park located outside of the campus boundaries, adjacent to the Ship Canal. The campus lawns, plazas and gardens are utilized by both students and the public. Especially prominent is the Loop, a large lawn area surrounded by mature trees (refer to *Section II-D* of this document for additional detail on campus open space).

In addition to the property owned by the University within the MIO boundary, Seattle Pacific University owns approximately five acres within 2,500 feet of the MIO boundary, including a full city block on the west-side of campus (the Irondale block) and two apartment buildings with associated parking and four tennis courts south of the campus.

The Seattle Pacific University campus presently owns 77 buildings within the campus boundaries with major renovation of one building nearly complete with a new building proposed for construction under the existing MIMP (see *Section II B. Project Description and Alternatives*). Buildings on the campus include core activity and facilities (library, dining facilities, student services, administrative services, bookstore, auditorium/chapel), academic (classrooms, laboratories, facility offices), residential (residence halls and family housing), recreation (intercollegiate and intramural activities), physical plant (shops, offices, storage), and multi-purpose facilities (bookstore, bank, commercial services, offices). The existing campus buildings contain approximately 801,000 gross square feet (gsf). The current floor area ratio (FAR) for the campus is approximately 0.48; FAR is defined as the ratio between gross floor area and the area of the lot (Seattle Land Use Code Section 23.84.012).

Existing floor area by building function is shown in Table 5. As indicated by Table 1 of *Section II B.* of this FEIS, of the 11 major academic buildings listed, the largest is the Miller Science Learning Center, with 52,611 sq. ft. The largest core activity building is the Library (59,959 sq. ft) and Ashton Hall (95,531 sq. ft) is the largest of the University's residence halls. Under the recreation category, the largest building is Royal Brougham Pavilion, with 82,746 sq. ft. Three

buildings, Tiffany Hall, Green Hall and Watson Hall (combined total of 38,222 sq. ft.) are located on the portion of the campus planned for the new Science Building.

Table 5
Floor Area by Primary Function

Building Function	Existing Floor Area (sf)	Existing Percent of Total
Core Buildings	207,244	23
Academic Buildings	190,230	21
Residential Buildings	393,293	45
Recreation Buildings	82,746	9
Multi-Purpose Buildings	7,631	1
Physical Plant	13,180	1
Total	**894,324**	**100**

Notes
1. Existing floor area includes the 16,255 sq. ft. expansion of Gwinn Hall, development of the 95,300 sq. ft. Emerson Street Residence Hall, and the demolition of 18,231 sq. ft. of housing to accommodate the Emerson Street Residence Hall.

Compared to many college and university campuses, the Seattle Pacific University campus does not have a strong, cohesive campus identity. This is largely the product of incremental development that has occurred over many years, resulting in a campus that is bisected by many City streets. Three streets in particular -- W. Nickerson St., 3rd Ave. W., and W. Bertona St.-- at times, substantially affect pedestrian circulation.

Vicinity Land Uses

The SPU campus is located at the base of the north slope of Queen Anne Hill, adjacent to the Lake Washington Ship Canal. The SPU campus is situated in an urban area containing a variety of single-family and multifamily residential, educational, commercial and semi-industrial land uses. The campus is the dominant land use in the immediate area (see Figure 16).

The land use pattern surrounding the campus is influenced by both natural and built features. The primary natural feature is Queen Anne Hill which slopes up to the south and west of the campus. The predominate land use on the hillside is residential, some of which have views to the north and east. At the base of Queen Anne Hill (north and east of the campus) the topography is generally level with a broad mix of uses including educational, commercial, office, residential and industrial.

Source Walker Associates

Huckell/Weinman Associates, Inc.

SeattlePacificUniversity

Figure 16

Existing Land Uses

Significant built features which influence the land use pattern in the area consist primarily of transportation routes, including the Lake Washington Ship Canal and W. Nickerson St. The Ship Canal is a man-made waterway constructed in 1916 by the U.S. Army Corps of Engineers to allow ship passage between Lake Washington/Lake Union and Puget Sound. The Ship Canal defines the northern edge of the area. Many water dependent uses including marinas, boat yards and water-dependent industrial activities, are located along portions of the canal.

Crossings of the Ship Canal in the vicinity of the campus are limited to the Fremont and Ballard Bridges. The high-level Aurora Bridge is also in the general area. W. Nickerson St., the east/west arterial through the area, contains the primary concentration of commercial and office uses in the immediate area.

There are no other major institutions in the vicinity of the SPU campus. However, several smaller institutions are located nearby. The closest and most prominent is the Free Methodist Church, located adjacent to campus, east of 3rd Ave. W. The Fine Center, a conference and meeting hall associated with the church, is located immediately north of the church. Seattle Pacific University has no ownership interest in, or control over, the Free Methodist Church. The only other higher education facility located near the campus is the Fuller Theological Seminary, located in a leased commercial building at the corner of W. Nickerson St. and W. Dravus St.

The land use character of the area to the south of the campus is predominately residential, with multifamily residential uses primarily located within approximately two blocks of the University and along 3rd Ave. W. The concentration of single-family uses south of the campus increases with distance from the campus. With the exception of the area along 3rd Ave. W., single-family residential is the predominant land use two blocks from the campus. Other land uses south of campus include the approximately 130-acre Mt. Pleasant Cemetery, the approximately 40-acre Rodgers Park/Queen Anne Bowl, and the vacant North Queen Anne Elementary School (currently leased to the Northwest Center for a variety of educational and vocational programs). Rodgers Park/Queen Anne Bowl are used informally by SPU students.

To the west of the campus, the land use character is predominately single-family residential, with some multifamily uses adjacent to the campus. Land use along W. Nickerson St., west of the campus, is a mixture of single-family, multifamily, and small office buildings.

The topography of the campus is such that many residents who live south and west of SPU have territorial views over the campus to the hillside containing the Fremont and Wallingford communities and the Cascade Mountains beyond. The relatively low scale of most campus buildings provides minimal view blockage from adjacent neighborhoods. However, the large-scale residence halls (Hill and Ashton Halls) do obstruct views from some immediately adjacent residential areas.

The area north of the campus consists primarily of commercial and light-industrial uses. The north side of W. Nickerson St. contains a mixture of retail, office and light-industrial uses that contrast with the University-related uses on the south side of W. Nickerson St. (the south side of W. Nickerson St. is within the current campus boundary). Further to the north, along the south border of the Ship Canal, is Ewing Park, the Ship Canal Trail, King County Environmental Laboratory, and several water related commercial and light-industrial uses (including a lumber yard, two marinas, and a boat manufacturing facility).

The pattern of land uses east of the campus, along W. Nickerson St., are predominantly commercial and office buildings. Commercial uses are concentrated on the south side of W. Nickerson St. and include a gas station, convenience store, and an inflatable boat sales business. Office uses are concentrated on the north-side of W. Nickerson St. and are primarily located in two- to three-story office buildings. The area east of the campus and south of W. Nickerson St. contains a mixture of single-family and multifamily land uses.

Development activity in the vicinity of the campus includes a mixed-use building on the 2500 block of 5th Ave. W., a mixed-use building on the 1900 block of Queen Anne Ave. W., a residential building on the 100 block of W. Dravus St. (MUP #9701506), and a residential building on the 500 block of W. Cremona St. (MUP # 9804628).

Proposed Boundary Expansion Areas

The Final MIMP includes the expansion of the existing MIO boundary into eight areas that are currently outside of the MIO boundary. Existing land uses within the proposed boundary expansion areas are described below. Refer to Figure 4 (*Section II* of this FEIS) for a map of the proposed expansion areas.

- *Area A* contains 2.13 acres (including City street rights-of-way) adjacent to the western campus boundary and includes the block bounded by 7th Ave. W., W. Bertona St., 6th Ave. W. and W. Cremona St. (commonly referred to as the "Irondale Block"), plus two lots north of the "Irondale Block", directly west of 6th Ave. W. The "Irondale Block" contains eight single-family houses, all of which are owned by Seattle Pacific University and used for student housing. The two lots north of the "Irondale Block" contain two apartment buildings – one is privately-owned and the other was purchased by the SPU Foundation).

- *Area B* is located adjacent to the western campus boundary and includes the two lots west of 6th Ave. W. and south of W. Nickerson St. This 0.41 acre area contains two single-family houses which are owned by the University and used as student housing.

- *Area C* is located adjacent to the northern boundary of the campus and includes approximately 500 feet of frontage on the northern side of W. Nickerson St. This 1.74 acre area is privately-owned and contains a variety of retail, semi-industrial and office uses.

- *Area D* contains 0.35 acres adjacent to the eastern boundary of the campus, at the corner of W. Nickerson St. and W. Cremona St. This area, which is bounded on the north, west and south by campus MIO property, contains a gas station.

- *Area E* is located adjacent to the southeastern corner of the campus and includes the area bounded by 3rd Ave. W., W. Cremona St., Queen Anne Ave. N., and the alley between W. Dravus St. and W. Etruria St. This 7.63 acre area includes two church buildings (Free Methodist Church and Fine Center) and a mixture of single-family and multifamily residential structures. With the exception of three residential parcels that are owned by the University, this area is privately-owned.

- *Area F* contains 1.11 acres adjacent to the southern campus boundary and includes the area boundary by W. Dravus St., 3rd Ave. W., and 4th Ave. W. Area F contains six privately-owned single-family houses and one multifamily structure leased by the University for student housing.

- *Area G* contains 0.37 acres adjacent to the southern boundary of the campus. Area G contains two single-family homes, one which is privately owned and one which is owned by the University and used for student housing.

- *Area H* contains two linear parcels adjacent to the northern boundary of the campus, immediately north of the Miller Science Center and the Royal Brougham Pavilion. These parcels, which total 0.56 acres, are currently leased by the University for use as parking and service access to the adjacent buildings.

Existing Zoning

Campus Zoning

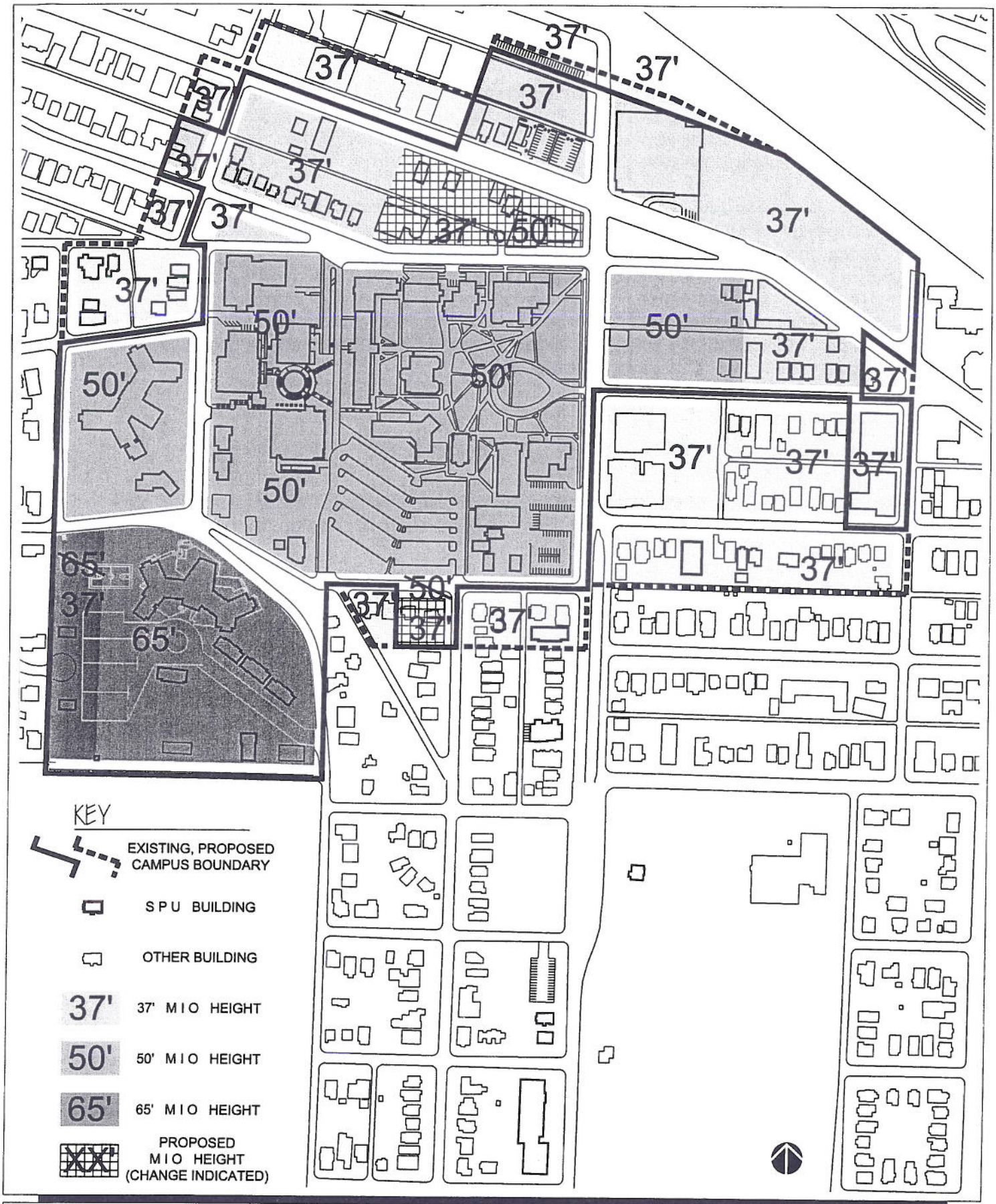
All Major Institution zoning contains a two-tier system of use and development standards. One tier applies to institutional uses and development and the other tier applies to non-institutional uses.

The Seattle Pacific University campus contains three Major Institution Overlay Districts: MIO-37, MIO-50, and MIO-65 (refer to Figure 17). The purpose of the Major Institution Overlay District (MIO) is to permit appropriate institutional growth within campus boundaries while minimizing the adverse impacts associated with development and geographic expansion (SMC 23.69.002). The MIO-37 Zone, with a 37-foot height limit, includes the campus area from approximately the Ship Canal south to W. Bertona St. and a portion of the campus along Queen Anne Ave. N. The MIO-50 Zone (50-foot height limit) generally includes the campus core area and the block east of 3rd Ave. W. between W. Bertona St. and W. Cremona St. The MIO-65 Zone (65-foot height limit) includes the area in the vicinity of Ashton Hall.

Figure 18 depicts the underlying zoning designations on the SPU campus. An underlying Commercial Zone (CI-40) is provided on the north-side of W. Nickerson St. The majority of the area north of W. Bertona St. and south of W. Nickerson St. is underlay zoned Lowrise 2 (L-2); there is a small underlying zone of Neighborhood Commercial (NCI-40) along the south-side of W. Nickerson St. at the intersection of 3rd Ave. W. and W. Bertona St. The underlying zone in the vicinity of the campus core and east of the core area, west of 3rd Ave. W., is Lowrise 3 (L-3). The underlying zone in the area immediately south and west of the campus core, south of W. Dravus St., is Lowrise 1 (L-1).

Vicinity Zoning

Areas adjacent to the SPU campus are zoned for a variety of uses. Areas west and south of campus are zoned for various residential densities including single-family 5000 (SF-5000), and low density multifamily L-1 and L-3. The area to the east of campus is zoned L-3 and commercial designations C2-40 and CI-40. Properties north of campus are zoned C2-40 and General Industrial (IG1-45).



Huckell/Weinman Associates, Inc.

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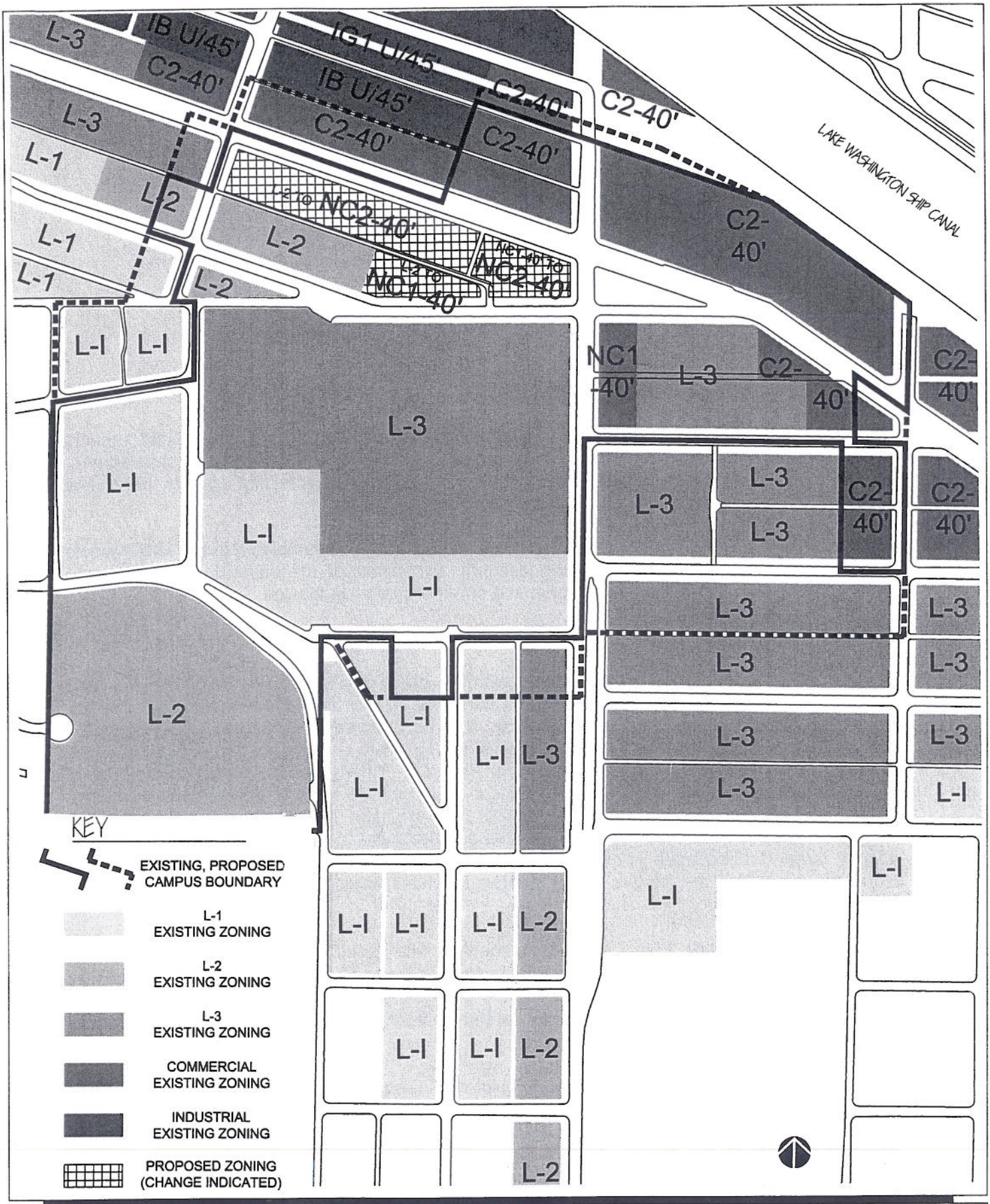
Figure 17

Existing and Proposed MIO District Height Limits



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Seattle Pacific University

Figure 18

Existing and Proposed Underlying Zoning

Existing zoning designations within the proposed expansion areas are as follows:

- Area A – L-1;
- Area B – L-3;
- Area C – C2-40;
- Area D – C2-40;
- Area E – L-3;
- Area F – L-1 and L-3;
- Area G – L-1;
- Area H – C2-40.

Significant impacts of the Proposed Action

The *Proposed Action* would result in both direct and indirect land use impacts. Direct impacts relate to changes in the type, character or pattern of land use, the intensity of development and/or changes to the immediate site. Indirect land use impacts can include peripheral development and/or change in land use character of the area.

Overall, implementation of *planned and potential* development contemplated in the MIMP would result in intensification of uses on the campus, expansion of the campus land uses and displacement of some existing institutional and non-institutional land uses.

Planned Development

A major direct land use impact associated with the proposed Science Building would be the demolition of three existing SPU buildings (Tiffany Hall, Green Hall and Watson Hall). These three structures total approximately 39,000 sq. ft. The proposed new Science Building would contain approximately 110,000 sq. ft., with development likely occurring in two phases of about 60,000 sq. ft. for Phase I and 50,000 sq. ft for Phase II. Tiffany Hall and Green Hall primarily provide academic office space. Watson Hall is a multi-purpose building that contains dormitory, office and classroom space. Table 6 presents a comparison with data contained in Table 5 (before and after development). As shown, the planned building development would result in a slightly larger proportionate share of total campus building area devoted to academic use. However, in general, the relative mix of campus functions would not be significantly altered by planned development.

By replacing the existing 23,517 sq. ft. of academic office space (Tiffany and Green Halls) and 15,705 sq. ft. of academic and residence hall space (Watson Hall) with approximately 110,000 sq. ft. of academic space, development of the planned Science Building would result in the intensification of educational uses in the central core of the campus. The proposal would strengthen the campus academic core.

Construction of the temporary surface parking lot would require the demolition of two university-owned buildings that currently occupy the site (a small office building and a single family residence). However, it is possible that the two university-owned buildings on the site would be demolished prior to the construction of the parking lot to provide space for a construction staging area for the Emerson project. The proposed temporary surface parking lot would be consistent with surrounding uses, including several university-owned parking lots along W. Nickerson St. Because the proposed temporary surface parking lot would be located near the

campus periphery, the proposed parking lot would support the existing campus land use pattern of educational uses in the campus core, surrounded by supporting uses.

Table 6
Floor Area by Primary Function
Planned Development

Building Function	Existing Floor Area (sf)	Existing Percent of Total	Planned Floor Area (sf)	Planned Percent of Total
Core Buildings	207,244	23	207,244	21
Academic Buildings	190,230	21	276,713	29
Residential Buildings	393,293	45	377,588	40
Recreation Buildings	82,746	9	82,746	8
Multi-Purpose Building	7,631	1	7,631	1
Physical Plant	13,180	1	13,180	1
Total	**894,324**	**100**	**965,102**	**100**

The planned expansion of campus MIO boundaries would result in an increase of approximately 14.3 acres (including approximately 5.15 acres of City street rights-of-way) of land potentially subject to institutional use. This represents a 27 percent increase in campus area. The planned expansion of the MIO boundaries, by itself, is not anticipated to result in any direct land use impacts. Refer to the discussion on *Potential Development* for a discussion of anticipated impacts from potential development within the boundary expansion areas.

Proposed zoning within all eight of the planned expansion areas would be MIO-37 (37 foot height limit). The Final MIMP does not propose any changes to existing underlying zoning designations in any of the expansion areas.

Within the existing campus MIO boundary, underlying zoning changes are proposed for the block bordered by W. Nickerson St., 3rd Ave. W., 6th Ave. W. and W. Bertona St. Zoning would change from L-2 to NC2-40 along the majority of this block and change from NC1-40 to NC2-40 at the eastern end of this block (refer to Figure 18). The proposed change in underlying zoning would allow the establishment of small and medium-sized street-level businesses, which could provide additional retail and commercial services to the University and the surrounding neighborhood. This change would reduce building setback requirements. This underlying zone designation would provide for a future multi-purpose building on the west-portion of this block and a potential auditorium on the east-portion of the block (refer to *Potential Development* in this section of the FEIS).

Three changes to MIO height limits are also planned within the existing MIO boundary – one involves a change from MIO-50 to MIO-37 at the southwest corner of W. Dravus St. and 4th Ave. W.; this change would involve a reduction in the height limit for any institutional development located on these two lots. The second change is a height reduction from 65 feet to 37 feet for a portion of the campus located between W. Barrett St. and W. Dravus St., extending east from the west campus property line 120 feet. The Final MIMP indicates that it is anticipated that these two height reductions would result in better transition between campus-related development and adjacent non-University development. The third change is a height increase

from MIO-37 to MIO-50 at the east-half of the block bounded by W. Nickerson St., 3rd Ave. W., W. Bertona St., W. Emerson St. and 6th Ave. W. This zoning change would increase the height limit for eight properties and would allow for potential future development of a multi-purpose building and auditorium, as noted above (refer to *Potential Development* in this section of the FEIS).

Planned street vacation (Irondale Ave. W – alley) and pedestrian circulation improvements are not expected to result in any significant land use impacts (refer to the *Transportation* section of this FEIS for detail on vehicular and pedestrian circulation impacts).

Potential Development

The proposed MIMP includes 10 potential development projects plus an unspecified number of potential housing projects in the MIO expansion areas, encompassing an estimated 460,000 sq. ft. of building area (see the Final MIMP and *Section III* D. of this FEIS for a detailed discussion of housing impacts). In addition, as described in *Section II* of this FEIS, structured parking for an estimated 970 vehicles is also proposed, comprising approximately 415,000 sq.ft. of gross floor area.

As described below, approximately 240,000 sq. ft. (52 percent) of this potential building area would be located within the existing MIO boundary and approximately 220,000 sq. ft. (48 percent) would be located within the planned boundary expansion areas. Forty-two buildings (approx. 152,000 sq. ft) would be demolished to allow for all *potential* development.

As noted in the Final MIMP, sites, sizes, and other features of potential development may change as additional information is developed in the years following the adoption of the MIMP. However, for the purpose of analyzing potential land use impacts, assumptions regarding location, general use types, and building scale have been made by the University. Although the specific design features of *potential* development would be defined later, the height and setbacks of the buildings would be controlled by the MIO zoning and MIMP development standards.

Potential development projects within the existing MIO campus boundary could include the following: Professional Schools Building, Fine Arts Building, Classroom Building, Auditorium/Chapel, Student Union Building Addition, Swimming/Recreation Center, Weter Hall Addition (new SUB), Book Store and Multi-purpose Building, and Ashton Duplex Replacement/Addition. The total amount of potential building area within the existing MIO boundary would be approximately 240,000 sq. ft.

Potential development projects within each of the eight MIO expansion areas, totaling approximately 220,000 sq. ft., could include the following:

- *Area A* - The existing University-owned single-family homes in the "Irondale Block" could be demolished and replaced with a student residence hall with associated underground parking. Additional student housing could also be provided on the two parcels north of the "Irondale Block".

- *Area B* - The two existing single-family homes could be demolished and replaced with a small apartment building.

- *Area C* - The potential would exist for joint development opportunities on these privately owned parcels. Development could consist of institutional-related uses, including University affiliated housing, offices and commercial uses. Joint development in this area would likely require the demolition of existing structures.

- *Area D* – Expansion of the current MIO boundary to include this area could result in displacement of the existing gas station. If the property is acquired by the University, the building could be demolished, the underground tanks removed, and the site could be landscaped with signage provided to better identify the University. Seattle Pacific University, however, is a private entity with no eminent domain authority[1]. As a result, if the gas station and property are offered for sale, any private entity could acquire the property and propose a change of use that is consistent with existing zoning. Any subsequent development that occurs would be subject to the City's development requirements, including SEPA review.

- *Area E* - It is possible that existing residential properties could be purchased for development of student housing, including theme houses (with small classrooms and seminar facilities); temporary University support functions (e.g. administrative offices) could also be established in this area. The Free Methodist Church would remain in private ownership and University related redevelopment would not be anticipated; however, with inclusion within the MIO boundary, additional shared use of church facilities could occur.

- *Area F* - If acquired by the University, the existing six single-family residences and one apartment building could be utilized for student housing. It is possible that some of the existing structures could be demolished to construct student apartments.

- *Area G* - If acquired, the privately-owned house could be used for student housing. No redevelopment activity is anticipated.

- *Area H* - The currently leased property could be acquired; no change of use is anticipated.

As shown in Table 7, in conjunction with planned building development, completion of all potential development (460,000 sq. ft.) minus all potential building demolitions (156,700 sq. ft.) would result in approximately 1,268,402 sq. ft. of total gross University building space on campus, an increase of approximately 30 percent over current conditions.

With the planned boundary expansions, *planned* development and *potential* development, the total Floor Area Ratio (FAR) would be 0.79 – compared to the existing campus FAR of 0.48 (including the expansion of Gwinn Hall and development of the Emerson Street Residence Hall, the existing FAR is 0.53). To provide for flexibility (which would be necessary if the University is not able to purchase as much property as anticipated in the expansion areas), the Final MIMP proposes a maximum FAR of 0.90.

[1] The Seattle Dept. of Design, Construction & Land Use has no authority to prevent the University, or for that matter any private entity , from acquiring private commercial uses. Inclusion of the property within the University's MIO boundaries does not limit the uses of the property that are possible; uses and development remain subject to the City's zoning and Land Use Code.

Table 7
Floor Area by Function
Potential Development with Planned Development

Building Function	Existing Floor Area (sf)	Existing Percent of Total	Planned and Potential Floor Area (sf)	Planned and Potential Percent of Total
Core Buildings	207,244	23	327,244	26
Academic Buildings	190,230	21	376,713	29
Residential Buildings	393,293	45	440,888	36
Recreation Buildings	82,746	9	82,746	6
Multi-Purpose Building	7,631	1	27,631	2
Physical Plant	13,180	1	13,180	1
Total	**894,324**	**100**	**1,268,402**	**100**

Land use impacts to surrounding areas associated with *potential* development would primarily be a function of development intensity and location. *Potential* development within the interior of the campus, including three academic buildings and an addition to the Student Union Building, is not expected to significantly impact surrounding land uses due to the distance from adjoining neighborhoods and compatibility of height and scale with existing buildings in the campus core. *Potential* development along the periphery of the existing campus MIO boundary and within the planned boundary expansion areas would have the potential for land use impacts to surrounding neighborhoods.

Potential development within Boundary Expansion Area A (Irondale Block) could include demolition of existing University-owned single-family dwellings and development of a student residence hall. The potential residence hall in Expansion Area A could be developed at a maximum height of 37 feet, consistent with the planned MIO-37 zoning. This is 6 feet higher than allowed for the existing single-family homes in this expansion area. The potential scale of an residence hall and associated student activity levels (i.e. vehicular and pedestrian levels) would be somewhat more intensive than currently exists in the expansion area, and would be greater than the adjacent single-family development pattern to the west.

Potential development on W. Nickerson St. could include the establishment of a multi-purpose building and auditorium/Chapel on the south-side of the street, and potential joint-use development (potentially including housing, commercial and office use) on the north side of W. Nickerson St. (Boundary Expansion Area C). With the planned rezone of MIO and underlying zoning designations, potential development on the south side of W. Nickerson St. could increase building scale and height, and increase the activity level in this area; in addition, building setback from the street would be reduced, thus allowing street level retail use adjacent to the sidewalk and potentially creating a more urban character than currently exists. Potential joint use development on the north-side of W. Nickerson St. (Boundary Expansion Area C) would result in a building height and scale similar to that of the existing structures; however, the activity level in this area would increase.

Potential development in Boundary Expansion Areas B, E, F and G could result in displacement of some non-institutional residences and businesses, and increase the number of students living in the areas. However, because these areas currently contain some uses supporting the University, a significant change in land use character would not be anticipated.

Potential development in Boundary Expansion Areas D and H would not significantly change the existing land use character of the respective area, and no significant land use impacts would be anticipated.

While a substantial amount of potential University-related development is possible, the University also proposes retention of significant open spaces on-campus. As noted in the Final MIMP and *Section II* of this FEIS, Seattle Pacific University presently has five significant open spaces. Those open spaces are depicted in Figure 11 (*Section II*) and each is described in *Section II*. The University proposes that all five of these areas become *designated open spaces*, consistent with provisions of the City's Major Institution Code and, as such, would be retained in open space use during the timeframe of the proposed MIMP.

The Final MIMP also identifies four additional *potential* open spaces; these are noted in Figure 11 and they include:

- Plaza (or piazza) – This *potential* open space is located on the site of the existing U.S. Bank, which is bordered by W. Nickerson St., 3rd Ave. W. and W. Bertona St. This *potential* open space would be developed as a plaza and located on the east-side of the *potential* new auditorium/chapel (or other potential development on the site of the existing bookstore); see figures 10 and 11.

- Former Marston Hall Site – This *potential* open space would be located on the current site of Marston Hall. As shown in Figure 10, this site is identified as a potential development site and, according to the Final MIMP, is intended for redevelopment as a new 1-story academic building, following demolition of Marston Hall. The open space associated with this development site would be a roof-top plaza that would provide direct pedestrian access to the existing 5th Ave. Mall and visually connect the upper and lower portions of the campus.

- Additional Sports Field -- Another *potential* open space is proposed for the block that is bounded by 3rd Ave. W., W. Bertona St., W. Nickerson St., and W. Cremona St. This open space would be developed as an additional sports field. Approximately one-half of the site is presently used as a University parking lot; it is possible that, in the short-term, the remainder of the site may also be used as temporary parking. As noted previously, parking, it is anticipated that structured parking (*potential* development) would be provided beneath the sports field.

- 5th Ave. Mall Extension – This *potential* open space would extend the existing 5th Ave. Mall from W. Bertona St. north to W. Nickerson St.

The Final MIMP proposes that other existing campus open spaces, while not specifically identified as *designated open space* nor meeting the City's definition of *designated open space*, would be retained by the University as informal open spaces/buffer areas during the timeframe of the proposed MIMP. These areas include the steep hillside southwest of the Library and several large open spaces near Hill and Ashton halls.

Impacts of the Alternatives

No Action Alternative

Under the No Action Alternative, new campus development would be limited to development consistent with projects approved under the current MIMP but not yet built, including: a 7,000 sq. ft. expansion to Green Hall; a 15,000 sq. ft. Fine Arts Center Building; an approximately 5,000 sq. ft. addition to the Book Store; a 20,000 sq. ft. Continuing Education Building; and conversion of the existing Art Center for use by the Physical Plant. Campus boundaries would not be expanded. The distribution and character of land uses and buildings would remain similar to the existing character, and the existing lack of cohesive campus identity would continue.

Limited MIO Boundary Expansion

Under this alternative, campus boundary expansions would be limited to a portion of Area A (Irondale Block), a portion of Area E, and Area H. Existing development in other expansion areas under the *Proposed Action* would remain as currently exists. It is estimated that this alternative would result in expansion of the campus by approximately 4.3 acres -- 10 acres less than that of the *Proposed Action.*

The amount of planned and potential development that is proposed in conjunction with the *Proposed Action* would still occur, however, such development would be more dense than with the *Proposed Action.* Rather than development being relatively low-level and horizontal, resultant development would be more vertical, larger in scale, and concentrated within a smaller campus area. Such could result in inconsistencies in building scale between new campus development and adjacent non-University properties. The proposed height limits for structures proximate to Martin Square and the Loop would increase from the 50 feet under the *Proposed Action* to 65 feet. The height limit for structures on the south-side of W. Nickerson St., between 3rd Ave. W. and 6th Ave., along with the area proximate to the Miller Science Learning Center would increase from the 37 feet under the *Proposed Action* to 50 feet. It is anticipated that this alternative would result in increases in the density of student housing in the Hill Hall and Ashton Hall areas and additional campus housing development in open space areas adjacent to Hill and Ashton Halls and the hillside south of the Library.

Land use impacts related to potential development within expansion areas B, C, D, F and H would not occur under this alternative. However, on-campus development would have greater building bulk and less open space than under the *Proposed Action.*

More Substantial MIO Boundary Expansion

In addition to the boundary expansions planned under the *Proposed Action*, a additional expansion area of approximately 6.2 acres would be provided south of the existing campus MIO boundaries along 3rd Ave. W. (see Figure 13). Properties within the expansion area that are currently owned by the University (roughly 26% of the expansion area) could be converted into more intensive student residential uses over time. Residential development in the expansion area would be consistent with the existing multifamily residential character of the area along 3rd Ave. W.

Potential Pedestrian Bridges or Tunnels

Under this alternative, pedestrian bridges or tunnels would be utilized to improve pedestrian circulation opportunities on the campus. Pedestrian bridges would increase the visual presence of the campus, especially along W. Nickerson St. where motorists traveling through the area would pass under a bridge. However, no significant land use impacts would be anticipated.

Alternative Site for the Science Building

This alternative would involve a 55,000 sq. ft. addition to the existing Miller Science Learning Center rather than building a new 110,000 sq. ft. Science Building near the center of campus. As with the *Proposed Action,* Tiffany, Green and Watson Halls would be demolished. A new 80,000 sq. ft. academic building would be constructed on the site. Marston Hall would be demolished and replaced with landscaped open space – to visually connect the upper and lower portions of campus.

Development under this alternative would result in an overall amount of building space less than under the *Proposed Action* and the amount of open space would be somewhat greater. Adding on to the Science Building at the northern edge of the campus would continue the existing pattern of dispersed academic uses with no strong campus core, however.

Increased Decentralization

Under this alternative, the University would expand the amount of academic, office and storage uses off-campus. As under the *Proposed Action*, Tiffany, Green and Watson Halls would be demolished for the New Science Building. Land use impacts related to residential development in Expansion Area A would be similar to those under the *Proposed Action.* As indicated in the Final MIMP (p. 38), it is assumed that approximately 100 staff members could be located at off-campus locations as a result of this alternative. Based on the University's existing commute mode split (as shown in Table 10 of this FEIS) roughly 70 – 75 staff members may park at off-campus locations, as a result of this alternative. Refer to *Section III* C. of this FEIS for parking-related impacts.

Mitigating Measures -- Measures associated with the *Proposed Action* are as follows:

- Implementation of the proposed open space and landscaped features would help offset the planned and potential intensification of land use.
- Setbacks would be provided between potential buildings and adjacent properties outside of the MIO boundary.
- Mitigation measures for land use impacts associated with housing are included in the *Housing* section of this FEIS.
- Mitigation measures for height, bulk, and scale impacts are included in the *Aesthetics* section of this FEIS.

Unavoidable Adverse Impacts

As the University campus expands, some existing non-University land uses would be displaced.

B. LAND USE – RELATIONSHIP TO ADOPTED, PLANS, POLICIES & REGULATIONS

City of Seattle Comprehensive Plan (1997)

Summary: The City of Seattle's Comprehensive Plan, *Toward a Sustainable Seattle,* was adopted in 1994 to meet the requirements of the State Growth Management Act; the Comprehensive Plan was last amended in November 1998 (Seattle 1994, 95, 96, 97, 98). This plan supports the Multiple Urban Center concepts of the Multi-County Planning Policies (PSRC, 1993), King County's Countywide Planning Policies (King County, 1992), and Seattle's Framework Policies (Seattle, 1992).

The City's Comprehensive Plan consists of nine major elements – land use, transportation, housing, capital facilities, utilities, economic development, neighborhood planning, human development, and cultural resources. Each element contains goals and policies that are intended to "guide the development of the City in the context of regional growth management" for the next 20 years. While each element affects development on and adjacent to the Seattle Pacific University campus, the Land Use Element is the most relevant to this proposal.

The Land Use Element includes the following major components:

- Preferred Development Pattern;
- Categories of Urban Villages;
- Areas Outside of Urban Villages;
- Distribution of Growth;
- The System of Land Use Regulation;
- Open Space Network; Annexation;
- Shorelines; and,
- Tree Preservation and Enhancement.

The following goals and policies from the Land Use Element are most applicable to development on the Seattle Pacific University campus.

Areas Outside of Urban Villages

> *Goal G28 - Allow limited amounts of development in areas of the City outside centers and urban villages to maintain the general intensity of development that already characterizes these areas, and to direct the greatest share of growth to village and center locations.*
>
> *Policy L52 - Accommodate growth consistent with adopted master plans of designated major institutions within these areas.*

Discussion: Seattle Pacific University is located outside of Seattle's designated Urban Centers and Urban Villages. Seattle Pacific University is one of the City's 13 designated major institutions. The University has an existing *Major Institution Master Plan (MIMP)* that was adopted in 1991 and is effective until 2001. The *Proposed Action* would include adoption of an updated MIMP to guide development on the campus through 2015.

Major Institution Overlay Areas

Goal G67 - Maximize the public benefits of major institutions including health care and educational services, while minimizing the adverse impacts associated with development and geographic expansion.

Goal G68 - Recognize the significant economic benefits of major institutions in the city and the region and their contributions to employment growth.

Goal G69 - Balance each major institution's ability to change and the public benefit derived from change with the need to protect the livability and vitality of adjacent neighborhoods.

Policy L127 - Support the development of major medical and educational institutions as significant contributors to broad public benefits and to economic vitality while protecting the character of neighborhoods adjacent to those institutions, and substantially mitigating the transportation and other impacts of each development.

Discussion: Seattle Pacific University provides private higher-education services for the community. The proposal is the adoption of an updated MIMP to guide development on the campus through 2015. The proposed MIMP includes the expansion of campus boundaries, *planned* development (110,000 sq. ft. Science Building), *potential* development (11 projects - approx. 460,000 sq. ft.), potential building renovations, and planned pedestrian and vehicular circulation changes. A primary objective of the Final MIMP is to provide a physical environment that promotes a positive relationship with the community. Effects of planned and potential development on adjacent neighborhoods are addressed throughout this FEIS.

Policy L128 - Permit exceptions to underlying zone provisions within the boundaries of major institution master plans to facilitate planned development.

Discussion: This policy provides the basis for the Major Institution Overlay (MIO) District. The purpose of the MIO District is to permit appropriate institutional growth within campus boundaries while minimizing the adverse impacts associated with development and geographic expansion. The proposed MIMP includes the expansion of the campus MIO boundaries. A listing of the proposed development standards, and the relationship of the development standards to Seattle Land Use and Zoning Code standards, is provided in Table 8 of this Final EIS.

Policy L129 - Provide for coordinated growth of major institutions through major institution conceptual master plans and the establishment of major institution overlay zones.

Discussion: The proposal is the adoption of an updated MIMP to guide development of the campus through 2015. Planned expansion of the campus MIO boundaries would include a Major Institution Overlay zoning designation for institutional-related uses in these areas.

Policy L130 - require significant community involvement in the development, monitoring, implementation and amendment of Major Institution Master Plans, including the establishment of citizen's advisory committees containing community and major institution representatives.

Discussion: Consistent with the provisions of section 23.69.032.B of the City of Seattle Land Use Code, Seattle Pacific University has established a Citizens Advisory Committee (CAC). The CAC has participated in the formulation of the master plan to help assure that concerns of the community and the institution are considered. The primary role of the CAC is to work with the University to produce a master plan that meets the intent of the Seattle Comprehensive Plan and Seattle Land Use Code. CAC meetings have been open to the public to provide additional public input during the master plan process. A public hearing on the Draft MIMP and Draft EIS was held on May 27, 1999.

Tree Preservation and Enhancement

> *Goal G101 - Protect and retain trees and groups of trees of significant historical, cultural, horticultural, environmental, and aesthetic value in order to enhance Seattle's character and protect Seattle's natural heritage.*

Discussion: There are five areas of significant open space and landscape features on the campus, including: The Loop, Martin Square, Wallace Athletic Field, 5th Ave. Mall, and the Emerson St. Triangle. The Loop area is the only open space area on the campus that contains significant trees. It is proposed that these areas be *designated open space*, consistent with provisions of the Major Institutions Code. As noted in *Section II* of this FEIS, it is also proposed that four additional areas be added as *potential* designated open space; these areas include: a plaza, roof-top plaza associated with the former Marston Hall site, an additional sports field, and extension of the 5th Ave. Mall (refer to Figure 11).

Neighborhood Planning

> *Goal G1 - Develop neighborhood plans for all appropriate areas of the city which reflect the knowledge of the people of each neighborhood about local conditions, history, neighborhood character, needs, and values.*

Discussion: Consistent with the Comprehensive Plan's provision for development of neighborhood plans, plans for each of the City's 37 neighborhoods have either been completed or are in the process of being completed. Three neighborhood planning areas are located in the vicinity of Seattle Pacific University -- Queen Anne, Fremont, and the Ballard Interbay Northend Manufacturing and Industrial Area (BINMIC). A discussion on the status and relevant policies of these neighborhood plans is provided in the *City of Seattle Neighborhood Plans* section below.

City of Seattle Neighborhood Plans

Three neighborhood planning areas are located in the vicinity of Seattle Pacific University -- Queen Anne, Fremont, and Ballard Interbay Northend Manufacturing and Industrial Area (BINMIC). A discussion on the status and relevant policies of these neighborhood plans is provided below.

Queen Anne Plan

The Seattle Pacific University campus is located in the northern end of the Queen Anne planning area. The City of Seattle Council adopted the *Queen Anne Plan* in March 1999 (Resolution 29839) (1999b).

The primary element of the *Queen Anne Plan* that relates to Seattle Pacific University is the planned Queen Anne Bicycle Beltway (Beltway). The Beltway is intended to provide an alternative to automobile commuting for Queen Anne residents by completing the existing network of bicycle facilities. As illustrated in Figure 4.4 of the *Queen Anne Plan*, the planned Beltway would encircle Queen Anne Hill. The Beltway would not be located within the current or planned boundaries of Seattle Pacific University, however, the Beltway includes the existing Ship Canal Trail located approximately 150 feet north of the Seattle Pacific University boundary. The proposed MIMP is not expected to have any impact on the planned Beltway.

The *Queen Anne Plan* includes specific goals and policies that are relevant to the *Proposed Action* and to the campus vicinity. The most applicable land use policies of the Queen Anne Plan are as follows:

> *Policy 1 - Seek to create and maintain attractive pedestrian-oriented streetscapes and enhance Queen Ann's community character with open space, street trees, and other vegetation.*

Discussion: The proposed MIMP designates five significant open spaces, including: The Loop, Martin Square, Wallace Athletic Field, 5th Ave. Mall; and the Emerson St. Triangle. The University proposes that all five of these areas become *designated open spaces*, consistent with the City's definition and would be retained in open space during the lifetime of the Major Institution Master Plan. The proposed Major Institution Master Plan includes a standard requiring a minimum of 40 percent of the campus to be in open space, which is more than the minimum required by the underlying zoning.

Prior to any new campus development, the University routinely hires an arborist to identify any impacts to trees on campus. Where appropriate, the arborist recommends mitigation to preserve trees. In addition, the University will work with the City Arborist to update and implement a plan for providing additional street trees on the campus.

> *Policy 2 - Preserve the character of Queen Anne's single-family and mixed-use neighborhoods.*

Discussion: The proposal is the adoption of an updated Major Institution Master Plan to guide development on the campus through 2015. Potential street level retail uses along W. Nickerson St. would enhance the neighborhood commercial character of the area. Potential residential development in Boundary Expansion Areas could result in displacement of some non-institutional residences and increase the number of students living in the area. However, because these areas are currently zoned multifamily and contain some uses supporting the University, a significant change in land use character would not be anticipated. No existing single family zoned areas are proposed to contain potential multifamily student housing. It should also be noted that new housing in the expansion areas south of the campus would consist of small apartment buildings and theme houses consistent with the underlying multifamily zoning. In addition, to assure that University housing will be compatible with the scale and character of the private housing located south of W. Dravus St., the MIMP includes the same development standards that would apply to the private construction of non-university multifamily housing in these areas.

> *Policy 3 - Seek to maintain and establish quality design in the Queen Anne area. Through neighborhood design guidelines and design review, consider unique or*

particular local design characteristics, and include consideration of signage, adjacent public ROWs, and historic boulevards.

Discussion: The MIMP includes the establishment of an Internal University Design Review Process that includes the solicitation of comments by the Standing Citizens Advisory Committee on the design of exterior elements of potential development projects that would have a façades located adjacent to a city street or alley, or on adjacent non-institutional property. The MIMP has been revised to include a Checklist of Issues for the Review of the Design of Potential Development Projects. The Checklist of Design Issues, which are not intended as regulatory guidelines, are provided in Appendix F to the MIMP.

Policy 5 - Encourage an attractive range of housing types and housing strategies to retain Queen Anne's eclectic residential character and to assure that housing is available to a diverse population.

Discussion: The potential housing types proposed in the MIMP include small apartment buildings and theme houses. These housing types would be available to the diverse SPU population and would add to the range of housing in Queen Anne.

Policy 11 - Provide for an attractive and harmonious transition between different land uses, including commercial areas and single-family areas.

Discussion: To assure the provision of buffer area between potential University projects and surrounding non-University development, the MIMP has been revised to include the following provision: "University development in MIO District expansion zones located south of W. Dravus Street shall be subject to the height, setback, lot coverage, landscaping, open space, width and depth limits, and density development standards of the underlying zones in which they are located." This provision would assure that University projects would be consistent with the height, setback, open space, and other development standards that would apply to non-University development in the area and would help to provide a transition between different land uses.

Policy 19 - Seek to maintain Queen Anne parks and open space and replace aging parks facilities used by the public, and seek to ensure no net loss of parks, park facilities, or open spaces while recognizing the need for a citywide balance in ongoing maintenance and investment.

Discussion: The proposed Major Institution Master Plan includes a standard requiring a minimum of 40 percent of the campus to be in open space and it is anticipated that an increase in open space compared to existing conditions would result. The proposed MIMP designates five significant open spaces, including: The Loop, Martin Square, Wallace Athletic Field, 5th Ave. Mall; and the Emerson St. Triangle. The University proposes that all five of these areas be designated open spaces, and would be retained in open space during the lifetime of the MIMP.

Ballard Interbay Northend Manufacturing and Industrial Area (BINMIC)

The BINMIC Plan is currently the only adopted neighborhood plan in the vicinity of Seattle Pacific University. This Plan covers approximately 971 acres in the Ballard and Interbay neighborhoods, west and northwest of the Seattle Pacific University campus. A primary goal of the BINMIC Plan is to ensure that adequate industrial land is available to promote a diversified employment base and sustain Seattle's contribution to regional high-wage job growth. The

proposed MIMP would not directly or indirectly impact any properties in the BINMIC Planning area.

Fremont Plan

The *Fremont Plan* is currently in draft form (latest version dated November 1998) and is expected to be adopted by the Seattle City Council in late 1999. As such, information in the draft Plan is expected to change somewhat as the Plan moves through the adoption process. The Fremont Plan covers approximately 340 acres north and northeast of the Seattle Pacific University campus, across the Ship Canal. The vision of the Fremont Plan includes preserving a clean, healthy, natural environment with open, multi-use greenspaces. The proposed MIMP would not impact any properties in the Fremont area.

Lake Washington Ship Canal - U.S Army Corps of Engineers

The U.S. Army Corps of Engineers has prepared, or is in the process of preparing two planning documents relating to the Lake Washington Ship Canal – *Lake Washington Ship Canal Master Plan*, and *Management Plan for Renewing the Historic Colonnade.*

Lake Washington Ship Canal Master Plan

The *Lake Washington Ship Canal Master Plan* (U.S. Army Corps of Engineers, February 1994) was prepared to guide the use and development of the natural and manmade resources at the canal.

Overall objectives of the Lake Washington Ship Canal Master Plan are:

- *To establish and maintain close, ongoing coordination with interested Federal, State and local agencies, and citizen groups and organizations in managing the natural and manmade resources and cultural features associated with the Lake Washington Ship Canal Project;*

- *To protect, preserve, and conserve the project's natural and manmade resources to ensure their continued availability for use and enjoyment by present and future generations;*

- *To preserve and rehabilitate the Hiram M. Chittenden Locks and Lake Washington Ship Canal Historic District consistent with the Secretary of the Interior Standards for Rehabilitation;*

- *To preserve, enhance and protect habitat on project land which is used by wildlife in the project area; and,*

- *To broaden public understanding and appreciation of the role of the Corps in the development and administration of water resource projects, the purpose and operation of the Lake Washington Ship Canal Project, and the management of the project's natural and manmade resources and cultural features, through the use of interpretive programs and facilities.*

Discussion: Planned and potential development under the Final MIMP would not include any action that would directly or indirectly impact the Lake Washington Ship Canal or the policies of the Lake Washington Ship Canal Master Plan.

Management Plan for Renewing the Historic Colonnade

The U.S. Army Corps of Engineers, Seattle District's *Management Plan for Renewing the Historic Colonnade* (*Renewal Plan*) is a systematic program of rehabilitation of the historic colonnade of Lombardy poplar trees that are located along both the north and south edges of the Fremont Cut, which is a portion of the Lake Washington Ship Canal. In April 1999, there were 136 trees in the colonnade. Twenty-nine of the poplars were determined to be safety hazards, primarily due to disease and age. The majority of the hazardous trees were located on the northern edge of the Ship Canal, immediately west of the Fremont Bridge. One identified hazardous tree was located on the southern edge of the Ship Canal, approximately 500 feet east of the SPU campus. These 29 trees were removed in May 1999 to minimize safety concerns. In June 1999, a survey identified five additional trees as safety hazards and removal was recommended[1]. The survey also recommended removal of seven more trees in the next 2 – 3 years and 3 trees in the next 4 – 5 years. Replanting of the trees is to occur as soon as consultation is concluded with the City, neighborhood groups and the Washington State Office of Archaeology & Historic Preservation. The Final MIMP for Seattle Pacific University would not affect the *Renewal Plan*.

Seattle Land Use and Zoning Code

The Seattle Land Use Code designates the Seattle Pacific University campus as a Major Institution Overlay (MIO) District. The code establishes the Major Institution Overlay District for the purpose of balancing the public benefits of the growth and change of major institutions (medical and educational institutions) with the need to maintain livability and vitality of adjacent neighborhoods. Updated master plans shall be prepared by major institutions with an adopted master plan when: the Major Institution proposed to increase the total amount of gross floor area allowed within the MIO District; a master plan has been in effect for at least ten (10) years and the institution proposes to expand the MIO District; or, a master plan has been in effect for at least ten (10) years and the institution proposes an amendment to the master plan that is determined to be major according to the provisions of Section 23.69.035.

The existing Major Institution Master Plan for Seattle Pacific University was adopted in 1991 and is effective until 2001. Because the existing MIMP will expire in 2001, Seattle Pacific University has initiated preparation of a new MIMP.

Section 23.69.020(B) of the Seattle Land Use Code states that "development standards for Major Institution uses within the Major Institution Overlay District may be modified through adoption of a Major Institution Master Plan. In the new MIMP, the University proposes modification to 14 existing development standards. The proposed modifications are as follows:

- ***zoning*** -- Expansion of the campus MIO boundaries in the eight areas previously noted would involve creation of a two-tier system of zoning for each of these expansion areas. This entails a Major Institution zoning designation for institutional-related uses and development and an underlying zoning designation for non-institutional uses and development. Other than inclusion of these expansion areas into the campus MIO

[1] Daily Journal of Commerce, 1999.

boundary, the University has not proposed any changes to existing underlying zoning designations in any of these expansion areas.

Within the existing MIO boundary, the University proposes three revisions to the underlying zoning in the block that is bordered by W. Nickerson St., 3rd Ave. W., 6th Ave. W. and the mid-block alley. Two changes would modify the underlying zoning designation from Lowrise-2 (L-2) to Neighborhood Commercial-2 (NC2-40). The third change would modify the underlying zoning from Neighborhood Commercial-1 (NC1-40) to Neighborhood Commercial-2 (NC2-40).

- ***density*** -- The measure of development density that is used in Seattle's Major Institution Code is that of Floor Area Ratio (FAR). FAR is a measure of the amount of gross floor area[2] to lot area. The University's current FAR is 0.48. With the *planned* and *potential* development together with proposed boundary expansion, the FAR is estimated to increase to approximately 0.79. To provide for flexibility in the Master Plan, the University proposes that the FAR be 0.90.

- ***height limits, height exceptions, height measurement and additional height on sloped lots*** -- The University currently has height limits of MIO-37, 50 and 65 feet. In each of the proposed expansion areas, the University proposes that the Major Institution height limit be MIO-37 feet.

  Within the existing MIO boundaries, two changes are proposed -- one involves a reduction in height from 50 ft. to 37 ft. in the area at the southwest corner of W. Dravus St. and 4th Ave. W.; this involves two lots. The other proposed height limit change is an increase -- from 37 ft. to 50 ft. This involves the east-half of the block that is bounded by W. Nickerson St., 3rd Ave. W., W. Bertona St. and W. Emerson St. and 6th Ave. W.; this height change affects approximately eight properties.

  The University proposes that height exceptions for pitched roofs and designated rooftop features be allowed. The height exception would allow buildings to exceed the height limit of the institutional zoning designation by up to 10 feet, provided the slope of the roof is 3:12 or greater.

  The height measurement technique and the additional height allowed on sloped lots that are proposed by the University would be consistent with the methodologies authorized by Seattle's Land Use Code.

- ***building setbacks*** – The University proposes no building setbacks, other than those required for structures located along public rights-of-way and adjacent to the proposed MIO boundaries. Currently, in the proposed boundary expansion areas, there are front, back and side yard setbacks. In L-1, I-2 and L-3 zones, the University proposes setbacks for specific uses.

- ***lot coverage*** – The University proposes that building lot coverage will not exceed 30 percent for the entire campus, excluding City street rights-of-way and property that is not owned by the University. Lot coverage is not an element of the existing MIMP.

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[2] Gross Floor Area (GFA) is a measure of building area that is measured to the inside surface of exterior walls at floor-level; it excludes portions of the building that are entirely below-grade.

- ***landscaping*** – The University proposes that required setbacks that abut a public right-of-way would be landscaped with trees, shrubs, grass and/or evergreen ground cover. The University also proposes that landscaping may include street trees, decorative paving, sculptures or fountains and that landscape features be permitted to a maximum of 25 percent in areas with underlying residential zoning and to a maximum of 75 percent in areas with underlying commercial zoning.

- ***open space*** – The minimum amount of open space that is proposed is 40 percent of the total area within the proposed MIO boundaries that is owned by the University, exclusive of parking and service areas. Open space would include landscaped areas, walkways, plazas, pedestrian malls and sports fields and not roadways, parking areas or service areas. Open spaces that are designated by the University would be retained as open space.

- ***transition in height and scale*** – The University proposes that transitions within the MIO district and development in the surrounding area be achieved by restricting the heights of University buildings in accordance with the proposed MIO height limits. In particular, this applies to three MIO expansion areas located south of W. Dravus St. where the height would be 30 ft. instead of 37 ft. in expansion area E (east of 3rd Ave. W.) or 25 ft. instead of 37 ft. in expansion areas F and G (west of 3rd Ave. W.). The University also proposes a height transition in the southwest corner of the existing campus in the area west of Ashton Hall where the height would be 37 ft. instead of 65 ft.

  The height measurement technique and the additional height allowed on sloped lots that are proposed by the University would be consistent with the methodologies authorized by Seattle's Land Use Code.

- ***width and depth limits*** – The University proposes building facade modulation or additional landscaped setbacks for buildings with facade widths greater than 60 feet that are located along public rights-of-way and adjacent to the proposed MIO boundaries.

- ***setbacks between structures*** -- The University proposes that when located adjacent to non-University-owned lots within or outside of the MIO district boundaries, a minimum side yard setback would be provided in areas with underlying residential zoning. University buildings with a frontage on a City through street right-of-way or at the edge of a MIO district boundary would provide a minimum setback between structures of 10 ft., provided that adjacent buildings may be linked with enclosed or covered areas for pedestrian circulation.

- ***preservation of historic structures*** – The University proposes preservation of historically significant features of Alexander and Peterson halls, unless damaged beyond reasonable repair by natural or man-made disaster.

- ***view corridors*** – The University proposes no formal view corridors. Views into The Loop area of lower campus from 3rd Ave. W. and views into the 5th Ave. Mall from W. Bertona St. would be maintained

- ***pedestrian circulation*** – The University indicates that campus pathways serving non-residential areas would remain accessible to the general public. Public access to walkways that serve campus residential areas may be restricted by the University. The University notes that pedestrian crossings of City arterial streets within or adjacent to the

University's proposed MIO boundaries would be at-grade at designated crosswalks. Grade-separated crossings of City streets would not be allowed without an amendment to the MIMP.

- ***parking*** (vehicle, bicycle) – The University proposes that the amount of vehicular parking that is proposed would be no less than the minimum requirements nor more than the maximum requirements allowed by City code. The University will provide bicycle parking in an amount that is at least equal to 10 percent of the maximum number of students and 5 percent of the number of employees that are present on-campus at peak hour; no maximum amount of parking is proposed.

A comparison of the proposed Development Standards with the corresponding City of Seattle Land Use Code standards is presented in Table 8.

Table 8
Comparison of Development Standards to Land Use Code

MIMP Development Standard	Relationship to Seattle Land Use and Zoning Code Standards
Zoning	Proposed underlying zoning designations would be consistent with City of Seattle zoning classifications.
Density	No density standards for L-1, L-2 or L-3 zones. Proposed FAR less than FAR limits in commercial zones in section 23.47.012.
Height Limits and Exceptions	Proposed height in MIO expansion areas higher than the 25-foot limit in L-I and L-2 zones (section 23.45.009), and lower than the 40-foot limit in commercial zones (section 23.47.012).
Building Setbacks	Proposed setback standards similar to Seattle zoning Code standards in section 23.45.096.
Lot Coverage	Proposed standard of 30 percent is more restrictive than the Seattle Zoning Code standard of 40 percent (section 23.45.010).
Landscaping	Proposed landscaping requirements similar to Seattle Zoning Code standards in section S 23.45.096. E and 23.45.098C. However, internal parking lot landscaping not proposed due to security concerns.
Open Space	Proposed standard provides significantly more open space than applicable underlying zoning standards in sections 23.45.016 and 23.45.058.
Transition in Height and Scale	No transition standards provided in the Zoning Code.
Width and Depth Limits	Proposed standards are similar to those contained in Seattle Zoning Code Standard 23.45.094, but have been modified to provide greater flexibility.
Setbacks between Structures	Proposed standards similar to Seattle Zoning Code standards in section 23.45.014.
Preservation of Historic Structures	Proposed preservation of historic structures would be consistent with SMC section 25.12.
Pedestrian Circulation	No pedestrian circulation standards provided in the Zoning Code.
Parking	All University parking would comply with applicable Seattle Zoning Code standards in Chapter 23.54.

Seattle Skybridge Procedures

Although the *Proposed Action* does not include any skybridges, one alternative – *Potential Pedestrian Bridges or Tunnels* – could include several grade separated pedestrian crossings of City streets. As depicted in Figure 14 (*Section II*), grade separated crossings could occur over W. Emerson St., W. Bertona St., W. Nickerson St. and/or 3rd Ave. W. These grade separated crossings would be considered *potential* development.

SMC Section 15.64 establishes procedures and criteria for authorization of pedestrian skybridges over and across City streets, alleys and other public places. The legislative intent associated with the code notes that "it is the intent of the City Council to limit the proliferation and adverse effects of skybridges." As such, proposed skybridges, in areas of the City outside of downtown, are evaluated in terms of *1)* how well they serve the public interest and *2)* their relationship to the cityscape.

Key factors considered by SEATRANS in making a recommendation to City Council include horizontal and vertical clearance, structural adequacy, potential conflict with utilities, street lighting or traffic control, view blockage, interruption or interference with existing streetscape, reduction of natural light, reduction of pedestrian activity at street level, the number of pedestrians projected to use the skybridge, effect on commerce and enjoyment of neighboring land use, availability of reasonable alternatives, effect on traffic and pedestrian safety, and accessibility for elderly and handicapped (SMC 15.64.050).

Discussion: The factors noted above would be considered by the City at the time of an application, or applicable factors in effect at that time. A proposal to provide a skybridge would require an amendment to the MIMP.

C. TRANSPORTATION, CIRCULATION and PARKING

The analysis of traffic impacts associated with the *Proposed Action* is conducted according to widely accepted procedures for development traffic impact review under the State Environmental Policy Act (SEPA). Traffic impacts are defined as the difference in traffic conditions that would occur with the proposed project, as compared with the conditions that would occur without the proposed project. This condition -- without the project -- is referred to as No-Action. The analysis conducted as part of this EIS focuses on the traffic impacts occurring during the peak afternoon commute periods, also known as the PM peak hour.

Affected Environment

The analysis of the Affected Environment provides a description of the current traffic conditions in the study area. The information is to be used as a common frame of reference to understand the relative impacts associated with the future development plans of Seattle Pacific University.

The study area was defined by previous master plans developed for SPU and confirmed with Seattle Department of Design, Construction and Land Use staff (DCLU). In general, the study area is bounded to the north by the Ship canal, to the east by the Fremont Bridge and Westlake Avenue, to the west by 15th Avenue and to the south along W Raye Street. The specific corridors of concern were those that surround the SPU campus, as well as the main roadways that are utilized by faculty, staff, and students to travel to and from the campus. The study area of this EIS is shown in Figure 19.

Roadway Network

The following list contains descriptions of the key roadways in the vicinity of the site.

- **W. Nickerson St.** is utilized by faculty/staff and commuter students to access the SPU campus. W. Nickerson St. is designated by the City of Seattle as a Principal Arterial. It is an east-west arterial that provides access to Ballard, Magnolia, Seattle, and the University District. W. Nickerson St. is a four-lane roadway with parking allowed on both sides of the street west of Fremont Ave. Sidewalks are located along the north and south sides of W Nickerson St. in the vicinity of the SPU campus.

- **3rd Ave. W.** is classified by the City of Seattle as a Minor Arterial. 3rd Ave. W. links upper Queen Anne with the SPU campus. It is a two-lane roadway with a posted speed limit of 30 mph. Parking is allowed intermittently on both sides of the street. Sidewalks are also provided on both sides of the street.

- **5th Ave. W.** is a local residential street near the SPU campus. 5th Ave. W. is a 2-lane roadway with a posted speed limit of 30 mph. Sidewalks are located on the east and west-side of the street.

- **W. Bertona Street** is designated as a Collector Arterial by the City of Seattle -- between 11th Ave. W. and 3rd Ave. W. The short segment of roadway between 3rd Ave. W. and W. Nickerson St. is classified as a Minor Arterial. W. Bertona St. is 2 lanes wide. The existing lane width is 11 feet, compared to the City's current standard of 12 feet. Traffic

LEGEND

- Existing Campus Major Institution Master Plan Boundary
- Traffic Signal
- Sbp Control on Minor Street Approach

Source: The TRANSPO Group

Huckell/Weinman Associates, Inc.

SeattlePacificUniversity

Figure 19

Study Area

G1

control is provided at the intersections of 3rd Ave. W. and W. Nickerson St. by means of stop signs. Sidewalks are located on the north and south sides of Bertona near the SPU campus.

- **W. Florentia St.** is designated as a Minor Arterial near the campus by the City of Seattle. W Florentia is a two-lane east-west roadway that provides access to the campus from W. Nickerson St. via 3rd Ave. W. The existing lane width is 9 feet -- 3 feet less then the City's current design standards for this type of street. Sidewalks are provided on the north and south sides of the street.

- **W. Dravus St.** is designated as a local access street by the City of Seattle. On W. Dravus St., east of the SPU parking garage access, sidewalks are provided along both sides of the street, with parking permitted on the south side of the street. West of the SPU parking garage, W. Dravus St. continues up the hill to intersect with 6th Ave. W. This latter section of W. Dravus St. is designated as two-way, but because of parking on the north-side of the street and limited roadway width, two-way travel often cannot be accommodated.

Existing Traffic Volumes

Existing (1998/1999) PM peak hour traffic volumes were obtained from manual turning movement counts conducted in early October, 1998 and January 1999 while SPU classes were in session. The PM peak hour traffic volumes at the study area intersections are shown in Figure 20.

In addition to the PM peak hour turning movements at the study area intersections, 24-hour volumes were collected on three roadways in the vicinity of the campus. Specifically, information for a 24-hour weekday period was collected at the following locations;

- 3rd Ave. W., south of W. Barrett St.
- 5th Ave. W., south of W. Barrett St.
- 6th Ave. W., south of W. Emerson St.

The information at these three locations, as well as information from the City of Seattle, was used to estimate average weekday traffic (AWDT) volumes on other roadways in the vicinity of the campus. Based on review of the available count information, on W Nickerson St. the PM peak hour was estimated to be 8 percent of the AWDT. On the local streets around the campus, the 24-hour counts recently conducted showed that the PM peak hour was approximately 9 percent of the AWDT. Figure 20 also summarizes the existing AWDT volumes along the roadways near the campus.

Existing SPU Traffic Characteristics

Commuter Student and Staff Distribution

In order to assess and determine the origins and destinations of the major campus vehicle trip generators, zip code information pertaining to the residences of both the faculty/staff as well as commuter students was obtained through the University. Table 9 was developed based on review of the information provided by SPU. The zip code information is 1997/1998 information

Huckell/Weinman Associates, Inc.

Seattle Pacific University

Figure 20

Existing Traffic Volumes Daily & PM Peak Hour

G2

from SPU's Office of Registration. The campus wide distribution, including both faculty/staff as well as commuter students, is based on a weighted average. The weighted average is based on the number of students as well as the number of faculty/staff that live in the below mentioned areas. The weighted average is defined from the proportional contribution of peak hour trips. This information was used in distributing the university-related trips associated with the increase in the university population.

Table 9
Existing Distribution of Staff and Students

Residence	Faculty/Staff	Students[1]	Weighted Average
Queen Anne	16%	16%	16%
Magnolia	4%	1%	1%
North – King County	23%	21%	21%
North – Snohomish County	9%	14%	13%
Eastside	10%	12%	12%
South- Seattle	14%	7%	9%
South – Kent, Federal Way	7%	13%	12%
West – Kitsap County	3%	2%	2%
Northwest – Ballard/Shilshole Bay	10%	5%	6%
Renton/Tukwilla/Auburn	3%	3%	4%
East of I-5 – Seatte	1%	6%	4%

1. Students living in residence halls were excluded from the survey.
Source: Seattle Pacific University

As shown in Table 9, approximately 34 percent of the students and staff commute from the north, approximately 25 percent commute from the south, and 16 percent commute from the Eastside or the U-District. The remaining 25 percent commute from the Queen Anne, Ballard, or Magnolia areas. Since the student population constitutes a larger percentage of the total university population, the distributions above are more heavily weighted towards the student component.

Commute Mode Splits

In order to further understand the travel patterns associated with the SPU campus, a survey was conducted by TDA, Inc. which collected information regarding the existing mode/split information for both faculty/staff and students[1]. The commute modes for faculty/staff and commuter students as indicated by the surveys are summarized in Table 10.

Table 10
Existing Commute Mode Split

Travel Mode	Faculty/Staff	Commuter Students[1]
Drive Alone (SOV)	70%	63%
Carpool (HOV)	11%	4%
Bus	5%	12%
Walk	8%	18%
Bicycle	–	1%
Other	6%	2%

1. Commuter students refer to those students who are living "off-campus".
..Source – TDA, Inc, 1998

The results of the 1998 study reflect a slight increase in the percentage of SOV travel from the previous survey conducted for the 1990 SPU Master Plan. The drive-alone rate for faculty/staff includes all employees and probably represents a conservative (high) rate. Based on the number of employees, Seattle Pacific University is required to adopt a City-approved Commute Trip Reduction Plan (CTR). One aspect of the CTR plan requires that SPU complete annual surveys as part of the State Mandated Commute Trip Reduction Act. Those surveys are conducted in the fall. The last survey for which information has been processed (October 1998) indicated that approximately 58% of the employees drove alone. The March 1998 survey indicates a higher drive alone rate than the CTR survey which may have to do with better weather (8% more biked and walked in the fall survey results) and/or employees that are excluded from the CTR survey due to work schedules outside peak hours[2]. For purposes of disclosing worst potential impacts of the project, the higher drive alone rate is used in this analysis[3]. This information is used in developing an existing trip generation rate as well as estimating the future trip generation and parking requirements for each of the development alternatives.

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1 Survey conducted by TDA, March 1998. Employee response rate of 71% was achieved. Sixty-three percent of students registered for class on survey day were captured in intercept survey.

2 The CTR survey applies only to faculty and staff. In the October 1998 CTR survey the following modes for affected employees were indicated: 59% SOV, 16% carpool, 7% transit, 13% walk, 2% bike and 3% other.

3 While worst case analysis is very appropriate for environmental impact analysis, it is quite possible that the actual drive alone rate may be lower (as indicated in the University's most recent CTR survey) and, therefore, result in fewer transportation-related impacts than those estimated in conjunction with the worst case analysis in this FEIS.

Existing Trip Rate

Specific traffic-related impacts of a project are based on analysis of the impacts during the peak hour of area traffic. Typically, as is also the case in the study area, traffic volumes are highest during the time period when office workers are heading home. The cumulative traffic, which results from work-related (non-discretionary) trips are concentrated within the evening commute hour. By studying traffic operations during the peak hour, a worst case scenario is analyzed. It can be assumed that, barring any large special events or other unusual circumstances, by analyzing traffic operations during the PM peak hour traffic operations at any other time will be better. In order to forecast traffic impacts during the PM peak hour, a PM peak hour trip rate for the main population components of the University was developed that is specific for SPU. To disclose daily traffic volumes, the daily trip rate for Colleges and Universities provided by the Institute of Transportation Engineers (ITE) in the *Trip Generation Manual*[4] was applied. This rate (which includes trips associated with faculty/staff, visitors and other University-related trips), is 2.38 trips per student[5]. The following is a description of the methodology that was used to calculate the PM trip rate for each of the University's main population components.

- **Faculty/Staff.** The faculty/staff were surveyed via a campus-wide mailing. A response rate of 71 percent was achieved. Based on the responses to this survey, the travel modes and patterns of the faculty and staff were used to determine the number of faculty/staff entering/exiting the campus during the peak hour beginning at 5:00 PM. The information suggests a PM peak hour vehicle rate of 0.38 trips per faculty/staff with 3 percent entering and 97 percent exiting during the PM peak hour.

- **Resident Students.** The resident student component includes undergraduate students living on-campus in the resident halls as well as the graduate and married students living in married student housing on-campus. A trip rate was calculated based on traffic counts conducted at the residence hall driveways, as well as survey information regarding car ownership. The results of the survey are summarized in Table 11.

Table 11
Survey Results for Resident Car Ownership

Residence	No	Yes
Dorm	61%	39%
University Apartment	40%	60%
University House	16%	84%

4 ITE, Trip Generation Manual, 6th Edition, 1997.
5 The ITE PM peak hour rate for colleges and universities is 0.21 trips per student.

The car ownership percentage and residence hall parking trip rate results in a vehicle rate of 0.14 PM peak hour trips per resident student with 55 percent entering and 45 percent exiting during the PM peak hour.

- **Commuter Students.** Information was received from the University registrar regarding commuter student class schedules. Specifically, the number of students that had classes ending or starting between 5:00 and 6:00 PM, that didn't have class before that, were considered to be arriving or departing the university during that peak hour. Also, those students who had classes that ended between 4:00 PM and 6:00 PM were assumed to leave campus during the peak hour. This methodology provides a conservative/worst-case estimate of the commuter student vehicle trip generation as some students may stay after their class or arrive before classes to study and/or socialize. Commute mode information was applied to the arrival and departure rates which results in a vehicle rate of 0.13 trips per commuter student with 79 percent entering and 21 percent exiting during the PM peak hour.

- **Visitors.** During the intercept survey conducted from 7:00 AM. to 8:00 PM on March 11, 1998 all people passing through four high pedestrian campus locations were interviewed. The survey included any visitors who were intercepted. Over 1,400 surveys were conducted (no respondents were interviewed twice). The results of the survey showed that visitors constituted less than three percent of the population surveyed. Of the visitors surveyed approximately one-half said that they would depart or did arrive during the PM peak hour. Because the visitor component is difficult to identify campus-wide, a conservative (high) rate equal to 3 percent of the total new projected vehicle trip generation was assumed. For example, for every 100 new trips related to students and employees during the peak hour three new visitor trips are also assumed.

Traffic Operations

A level of service analysis was conducted at the study area intersections in order to evaluate for the 1998/1999 PM peak hour, existing conditions. The intersection operations were evaluated using methods described in the *Highway Capacity Manual*[6]. The analysis produces a level of service (LOS) ranging from LOS A, which represent free-flowing conditions, to LOS F, which results in extreme congestion and long delays. Table 12 summarizes the results of the analysis.

As shown in Table 12, two signalized study area intersections operate at LOS C or better, while the intersection of 3rd Ave. N./W. Florentia St./W. Nickerson St. is currently operating at LOS D. All movements at the unsignalized intersections of W. Bertona St./W. Nickerson St. and 3rd Ave. N./W. Bertona St. are currently operating at LOS C or better. At the intersection of 6th Ave. W./W. Nickerson St. as well as Queen Anne Ave./W. Nickerson St., the northbound and southbound approaches are operating at LOS F. All other movements at these two intersection operate at LOS B or better.

The analysis showed that the eastbound approach at the intersection of 3rd Ave. W./W. Bertona St. is currently operating at LOS B with 6.6 seconds of delay. In calculating the delay at this

[6] National Research Council, 1994.

intersection, current methodology does not account for added delay associated with queuing that may occur on the destination street, prohibiting the vehicle to make the turn. Observations at the 3rd Ave. W./W. Nickerson St. intersection show that because of the close proximity of the 3rd Ave. W./W. Nickerson St. intersection, northbound queuing during the peak hours on 3rd Ave. W. from the W. Nickerson St. signal, may interfere with vehicles on W. Bertona St. making a left-turn onto 3rd Ave. W. or continuing through the intersection to W. Nickerson St. In conjunction with the PM peak hour turning movement counts, the northbound queues were observed at the intersection. The queuing showed that of the 65 signal cycles observed, vehicles blocked the intersection during six cycles. This is not to say that the queuing would not extend beyond the intersection. In fact, based on the observations, the 95th percentile queue is 200 feet. As such, the queues are not expected to exceed 200 feet for 5 percent of the time during the PM peak hour. The fact that the intersection was not blocked more often, showed that drivers were allowing gaps for vehicles to make that left-turn or go through the intersection.

Table 12
Existing Conditions Level of Service Summary
PM Peak Hour

	LOS[1]	Delay[2]	V/C[3]
Signalized Intersection			
Fremont Ave./W. Nickerson St.	C	24.1	0.84
3rd Ave. N. /W. Florentia/W. Nickerson St.	D	28.4	0.84
3rd Ave. W. /W. Nickerson St.	B	13.3	0.53
Unsignalized Intersection			
W Bertona St./W. Nickerson St.			
Northbound right-turn	B	7.9	
3rd Ave. W./W. Dravus St.			
Northbound left-turn	A	2.9	
Southbound left-turn	A	2.6	
Westbound approach	B	5.6	
Eastbound approach	B	7.4	
3rd Ave W./W. Bertona St.			
Northbound left-turn	A	3.3	
Southbound left-turn	A	2.7	
Eastbound approach	B	6.6	
6th Ave W./W. Nickerson St.			
Northbound approach	F	52.4	
Southbound approach	E	34.3	
Eastbound left-turn	B	6.9	
Westbound left-turn	A	4.9	
6th Ave. W. /W. Bertona St.			
Northbound approach	A	3.8	
Southbound approach	A	4.5	
Eastbound left-turn	A	2.4	
Westbound left-turn	A	2.4	
Queen Anne Ave. /W. Nickerson St.			
Northbound approach	F	49.6	
Southbound approach	F	110.3	
Eastbound left-turn	B	8.3	
Westbound left-turn	B	6.7	

1. *Level of Service.*
2. *Average seconds of delay per vehicle.*
3. *Volume to capacity ratio.*

The City of Seattle's *Comprehensive Plan* (op cit) defines level of service in terms of travel operations on roadway arterials. The *Comprehensive Plan* does not define a level of service standard for individual intersections. The City's standards focus instead on characteristics of the transportation system as a whole. Specifically, the City defines arterial levels of service to be the v/c ratio at designated screenlines, each of which encompasses one or more arterial routes. The standard measures the PM peak hour directional traffic volumes on the arterials crossing each screenline to calculate the level of service at that particular screenline. The

performance of the transportation system based on the screenline standards is included in the *Transportation Concurrency* section of this FEIS.

Existing Transit Service

King County Metro currently operates four routes that service the SPU campus. Routes 13, 17, 31 and 44 are described in more detail in Table 13.

Table 13
Existing METRO Transit Service to SPU

Route #	Destinations	Arterial[1]	Weekday Headways		Service Days
			Mid-day Peak	PM Peak	
13	Queen Anne Hill/ Downtown Seattle	W Nickerson St/ W Bertona St	30 min	15-20 min	Mon–Sun
17	Loyal Heights/Ballard/ SPU/Downtown Seattle	W Nickerson St	30 min	25-30 min	Mon–Sun
31	Magnolia/Fremont/U District	W Nickerson St	30 min	30 min	Mon–Sat
44	Loyal Heights/Ballard/ Magnolia/Downtown Seattle	W Nickerson St	15 min	10–15 min	Mon–Sun

1. Closest arterial to SPU that the route travels along.

As shown above, routes 13, 17, 31, and 44 all operate with 30 minute or better headways during the mid-day peak hour. A route headway describes the frequency at which the bus services a particular stop. During the PM peak hour, the headways range from 15-30 minute depending on the time and route number.

There are several bus zones in and around the campus that serve the student and employee populations. The key stops are located along 3rd Ave. W., W. Nickerson St., and on the north side of W. Cremona St. just east of 3rd Ave. W.

Traffic Safety

Historical accident data for the period from January 1, 1994 through December 31, 1996 was obtained from the City of Seattle. In addition to the study area intersections, traffic safety along main corridors around SPU were analyzed. Since the streets are narrow in the area and on-street parking is allowed, the corridor analysis will focus primarily on midblock accidents, unless an intersection has a high occurrence of accidents. Specifically, the following four corridors were analyzed:

- 6th Ave. W. – from W. Dravus St. to W. Bertona St.;
- 3rd Ave W. – from W. Dravus St. to W. Nickerson St.;
- W. Bertona St. – from W. Emerson St. to 3rd Ave. W.; and
- W. Dravus St. – from 6th Ave. W. to 3rd Ave. W.

The accidents reported at the study area intersections and designated corridors are summarized below in Table 14.

Table 14
Summary of Traffic Safety In and Around the Vicinity of the SPU Campus from January 1, 1994 to December 31, 1996

Location	Number of Accidents 1994	1995	1996	Annual Average	Three Year Totals Fatalities	Injuries	PDO[1]
Signalized Intersections							
W Nickerson St/Westlake Ave N	2	6	7	5.0	0	4	11
W Nickerson St/3rd Ave W	6	4	1	3.7	1	8	2
Unsignalized Intersections							
W Bertona/3rd Ave W	1	2	1	1.3	0	2	2
W Nickerson St/Queen Ann Ave	1	2	1	1.3	0	1	3
W Nickerson/6th Ave	1	1	1	1.0	0	1	2
Roadway Segments							
6th Ave W-From Dravus St to Bertona St	1	0	1	0.7	0	0	2
3rd Ave W–From Dravus St to Nickerson St	1	2	4	2.3	0	2	5
Bertona St–From Emerson St to 3rd Ave W	1	2	2	1.7	0	1	4
Bertona St–From 6th Ave W to Emerson St.	2	0	0	0.7	0	2	0
Dravus St–From 6th Ave W to 3rd Ave W	0	0	0	0	0	0	0

1. *PDO = Accidents involving damage to property only.*

The City of Seattle engineering department has established a set of criterion for determining whether or not an intersection is considered a "High Accident Location (HAL)". In order for an intersection to be classified as a HAL, the number of accidents at signalized intersections must exceed an annual average of 10 accidents, while at unsignalized intersections, the annual average number of accidents must exceed five per year. The City has not, however, developed criteria for roadway segments.

Based on the information shown in Table 14, no signalized or unsignalized intersections would be classified as a "High Accident Location" based on the City's standards. No intersection or corridor has exceeded an average of 5 accidents per year.

Pedestrian Facilities and Circulation

An extensive walkway system provides connections throughout the campus. The 5th Ave. Mall (vacated 5th Ave.) provides a north/south connection that marks the separation between upper and lower campus. Currently, pedestrian circulation between upper and lower campus is somewhat impeded by Watson and Marston Halls, causing pedestrians to either go through Marston Hall or go around the halls to get from upper to lower campus (see figures 3 and 10, *Section II* of this FEIS).

High pedestrian volumes cross several City streets that bisect or surround the campus. A high volume of pedestrians cross W. Bertona St. between 3rd Ave. W. and 5th Ave. W. These are primarily students traveling between classes north of W. Bertona St. (at McKenna Hall, Miller Science Learning Center (MSLC) and Royal Brougham Pavilion (refer to Figure 3) and the main campus. In pedestrian counts that were conducted in March 1998, over 1,400 pedestrians crossed this section of W. Bertona St. within a two hour period.[7] There are also heavy pedestrian volumes at the following crossing locations:

- 3rd Ave. W. -- between the campus and the First Free Methodist Church where daily chapel services are held;
- W. Nickerson St. -- at the pedestrian signal at 3rd Ave. W. to reach MSLC and Royal Brougham Pavilion;
- 6th Ave. W. -- to reach Hill Hall; and
- W. Dravus St. in the vicinity of 5th Ave. W. where a new crosswalk has been provided to reach Ashton Hall.

Sidewalks are provided on all major streets that provide access to the campus.

7. The number of pedestrians crossing Bertona in this section was counted on March 4, 1998 from 11:00 a.m. to 1:00 p.m. During this time a total of 1,425 pedestrians crossed. The crossings took place all throughout the block, 421 crossing from Green Hall west, 1004 from Tiffany Hall East.

Campus Parking

There are currently approximately 1,040 parking spaces serving the University population, including about 90 located outside the existing MIO District boundary. These spaces serve faculty, staff, resident students, commuter students and campus visitors. The current cost for parking in these spaces is $15 per quarter for faculty and staff and $20 per quarter for resident and commuter students. In addition, parking is available on many of the streets that run through and near the campus.

In January of 1998, utilization of campus parking lots and on-street parking in an area roughly bounded by Queen Anne Avenue North, West Newell Street, West Ewing Street and Conkling Place West was measured. Results indicated that peak utilization of on-campus parking spaces occurred between 1:00 and 2:00 PM when 75 percent of the campus parking spaces were utilized. At that same time period, 64 percent of the on-street parking spaces in the study area were utilized. Based on estimated peak demand, it was determined that approximately 50 to 60 percent of the utilized on-street parking in the study area was believed to be associated with University-related parking demand.

Based on fall 1998 populations, the SPU peak parking demand was estimated to be approximately 1,347. The peak demand exceeded off-street supply by approximately 300 spaces. Because some of the on-street parking in the immediate vicinity of the school is often unused by non-university related residents and available to the general public (except RPZ spaces described earlier) many university related vehicles opt to park on street either as a matter of convenience or as a cost savings for those who do not purchase permits. Since off-street parking is often not fully utilized, not even during peak periods of demand, it can be assumed that more than 300 university related vehicles park on the street in the vicinity during the peak period.

Transportation Management Program

As part of the University's existing MIMP, Seattle Pacific University currently provides several programs designed to reduce the number of single occupant vehicles (SOVs) driving to campus. With a series of incentives (i.e., transit subsidies and preferential parking) and disincentives (i.e., parking fees) the University has reduced the number of vehicles that would otherwise come to campus. The current adopted plan includes a goal to reduce employee SOV rates to 50 percent or less. The current TMP includes the following elements:

1. Provision of a Transportation Coordinator
2. Periodic Promotional Events
3. Provision of a Commuter Information Center
4. Ridematch Opportunities
5. Annual Program Performance Reports
6. Provision of a shuttle service for the School of Health Sciences providing service between SPU and affiliated hospitals on First Hill and Capitol Hill.
7. Consolidation of TMP activities such as transit passes, ridematching assistance and parking information to one location.
8. Ridematch assistance through provision of a centrally located bulletin board and manually matching through the Transportation Coordinator.

9. Provision of a 50% subsidy for transit passes to students and employees.[8]
10. Vanpool fare subsidy equivalent to the transit pass subsidy.
11. Provision of monthly transit bus passes which are made available for loan to students.
12. SOV parking rates gradually increased so as not to increase on-street parking.
13. Discounted parking rates for non-SOV vehicles with free parking for carpools of three or more and stepped rate for carpools of two.
14. Preferential parking for carpools.
15. A bicycle needs study was required and has since been conducted which resulted in the provision of additional bicycle racks.
16. Continued promotion of off-street parking to students and employees as well as support of any RPZ that might be adopted.
17. Registration of vehicles of all students and faculty who bring cars to campus and assignment to off-street parking as parking facilities are constructed.

In addition, because of the number of employees at Seattle Pacific University, the University is required to adopt a City-approved Commute Trip Reduction Plan (CTR). The goals of the plan include: *1)* reduce SOV rates or vehicle miles traveled by 25 percent by 1999; and *2)* reduce SOV rates or vehicle miles traveled by 35 percent by 2005.

Residential Parking Zones

Residential Parking Zones (RPZs) have been instituted along several City streets in the vicinity of the SPU campus. The RPZ program is administered by the City of Seattle[9] and is developed to help ease parking congestion in residential neighborhoods. For nonresidents, parking is restricted to a maximum of two hours at a time. Residents are issued a permit for the RPZ zone and do not have time limitations for parking in the RPZ. In order to establish an RPZ, 75 percent of the on-street parking spaces need to be utilized for eight hours and at least 25 percent of the cars must belong to non-residents. Additionally, signatures must be gathered from at least 60 percent of the households within the affected area. Seattle Pacific University pays the City's administrative costs associated with administering the program in the vicinity of the campus. The following is list of RPZ's that are currently located near the SPU campus:

- South-side of W. Cremona St. – between 7th Ave. W. and 8th Ave. W.;
- South-side of W. Dravus St. – between Humes Pl. and 3rd Ave. W.;
- East and west-side of 4th Ave. W. – between Humes Pl. and W. Dravus St.;
- East-side of Humes Pl. – between W. Dravus St. and W. Barrett St.; and
- North-side of W. Barrett St. – between 3rd Ave. W. and 4th Ave. W.

Significant Impacts of the Proposed Action

This section analyzes the potential transportation-related impacts of the *planned* and *potential* developments that are included in SPU's proposed Final MIMP. Planned projects are more definite than the potential projects and have a strong likelihood of occurring between 2000 and 2005. Potential projects are less defined and likely to occur between 2005 and 2015.

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[8] The actual subsidy provided currently is more for faculty and staff (100%) and less for students though some fully subsidized passes provided. The 100% transit subsidy for faculty and staff is not a required element of the current TMP, but has been implemented early as a trial program and is being proposed as a permanent incentive in the new TMP.

[9] SEATRAN, Seattle's Transportation department.

Planned Development

Project Trip Generation

The number of vehicular trips that are generated by the University is not expected to increase as a result of the *planned* project. The new Science Building will replace some existing academic space and eliminate deficits that limit current science programs, but is not required to accommodate the projected enrollment growth through 2005. As such, no additional trips have been assigned to the area street system as a direct result of this project.

Forecasted Traffic Volumes

The 2005 *No Action* traffic volumes forecasts were developed by combining traffic volumes associated with general background growth, pipeline projects identified by DCLU, two on-campus projects, and projected increases in student enrollment. The following describes each of these elements.

1. Background Growth -- In order to account for the general growth in the background traffic in the area, an annual compounding one percent growth rate was applied to the 1998 or 1999 traffic volumes. The one percent growth rate was based on discussions with DCLU staff as well as review of historical traffic volumes in the area. A three year history of automatic tube counts conducted on the Fremont Bridge were consulted to verify this rate. Counts conducted on the Fremont Bridge occur once a month. Based on the series of counts conducted on the bridge, the annual average increase in traffic on the Fremont Bridge was slightly less than one percent.

2. Pipeline Projects -- Pipeline projects are projects in the area that are expected to be constructed and will add additional traffic to the area street system. Based on discussions with DCLU staff, two projects were included in the 2005 and 2015 *No Action* conditions -- the Quadrant Lake Union Center development and the N. Pacific mixed use development. Each is located north of the ship canal, and vehicle trips associated with each are expected to travel eastbound and westbound on W Nickerson St. Any additional projects should be accommodated by the one percent growth rate already described.

3. Gwinn Commons -- Gwinn Commons is an SPU project that involves major renovation and an addition of approximately 16,255 sq.ft. to the University's existing food service facility (Figure 3, #3). The changes include a 7,000 sq.ft. renovation of the 1st floor, a 4,315 sq.ft. addition to the 2nd floor, and the addition of a new 11,940 sq.ft. 3rd floor. Additions to the 2nd and 3rd floors are intended to provide additional dining and meeting space. The additional meeting place will replace the use of existing meeting place on campus that is inadequate because of location and condition. Construction associated with this renovation and addition is expected to occur in 1999.

   The renovated dining hall is not expected to create any additional vehicle trips during the PM peak hour. The dining facility serves campus residents and will enable more students to eat at one time. The additional meeting space would replace existing meeting space on-campus that is inadequate because of location and condition.

4. W. Emerson St. Residence Hall & Parking Garage -- A residence hall of approximately 95,300 sq.ft. (designed to accommodate 320 students) and a parking garage located beneath the residence hall with parking for 139 vehicles is proposed as an amendment in the current MIMP for a one-half block area north of W. Emerson St. and east of 6th Ave. W. Construction is expected to occur in 1999 - 2000.

   Traffic generated by the residence hall was assigned to the area street system and has been accounted for in the 2005 background traffic volumes.

5. Trip Reduction for Improved TMP – Modifications to the TMP are anticipated to reduce the parking and trip generation rate, particularly for faculty and staff. Specifically, the goal is to reduce the SOV rate for commuter students and faculty and staff to 50%. While some reduction is anticipated the actual amount of reduction for any given year is difficult to project. The purpose of this analysis is to analyze a worst case scenario. As such, no reduction if SOV rate was assumed in this analysis. It should be noted that actual project trip generation is assumed to be lower than is represented in this analysis as a result of the improved TMP.

6. Student Enrollment -- The university has indicated that it currently has the capacity to accommodate the enrollment projections for 2005. Because this growth will occur with or without the planned projects, the additional traffic generated by the increase in students and faculty/staff has been accounted for in the 2005 *No Action* volumes. Table 15 summarizes the population growth for the University that is projected for 2005. A column showing estimated trips based on 1998 population components is also provided for comparison.

Table 15
2005 Trip Generation Based on Growth in University Population
PM Peak Hour

Population Component	Rate	Increase in Population[1]	In (2005)	Out (2005)	Total Estimated Trips (2005)	Estimated Current Trips (Autumn 1998)
Resident Students	0.14	288	23	19	42	208
Commuter Students	0.13	552	55	14	69	246
Faculty/Staff	0.38	51	0	19	19	162
Visitor	0.10	N/A	2	2	4	19
Total			***80***	***54***	***134***	***635***

1. *Specific information regarding the university populations is located in Section III D.* of this FEIS.

As shown in Table 15, the projected growth in the university population is expected to generate 134[10] new PM peak hour rate. Based on the *ITE Trip Generation Manual's* daily trip rate for universities and four-year colleges (2.38 trips per student), the increased population would generate 2,000 additional daily trips[11].

Trip Distribution and Assignment

As discussed previously, the distribution of campus-related trips was based on zip code information obtained for the faculty, staff and students of SPU. Figure 21 summarizes the results of the existing zip code information from the University. In order to assign the trips to the local street system, the existing utilization of the SPU parking lots was reviewed to determine where capacity exists now and based on the University's plans, what changes may occur in the future. Figure 22 shows the distribution of University-related trips to the individual parking lots. The assignment of trips is included in Figure 23.

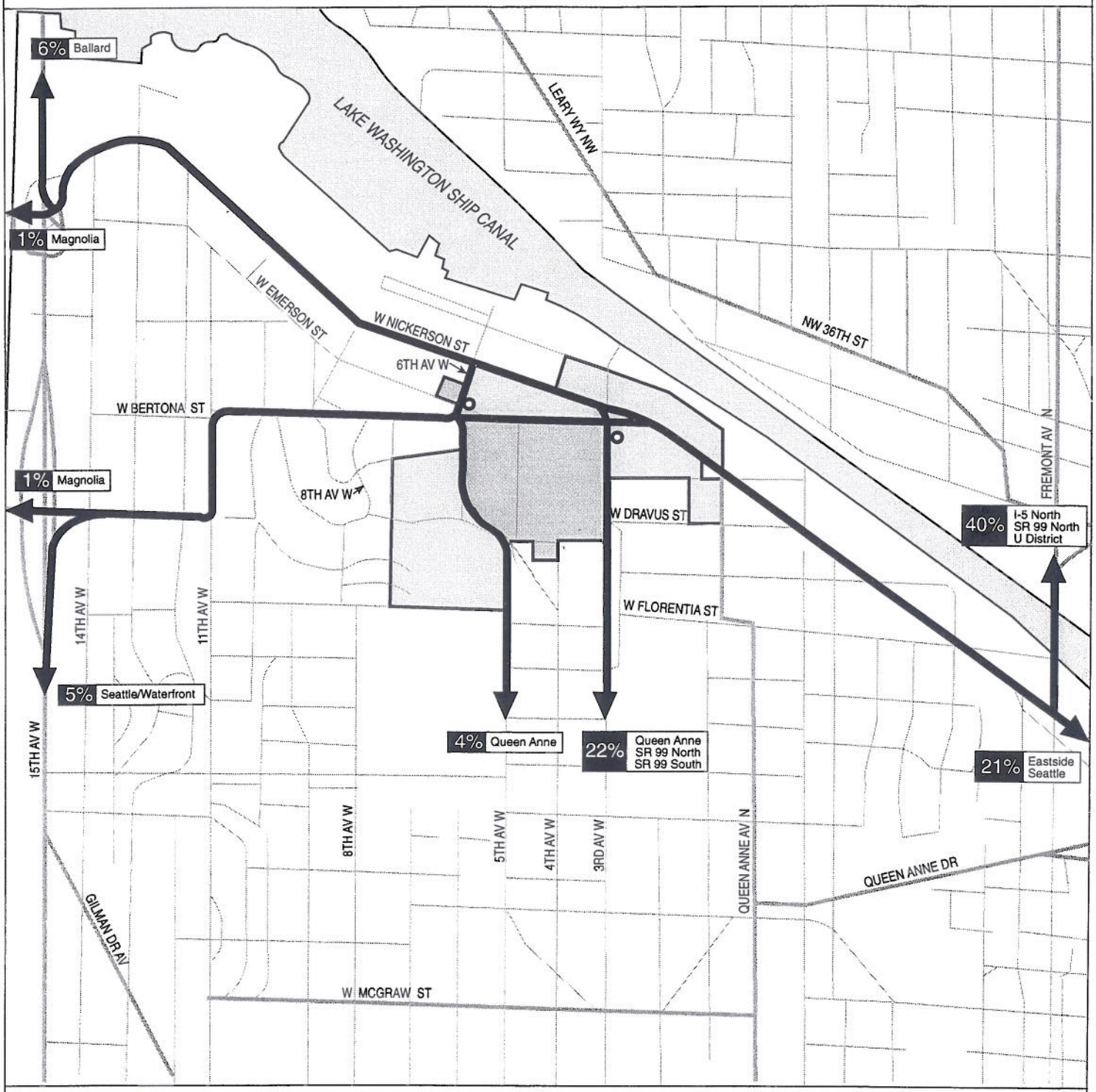
Since the 2005 planned projects will not generate any additional campus-related vehicle trips, the traffic volumes for the 2005 Planned Developments are the same as the 2005 No Action and have been included in Figure 24.

Potential improvements could include modifications to the 6th Avenue/W. Nickerson Street intersection. More information regarding the specific improvements is included in the Mitigation section of this report. With the improvement, there could potentially be a shift in current travel patterns through the area. Specifically vehicles currently using Bertona Street between 6th Avenue and 3rd Avenue to access W. Nickerson Street may opt to access W Nickerson Street via 6th Avenue. The separation of the left and right turning vehicles would improve the level of service for the right-turning vehicles. Since our trip assignment does not include this potential shift in traffic, the analysis conducted for Bertona and 3rd Avenue W provides conservative (worst-case) results.

Motorized and Non-Motorized System Improvements

Based on review of the City of Seattle's 1999-2004 Transportation Improvement Program, no major motorized or non-motorized improvements are currently planned near the SPU campus. As part of the annual maintenance programs, the City of Seattle performs spot improvements at intersections, roadways, and pedestrian facilities. The budget for the majority of these improvements is limited such that no major redesign or improvement could take place. The spot improvements mainly focus on safety issues (e.g., pot holes in roadways, signal timings, or significant defects in sidewalks or bike paths) and do not contribute to increased capacity. Since no major improvements were identified for the 2005 horizon year, the existing roadway geometries were used for the evaluation of the 2005 Planned Developments.

[10] Trip rates have been rounded. The number of new trips cannot be directly calculated from the trip rates shown in the table.
[11] ITE gives an overall rate, which is not broken down by population but relates to the total number of students enrolled.



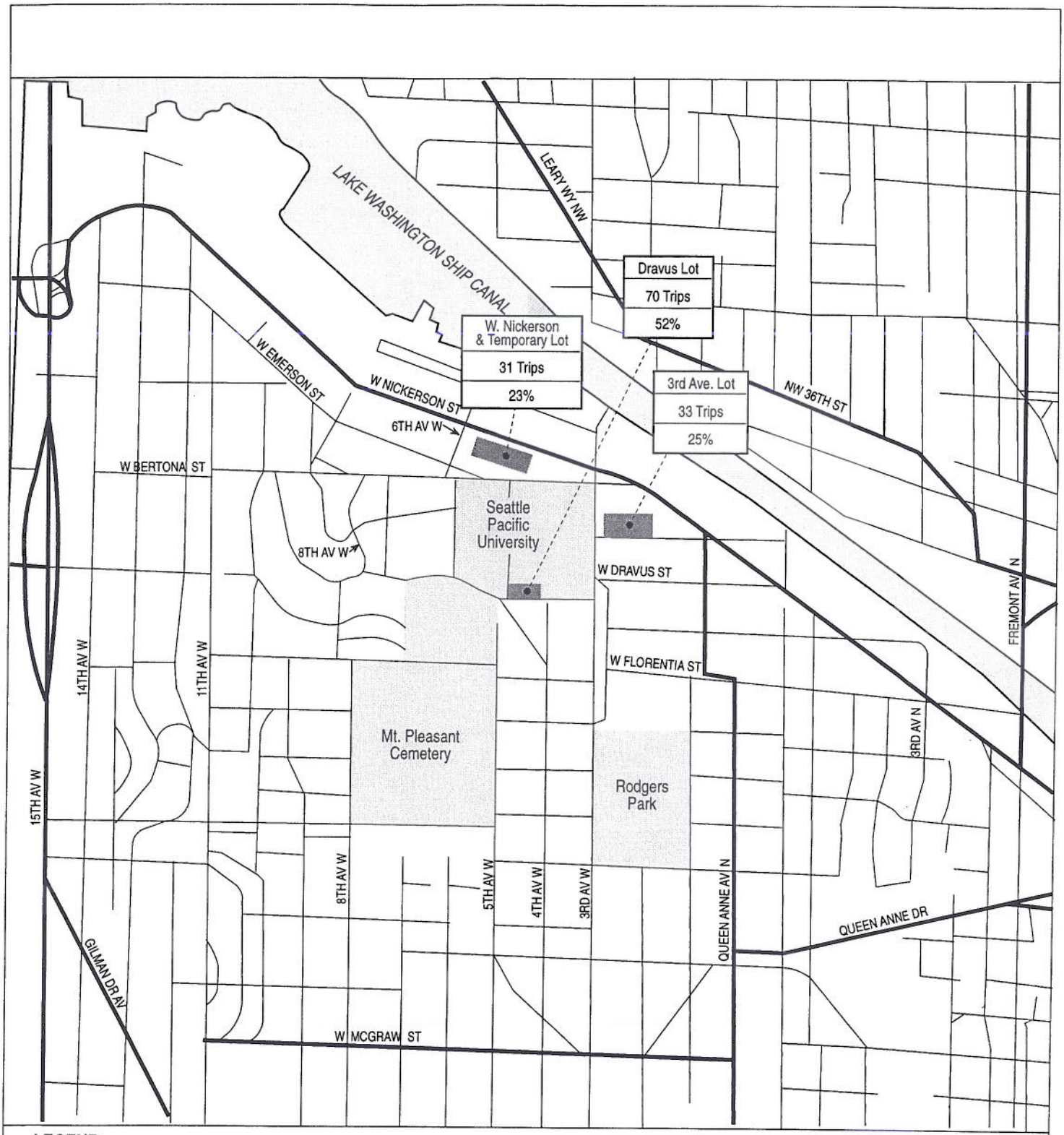
LEGEND

Existing Campus Major Institution Master Plan Boundary

X% Distribution of University-related trips

Source: The TRANSPO Group

Huckell/Weinman Associates, Inc.	SeattlePacificUniversity	Figure 21 **Distribution of University-related Trips** G3



LEGEND

Lot Name
Trips Assigned
% of Total Demand

Source: The TRANSPO Group

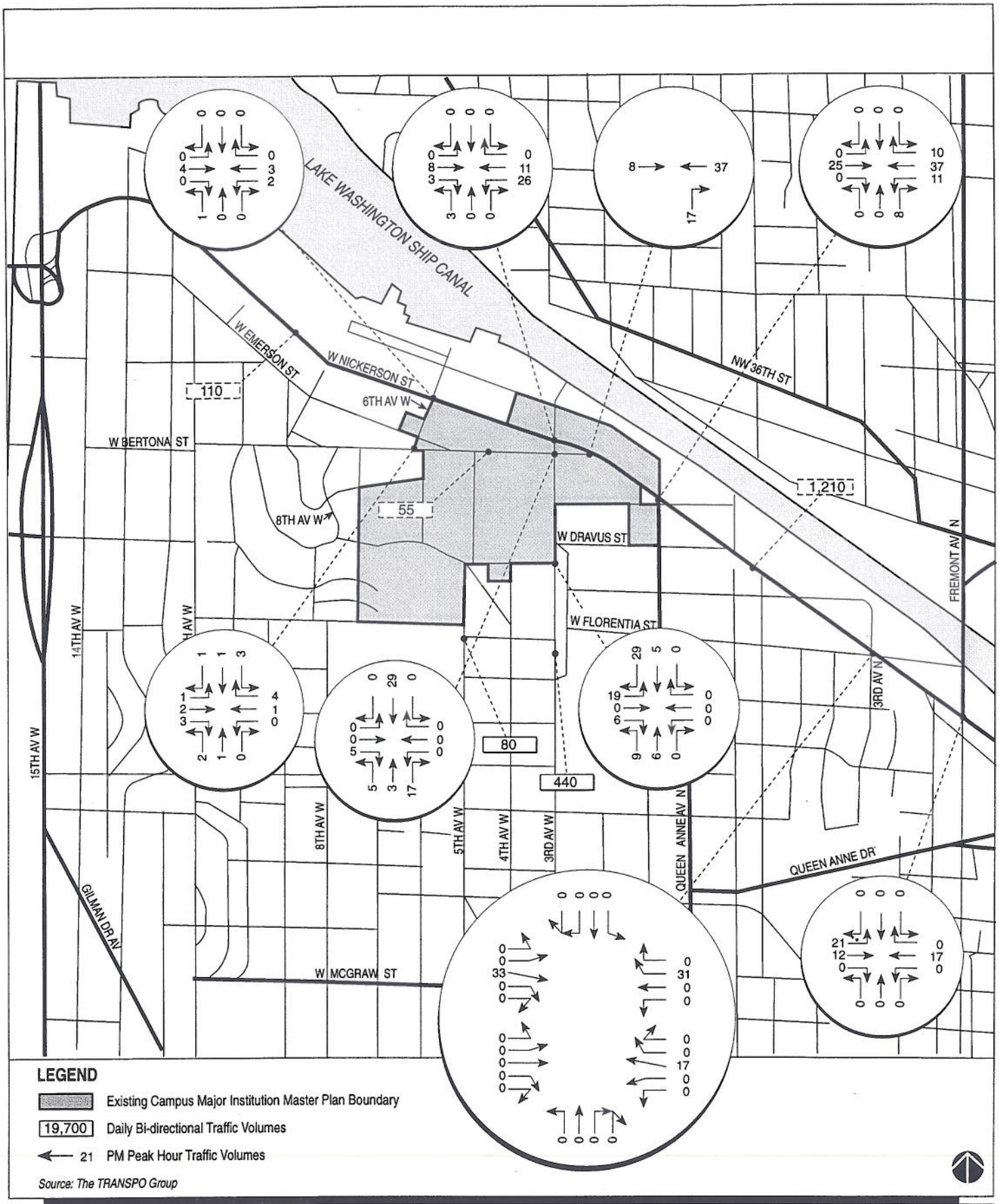
Huckell/Weinman Associates, Inc.

SeattlePacificUniversity

Figure 22

2005 Trip Distribution/Parking Lot Assignment Characteristics

G4



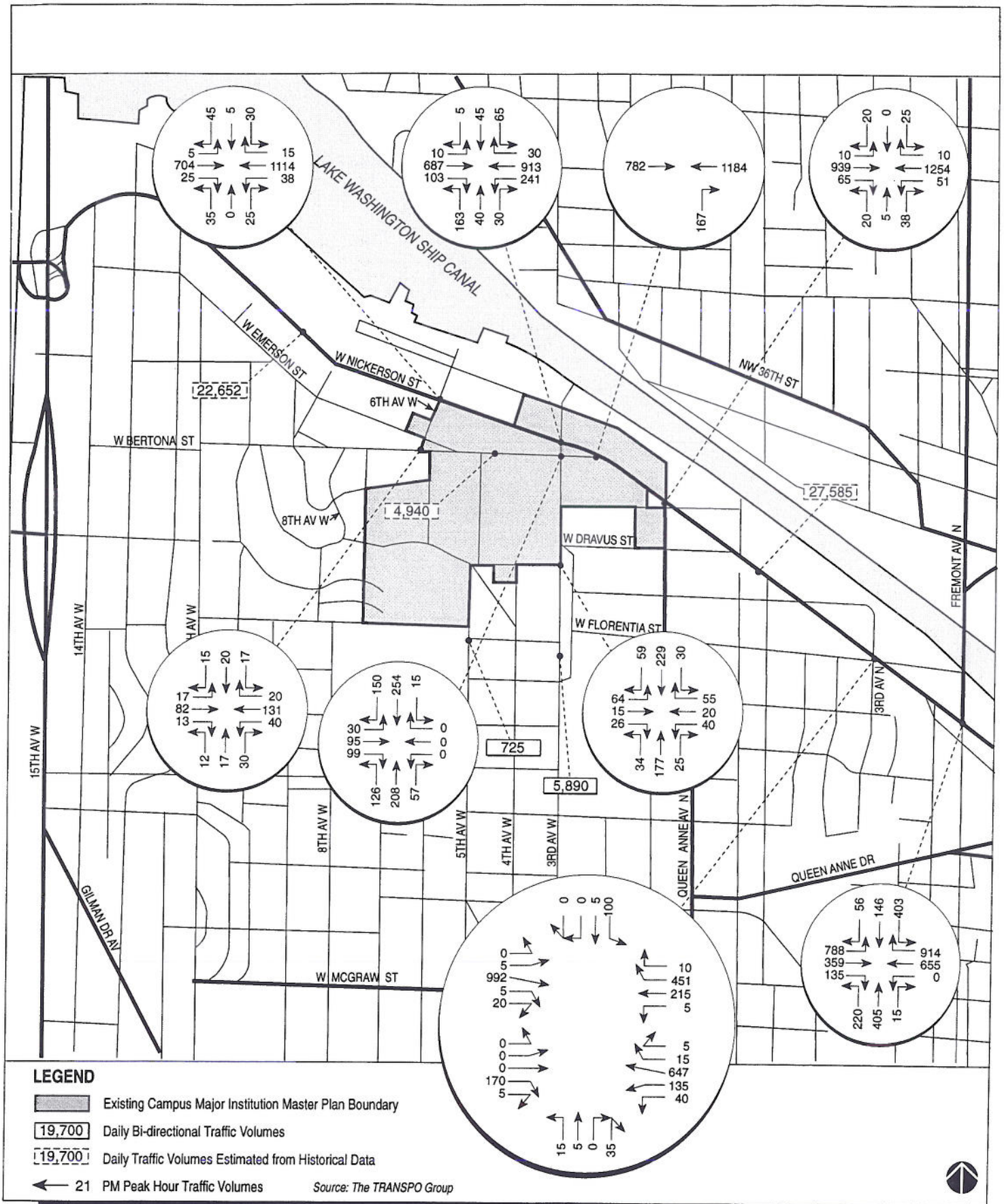
Huckell/Weinman Associates, Inc.

SeattlePacificUniversity

Figure 23

2005 No Action & 2005 Planned Development
Assignment of University-Related Trips
Daily & PM Peak

G5



Huckell/Weinman Associates, Inc.

Seattle Pacific University

Figure 24

2005 No Action & 2005 Planned Development Traffic Volumes Daily & PM Peak Hour

G6

Traffic Operations

A level of service analysis was conducted to evaluate the impacts of the 2005 Planned Developments. As stated previously, the projects included in the 2005 Planned Development (the addition of the new Science Building and modifications to W. Bertona, between 3rd Ave. W. and 5th Ave. W.) add no new additional trips to the surrounding street system because the University's projected population is expected to increase with or without these improvements. As such, the 2005 planned projects create no long term impacts to the surrounding street system. Table 16 summarizes the results of the 2005 Planned Development analysis. Since no new trips are generated by the Planned Development, the results of the *No Action* and *Planned Development* analysis are the same. For comparison purposes, the results of the existing conditions analysis has been included.

As shown in Table 16, with the increase in background traffic volumes forecasted for 2005, the intersection of Fremont Ave./W. Nickerson St. is expected to degrade from LOS C to LOS D. The intersection of 3rd Ave. N./W. Nickerson St. is anticipated to remain at LOS B. The intersection of 3rd Avenue/Florentia Street is expected to continue to operate at LOS D in 2005.

At the intersections of Queen Anne/W. Nickerson St. and 6th Ave. W./W. Nickerson St., the left-turns from the minor street onto W. Nickerson St. are expected to operate at LOS F by 2005. As shown above, this does not represent a substantial change from the existing conditions. All other movements at the remaining unsignalized intersections are expected to operate at LOS C or better in 2005 with the Planned Development.

Note that the difference between existing conditions and 2005 conditions includes several factors described earlier (i.e. background growth, pipeline projects, and previously approved SPU projects).

Table 16
Existing and 2005 No Action/2005 Planned Developments
Level of Service Summary
PM Peak Hour

	Existing			2005 No Action & 2005 Planned Projects		
	LOS[1]	Delay[2]	V/C[3]	LOS	Delay	V/C
Signalized Intersection						
Fremont Ave. /W. Nickerson St.	C	24.1	0.84	D	25.5	0.84
3rd Ave. N. /W. Florentia St. /W. Nickerson St.	D	28.4	0.84	D	36.2	0.91
3rd Ave/W Nickerson St	B	13.3	0.53	B	13.9	0.63
Unsignalized Intersection						
W. Bertona St./W. Nickerson St.						
Northbound right-turn	B	7.9		C	11.4	
3rd Ave. W. /W.Dravus St.						
Northbound left-turn	A	2.9		A	3.1	
Southbound left-turn	A	2.6		A	2.7	
Westbound approach	B	5.6		B	8.9	
Eastbound approach	B	7.4		B	6.3	
3rd Ave W./W. Bertona St.						
Northbound left-turn	A	3.3		A	3.9	
Southbound left-turn	A	2.7		A	2.9	
Eastbound approach	B	6.6		B	9.0	
6th Ave. W./ W. Nickerson St.						
Northbound approach	F	52.4		F	>60.0	
Southbound approach	E	34.3		F	>60.0	
Eastbound left-turn	B	6.9		B	9.1	
Westbound left-turn	A	4.9		B	6.0	
6th Ave. W. /W. Bertona St.						
Northbound approach	A	3.8		A	4.4	
Southbound approach	A	4.5		B	5.2	
Eastbound left-turn	A	2.4		A	2.6	
Westbound left-turn	A	2.4		A	2.5	
Queen Anne Ave/W. Nickerson St.						
Northbound approach	F	49.6		F	>60.0	
Southbound approach	F	>60.0		F	>60.0	
Eastbound left-turn	B	8.3		C	12.1	
Westbound left-turn	B	6.7		B	9.4	

1. *Level of Service.*
2. *Average seconds of delay per vehicle.*
3. *Volume to capacity ratio.*

In order to understand the magnitude of the University's impacts, Table 17 shows the relative contribution of new University-related trips (i.e., trips related to the increase in student population) through the study intersections.

Table 17
Effects of University Growth on the 2005 Planned Development
PM Peak Hour Traffic Volumes

	Total Entering Volumes	# Trips related to University Growth	New University Trips: % of TEV
2005 No Action			
Fremont Ave./W. Nickerson St.	4096	50	1.2 %
3rd Ave. N. /W. Florentia/W. Nickerson St.	2880	81	2.8 %
3rd Ave. W. /W. Nickerson St.	2332	51	2.2 %
W. Berona St. /W. Nickerson St.	2133	62	2.9 %
3rd Ave. W./W. Dravus St.	***774***	***74***	***9.5 %***
3rd Ave. W./W. Bertona St.	1034	59	5.7 %
6th Ave. W./W. Nickerson St.	2041	10	0.5 %
6th Ave. W./W. Bertona St.	424	19	4.4 %
Queen Anne Ave. /W. Nickerson St.	2437	81	3.3 %

As noted in Table 17, traffic associated with the University's growth constitutes less then ten percent of the total entering vehicles at all study intersections. At the 3rd Ave. W./W. Dravus St. intersection the university-related trips represent approximately 9.5 percent of the total entering at this intersection. The high percentage of University-related trips is mainly the result of low background volumes and the proximity to the University's W. Dravus St. parking garage. Despite the high contribution of traffic related to the university, the intersection was shown to operate at LOS B or better for all movements.

Transportation Concurrency

The City of Seattle has implemented a Transportation Concurrency Project Review System to comply with one of the requirements of the Washington State Growth Management Act. The system, described in the DCLU's Draft Directors Rule #4-95, is designed to provide a mechanism which would determine whether adequate transportation facilities would be available "concurrent" with the proposed projects. Since the *planned* development is not responsible for generating any additional University-related trips, the *planned* development meets concurrency and no mitigation would be required. In order to disclose the effects of the University's background growth, a concurrency analysis was conducted to measure the traffic impacts associated with the University population projected for 2005. Table 18 summarizes the results of the concurrency analysis, as it pertains to growth in the University's population.

Table 18
Concurrency Analysis Based on 2005 Projected University Populations

SI[1] No.	Location	Dir[2]	Capacity[3]	1996 Volumes[4]	University Traffic[5]	V/C ratio[6]	LOS Standard
5.11	Ship Canal – Ballard Bridge	NB	2900	3050	2	1.05	1.20
		SB	2900	1810	2	0.62	1.20
5.12	Ship Canal – Fremont Bridge	NB	2000	2150	11	1.09	1.20
		SB	2000	1260	17	0.64	1.20
5.13	Ship Canal – Aurora Avenue	NB	4950	3610	4	0.73	1.20
		SB	4950	3070	6	0.62	1.20
2	Magnolia	EB	4480	2030	1	0.45	1.0
		WB	4480	2810	1	0.63	1.0

1. *Transportation concurrency screenline number.*
2. *Direction of travel.*
3. *Capacity of roadway, based on existing roadway section, determined by DCLU.*
4. *1996 Traffic Volumes are the latest traffic volumes provided by DCLU to be used in the concurrency analysis.*
5. *University related traffic, associated with growth in population.*
6. *Volume to capacity ratio, based on 1996 traffic volumes + university-traffic volumes divided by capacity.*

In total, four screenlines were analyzed for the concurrency review. The results of the concurrency analysis show that the screenlines would have v/c ratio's within the LOS standard required for each individual screenline.

Future Transit Service

Based on discussions with King County Metro planning staff, only one significant transit-related change is expected in the area. This change will improve service to the SPU campus from Queen Anne Hill. Currently Route 3 terminates before continuing over the Queen Anne Hill. In the future, METRO is expected to extend Route 3 to serve the SPU campus. In addition, headways on current routes may improve in the future. With the addition of Sound Transit as a provider in the area, no significant changes are expected in Metro service plans in the vicinity of the University. At this point in time, no additional routes are planned in the area by Sound Transit.

Pedestrian Circulation

The new the Science Building, located near the core of the campus, would decrease the number of student pedestrians crossing W. Bertona and W. Nickerson streets. The planned improvements to W. Bertona St. should improve pedestrian/vehicle interaction on W. Bertona between the University's 5th Ave. Mall and 3rd Ave. W.

Parking

No major increases to the parking supply are anticipated under the timeframe for *planned* development (2005) with the exception of development of a temporary parking lot of approximately 45 spaces on the south side of Nickerson, east of 6th Avenue. However, the

addition of the *W. Emerson St. Residence Hall & Parking Garage* will add to the existing supply of parking on campus.

The Master Plan includes modifications to the Transportation Management Plan (TMP) which should help decrease parking demand. Parking projections are based on the range of parking demand that would be expected based on current faculty/staff commute mode splits and potential faculty/staff mode splits should the TMP modifications result in reduced parking demand for faculty and staff. Peak parking demand for year 2005 is summarized in Table 19.

Table 19

***Planned* Future Parking Demand (2005)**

		Current Travel Modes		TMP Improved Commute Modes (faculty/staff)	
Population Component	Peak Population	Peak Rate	Peak Demand	Peak Rate	Peak Demand
Maximum Commuter Students Present at Peak (50% present)	671	67%	450	67%	450
Employees Present at Peak (90% present)	436	75%	327	55%	240
Resident Students (includes 90% present)	1,562	45%	703	45%	703
Visitors	40		40		40
Total			***1,519***		**1,433**

Assuming current travel modes for faculty and staff, peak parking demand would exceed the supply of 1,180 (1,225 including the temporary lot off Nickerson) parking spaces by about 300. This is about the same deficit as occurred during fall of 1998. Improvements to the TMP could further reduce the demand. As noted in the existing conditions section, during the peak period of winter quarter (1998), campus off-street parking was only utilized to 75 percent while it was estimated that about 50 percent of the parking on-street in the vicinity of the campus was related to University demand. Should utilization of off-street campus parking increase there should be a corresponding decrease in utilization of on-street parking. Adding the temporary surface parking by expanding the surface parking lots adjacent to W. Nickerson Street would also decrease the impacts to on-street parking.

Circulation

The Master Plan refers to two planned circulation changes including the vacation of West Irondale Avenue and traffic and pedestrian calming measures on West Bertona Street between Third and Sixth Avenues. The vacation of West Irondale Avenue affects a portion that is currently primarily used to access parking for the current on-site uses. This section of street is not used for through traffic. The proposed vacation is not expected to impact through traffic.

The proposed traffic and pedestrian calming measures proposed for Bertona Street between Third and Sixth Avenues will allow for better pedestrian and vehicular interaction. The proposed modifications include addition of mid-block crossings (number yet to be determined), landscaping features to encourage use of crosswalks and pavement treatment to alert drivers to presence of pedestrians. These measures in and of themselves would not be expected to modify vehicle patterns but are anticipated to modify pedestrian patterns.

Another change to vehicle circulation may occur should parking be eliminated on either side of Sixth Avenue between Bertona and Nickerson Streets. Currently this section of Sixth Avenue is configured for two-way traffic with parking on both sides. However, the limited width of the street actually allows for only one moving vehicle in places where parking is occurring on both sides. If parking is eliminated on one or both sides of this street, as a result of the development of the Emerson Street Resident Hall, or for other reasons, vehicles currently travelling in a primarily east/west orientation through this section of Bertona may opt to travel via 6th Avenue.

Potential Development

Project Trip Generation

The University has the capacity to accommodate the growth in student enrollment projected for 2005 without construction of any new projects. By completing the projects included in the *potential* development, the University's population could increase to the populations summarized in Table 19. Without the projects included as *potential* development, SPU would not have the capacity to accommodate any additional population growth beyond the 2005 projections. Table 20 summarizes the trip generation for 2015 by population component. The trip generation estimates account for the cumulative growth in University population between 1998 and 2015. Also highlighted in the table are the trip rates for each population component.

Table 20
2015 Potential Development Trip Generation
PM Peak Hour

Population Component	Rate	Increase in Population from 1998 levels[1]	In	Out	Total PM Trips
Resident Students	0.14	648	52	42	94
Commuter Students	0.13	957	96	25	121
Faculty/Staff	0.38	144	1	53	54
Visitors	0.10		4	4	8
Total			***153***	***124***	***277***

1. *Specific information regarding the university populations is located in Section III D.* of this FEIS. The increase in population includes both undergraduate and graduate students.

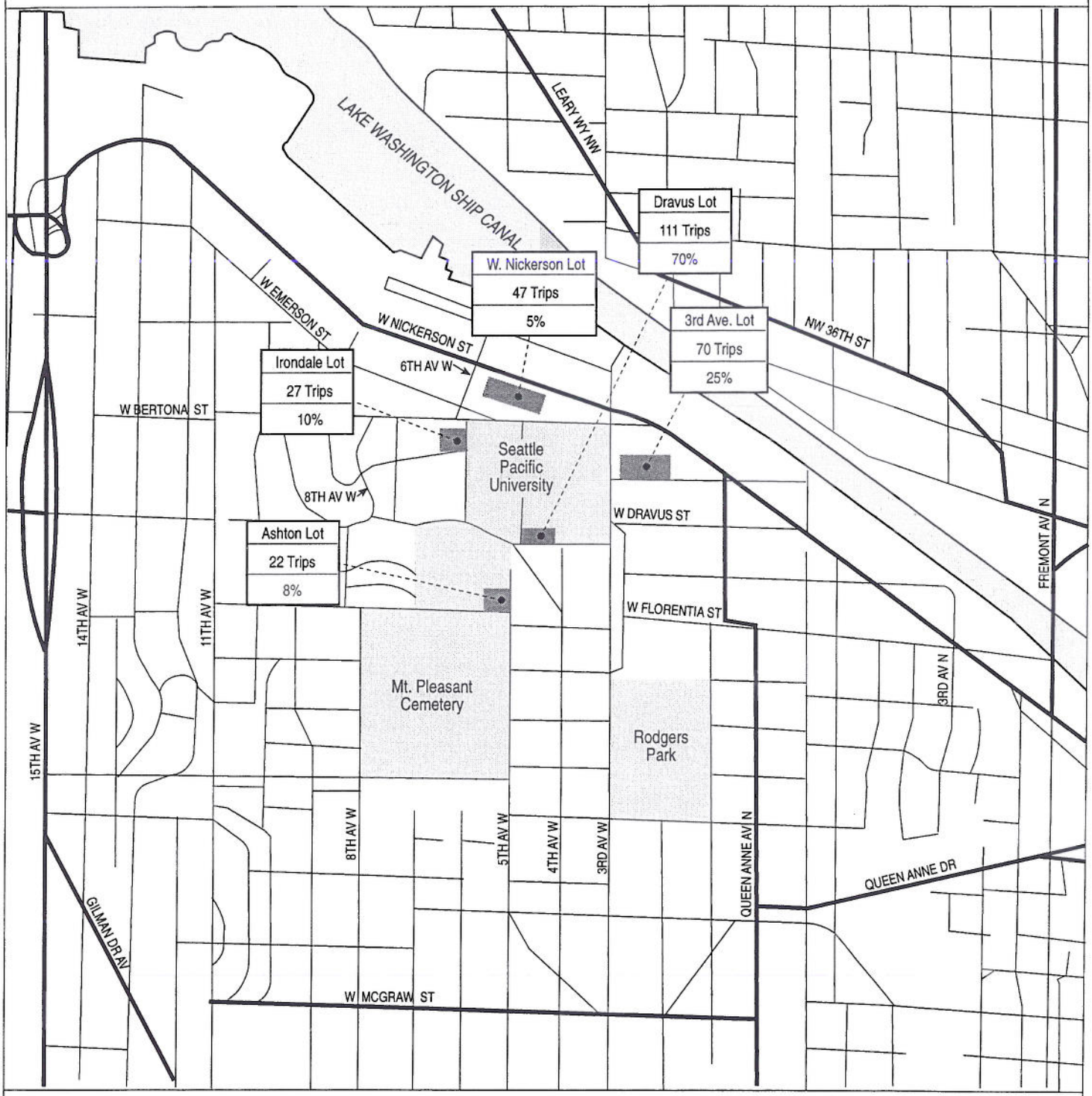
As shown in Table 20, with the projects included as 2015 *potential* development, the University population is anticipated to increase from 1998 levels by 648 resident students, 957 commuter students, and 144 faculty/staff members. As noted, the expected number of PM peak hour vehicle trips associated with this population increase would be 277[12]. Based on ITE trip generation rates, the increase in daily trips from existing levels would be 3,590.

Project Trip Distribution and Assignment

The additional University-related trips were distributed to the adjacent roadways based on the original distribution shown in Figure 21. The 2015 potential developments include the addition of many new parking spaces. The assignment of project trips to the parking areas is different than the assignment shown for 2005 based on the location of the additional parking. The distribution of University-related trips to the individual parking lots is included in Figure 25. The distribution shown in Figure 25 was based on the distribution of the individual lot capacities as well as the assumed designation of each (i.e. commuter lot vs. resident student lot). The resulting assignment of university-related trips is included in Figure 26.

As noted in the 2005 *No Action* and *Planned* Development analysis, no reassignment of trips was conducted as a result of the potential improvements at 6th Avenue W/W. Nickerson Street. In order to be consistent, no reassignment of trips was assumed in the 2015 trip assignment and background volumes. Again, this provides a conservative estimate of the potential impacts.

12 Trip rates have been rounded. The number of new trips cannot be directly calculated from the trip rates shown in the table.



LEGEND

Lot Name
Trips Assigned
% of Total Demand

Source: The TRANSPO Group

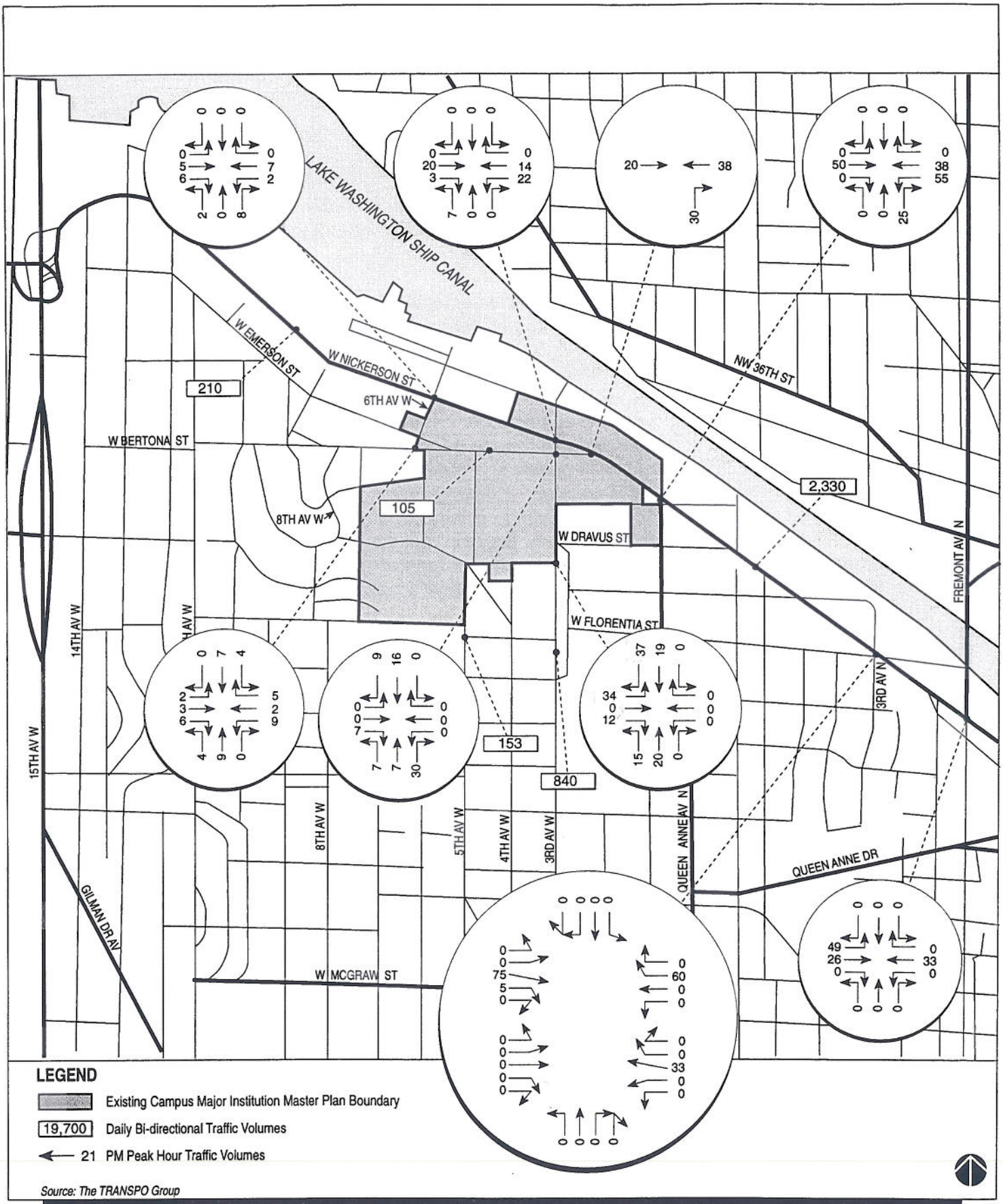
Huckell/Weinman Associates, Inc.

SeattlePacificUniversity

Figure 25

2015 Trip Distribution/Parking Lot Assignment Characteristics

G8



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SeattlePacificUniversity

Figure 26

2015 Potential Development
Assignment of University-related Trips
Daily & PM Peak Hour

G9

Forecasted Traffic Volumes

The 2015 *No Action* volumes were forecasted using the same methodology as described for the 2005 *No Action* volumes. Assumptions as far as area pipeline projects, as well as the *W. Emerson St. Residence Hall*, were consistent. The University populations included in the traffic forecasts are based on the university populations expected in 2005. As discussed previously the University is anticipated to increase to that level with or without the Planned Developments. The 2015 No Action traffic volumes are included in Figure 27.

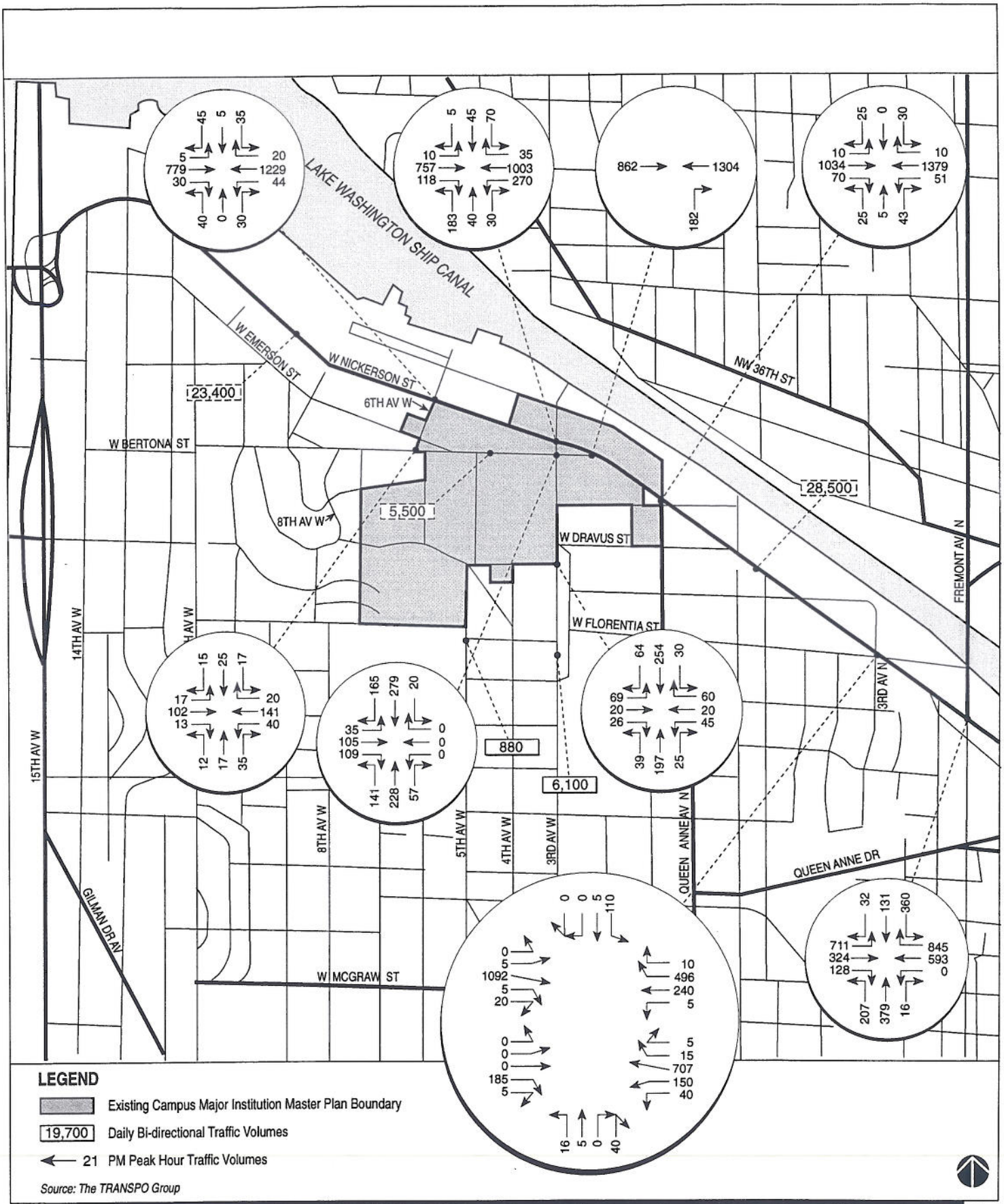
The traffic volumes for the 2015 Potential Developments are based on the 2015 *No Action* with one exception. The increase in university populations for 1998 – 2015 replace the university growth (1998 – 2005) included in the 2015 No Action traffic volumes. The 2015 Potential Development traffic volumes are included in Figure 28.

The *potential* development items include possible development of an auditorium, which could contain between 1,200 and 3,000 seats. The trip generation and operational analysis does not assume that a new auditorium would generate a noticeable number of non-campus originating trips during the PM peak hour of analysis. However, when the auditorium is used for largely non-campus originating functions, depending on the ultimate size of the function, intersection operations could be adversely affected. At the time that the auditorium is designed, a specific traffic and parking analysis should be conducted. Such an analysis might lead to operational restrictions limiting the time of day or number of other simultaneous campus events that could take place.

Throughout the FEIS preparation process associated with this Final MIMP, public comments have been made relative to the possible partial or full closure of the Fremont Bridge and the need for additional information in the FEIS relative to how the University's *potential* development may affect or be influenced by such a closure. SEATRAN[13] estimates that several phases of repair work are planned. The first phase, which is presently underway, involves closure of a single traffic lane from 7 PM to 5:30 AM until 10/4/99; the next phase will involve single-lane closures in each direction between 7 PM and 6 AM until 11/24/99. If this phase of repair work is not completed by 11/24/99, work on this phase will stop until after the holiday season, consistent with City policy. From a larger perspective, SEATRANS has determined that all approaches to the bridge will eventually need to be replaced, which could necessitate closure of the bridge. This major project, however, is classified by SEATRANS as a "potential project" with no funding, no design and no time schedule for commencement or completion.

As noted throughout this FEIS, the University's *potential* development will require more detailed environmental review at the time of application to the City for development approvals associated with these projects. As with any development project, traffic circulation associated with construction and operation of the *potential* project and its relationship to existing traffic circulation patterns will be an important factor in the environmental analysis that is prepared specifically for these *potential* projects.

[13] Personal communications, Marilyn Vancil (9/9/99) and Frank Yanagimachi (9/15/99), Seattle Transportation Department



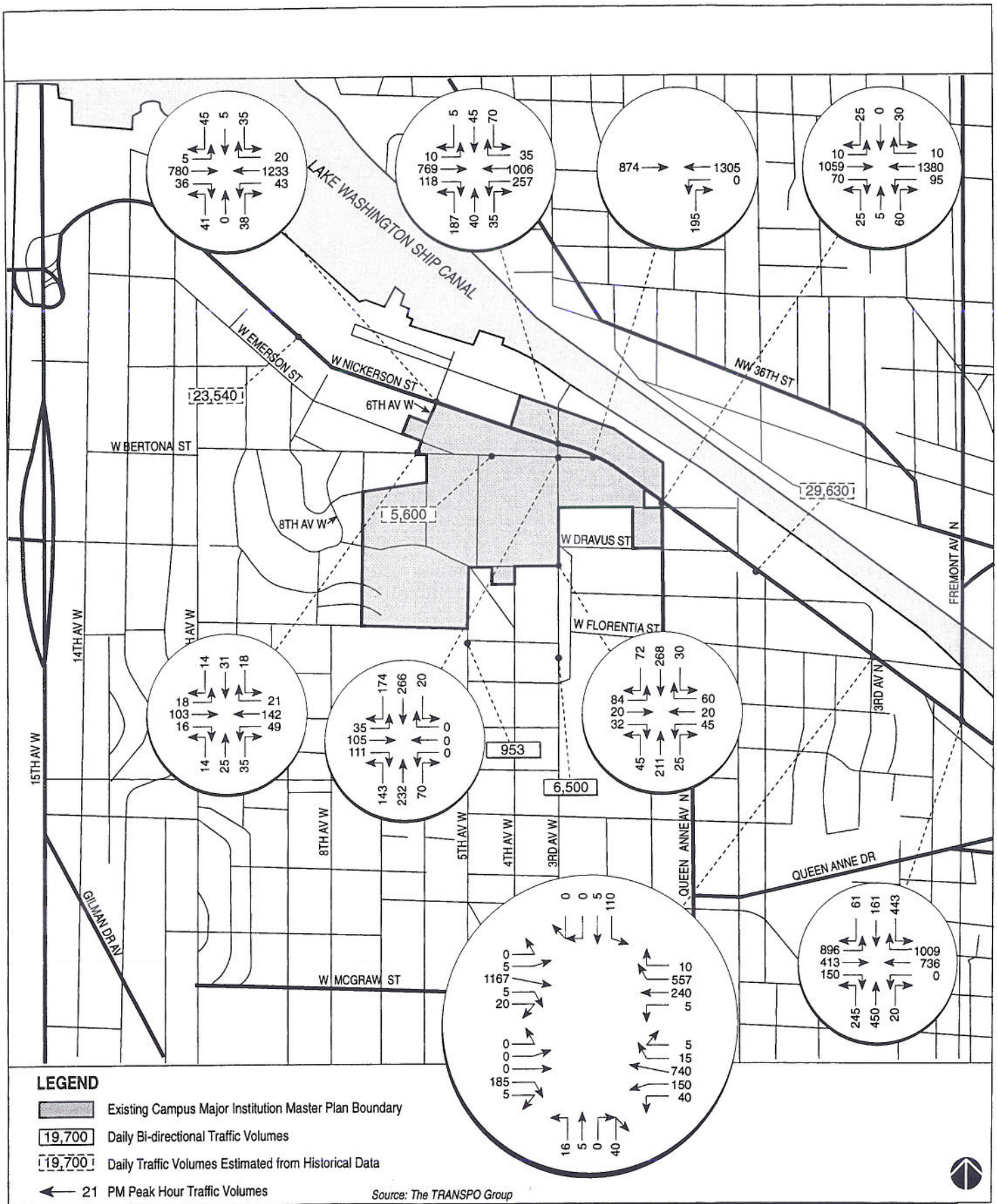
Huckell/Weinman Associates, Inc.

SeattlePacificUniversity

Figure 27

2015 No Action Traffic Volumes Daily & PM Peak

G7



Huckell/Weinman Associates, Inc.

Seattle Pacific University

Figure 28

2015 Potential Development Traffic Volumes Daily & PM Peak Hour

G10

Motorized and Non-Motorized System Improvements

Based on review of the City of Seattle's 1999-2004 Capital Improvement Program, as well as discussions with SEATRAN staff, no projects are currently funded or designed. As a result, no capacity-related improvements were factored into the 2015 Potential Development analysis.

Traffic Operations

A level of service analysis was conducted to evaluate the impacts of the projects included in the 2015 Potential Development. Table 21 summarizes the results of the analysis for the Potential Developments. For comparison purposes, the 2015 *No Action* results have been included in the table.

As shown in Table 21, the intersections are anticipated to operate at the same level, with or without the projects outlined in the Potential Development. At the unsignalized intersections, all movements, with the exception of the northbound and southbound approaches to W Nickerson St. from 3rd Ave. W. or 6th Ave. W., are expected to operate at LOS C or better. With no improvements planned in the vicinity of the campus, the northbound and southbound approaches to W. Nickerson St. are expected to continue to operate at the LOS F condition.

At the signalized study area intersections, the LOS at Fremont Ave./W. Nickerson St. is projected to operate at LOS D with 36.3 seconds of delay. The intersection of 3rd Ave. W./W. Nickerson St. is expected to continue operating at LOS B. With no improvements planned in the area, the intersection of Queen Anne Ave. N./W. Nickerson St. is expected to operate at LOS F by 2015 with or without the proposed project.

Table 21
2015 No Action and 2015 Potential Developments
Level of Service Summary
PM Peak Hour

	2015 No Action			2015 Potential Development		
	LOS[1]	Delay[2]	V/C[3]	LOS	Delay	V/C
Signalized Intersection						
Fremont Ave./W. Nickerson St.	D	35.3	0.93	D	36.3	0.94
3rd Ave. W./W. Florentia/W. Nickerson St.	F	>60.0	0.99	F	>60.0	1.05
3rd Ave. W./W. Nickerson St.	B	14.6	0.70	B	14.6	0.70
Unsignalized Intersection[4]						
W. Bertona St./W. Nickerson St.						
Northbound right-turn	C	14.4		C	15.7	
3rd Ave. W./W. Dravus St.						
Northbound left-turn	A	3.3		A	3.4	
Southbound left-turn	A	2.8		A	2.8	
Westbound approach	C	10.1		C	11.7	
Eastbound approach	B	7.0		B	7.5	
3rd Ave. W./W. Bertona St.						
Northbound left-turn	A	4.1		A	4.1	
Southbound left-turn	A	2.9		A	3.0	
Eastbound approach	C	10.5		C	10.6	
6th Ave. W./W. Nickerson St.						
Northbound approach	F	>60.0		F	>60.0	
Southbound approach	F	>60.0		F	>60.0	
Eastbound left-turn	C	10.7		C	10.7	
Westbound left-turn	B	6.8		B	6.9	
6th Ave. W./W. Bertona St.						
Northbound approach	A	4.4		A	4.8	
Southbound approach	B	5.4		B	5.7	
Eastbound left-turn	A	2.6		A	2.6	
Westbound left-turn	A	2.5		A	2.5	
Queen Anne Ave./W. Nickerson St.						
Northbound approach	F	>60.0		F	>60.0	
Southbound approach	F	>60.0		F	>60.0	
Eastbound left-turn	C	14.5		C	14.5	
Westbound left-turn	C	11.0		C	13.5	

1. *Level of Service.*
2. *Average seconds of delay per vehicle..*
3. *Volume to capacity ratio.*
4. *Volume to capacity ratio not calculated for two-way stop controlled intersections.*

In order to understand the impacts of the University's projected growth for 2015, Table 22 summarizes the University-related trips as a percent of the total entering traffic volumes to the surrounding study area intersections.

Table 22
Effects of University Growth on the 2015 Potential Development
PM Peak Hour Traffic Volumes

Intersection	Total Entering Volumes (TEV)	# Trips Related to University Growth	New University Trips: % of TEV
Fremont Ave./W. Nickerson St.	4,584	108	2.3%
3rd Ave. W./W. Florentia/W. Nickerson St.	3,324	168	5.0%
3rd Ave. W./W. Nickerson St	2,579	66	2.5%
W. Bertona St./W. Nickerson St.	2,374	88	3.7%
3rd Ave. W./W. Dravus St.	**912**	**137**	**15.0%**
3rd Ave. W./W. Bertona St.	1,156	76	6.6%
6th Ave. W./W. Nickerson St.	2,281	30	1.3%
6th Ave. W./W. Bertona St.	***486***	***51***	***10.5%***
Queen Anne Ave./W. Nickerson St.	2,769	168	6.0%

As shown in Table 22, with the increase in traffic associated with the Potential Developments, University growth constitutes less then 10 percent of the total entering vehicles at all intersections except for two. The two intersections most impacted by the increase in the University population would be the intersections of 3rd Ave. N./W. Bertona St. as well as 6th Ave. W./W. Bertona St.

At the intersections of 6th Avenue W/Bertona Street and 3rd Avenue W/Dravus Street, the percentage of university-related trips is projected to increase the total entering traffic volumes at the two intersections by greater then 10 percent. The main reason for the relatively high percentage of university-related trips is a result of the disproportionately low background volumes compared to the other study area intersections.

Future Transit Service

No major long-term improvements for this area are planned at this time.

Pedestrian Circulation

Demolition of Marston Hall would improve internal campus pedestrian connections in that it would provide a better physical connection between upper and lower campus. Depending on the location of the auditorium, pedestrian circulation related to chapel attendance could also change, reducing the number of pedestrian crossings of public streets around chapel times. However, also depending on the location of the auditorium, pedestrian crossing of public streets may increase around auditorium events.

Parking

The scenario for 2015 includes addition of a significant amount of parking. The Master Plan also includes modifications to the Transportation Management Plan (TMP) which should help decrease parking demand. Parking projections are based on the range of parking demand that would be expected based on current faculty/staff commute mode splits and potential faculty/staff mode splits should the TMP modifications result in reduced parking demand for faculty and staff. Based on population projections and current mode splits and visitation patterns, in 2015 the peak parking demand is anticipated to be between 1,662 and 1,766, depending on impacts of the modified TMP. Table 23 summarizes estimated peak parking demand for the impacts of 2015 potential development.

Table 23
Projected Future Parking Demand (2015)

	Current Travel Modes			TMP Improved Commute Modes (faculty/staff)	
Population Component	**Peak Population**	**Peak Rate**	**Peak Demand**	**Peak Rate**	**Peak Demand**
Maximum Commuter Students Present at Peak (50% present)	718	67%	481	67%	481
Employees Present at Peak (90% present)	520	75%	390	55%	286
Resident Students (includes 90% present)	1,886	45%	848	45%	848
Visitors	47		47		47
Total			**1,766**		**1,662**

The University is proposing to provide additional parking spaces that would result in a total of approximately 1,700 to 1,900 parking spaces. Assuming that measures are taken to encourage campus related parking to take place off-street in University lots (e.g., additional RPZ zones, careful parking pricing, etc.), on-street parking levels will be reduced. Additionally, any decreases in auto dependence resulting from improvements to the TMP program would reduce parking demand.

Impacts of the Alternatives

No Action Alternative

The *No Action Alternative* is intended to represent a condition which represents no new projects being constructed. This assumes no construction of any new buildings or any other major campus facility that would create additional meeting or classroom space. As previously described, the 2005 and 2015 *No Action* considerations assumed a level of campus development that was previously approved. In addition to the previously approved projects, the University population was projected to increase with or without the planned projects. The impact of the student growth on the area intersections have been previously disclosed in the 2005 Planned and 2015 Potential Developments section.

For the 2005 *No Action* scenario, the increase in total entering vehicles (TEV) would be less then five percent at all study area intersections, with the exception of the intersection of 3rd Ave. W./W. Dravus St. As a result of the increase in the University population, traffic volumes are expected to increase by approximately 12 percent. This high percentage increase in TEV is the result of two factors: *1)* as a result of development on campus, the SPU parking lot located on W. Dravus St. would have additional spaces available in the future; and *2)* the new assignment of vehicles to this parking lot, plus the relatively low background traffic volumes, combine to show an increase in traffic greater then 10 percent. Despite the 10 percent increase in TEV at the 3rd Ave. W./W. Dravus St. intersection, all movements to/from W. Dravus St. are expected to operate at LOS B or better in 2005.

Since no increase in University populations was included in the 2015 *No Action* scenario yet overall traffic volumes increase as a result of the increase in background volumes, the percent increase in TEV related to new University trips at the study area intersections is less than the percent increases shown in 2005. The TEV related to new University trips at the intersection of 3rd Ave. W./W. Dravus St. is still expected to increase by more then 10 percent as a result of the University. Despite the 10 percent increase in traffic volumes related to University trips that are in addition to the current situation at the 3rd Ave. W./W. Dravus St. intersection, all movements to/from W. Dravus St. are expected to operate at LOS B or better in 2015 without the potential projects.

Limited MIO Boundary Expansion Alternative

No transportation-related analysis was conducted specifically for this alternative. Expansion of The MIO boundary alone would not result in additional University-related trips. The expansion of the boundary merely provides SPU the ability to possibly acquire and redevelop property in these expansion areas for University-related uses. The proposed expansion areas are depicted in Figure 11. As described in *Section II* E. of this FEIS, subsequent redevelopment would most likely include denser housing and below-grade parking for the residents. Any such

redevelopment would be consistent with the approved MIMP. Potential increases in traffic as a result of these projects, have been included as general growth in the University population and are analyzed in the Significant Impacts of the *Proposed Action* -- Potential Development. Additional site specific analysis would be required prior to any redevelopment.

More Substantial MIO Boundary Expansion Alternative

In addition to the eight boundary expansion areas identified with the *Proposed Action*, this alternative would include an additional expansion area south of campus (Figure 12). Since the redevelopment of the area would remain consistent with the approved MIMP, no additional University-related vehicular trips would be generated above and beyond what was already assumed in the analysis of the Potential Development. Additional site specific analysis would be required prior to any redevelopment.

Potential Pedestrian Bridges or Tunnels

While grade-separated facilities for pedestrians may reduce pedestrian/vehicle interaction, it should be assumed that such facilities are not likely to eliminate at-grade pedestrian crossings at these locations. Depending on location and design, they may produce little reduction in volumes of pedestrians crossing at-grade. Should any such facilities be proposed in the future, analysis of vehicle and pedestrian safety and volumes should be conducted.

Alternative for the Science Building

This alternative would contribute to increased volumes of pedestrian crossings of W. Nickerson St. at 3rd Ave. W. This would be particularly noticeable during the periods between classes. The north/south pedestrian phase of the signal may need to be increased which could lead to increased delays for major east/west through traffic on W. Nickerson St. Existing parking associated with the Alumni Center would be displaced; however, it is assumed that such parking would be provided elsewhere on campus for this purpose. Besides increased student crossings to the Miller Science Learning Center, depending on where Alumni Center parking is relocated, additional pedestrian crossing of W. Nickerson St. could result from the displacement of these parking spaces.

This alternative is not expected to change the population assumptions made for the 2015 scenario; therefore, vehicle trips to and from the campus are expected to remain the same. However, depending on location of parking, as noted above, traffic circulation in the immediate vicinity of 3rd Ave. W. and W. Nickerson St. may be different.

Increased Decentralization Alternative

No significant impacts to the study area are expected as they relate to increased decentralization of SPU campus. As described in *Section II* of this FEIS, decentralization of the campus would involve the relocation of non student-related services (e.g., filing and archiving) to an area at least 2,500 feet from the existing MIO boundary. If an area is developed off-campus, potential development on-campus would be adjusted accordingly.

One potential location for development is the Quadrant Lake Union Center (QLUC) located on the north-side of the Ship Canal, adjacent to Fremont Avenue. Impacts at this location as a

result of the decentralization have already been accounted for in the Traffic Impact Study that was conducted specifically for this project.

Other locations would also be considered, however, in each of the cases, most new developments are required to complete a Traffic Impact Analysis (TIA) to define the impacts of the proposed development. Any off-site impacts caused by SPU at these sites would be disclosed in the TIA completed for the new development and any impacts would be mitigated, if necessary.

As indicated in the Final MIMP (p. 38), it is assumed that approximately 100 staff members could be located at off-campus locations as a result of this alternative. Based on the University's existing commute mode split (as shown in Table 10 of this FEIS) roughly 70 – 75 staff members may park at off-campus locations, as a result of this alternative. On a regional basis, possible increases in University staff-related traffic proximate to off-campus locations associated with this alternative would be off-set by decreases in University staff-related traffic proximate to the campus.

Mitigating Measures -- Mitigation measures associated with the *Proposed Action* are as follows:

Planned Development

Since the *planned* development of the Science Building does not significantly impact vehicle and pedestrian activity in the area, no mitigation is necessary.

Transportation Management Program

The MIMP proposes several modifications to the current Transportation Management Program (TMP) which is described on pg. 86, in this section of the FEIS. The modifications are intended to strengthen the existing TMP in order to reduce the number of vehicle trips to and from the campus. The major changes proposed in the TMP associated with the Final MIMP include:

- adjustment of the 50% transit subsidy to 100% subsidy for faculty and staff with provision of a Flexpass; reduction of the student subsidy to 30% but with fully subsidized passes available for loan;
- availability of TMP program information on-line, such as transit information and carpool matching services;
- provide a Guaranteed Ride Home (GRH) program; and
- promotes flextime, telecommuting and distance learning.

Note that the operational impacts disclosed in this section do not assume major changes in current mode splits and trip generation due to an improved TMP. This is because the objective of the analysis is to disclose the worst case scenario for impacts.

Intersection Improvements

In order to improve safety as well as capacity at near-by intersections, locations were noted where minor improvements could be made to improve conditions without requiring significant construction or funding. Traffic operations at the intersection of 6th Ave. W./W. Nickerson St. could be improved with minor improvements to the south leg of 6th Ave. W. Currently, 6th Ave. W. has parking on both sides of the street, with two-way travel allowed. Because of the narrow width of the roadway (24 feet) and parking on both sides, there is insufficient width to allow dual direction travel at the same time.

A level of service analysis was conducted at this intersection based on a modified intersection geometry that included separate northbound right and left-turn lanes. In order to accomplish this, parking would be restricted on the east and west sides of 6th Ave. W., north of W. Emerson St. Under this configuration, the northbound left-turns are expected to continue to operate at LOS F. With the northbound right-turns no longer delayed by the left-turning vehicles, they would operate at LOS A. In order to determine the extent of the northbound left-turn queuing, a queuing analysis was conducted. The analysis showed that the average queue expected during the PM peak hour would be 2-3 vehicles. A vehicle queue of this length should not interfere with vehicles making a northbound right-turn at the intersection. As noted, the roadway width is currently 24 feet. In order to accommodate the three lanes of travel, SEATRAN would either have to approve any deviation from the City of Seattle standard or options to modify the road width would need to be identified. Although the lane widths would be substandard, it would be an improvement from the existing conditions.

No changes were made to the existing travel patterns in the area as a result of this improvement. In all likelihood, with conditions improved at this intersection, there is a possibility of additional northbound right-turn demand. The shift in traffic would most likely be from vehicles heading east on Bertona Street that continue through the intersection with 3rd Avenue and access W. Nickerson Street. As a result of this, traffic volumes on Bertona Street could decrease.

Potential Development

The results of the 2015 Potential Developments analysis indicates that no mitigation would be required. Furthermore, additional analysis would be conducted in order to address SEPA requirements for all potential projects, prior to permitting. The traffic conditions would be reanalyzed at the time of permitting in order to determine if mitigation is required for each specific *potential* project.

Transportation Management Program

The proposed modifications to the existing TMP, as described in the Final MIMP and the "*Planned* Development" section of this FEIS are assumed to occur with the new Master Plan. The TMP does assume annual review of the TMP program and allows for adjustments to be made based on experience, changing populations and new program ideas that may evolve. Though it is assumed that the new TMP would reduce the drive-alone rates, for purposes of operational analysis and providing a worst case analysis current mode splits were used in the analysis.

Intersection Improvements

As previously noted with regard to Mitigation Measures -- 2005 *Planned* Developments, modifications to the 6th Ave. W./W. Nickerson St. intersection -- to allow for separate northbound left and right lanes -- could improve the operating conditions at this intersection. In 2015, the northbound right-turns would still operate at LOS A, if the northbound left-turns queues do not block access to the right-turn lane. A queuing analysis was conducted for the 2015 forecasted conditions. Though it is not possible to calculate the queue, it is expected that during the PM peak hour, the northbound left-turns could potentially inhibit the right-turns from accessing the additional lane.

Based on the queuing analysis and the level of service at the intersection of 6th Ave. W./W. Nickerson St., there may be a need to install a traffic signal at some point beyond 2005. It is hard to predict if the signal would be warranted, but based on project delay for the northbound and southbound left-turns, it is likely that it would meet at least one warrant for signalization.

Unavoidable Significant Adverse Impacts

Development associated with the proposed Final MIMP would increase traffic volumes in the vicinity of the SPU campus. Traffic generated by Potential Development would add traffic to two intersections or movements currently operating at LOS F.

The northbound approach at 6th Ave. W./W. Nickerson St. is also operating at LOS F. As outlined in Mitigation Measures -- 2005 Planned Developments, with modifications at the intersection to allow for a separate northbound left and right–turn lanes, the delay for the northbound right-turning vehicles would be reduced and they would operate at LOS A.

D. HOUSING

Affected Environment

Campus Housing

Housing at SPU is comprised of dormitories, apartments, triplexes and duplexes, and single family dwellings both within and outside of the existing MIO boundary. SPU has a policy that unmarried students under the age of 21 must live on-campus, unless they are living with parents or relatives within the Seattle area. In the late 1980s, the vacancy rate for SPU-operated housing was approximately 17 percent. During Autumn Quarter 1998, vacancy in University housing facilities was close to zero; residence halls and apartments were over their programmed capacity by 2 students. Table 24 shows capacity, actual occupancy, and vacancy for each type of University owned/operated residential structure. Four out of five residence halls were fully occupied -- with from 1 to 4 students above capacity. In Autumn Quarter 1998, the University owned, operated and/or provided leased housing for 1,463 students. The highest vacancy was 2 students in the duplex units. Seventy-five percent of the University's total bed count continues to be contained in SPU's five dormitories: Marston, Watson, Moyer, Ashton and Hill halls, similar to the situation in the late 1980s.

In Autumn Quarter 1998, approximately 1,300 undergraduate students lived on campus, 94 percent of whom were under the age of 21, and were, therefore, guaranteed housing by SPU. Of undergraduate students under 21, roughly 82 percent lived on campus. In addition, one-quarter of undergraduates over the age of 21 and twelve graduate students lived on campus.

In general, the percentage of students living in off-campus housing fluctuates depending on the costs and availability of off-campus rental units, the cost and availability of on-campus housing, and students' financial status.

Planned improvements to SPU housing facilities, as part of the existing MIMP, include the *West Emerson Street Residence Hall and Parking Garage*, which is proposed to begin construction in 1999-2000. This project (MUP #9900077) involves redevelopment of a 39,600 sq. ft. site located near the northwest corner of the campus. The residence hall will be a 3-4 story structure, contain approximately 95,300 sq. ft., and will be designed to accommodate 320 students. The 1-2 level parking garage will be located beneath the residence hall and provide parking for approximately 140 vehicles with access from the mid-block alley. An EIS Addendum[1] has been prepared in conjunction with a request for a DCLU Director's interpretation regarding a Minor Amendment to the existing MIMP and the Master Use Permit. DCLU approved the Minor Amendment and the MUP for this project in early July 1999.

The following is a description of existing housing in the MIO District proposed expansion areas.

- Area A, the "Irondale Block," is comprised of seven single-family residences owned by SPU, one apartment building owned by the University, and one privately-owned apartment building. The University-owned apartment building and the privately-owned apartment building are located west of 6th Ave. W. and north of W. Bertona St. (see Figure 4); the assessed value of the privately-owned apartment building is $256,000.

[1] The EIS Addendum (Seattle, 1999a) is an addendum to the FEIS (Seattle, 1988) associated with the existing MIMP.

Table 24
Residential Occupancy and Capacity

Residence Halls				Other SPU Housing			
Building	*Capacity*	*Occup.*	*Vacancy*	*Building*	*Capacity*	*Occup.*	*Vacancy*
Ashton	418	419	-1	1 Bedroom	10	8	2
Hill	337	338	-1	2 Bedroom	21	19	2
Moyer	121	123	-2	3 Bedroom	11	10	1
Marston	157	161	-4	4 Bedroom	0	0	0
Watson	32	31	1	Staff Housing	8	7	1
Total	**1,065**	**1,072**	**-7**	Guest, NW Leader, Youthfest	3	3	0
				Robbins	133	133	0
				Bailey	19	16	1
				Campus Hsg.	26	26	0
				Cremona	29	29	0
				Davis	36	36	0
				Dravus	10	10	0
				Duplexes	16	13	2
				Falcon	38	35	1
				Theme	20	19	1
				Wembley	20	20	0
				Total	**400**	**384**	**11**

Source: SPU, 1999.

- Area B contains a duplex and a four-plex owned by the University and currently used for student housing.

- Area C and D – neither of these proposed expansion areas contain housing.

- Area E includes a mixture of single and multi-family residential structures. Fourteen properties within Area E are owned by the First Free Methodist Church, one is owned by the City of Seattle, 28 are privately-owned, and 3 are owned by the University. The privately-owned properties include 21 single-family residences, three duplexes, and three apartment buildings. The privately-owned single-family units range in assessed value from approximately $90,000 to $170,000, with an average assessed value of about $120,000. The privately-owned duplexes range in assessed value from $123,000 to $155,000, while the apartment buildings range in assessed value from $225,000 to $621,000. SPU leases 4 of the 9 units in the Sprague Apartment Building and 6 of the 11 units in Wembley. SPU has a "first right of refusal" agreement with the owners of the Sprague and Wembley apartment buildings, which means that when a unit becomes available, SPU has the first option to lease the apartment. The third apartment building, located at 65 W. Dravus, contains 5 units and ranges in rent from $450 to $700 (Lee, 1999).

- Area F includes five lots on the north-side of the block bounded by W. Dravus St., 3rd Ave. W., W. Barrett St. and 4th Ave. W. This area includes six privately-owned properties (3 single-family, 2 triplexes, and a four-plex/duplex) and an apartment building, which is leased by SPU for student housing (Bailey). The four-plex/duplex is valued at $310,300, the tri-plexes are valued at $168,000 and $212,000, and two of the single-family homes are valued at $112,000 and $168,000. The assessed value of the third single-family home is unknown at this time.

- Area G includes two parcels (4 lots) in the northwest corner of the triangular shaped block bounded by W. Dravus St., 4th Ave. W. and Humes Place. One of the parcels is owned by SPU, while the other (single-family) is privately-owned. The assessed value of the single-family home is $196,000.

- Area H does not contain any housing.

Distribution of Off-Campus Faculty, Staff and Students

The majority of SPU faculty/staff (96 percent), and less than half (44 percent) of SPU students live off-campus. Of the faculty/staff and students living off-campus, the greatest proportion live in North King County (see Table 25). Other neighborhoods or areas in which off-campus faculty/staff reside include South Seattle, Queen Anne, the Eastside, and northwest Seattle (Ballard, Shilshole Bay). Off-campus students not living in North Seattle live in Queen Anne, North Snohomish County, Kent/Federal Way, and the Eastside. Other neighborhoods and areas listed in Table 25 in the Puget Sound region each have less than 10 percent of off-campus faculty/staff, and less than 10 percent of off-campus students as residents.

Surrounding Area Housing Characteristics

The analysis of housing statistics in the neighborhood surrounding SPU is based on U.S. Census data from 1990, as well as more recent statistics available from the Seattle-Everett Real Estate Research Committee and the City of Seattle. The data outlined below are the most recent available.

As shown by Figure 29, Seattle Pacific University is located within census tracts 59 and 60, near the residential neighborhoods of Queen Anne and Fremont, and the industrial Interbay area, considered the "study area." Census tract 59 is bounded on the west by 14th Ave. W., on the south by W. McGraw St., on the north by Salmon Bay/Lake Washington Ship Canal, and on the east by 3rd Ave. W. and the western border of census tract 60. The eastern boundary of census tract 60 is the Ship Canal and Lake Union, while W. McGraw St. and Crockett St. border it on the south. In 1990, census data indicate that census tracts 59 and 60 included 4,584 households and 4,953 housing units. The average household size was 2.2 and the vacancy rate was 5 percent. Thirty-eight percent of housing units (1,899 units) were identified as owner-occupied. These characteristics are similar to the City's as a whole in 1990, which had a 5 percent vacancy rate, an average household size of 2.2 persons, and 39 percent owner occupancy.

Census data for owner-occupied housing units in the study area generally indicate that the study area had housing values higher than in the City of Seattle as a whole in 1990. Of owner-occupied housing units, about one-half were valued over $150,000 and below $249,999, as

shown in Table 26. Only 1 percent of owner-occupied units were valued under $74,999, and almost one quarter were valued over $250,000.

Table 25
Existing Distribution of Staff and Students

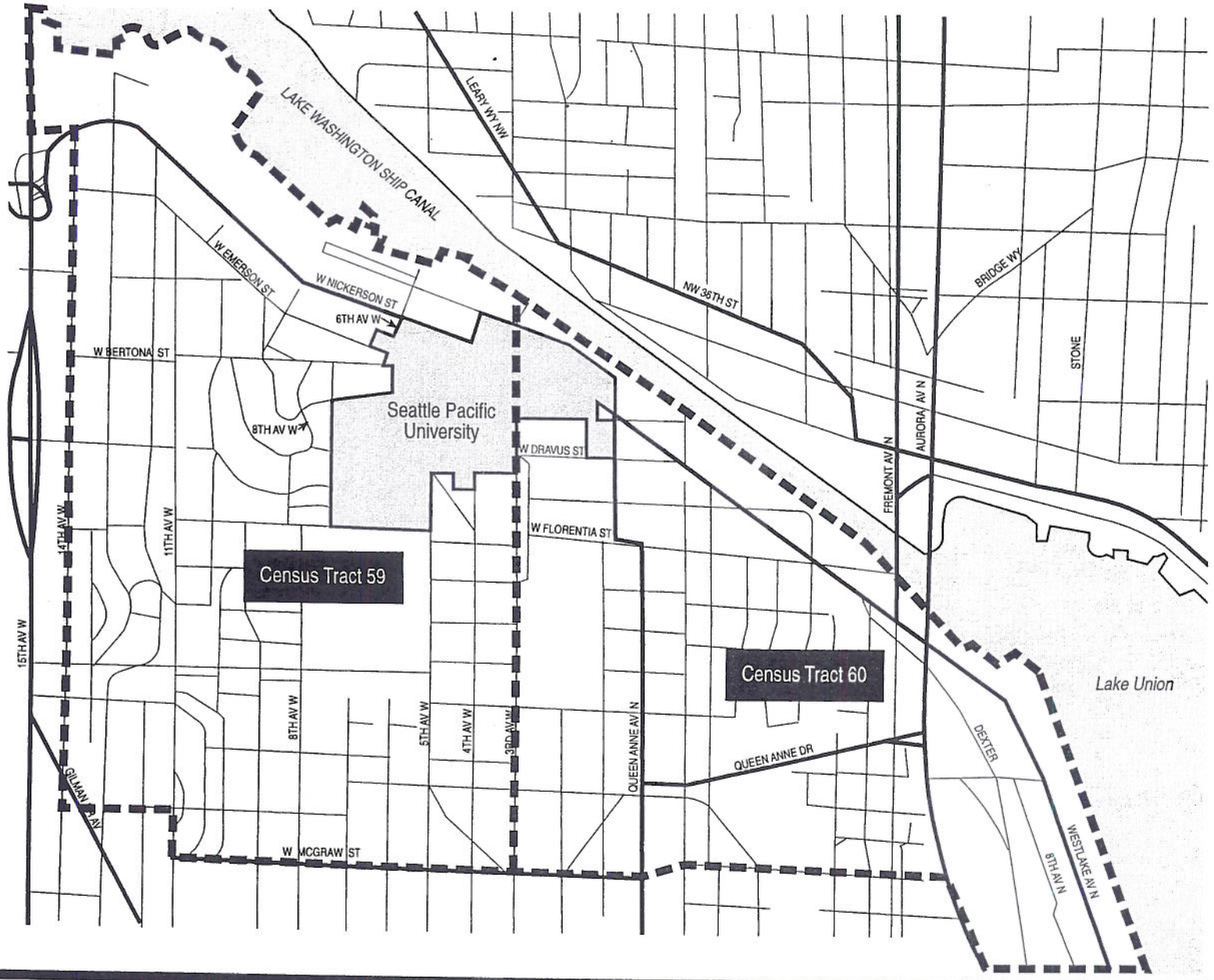
Residence	Faculty/Staff	ercentage*	Students	Percentage*
Total	**512**	**100%**	**2,520**	**100%**
On Campus:	**19**	**4%**	**1,416**	**56%**
Off Campus:	**493**	**96%**	**1,104**	**44%**
Queen Anne	63	12%	16%	7%
Magnolia	20	4%	1%	0%
North – King County	118	23%	21%	9%
North – Snohomish County	46	9%	14%	6%
Eastside	51	10%	12%	5%
South- Seattle	72	14%	7%	3%
South – Kent, Federal Way	36	7%	13%	6%
West – Kitsap County	15	3%	2%	1%
Northwest – Ballard/Shilshole Bay	51	10%	5%	2%
Renton/Tukwilla/Auburn	15	3%	3%	1%
East of I-5 – Seatte	5	1%	6%	3%

**Note: Percentages in this column that are also in "On Campus" or "Off Campus" rows signify percentages of the "Total" values. Percentages in this column that are also in "neighborhood name" rows signify percentages of the "Off Campus" values.*
Source: TDA, 1998; Transpo, 1999; additional calculations by Huckell/Weinman Associates.

Table 26
Value of Specific Owner-Occupied Housing Units (1990)

Value	Number of Housing Units		Percent of Total	
	Study Area	Seattle	Study Area	Seattle
Under $74,999	27	11,461	1	12
$75,000 - $149,999	437	43,113	23	45
$150,000 - $249,999	975	27,441	51	28
Over $250,000	460	14,629	24	15
Total	1,899	96,644	100*	100*

Source: U.S. Bureau of the Census, 1990.
*Numbers do not necessarily add to 100 due to rounding.



Huckell/Weinman Associates, Inc.

SeattlePacificUniversity

Figure 29

Census Tracts

Based on 1990 Census data, of 269 vacant units in the two census tracts encompassing SPU, approximately 45 percent were for rent, and 7 percent were "for sale only." A "for rent/sale" status was not specified for the remaining 48 percent. In the City as a whole, 48 percent of the vacant units were specified for rent, while 14 percent were specified "for sale only" (U.S. Census, 1990). Therefore, relatively fewer units were for sale near SPU in 1990.

Rents in 1990 in the two census tracts were as outlined in Table 27. The majority of the rents were between $300 and $700. Rents in the City of Seattle as a whole were slightly lower in 1990 (U.S. Census, 1990).

The residents near SPU are generally more educated and earn a higher household income than in the City as a whole. In 1989, seven percent of the persons in census tracts 59 and 60 for whom poverty status is determined were below the poverty level, while 12 percent were below the poverty level for the entire City. Homes in the study area are also slightly newer and more expensive than the homes in the City as a whole. The median value of owner-occupied homes in the study area in 1990 was approximately $185,700, over one-third higher than the City of Seattle's median value of owner-occupied homes, which was $136,500. Table 28 compares housing-related demographic characteristics of the area surrounding SPU with those of the City of Seattle as a whole – based on 1990 Census data.

Table 27
1990 Rents

Monthly Rent	Number of Rental Housing Units		Percent of Total	
	Study Area	Seattle	Study Area	Seattle
Under $299	132	23,113	6	19
$300 - $499	1,026	56,014	48	47
$500 - $699	489	27,331	23	23
Over $700	433	11,633	20	10
No cash rent	43	2,251	2	2
Total	**2,123**[2]	**120,342**	**100***	**100***

Source: U.S. Bureau of the Census, 1990.
*Numbers do not necessarily add to 100 due to rounding.

Housing units in this area were approximately 50 percent single-family detached, 12 percent were in complexes that contained 5-9 units, 10 percent were in complexes of 10-19 units, 8 percent were tri- and four-plexes, and 7 percent were duplexes.

SPU is located within the Puget Sound Regional Council's (PSRC) Forecast Analysis Zone 6124, which is bounded by Lake Washington Ship Canal, 14th Ave. W., Olympic Way W., Queen

[2] Specified owner-occupied housing units and specified renter-occupied housing units do not add to total housing units due to the fact that some units that were not identified as either. Although not a complete sample, these statistics represent general housing characteristics in the study area.

Anne Ave. N. and Boston St., a larger area than census tracts 59 and 60. PSRC estimates that in 1990, this area contained 12,350 households and had an average household size of approximately 1.8 people. By 2020, PSRC projects that this area will grow to roughly 14,000 households (an increase of 13 percent) and have an average household size of 1.6 (a decrease of 9 percent). Within this area, by 2020, the percentage of multi-family households is predicted to increase, as well as the proportion of upper- and upper middle-income households.

Table 28
Demographic Characteristics of the Surrounding Area

Characteristic	Study Area	City of Seattle
Percent with College Degree	55	45
Households with Household Income <$19,999	24	33
Households with Household Income between $20,000 and $39,999	29	32
Households with Household Income between $40,000 and $99,999	41	30
Households with Household Income >$100,000	6	5
Median Household Income (1989)	$37,740	$29,353
Percent Below Poverty Level (1989)	7	12
Percent of Structures Built Since 1970	24	21
Median Owner-Occupied Housing Unit Value	$185,700	$136,500

Source: U.S. Bureau of the Census, 1990.

Housing Cost and Affordability

According to the 1990 Census, the average median home sale of the two study area census tracts was approximately 36 percent higher than that of the City as a whole. Since 1990, home sales have continued to increase. Data presented in Table 29, based on the Seattle-Everett Real Estate Research Committee, indicate that the average home sale price in census tract 59 increased 28 percent between 1989 and 1995. The average home sale price in census tract 60 increased approximately 66 percent during the same period. Home sale prices in the City of Seattle as a whole during that period, with a growth rate of 45 percent, have grown faster than census tract 59 and slower than census tract 60.

Table 29
Homes Sales Price Trends (in dollars)

	1995	*1994*	*1993*	*1992*	*1991*	*1990*	*1989*
CT 59	223,944	202,508	202,780	207,332	193,003	192,358	175,077
CT 60	245,050	222,631	194,176	214,915	183,955	209,627	147,897
Citywide	183,783	179,216	171,782	171,117	170,208	164,031	127,174

Source: Seattle-Everett Real Estate Research Committee, 1990-1997.

In 1995, home sale prices in census tracts 59 and 60 were between 22 and 33 percent higher than home sale prices in the City of Seattle as a whole. Between 1995 and 1997, the average home sale price in a broader area surrounding SPU[3] grew approximately 15 percent (Seattle-Everett Real Estate Research Committee). According to the City of Seattle, the Queen Anne neighborhood, which includes the southern portion of the study area, had an average single family home sale price of approximately $315,000, the fourth highest sale price of all Seattle neighborhoods.

Judging from the assessed valuation data obtained for the privately-owned housing units within the MIO expansion area, the homes within a few blocks of the SPU campus are valued lower than the rest of the study area. Assessed value tends to be somewhat lower than market value due to the lagged effect; however, current assessed values in the MIO expansion area are roughly half that of market values of housing in census tracts 59 and 60. For example, single-family units in Area E are assessed at $120,000 on average, while the average market value of a home in the study is likely over $235,000, which was the 1995 average home sale price in census tracts 59 and 60.

House Purchase/Rent Affordability

Median family income in the City of Seattle has grown substantially over the last near-decade, similar to home sales prices. Median family income grew from $39,800 in 1989 to approximately $59,000 in 1998 (Seattle, 1999), which is an increase slightly less than 50 percent. A family earning the median income could afford to pay approximately $1,475 in housing costs per month, assuming 30 percent of income goes toward housing. Assuming a 30-year conventional mortgage, a 7 percent interest rate and a 20 percent down payment, a family earning the median income in Seattle could afford a house that costs approximately $270,000. This price is above the 1995 median home sale prices for census tracts 59 and 60. Although the median home sale prices in these census tracts have likely increased further since 1995, it is possible that households or families earning the median income or higher could afford to purchase homes near SPU. If the assumption is made that the median household income in census tracts 59 and 60 grew at the same rate as City of Seattle median family income during the last 9 years, an estimate of household income in census tracts 59 and 60 would be approximately $56,000, slightly below the City of Seattle estimate of median family income for 1998.

A low-income family (assumed to earn 50 percent of the median family income in Seattle), could afford to pay approximately $740 in housing costs per month, while a middle income family (assumed to earn 85 percent of median income in Seattle) could afford to pay approximately $1,250. In 1997, the average monthly rent for the Queen Anne neighborhood was $736. For a 2-bedroom, 2-bath rental apartment, average rent was approximately $1,200 (SERER, 1997). Under the assumption that no more than 30 percent of gross income is used for housing cost, a middle income family could just afford to rent a 2-bedroom, 2-bath apartment. In addition, the vacancy rate for rental properties in the Queen Anne neighborhood was 1.8 percent in 1997, relatively low when compared to King County as a whole, which would make it more difficult to find housing in the area.

Low vacancy rates and relatively high rents in the Queen Anne neighborhood make it difficult for students who need off-campus housing to find adequate housing. Students require, on

[3] The area including zip codes 98102, 98103, 98105, 98107, 98109, 98119, 98121 and 98199.

average, approximately $552 for a studio, or $706 for a one-bedroom apartment on Queen Anne hill.

Significant Impacts of the Proposed Action

Planned Development

Planned development of the new Science building would involve demolition of Watson Hall, which currently provides housing for 32 students. The *West Emerson Street Residence Hall* (planned for 1999-2000) will provide housing to replace University housing that would be lost as a result of demolition of Watson Hall. No other housing related impacts from planned development are anticipated.

Potential Development

As described in *Section II* of this FEIS, the purpose of much of the *potential* development that is proposed by the University is to ensure that additional student housing can be developed to accommodate expected enrollment growth. The following is a summary of the housing changes that are expected to occur.

Single Student Housing

- Number of Existing Single Student Housing Beds 1,404
- Potential Number of Single Student Housing Beds to be Demolished ..... -317
- Number of Existing Single Student Housing Beds to Remain 1,087
- Potential Number of New Single Student Housing Beds ..... +888

- **Potential Total Number of Single Student Housing Beds 1,975**

Net Increase in the Number of Single Student Housing Beds (1,975 less 1,404) 571

Married Student Housing

- Number of Existing Married Student Housing Units 54
- Potential Number of Married Student Housing Units to be Demolished ..... -44
- Number of Existing Married Student Housing Units to Remain 10
- Potential Number of New Married Student Housing Units ..... +110

- **Potential Total Number of Married Student Housing Units 120**

Net Increase in the Number of Married Student Housing Units (120 less 54) 66

If enrollment increases and the supply of on-campus housing does not, the demand for privately-owned housing in the study area could increase, possibly resulting in a housing impact. The potential for impacts on the study area's housing stock would be created by expansion of the MIO District boundaries. Privately-owned residential units could be acquired by the University and *potential* projects proposed by the University would increase the supply of

SPU housing. In total, the MIO expansion area includes 36 properties that are currently privately-owned. Specifically, 25 single-family residences, three duplexes, three triplexes, five apartment buildings (parts of which SPU currently leases), and one property that contains one four-plex and one duplex are located within the MIO expansion area. The net result of the Proposed Action would be that the University could, in the future, provide more on-campus housing for students, faculty and staff. However, the addition of these properties into the MIO District could decrease the amount of community housing if SPU acquires them.

It is expected that the majority of the undergraduate enrollment growth will occur through additional resident students, as opposed to commuter students. As noted in *Section II* C. of this FEIS, in 2005, approximately 1,655 single undergraduate students are expected to live in residence halls and 60 undergraduate students are expected to live in family housing. By 2015, an additional 320 students would live in residence halls (est. total of 1,975 students) and 30 more students in family housing (est. total of 80 students). It is also projected that 20 graduate students would live on-campus in 2005, increasing to 30 by 2015. In addition to students, some faculty and staff could live on-campus in the family housing.

A land use change as part of the *Proposed Action* would relocate some student housing from the core of the campus to sites at or near the edge of the central campus. Replacement housing near the edge of campus would make available more centrally-located buildings and site area for academic facilities, classrooms and faculty offices.

Area A in its entirety is proposed for acquisition to provide additional student housing. The one privately-owned lot north of the "Irondale Block" would be acquired by the University and used for campus housing. The owner of the privately-owned apartment is also a tenant in one of the units; who would be displaced as a result of University acquisition and subsequent use for campus housing. Area A is 11 percent owner-occupied when taken as a percentage of total properties. As depicted in Table 30, of the nine properties in Area A, eight are owned by the University. *Appendix B* of this FEIS contains a complete list of all properties within the MIO expansion areas, including the owner's name and address, legal description, assessed value, lot area (in some cases), and use.

Table 30
Owner-Occupied Housing in MIO Expansion Areas with Residential Uses

	Owner occupied Properties	*Non-owner occupied Properties*	*SPU Properties*	*Total*
Area A	1	0	8	9
Area B	0	0	2	2
Area E*	5	38	3	46
Area F	1	6	0	7
Area G	0	2	0	2

* Note: In Area E, 14 properties are owned by the First Free Methodist Church and are considered non-owner occupied. In addition, one property is owned by the City of Seattle and is too is considered non-owner occupied.

The proposed use for Area B is student housing, which is also the current use. Potentially, the two houses in Area B (SPU-owned) could be replaced with a small apartment building.

Area E would also contain student housing. This action would likely include acquisition of private property. Area E could include "theme houses" containing small classrooms and seminar facilities. There are 21 single-family residences and 3 duplexes in Area E that are currently privately-owned, which could be displaced by potential development by SPU. Area E also contains 3 privately-owned apartment buildings, 2, of which, are partially leased by SPU. Five properties are owner-occupied, comprising 19 percent of the privately-owned properties and 11 percent of all properties in Area E. The number of units not leased by SPU in Sprague and Wembley are 5 and 5 respectively. There are five units in the third apartment building (Lee, 1999).

If acquired by SPU, Area F would also be used for University housing, with the potential replacement of six existing houses with new apartment buildings. In Area F, there are 15 units (6 properties) of community housing that could be displaced by SPU potential development. The Bailey Apartments are also located in Area F, but are not included as potential displacements, as the University currently leases all 8 apartments in the building. All of Area F is privately-owned, and 14 percent is currently owner-occupied.

If acquired, the privately-owned, non-owner occupied single-family home in Area G would be used for University housing. Redevelopment of the area with more-dense housing is not anticipated. One of two properties in Area G is privately owned.

Approximately 220,000 sq.ft. (gross) of housing is included as *potential* development within the *Proposed Action*. This equates to about 570 beds for single students and 110 housing units for student families in the MIO expansion areas. The supply of University single-student beds would increase as a result of construction of approximately 265 single-student beds in the Irondale Residence Hall and Ashton Duplex Replacement/Addition together with approximately 305 beds in the other proposed MIO expansion areas.

If SPU acquires all the properties in the MIO expansion area, over 64 units that had been available as community-wide housing would be displaced. These units are likely more affordable than others within the study area; therefore, their displacement could cause low-income units to be displaced, and the supply of affordable housing[4] in the study area to decrease. This result coupled with the low vacancy rate would make finding housing near the University, especially student and low-income housing, difficult. With the exception of eight properties, the privately-owned properties in the MIO expansion area are non-owner occupied.

While 64 units of privately-owned housing are located within the MIO expansion area and, conceivably could be acquired by SPU, the potential impact upon community housing is actually expected to be less. This is due to the fact that about one-third (20 – 25) of the 64 units are currently occupied by SPU-affiliated tenants. The potential loss in non-University housing in the MIO expansion area, therefore, would probably be closer to 40 – 45 units.

As noted previously, a major focus of the University's *potential* campus development is to provide more on-campus housing for undergraduate students, family housing, and to accommodate faculty and staff. The Final MIMP notes that "(e)xpansion of the Major Institution

[4] Refer to the discussion of housing cost/affordability and house purchase/rent affordability that is contained in the Affected Environment portion of this *Housing* section of the FEIS (*Section III* D.).

Overlay (MIO) District boundaries is needed to accommodate the projected growth of the University in a manner that retains significant campus open spaces and minimizes the need to expand vertically...The expansion of the MIO District boundaries is proposed primarily to provide additional sites for close-in student housing, which is needed to supplement existing University housing and the additional housing planned for sites within the existing MIO District boundaries."

As noted in *Section II* and described in this *Housing* section of this FEIS, the University expects that the majority of undergraduate growth will occur through additional resident students. In 2005, for example, it is projected that there will be 1,665 single undergraduate students living in University-sponsored housing plus an additional 60 undergraduate students living in University-sponsored family housing. Additional housing that is proposed by the University for the MIO expansion areas would be housing that could help meet the University's projected future housing needs. By the University providing such housing, it is expected that such would lessen the demand for student housing in the surrounding community -- outside the expanded MIO boundaries. While difficult to measure, such may also decrease the competition for affordable housing proximate to the University that is caused by students of the University and slightly decrease the demand to more-intensively redevelop underdeveloped properties in the immediate area.

Although MIO boundary expansion would result in privately-owned properties within the University's expanded MIO boundary, the owner of each property can decide whether to sell the property and, if so, to whom and when. Seattle Pacific University is but one entity that would likely be interested in submitting an offer to purchase the subject properties. Conceivably, offers may also be submitted by public or other private entities. Unlike a public institution, Seattle Pacific University does not have the power of eminent domain and, therefore, cannot force the sale of a property for the "public good" of the University. It is anticipated that within the MIO expansion areas, the conversion of former privately-owned housing units to SPU-related housing would be a gradual process that would occur over the lifetime of the MIMP and would coincide with the general increase in density that is occurring in the surrounding area due to market conditions. The potential decrease in affordable housing availability could be due not only to proposed SPU expansion, but also the general trend toward more dense, urban, and higher-valued units in the area, which is consistent with the State Growth Management Act and Seattle's *Comprehensive Plan*.

If, as part of the existing MIMP, SPU acquires properties in which tenants reside, property owners would be required to comply with the City of Seattle Tenant Relocation Assistance Ordinance and the Just Cause Eviction Ordinance (see Mitigation Measures – *Potential Development*).

Impacts of the Alternatives

No Action Alternative

Under the *No Action Alternative*, the MIO District boundaries would not be expanded, and the existing development standards would be retained. The *No Action Alternative* would not satisfy the need for housing necessary to accommodate current enrollment projections. However, it is assumed that the enrollment projections for 2005 could be realized under the *No Action Alternative* through changes in space utilization and temporary leased housing in the vicinity of the campus. If enrollment projections occur as expected and SPU is not able to provide housing for all students under 21 who qualify for on-campus housing, students could occupy a

greater percentage of community (off-campus) housing, resulting in a decrease in housing supply for the overall community. When choosing off-campus housing, students could displace affordable housing, decreasing the availability of affordable housing in the neighborhood.

Limited MIO District Boundary Expansion Alternative

Under the *Limited MIO District Boundary Expansion Alternative*, only Area A and a portion of Area E would be included in the campus boundary expansion. Area A (the "Irondale block"), owned by SPU and used for student and staff housing, and the central portion of Area E would be redeveloped for more intensive University housing, effectively increasing the supply of University housing. Although this alternative would result in less property acquisition and subsequent redevelopment, as compared to the *Proposed Action*, the amount of new housing constructed in conjunction with this alternative would meet the University's housing needs. Such would result in housing that is more dense and bulkier than the University feels is desirable and the redevelopment of three non-designated campus open spaces for University housing. This alternative would increase the density of student housing in the Hill and Ashton halls area. The environmental impacts in Areas and A and E are expected to be similar to those of the *Proposed Action.*

More Substantial MIO District Boundary Expansion Alternative

Under this alternative, the existing University-owned Robbins and Davis Apartments would be included in the MIO District boundary expansion, as well as the areas included under the *Proposed Action*. *Potential* projects associated with the MIMP could include converting the Robbins Apartments to a residence hall and converting space to allow for more student housing. The overall supply of housing could stay the same, or increase under this alternative.

If the University acquires additional private housing in the expanded MIO boundaries under this alternative, SPU could either develop the property consistent with the requirements of the current underlying zoning or develop the property as an institutional use. If property were acquired and converted to University housing, the supply of SPU housing would increase, and the supply of community housing would decrease. The impact of this alternative would be an increase in on-campus housing, and a decrease in the supply of housing in the neighborhood surrounding SPU. Impacts to community housing would be similar to the *Proposed Action.*

Potential Pedestrian Bridges or Tunnels

Impacts upon housing would be the same as under the *Proposed Action.*

Alternative Site for the Science Building

Neither the supply of University housing nor the supply of neighborhood housing would be expected to change under this alternative.

Increased Decentralization Alternative

It is possible that the Increased Decentralization Alternative could involve expansion of off-campus programs and facilities (at Camp Casey, Blakely Island, work sites and Interbay) and leasing space at least 2,500 feet from the MIO District boundaries. No increase in on-campus student housing is proposed, which would mean increased reliance on off-campus housing. However, the "Irondale block" would be included in the MIO boundaries and would provide

some replacement housing for current on-campus housing uses which could be converted to other uses. SPU would seek opportunities to lease or purchase additional off-campus student housing located more than 2,500 feet from the campus. The University would continue to lease or purchase some housing within 2,500 feet of the campus, but would not limit its off-campus housing to this restricted area. For the purposes of this EIS, it is assumed that half of the additional off-campus housing would be located within 2,500 feet of the MIO Boundary, while the other half would be located beyond 2,500 feet. Impacts of this alternative would likely include a decreased community feeling on the SPU campus, as well as possible displacement of community housing.

Mitigating Measures -- Measures associated with the *Proposed Action* are as follows:

Planned Development

No mitigation measures are required. The *West Emerson Street Residence Hall* will provide housing to replace University housing that would be lost as a result of demolition of Watson Hall for the new Science building.

Potential Development

- The University could provide a plan or rough schedule for replacement or interim housing when demolition or renovation of housing units takes place.

- SPU could continue to coordinate with surrounding neighborhood groups to ensure that community concerns related to housing (e.g., decrease in supply of affordable housing) are considered.

- Property owners would be required to comply with the City of Seattle Tenant Relocation Assistance Ordinance and the Just Cause Eviction Ordinance. The Tenant Relocation Assistance Ordinance could provide benefits for residential tenants who would be displaced by housing demolition, substantial rehabilitation, change of use or removal of use restrictions on assisted housing. Benefits could include relocation payments to low income tenants and advance notice of the development. Tenants who could be eligible for relocation assistance must qualify as "low income," defined as earning a family income that is equivalent to 50 percent (or less) of the King County median income. The City and the property owner would each pay half of the relocation assistance.

Unavoidable Adverse Impacts

No significant unavoidable adverse impacts are anticipated. Implementation of the proposed MIMP could provide greater housing opportunities on campus for students, faculty and staff than currently exist.

E. AESTHETICS

Affected Environment

Seattle Pacific University is located at the north-end of Queen Anne hill, just south of the Ship Canal. The northeast portion of the campus lies in a relatively flat area at the base of Queen Anne. The west and southwest portions of the campus are located on a hillside that slopes downward to the north and east. The southwest corner of the campus has the highest elevation on campus (approx. 270 ft. above Seattle datum); the northeast corner of campus has the lowest elevation (approx. 26 ft. above Seattle datum).

Campus buildings in the northeast portion of the campus are aligned with the surrounding streets. For the most part, these streets are aligned in a north/south, east/west grid. However, W. Nickerson and W. Emerson streets vary from that grid and follow the old railroad and Ship Canal alignment. Campus buildings in the southwest portion of campus -- in particular Hill Hall, Hillford House, Ashton Hall and the Fifth Avenue Dravus Parking Garage -- are not aligned with the street grid but instead respond to the topography of the respective sites.

Existing campus buildings are of varied architectural styles, reflecting in part the University's 108-year history. Many buildings consist primarily of brick masonry[5]; some of the more-recent structures consist of stucco, steel, and glass. As noted previously, the University also owns single family and small multi-family structures within and outside of the existing MIO boundaries; most of these buildings are wood-frame and represent a variety of styles and vintages.

Several tower structures on and around the campus serve as local landmarks, specifically the clock tower at Demaray Hall, the church steeple at the Free Methodist Church (non-University-owned building), and the corner towers of Peterson Hall. While these elements are not tall enough to be seen from many off-campus locations, they do provide attractive visual elements of the campus landscape and aid in on-campus orientation.

The campus landscape is varied, consisting of rows of deciduous trees aligned with the street grid, groves of deciduous and conifer trees in campus open spaces, dense green belts in steep areas, and extensive areas of lawn or shrub/ground cover. The following briefly describes existing major campus open spaces.

- The Loop -- This is roughly a 2.2-acre area in the lower campus. It is the University's "historic" campus green and is composed primarily of lawn and mature deciduous trees, with some shrub areas and paved pedestrian paths. Seven buildings frame The Loop, including: Crawford Music Building, McKinley Auditorium, Alexander Hall, Moyer Hall, Peterson Hall, Tiffany Hall, and the Student Union Building.

- Martin Square -- This is a plaza located on upper campus, consisting of a series of paved terraces, stairs, and benches with shrub, ground covers, and trees. It is framed by the Library, Gwinn Commons and Weter Hall.

- 5th Ave. Mall -- This is a portion of a vacated City street. It is a paved pedestrian walkway, approximately 20 feet wide and 450 feet long, that extends in a north-south direction from the Dravus Street Parking Garage to W. Bertona St. Buildings that flank

[5] Either masonry construction or veneer.

the 5th Ave. Mall include the Library, Dravus Street Parking Garage, Weter Hall, Marston Hall and Watson Hall.

- Emerson Street Triangle -- This 0.22-acre area is bordered by W. Bertona St. on the south, W. Emerson St. on the north and 6th Ave. W. on the west. It consists of lawn, several trees and benches on an east-facing slope.

- Wallace Athletic Field -- This 2.8-acre is located in the northeast corner of the campus. It is a multi-purpose sports field that is adjacent to Royal Brougham Pavilion. It is primarily turf with recreation equipment and trees located along the perimeter.

Residential neighborhoods adjoin the campus to the south and west and along a small portion of the east boundary. The residential development includes both modest single family housing and low-rise multi-family apartments. North of the campus, commercial and light industrial uses border W. Nickerson and W. Ewing streets. Campus edges are blurred particularly adjacent to the surrounding residential areas because the University owns single family and low-rise multi-family residential properties, both inside and outside current MIO boundaries, that are occupied by students.

Scenic Views

Policies contained in Seattle's SEPA code (25.05) protect "public views of significant natural and human-made features: Mount Rainier, the Olympic and Cascade Mountains, the downtown skyline, and major bodies of water including Puget Sound, Lake Washington, Lake Union and the Ship Canal, from public places consisting of specified viewpoints, parks, scenic routes, and view corridors identified in Attachment 1" to the SEPA code. Two City ordinances[6] that are referenced in Attachment 1 identify scenic routes throughout the City in which view protection is to be encouraged.

Protected scenic views[7] in the vicinity of Seattle Pacific University include the Cascade Mountains and the Ship Canal. Public viewpoints include Rodgers Park and Mayfair Park. There are no designated scenic routes within the University's existing or proposed expanded campus boundaries nor in the vicinity of the campus. The closest scenic routes include the Ballard Bridge and its approaches, W. McGraw St., and the Fremont Bridge and its approaches.

The SEPA code notes that "(a)dopted Land Use Codes attempt to protect private views through height and bulk controls and other zoning regulations but it is impractical to protect private views through project-specific review." The issue of private view protection has been considered by the City many times; no specific policy or regulatory action, however, has occurred. Private view protection is identified as Policy Docket No. 2 on the City Council's 1999 Work Program (Resolution #29901). At this point, there is no schedule for council committee review or council action relative to this issue.

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6 Ord. #97027 (Scenic Routes Identified by the Seattle Engineering Department's Traffic Division) and Ord. #114057 (Seattle Mayor's Recommended Open Space Policies).

7 Based on Seattle's SEPA Code 25.05.675

Significant Impacts of the Proposed Action

Planned Development – Science Building and the Temporary Parking Lot

Views and Open space

The proposed Science Building and the Temporary Parking Lot are identified as *planned* development. As noted, the Science Building would be located on the northwest side of The Loop, in the area now occupied by Tiffany Hall, Green Hall, and Watson Hall. The Temporary Parking Lot would be located in the block that is bounded by W. Nickerson St., 6th Ave. W. and W. Emerson St.

With regard to the site of the *planned* Science Building, each of the three existing buildings would ultimately be demolished to make way for the new building (Phase 1 and Phase II construction). The *planned* Science Building would be three stories above-grade with an average height to the eave of 50 feet. As noted previously in *Section II* of this FEIS, the University proposes that The Loop be a *designated open space*. This area is now enclosed on three sides with buildings and open to the east. Figure 30 and 31[8] provide a comparison of the existing and proposed view from the south -- from close-up and more-distant. As shown, the *planned* Science Building would continue to enclose The Loop open space.

Protected views from Mayfair Park and Rodger Park also would not be affected by the proposed Science Building. Scenic views from private residential parcels around campus (not protected but potentially sensitive) are not expected to affected by the Science Building.

The *planned* Temporary Parking Lot would not affect views or open space. As noted in *Section II*, this parking lot would be located on the site of two University-owned buildings, which would be demolished. It is anticipated that as an interim use, the site would be used as a staging area for construction of the proposed W. Emerson St. Residence Hall, located immediately south of the site. Upon completion of that project, the area of the *planned* parking lot would be paved, stripped and landscaped, consistent with City code requirements.

Height, Bulk, and Scale

The *planned* Science Building would be higher and larger in bulk than the existing buildings that it would replace. The bulk of the *planned* Science Building would be larger than that of most buildings facing The Loop, however, only a portion of the *planned* Science Building would adjoin The Loop. A large part of the facade of the Science Building would extend west outside The Loop -- in a relationship similar to that of Moyer Hall (see Figure 3).

The footprint of the Science Building (including Phase I and Phase II) would occupy roughly twice the area of the three buildings it would replace. The Science Building would be roughly 10 feet taller (or roughly 25% taller) than both Tiffany and Watson Halls and it would be nearly twice the height of Green Hall and the adjacent Student Union Building (Figure 6). The height of the *planned* Science Building would be comparable to that of Peterson Hall and Alexander Hall, which are also located on The Loop. As noted in *Section II*, the roof of the structure would be sloped. It is intended that a sloped roof would lessen the apparent height of the building, make the structure more compatible with the roofline of Peterson Hall, and conceal most of the

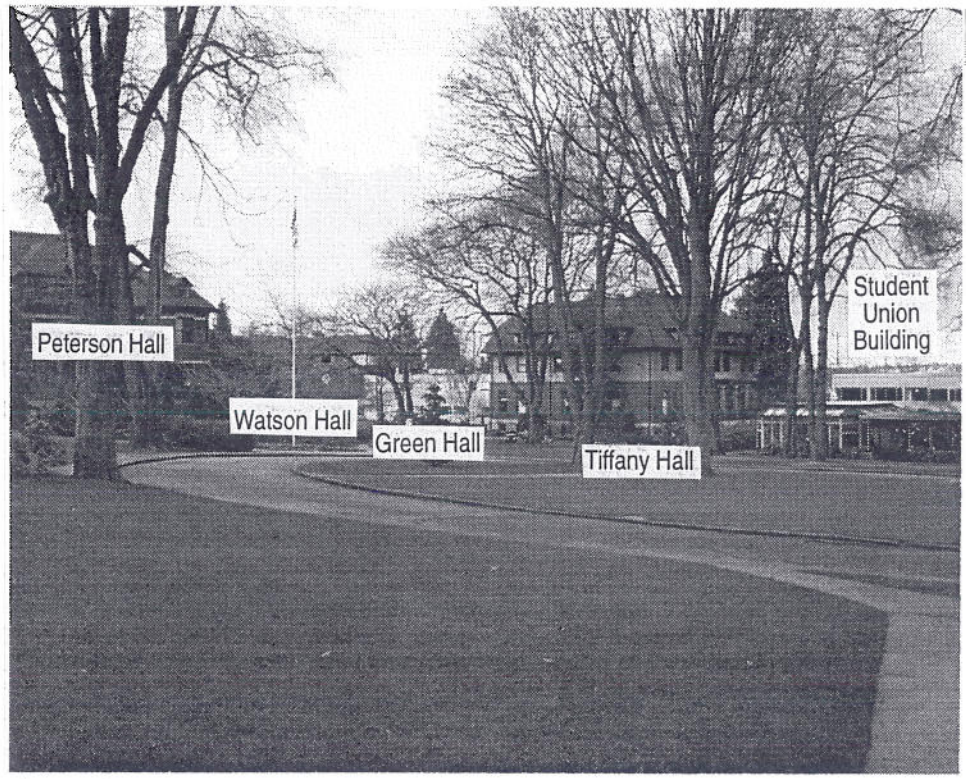
[8] The *planned* Science Building, shown in figures 30 - 34, is an illustration of the Science Building by visual simulation the proposed the, Phase I and, where possible, Phase II (recognizing, however, that Phase II is only conceptual at this point).

View 1: Existing

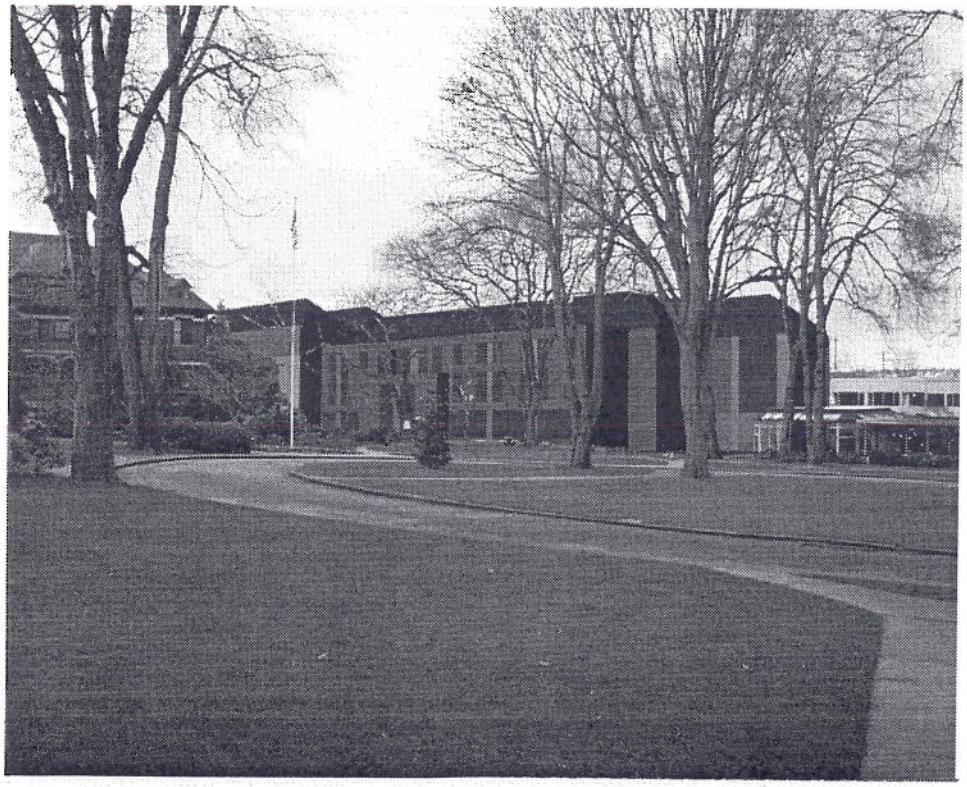
View 1: Proposed

Source: Nakano•Associates LLC

Huckell/Weinman Associates, Inc.	**SeattlePacificUniversity**	Figure 30 **Close-up Existing & Proposed View of the *Planned* Science Building from the Loop**



View 1: Existing



View 2: Proposed

Source: Nakano•Associates LLC

Huckell/Weinman Associates, Inc.	**SeattlePacificUniversity**	Figure 31 **Existing & Proposed View of the *Planned* Science Building from the Loop–More Distant**

mechanical ventilation equipment that is normally associated with a collegiate science building. As shown by Figure 5 and 8, proposed modulation of the facade of the Science Building would also somewhat offset the perceived bulk of the planned structure. While the proposed building is larger than that of the structures it would replace, it is similar to that of other newer campus buildings (e.g., including Demaray Hall, Gwinn Commons and the Library).

The *planned* Science Building would not abut any private property where issues of height, bulk and scale could be particularly sensitive. The building would, however, be located in close proximity to W. Bertona St. As noted in the Final MIMP and *Section II* of this FEIS, the impact of building bulk would be offset by an additional landscaped setback that is proposed along W. Bertona St. adjacent to the building. The building setback of the Science Building would be comparable to the setbacks associated with the Student Union Building and Tiffany Hall. It would exceed the setback of Watson Hall, and it would be less than the setback associated with Green Hall. As such, the *planned* Science Building would be similar to the existing condition in its horizontal relationship to W. Bertona St. The north facade of the proposed building would be taller than that of the buildings it would replace and, despite the setback and landscaping, the added height would be noticeable along W. Bertona St. (Figure 32 - 34).

The major expansion of footprint area would occur on the south-side of the *planned* Science Building. The new south facade would extend into The Loop about 10 feet more than Tiffany Hall and, as mentioned previously, the building would be about 10 feet taller than Tiffany Hall. Thus, there would be a small increase in height, bulk and scale compared with that of Tiffany Hall and its relationship with The Loop.

The *planned* Science Building would be approximately 50 feet closer to Peterson Hall than Green Hall and roughly twice the height of Green Hall. The major impact of the planned development at Peterson Hall -- compared with Green Hall – therefore, would be increased height, bulk and scale in the vicinity of the north facade of Peterson Hall. The open space corridor along the north-side of Peterson Hall, between Peterson Hall and the proposed Science Building, would be reduced in width by about one-third; however, it would still be about 25 percent wider than the open space along the south-side of Peterson Hall, between Peterson Hall and Moyer Hall.

As described in *Section II* of this FEIS, it is proposed that the facade of the building would incorporate large areas of red brick and other design features, consistent with that of other campus buildings nearby. It is expected that the use of brick would reinforce the similarity of textural scale with that of other campus structures. Window openings in the proposed building would be grouped for visual interest. Facade modulation and detailing is illustrated to a limited degree by the photosimulations contained in this section of the FEIS; architectural plans and elevations, however, provide far greater detail (see figures 6, 7 and 9 in *Section II* of this FEIS).

Planned Development – Traffic Calming at W. Bertona St.

Traffic calming at W. Bertona St. would include planted curb bulbs, additional designated crosswalks, and narrowed drive aisles (refer to *Section II, Project Description and Alternatives* for detail). A large planted curb bulb is proposed for the intersection on the north-side of W. Bertona St. at the 5th Ave. Mall. Plantings at W. Bertona St. are planned along the street right of way to the corner of W. Bertona St. and 3rd Ave. W.

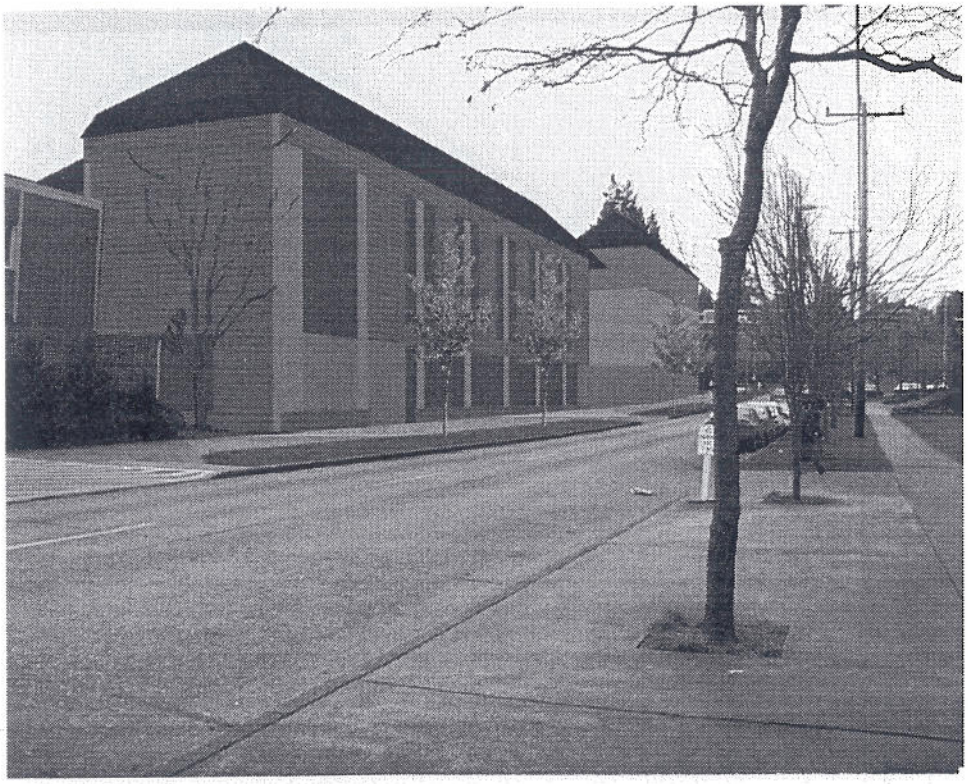
View 1: Existing

View 2: Proposed

Source: Nakano•Associates LLC

Huckell/Weinman Associates, Inc.	**SeattlePacificUniversity**	Figure 32 **Existing & Proposed View of the *Planned* Science Building from the Northeast–More Distant**

View 4: Existing

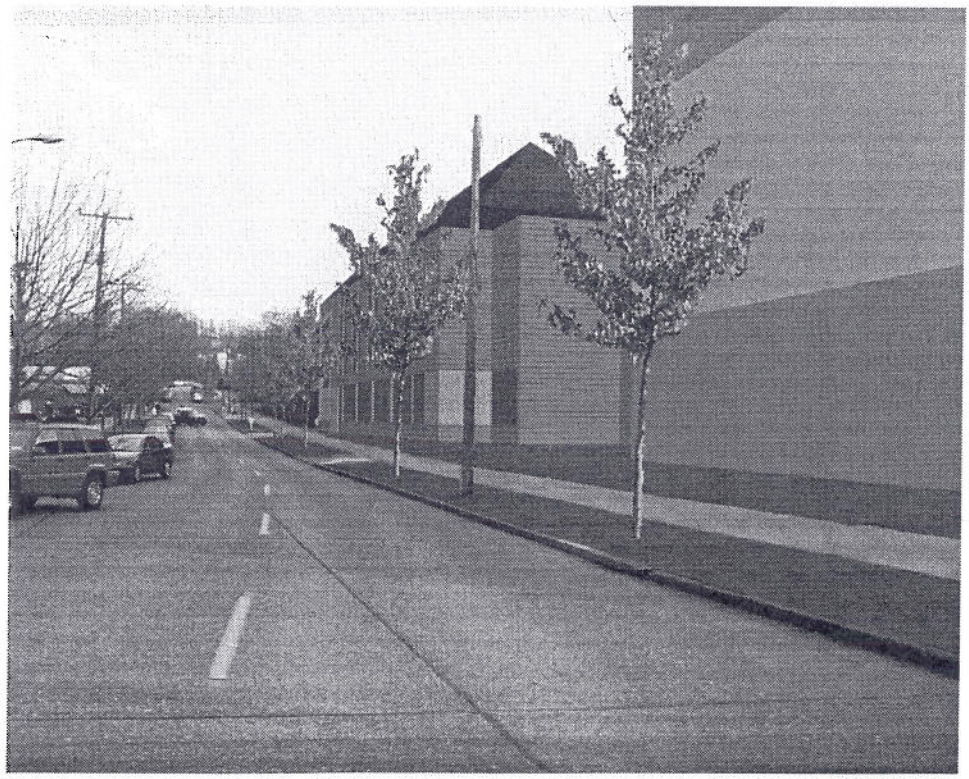


View 4: Proposed

Source: Nakano•Associates LLC

Huckell/Weinman Associates, Inc.	SeattlePacificUniversity	Figure 33 **Existing and Proposed View of the *Planned* Science Building from the Northeast–Close-up**

View 5: Existing



View 5: Proposed

Source: Nakano•Associates LLC

Huckell/Weinman Associates, Inc.	**SeattlePacificUniversity**	Figure 34 **Existing and Proposed View of the *Planned* Science Building from the Northwest**

Potential Development

Views and Open space

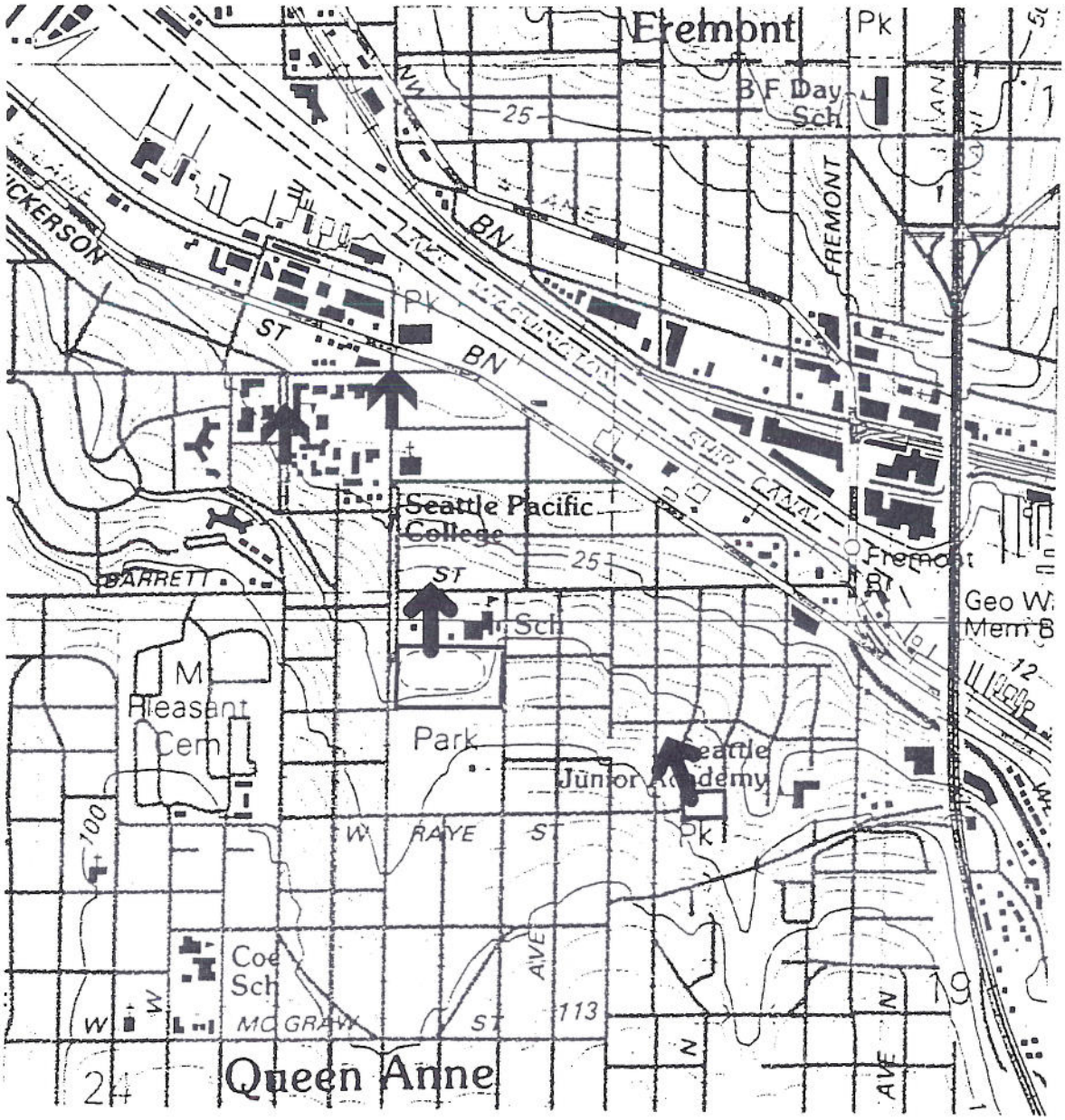
Views from protected scenic viewpoints would not be affected by *potential* development. The viewpoints are located at elevations far higher than the top of the tallest *potential* development within the existing and proposed MIO boundaries (Figure 35). On-site vegetation at Mayfair and Rodgers Parks, for the most part, limits views from those sites to the north. Figure 36 depicts existing views across the SPU campus toward the Ship Canal from Rodgers Park and Mayfair Park. The photographs were taken in January (1999) and, as such, the view from Rogers Park is less affected by foliage than would be the case in late March to early November. Views of the Cascades from these protected viewpoints would not be affected because of the direction of view.

Some private residential areas to the south and west of the campus have territorial views of the Cascade Mountains, the Ship Canal and/or Lake Union. Such views are typically to the north, northwest and east. As depicted in Figure 35, the landform south and west of campus is generally at a higher elevation than that of much of the campus. The view potential of most private properties around the campus, therefore, is not expected to be affected by *potential* campus development. The discussion of heights (below) illustrates this in greater detail. As noted previously, these private views are not views protected by City regulations. As noted previously, private view protection is an agenda item on the Seattle City Council's 1999 Work Program. If the City Council adopts policies and regulations governing private view protection, the University and other private entities would be required to comply with provisions of the legislation. Such would apply to applications for *planned* or *potential* development that are filed with the City after the effective date of the legislation.

As noted in *Section II* of this FEIS, four additional *potential* open spaces are proposed. One is located on the site of the existing U.S. Bank, which is bordered by W. Nickerson St., 3rd Ave. W. and W. Bertona St. This *potential* open space would be developed as a plaza in conjunction with a *potential* new auditorium/chapel on the site (see Figure 9, *Section II*). Another *potential* open space is proposed for the block that is bounded by 3rd Ave. W., W. Bertona St., W. Nickerson St., and W. Cremona St. This open space would be developed as an additional sports field. The third *potential* open space would be developed on the current site of Marston Hall. This site is intended to be redeveloped as a new 1-story academic building, following demolition of Marston Hall. The open space associated with this development site would be a roof-top plaza that would provide direct pedestrian access to the existing 5th Ave. Mall and visually connect the upper and lower portions of campus. The fourth *potential* open space would involve extending the existing 5th Ave. Mall north from W. Bertona St. to W. Nickerson St. Each of these *potential* open space areas would increase landscaped open space along W. Nickerson St., one of the City's major public arterials. The proposed additional designated open space would create a more attractive and identifiable campus edge along this major arterial.

Height, Bulk, and Scale

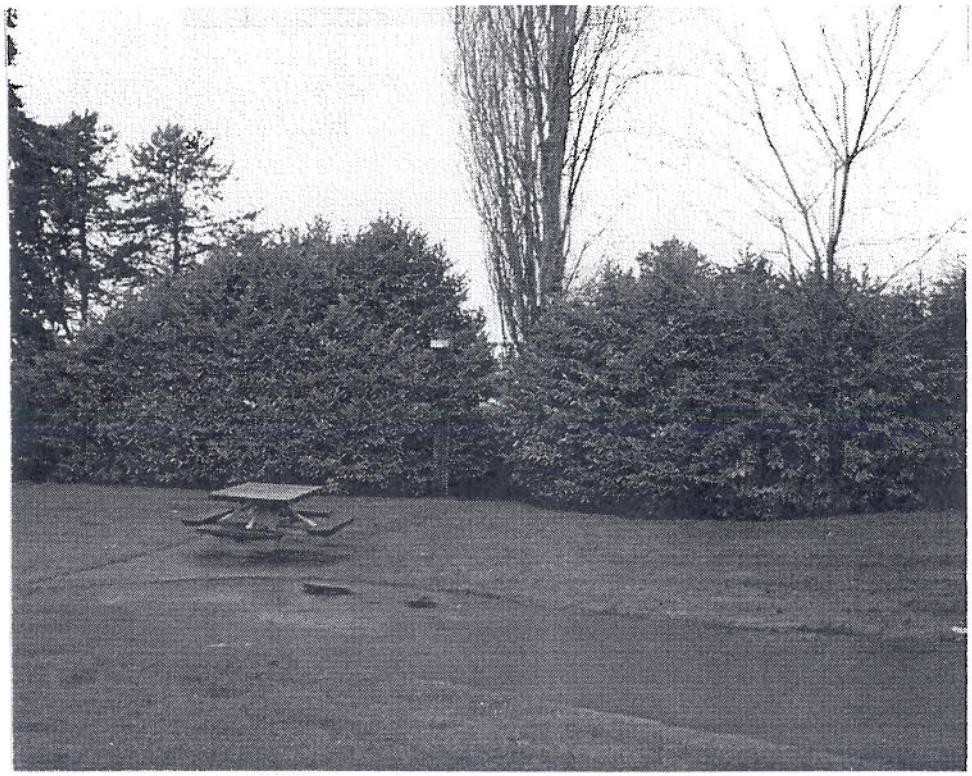
Height limits within the current campus MIO boundaries are 37, 50, and 65 feet. The proposed height limit for each of the proposed expansion areas is 37 feet, the lowest height limit allowed in the MIO code. Height limits of private properties around the proposed MIO boundaries vary from 25 - 30 feet.



→ PROTECTED SCENIC VIEWS

Source: Nakano Associates LLC

Huckell/Weinman Associates, Inc.	Seattle Pacific University	Figure 35 Scenic Views



Scenic View 1: Mayfair Park

Scenic View 2: Rodgers Park

Source: Nakano•Associates LLC

Huckell/Weinman Associates, Inc.	SeattlePacificUniversity	Figure 36 **Views from Mayfair Park and Rogers Park**

As described earlier, three changes are proposed to the height limit within the existing MIO boundaries. One change is a reduction from 50 to 37 feet for two parcels at the southwest corner of W. Dravus St. and 4th Ave. W. Another change is a height reduction for the area west of Ashton Hall – from 65 ft. to 37 ft. The third proposed change is an increase in height from 37 to 50 feet for 8 parcels in the east-half of the block bounded by W. Nickerson St., 3rd Ave. W., W. Bertona St. and W. Emerson St. and 6th Ave. W.

The reduction of the height limit for the area at the corner of W. Dravus St. and 4th Ave. could result in a scale of development that is more compatible with adjacent residential areas. The existing height limit for private property in this area is 25 feet (zoning: L1).

The portion of the campus where an increase in height limit from 37 to 50 feet is proposed, is an area that is bounded on all sides by the University. Areas immediately north, west and northeast have a 37-foot height limit; the area south and southeast has a 50-foot height limit. The area of the proposed increase in height limit abuts W. Nickerson St. Because many properties along W. Nickerson St. are zoned C2-40 with a 40-foot height limit, the height of structures in the area of the proposed change would not vary substantially from the height allowed on non-institutional properties in the area. The area of the proposed height increase would be buffered from lower-scale private residential development south and west of the campus by existing campus development. The impact of this change to these areas is expected to not be significant. Within the campus, the building height in the area of proposed height limit increases would be compatible with the *planned* Science Building.

Expansion Areas A and B are adjacent to areas that are zoned SF 5000, L1 or L3. The height limit in these areas is either 25 or 30 feet. While the scale of *potential* development on the campus could be roughly 7 - 12 feet greater than the height limit in these areas, such is not expected to create significant incompatibilities in scale. The proposed height limit of 37 feet in Area A and B is the lowest MIO-designated height allowed in the City's code.

The topography rises abruptly west of proposed campus Expansion Area A and B. Because views from private parcels adjacent to those expansion areas are to the north and east, the slightly taller height of on campus buildings, as compared to adjacent private structures, would have a minimal impact on easterly views from these properties. No significant impact is anticipated for properties located further west on the hillside.

The proposed height limit in Expansion Area C would be 37 feet. The underlying zoning is C2-40 so the proposed height limit would be lower than that allowed for non-institutional development. Private parcels adjacent to Area C are zoned C2-40 and IBU/45, both with higher height limits than that proposed for the expansion area. The height of potential development in Expansion Area C would be compatible with the height of existing and potential surrounding development.

Expansion Area D is proposed as a designated open space and Expansion Area H would not change from its current use as a surface parking area. No impacts relative to height, bulk, or scale are, therefore, anticipated in these two expansion areas.

Expansion Area E is adjacent to residential areas zoned L3. This is a lowrise, multi-family designation with allowable building heights of 30 feet. As noted in *Section II* of this FEIS relative to Proposed Modifications to Development Standards, the Final MIMP proposes that *potential* University development in MIO expansion areas south of W. Dravus St. would be subject to the development standards of the underlying zone. The height of *potential* University development

that occurs in expansion area E, therefore, would be consistent with the height limit of existing, non-University development. In addition, area E is 15 to 30 feet lower in elevation than adjacent private properties to the south according to the USGS Survey maps.

Properties abutting Expansion Areas G and F are zoned L1 and L3 with building heights designated by code at 25 and 30 feet respectively. As noted with regard to the discussion of area E, *Section II* of this FEIS proposes that *potential* University development in MIO expansion areas south of W. Dravus St. would be subject to the development standards of the underlying zone. The height of *potential* University development that occurs in expansion areas F and G, therefore, would be consistent with the height limit of existing, non-University development. In addition, areas F and G are 15 to 30 feet lower in elevation than adjacent private properties to the south, according to the USGS Survey maps.

The proposed expansion areas, particularly along the south boundaries, would create a better-defined campus boundary. It would lessen the potential that an adjoining residential area could be bounded on two or three sides by the major institution.

Impacts of the Alternatives

No Action Alternative

Under this alternative, development would be limited to projects included in the existing MIMP. Impacts for these have already been evaluated during the approval process associated with that plan and no significant impacts were identified.

Limited MIO Boundary Expansion Alternative

This alternative includes those changes illustrated in Figure 12 of this FEIS. Potential development in the proposed expansion areas would have greater bulk and height than those associated with the *Proposed Action* -- because larger, taller buildings would be necessary to achieve the *potential* development in a smaller area. Private residential areas with height limits ranging from 25 to 30 feet would abut campus areas with height limits of 65 feet at the west and portions of the south MIO boundary – a differential of about 40 feet. This scale differential -- between buildings inside and outside the proposed MIO boundary -- would be substantially greater than the differential associated with the *Proposed Action* and, depending upon the topography of the area, could have greater potential for significantly impacting affected properties.

More Substantial Boundary Expansion Alternative

In addition to the eight areas of expansion identified in the *Proposed Action*, this alternative would include an additional expansion area south of the campus, along 3rd Ave. W. (Figure 13).

The University could undertake development in this additional expansion area. The underlying zoning designations in this additional expansion area are L-2 and L-3 with height limits of 25 and 30 feet, respectively. It is not known at this time whether potential University-related redevelopment of properties in this expansion area would be developed to height limits associated with existing zoning or a MIO height limit modification.

If the University developed the potential sites in this expansion area based on underlying zoning standards, there would be no significant height differential between University-related development and non-University development. Bulk and scale of campus development would be similar to nearby school buildings (adjacent to the potential recreation facility) and similar to existing apartment buildings in and around the additional expansion area. However, about 25 privately-owned single family dwellings that abut the additional expansion area would be smaller in bulk and scale than the potential University development. This difference in scale is expected to be a relatively minor impact, in that, the mix of building scale is already a neighborhood characteristic.

If development in the additional expansion area does not conform to the requirements of underlying zoning, the height, bulk, and scale differential between University-related development and non-institutional development could be larger, resulting in a potentially greater impact.

Pedestrian Bridges or Tunnels Alternative

This alternative would allow the University in the future to construct of one or more pedestrian bridges or tunnels on-campus. As noted in *Section II* of this FEIS, it would not be a *planned* development, but rather a *potential* development. Possible locations for grade-separated crossings are depicted in Figure 14 and include W. Bertona St. and W. Nickerson St. west of 3rd Ave. W. (vicinity of the existing Student Union Building and bookstore); W. Bertona St. in the vicinity of the 5th Ave. Mall; and 3rd Ave. W. between W. Bertona St. and W. Cremona St.

A pedestrian bridge at any one of these locations would likely have a clear height[9] of at least 16.5 feet below the structure with another 10 feet of bridge structure (e.g., girders, flooring, facade and roof). Conceivably, the bridge structure could be open with no roof structure, just railings or it could be glass-enclosed; each would reduce the apparent bulk of the structure. Because of perceived openness, height, and location, a pedestrian bridge could be compatible with the height of surrounding structures. Such a structure would not be expected to block any protected views or view corridors.

Certainly, a tunnel would be less noticeable than a bridge. However, a tunnel could result in localized revisions to campus pedestrian circulation patterns. For example, a tunnel would require ramps at either end of the structure to get from ground level to the floor of the tunnel. The ramps could, in effect, become barricades to local non-tunnel pedestrian circulation. As discussed in *Public Services* (*Section III* G. of this FEIS), possible security concerns may reduce the intended effectiveness of a tunnel alternative.

Alternative Site for Science Building

This alternative would involve building an addition to Miller Science Learning Center, construction of a new Academic Building at the proposed Science Building site, building an addition to McKenna Hall, and replacing Marston Hall with open space (Figure 15).

Development that would result from this alternative would not differ substantially from what is currently proposed. The development of open space at the Marston Hall site would have aesthetic value, in that, more-direct physical and visual connections between three designated

[9] Height from the travel surface of the roadway beneath the structure to the lowest point of the structure immediately above the travel surface of the roadway.

major campus open spaces -- The Loop, 5th Ave. Mall, and Martin Square -- would be established.

Increased Decentralization Alternative

This alternative would expand the existing MIO boundaries only in Expansion Area A. Most of the additional space needs would be met through leasing space at off-campus locations. Under this alternative the visual character of areas within the existing MIO and University-owned properties outside the existing boundary would be similar to the *No Action Alternative* except in Expansion Area A, where the changes would be similar to that of the *Proposed Action*.

Purchase or lease of additional off campus housing further than 2,500 feet of the MIO boundary would be a change from the current conditions, but would not likely entail significant visual impacts to those areas.

Mitigation Measures -- Measures associated with the *Proposed Action* are as follows:

Planned Development

- Proposed development standards described in the Final MIMP include landscaping in required setbacks at public rights-of-way. Development standards should also include landscaping in the required setback areas at proposed expansion area boundaries to adjacent properties, in order to provide screening and separation between University uses and private properties.

- Development standards (e.g., building setbacks, building modulation, landscaping, etc.) associated with the *Proposed Action* would lessen minor impacts associated with building height differences in the expansion areas.

Potential Development

No specific mitigation measures can be identified at this time, without design details relative to *potential* development proposals. Each specific potential development will be reevaluated for impacts and possible mitigation at the time of building design and permit application.

Unavoidable Adverse Impacts

No unavoidable adverse impacts are anticipated.

F. HISTORIC/CULTURAL

Affected Environment

There are no known archaeological data for the immediate vicinity of Seattle Pacific University. Existing development, together with former land uses, have altered the character of the area from its pre-development condition. Any artifacts that may have been discovered have not been recorded.

Seattle Pacific University has been providing higher education at its present location for 108 years. As noted in *Section II* B. of this FEIS, the University was founded in 1891 by the Free Methodist Church of North America. At that time, the institution was known as the "Seattle Seminary." Alexander Hall (originally known as the Seattle Seminary Building) was the first major building built on the campus (1893). Other major University buildings built around 1900 include Peterson Hall (1904), and Tiffany Hall (1907).

Only one University building is officially-listed on a register of historic buildings. That structure is Alexander Hall and it is listed in the Washington Heritage Register[10] (designated 12/9/70).

Structures proximate to the campus that are listed in the Washington State Register and/or the National Register of Historic Places include the Hiram M. Chittenden Locks and Lake Washington Ship Canal Historic District (designated 12/14/78), the Fremont Bridge (designated 11/12/92) and the George Washington Memorial Bridge (Aurora Bridge).

There are no officially-designated City landmarks on the campus of Seattle Pacific University or in the immediate vicinity of the University. Three landmarks, however, are located within approximately one-half mile of the campus; they include the Fremont Bridge (Ord. #110347, 12/28/81), the Fremont Trolley Barn/Red Hook Ale Brewery (3400 Phinney Ave. N. [Ord.# 116054, 1/27/92]), and the George Washington Memorial Bridge (Aurora Bridge [Ord. #110345, 12/28/81]).

Significant Impacts of the Proposed Action

Planned Development

As noted, there are two *planned* project associated with this MIMP – the new Science Building and the temporary surface parking lot. Development of both phases of the Science Building would require demolition of Tiffany Hall, Green Hall and Watson Hall. Construction of the temporary surface parking lot would require demolition of two University-owned buildings and a former single-family residence that is used as a University office building. None of these buildings are officially-designated historic structures — either as City landmarks, or on the State or National Registers as historic structures or places.

[10] The Washington Heritage Register is a statewide listing of historic property designations, including National Historic Landmarks, National Register of Historic Places, and structures/places of state significance.

There are several criteria for designation as a City landmark or a landmark site[11], including:

- at least 25 years old; and
- location of, or associated with in a significant way, with an historic event with a significant effect upon the community, City or nation; or
- associated in a significant way with the life of a person important in the history of the City, state, or nation; or
- is associated in a significant way with a significant aspect of the cultural, political, or economic heritage of the community, City, state, or nation;
- it embodies the distinctive visible characteristics of an architectural style, or period, or of a method of construction; or
- it is an outstanding work of a designer or building; or
- because of its prominence of spatial location, contrasts of siting, age, or scale, it is an easily identifiable visual feature of its neighborhood or the City and contributes to the distinctive quality or identity of such neighborhood or the City.

While each of the buildings would presumably satisfy the age requirement, other nominating criteria would not be met. The following provides a synopsis of each building, based on the information that has been compiled to-date.

- **Tiffany Hall**

Year Built:	1907
Architect	unknown
Building Scale	4-story structure (including a partial daylight basement) containing approximately 16,046 sq.ft. of gross floor area; lot coverage: 5,409 sq.ft..
Construction	wood-frame; 1st floor has brick veneer exterior; 2nd floor stucco; roof: composition shingles
Current Use	academic
Former Uses	Building was originally built as a women's dormitory (called Young Ladies' Hall); renamed in 1940 as Tiffany Hall.
Building Modifications	Extensive interior and exterior modifications have occurred.
Known Significant Historic Events	none

- **Green Hall**

Year Built:	1959
Architect	Durham Anderson & Freed
Building Scale	2-story structure containing approximately 7,741 sq.ft. of gross floor area; lot coverage: 4,407 sq.ft.

[11] SMC 25.12

Construction .....steel frame with brick and stucco cladding
Current Use.....academic
Former Uses .....academic and as a student health center
Building Modifications.....Extensive interior modifications have occurred.
Known Significant
Historic Events .....none

- **Watson Hall**

Year Built:.....1946
Architect .....Charles A. Lawrence
Building Scale.....3-story structure (including a partial daylight basement) containing approximately 15,705 sq.ft. of gross floor area; lot coverage: 6,436 sq.ft.
Construction .....wood-frame; brick veneer exterior; building formerly was free-standing but now it is attached to Marston Hall
Current Use.....University multi-purpose building containing academic offices, classrooms and a residence hall
Former Uses .....Building was originally built as a men's and women's dormitory.
Building Modifications.....Extensive interior and exterior modifications have occurred.
Known Significant
Historic Events .....none

Demolition of Tiffany Hall, Green Hall and Watson Hall is not expected to result in any significant *Historic/Cultural* environmental impact. While Alexander Hall would be expected to experience short-term construction impacts (noise, earth-related vibration caused by demolition and earth-moving equipment), no long-term impacts are anticipated.

Potential Development

Seattle Pacific University has identified approximately 10 *potential* development projects – encompassing an estimated 460,000 sq.ft. of gross floor area -- plus an unspecified number of *potential* housing projects in the MIO expansion areas. At this time, no specific site has been identified for any of these future development projects. Conceivably, these *potential* facilities could be located at any of the potential development sites depicted in Figure 10 of this FEIS; the Final MIMP notes, however, that "sites, sizes, and other features of potential development may change as additional information is developed in the years following adoption of the Master Plan."

None of the *potential* development projects are expected to have any long-term impact on Alexander Hall -- or any officially-designated historic structure that is proximate to the campus. More-detailed environmental review, however, would be necessary at the time of application to the City for development approvals associated with specific development projects.

Impacts of the Alternatives

No Action Alternative

This alternative would involve no expansion of the MIO boundaries. New campus development could still occur – as long as it is consistent with projects that were approved in the current MIMP but not yet built[12]. Such projects include: a Fine Arts Center, an addition to Green Hall, an addition to the Bookstore (with some additional retail space), a Continuing Education Center, a Chapel, additional parking, and the conversion of the existing Art Center for use by Physical Plant. The *planned* Science Building would not be built, nor the *potential* development projects noted in this FEIS.

If development projects that were approved in the current MIMP but not yet built are constructed, they are not expected to have any long-term impact on Alexander Hall -- or any officially-designated historic structure that is proximate to the campus.

Limited MIO Boundary Expansion

This alternative would limit proposed boundary expansion to Area A and a portion of Area E. Boundary expansion Area A would involve redevelopment of the area with more intensive University housing (than presently exists) and below-grade parking. Property within proposed boundary expansion in Area E would involve redevelopment for more intensive University housing with associated parking. The amount of *planned* and *potential* development that is proposed in conjunction with the *Proposed Action* would still occur, however, such development would be more dense than with the *Proposed Action* (e.g., increased building height, greater bulk, and reduced building setbacks.

None of the *planned* or *potential* development projects are expected to have any long-term impact on Alexander Hall -- or any officially-designated historic structure that is proximate to the campus. More-detailed environmental review, however, would be necessary at the time of application to the City for development approvals associated with specific development projects.

More-Substantial MIO Boundary Expansion

Besides expansion associated with all eight boundary expansion areas identified in the *Proposed Action*, this alternative would include an additional expansion area located south of the existing MIO boundaries. This expansion area would extend approximately four blocks along 3rd Ave. W. -- from the southern boundary of proposed expansion Area F to W. Newell St.

As with the *Limited MIO Boundary Expansion Alternative*, none of the *planned* or *potential* development projects that would occur as a result of this alternative are expected to have any long-term impact on Alexander Hall -- or any officially-designated historic structure that is proximate to the campus. More-detailed environmental review would be necessary at the time of application to the City for development approvals associated with specific development projects.

[12] Except for projects that have been replaced with other built space through the City's MIMP minor amendment process.

Potential Pedestrian Bridges or Tunnels

The *Potential Pedestrian Bridges or Tunnels Alternative* would allow the University in the future to construct of one or more pedestrian bridges or tunnels on-campus. As noted in *Section II* of this FEIS, possible locations for grade-separated crossings include W. Bertona St. and W. Nickerson St. west of 3rd Ave. W. (vicinity of the existing Student Union Building and bookstore); W. Bertona St. in the vicinity of the 5th Ave. Mall; and 3rd Ave. W. between W. Bertona St. and W. Cremona St.

None of the *planned* or *potential* development projects that could still occur as a result of this alternative are expected to have any long-term impact on Alexander Hall -- or any officially-designated historic structure that is proximate to the campus.

Alternative Site for the Science Building

Rather than building a new 110,000 sq.ft. Science Building, this alternative would involve an addition to the existing Miller Science Learning Center, a new academic building on the proposed site of the Science Building, landscape changes, and an addition to McKenna Hall.

The addition to the existing Miller Science Learning Center would contain approximately 55,000 sq.ft. and be located immediately south of Miller Science Learning Center. As with the *Proposed Action*, Tiffany, Green and Watson Halls would be demolished; however, instead of a new Science Building, a new academic building (classrooms, offices and academic support space) roughly two-thirds the size of the proposed Science Building would be built. Marston Hall would be demolished and that site re-developed as a landscaped open space.

None of these *potential* development projects are expected to have any long-term impact on Alexander Hall -- or any officially-designated historic structure that is proximate to the campus. More-detailed environmental review, however, would be necessary at the time of application to the City for development approvals associated with specific development projects.

Increased Decentralization

This alternative would involve the leasing of office, shop and storage space for University administrative and support functions at a site (or sites) at least 2,500 feet from the MIO District boundaries. As such, the demand for newly-developed on-campus space associated with *potential* development is expected to decrease. Most space needs would be met through adaptive reuse. No increase in on-campus student housing would occur. Other than the addition of Boundary Expansion Area A for a parking garage and replacement housing, no other boundary expansions would be necessary.

This alternative is not expected to have any long-term impact on Alexander Hall -- or any officially-designated historic structure that is proximate to the campus.

Mitigation Measures -- Measures associated with the *Proposed Action* and the alternatives are as follows:

- Other than conducting a more-detailed environmental review in conjunction with specific development projects at the time of application to the City, no mitigation is necessary.

Unavoidable Adverse Impacts

No unavoidable adverse impacts are expected.

G. PUBLIC SERVICES and UTILITIES

Affected Environment

Public Services

Police

Seattle Pacific University Campus Security

Seattle Pacific University's Campus Security office provides a range of services and programs intended to ensure the safety of students, faculty and staff and to protect campus property. The security office is presently located in Tiffany Hall. Campus security officers are dispatched from this location to all campus emergencies. Potential law enforcement incidents are responded to and assessed by Campus Security; if warranted, calls are then referred to the Seattle Police Department. Emergencies or high priority calls may also go straight to Seattle Police dispatch.

Campus Security presently employs 10 full-time field security officers who patrol the campus on foot. The officers do not carry firearms, but are equipped with radios, batons, handcuffs, and a chemical defensive weapon. In addition to the security officers, 10-20 students work part-time providing security services to resident halls, at major campus events and in the security office. Other services provided by Campus Security include operation of the campus motor pool fleet, operation and enforcement of the campus transportation management plan, a large portion of which involves parking enforcement, performance of safety compliance activities including safety inspections, and dissemination of yearly crime statistics across campus.

Crime prevention efforts by the Campus Security office include presenting safety information to resident halls and new University employees, providing safety escorts for students, faculty and staff, and providing input into lighting designs for buildings. The office is also responsible for locking buildings during non-use hours, conducting exterior lighting reports to detect and report malfunctions, and monitoring campus areas with closed-circuit televisions.

In 1998, campus security responded to 5,376 non-criminal incidents and 265 criminal incidents. This represents a slight overall increase compared to 1997 when 4,801 non-criminal incidents and 194 criminal incidents were responded to, and to 1996 when 3,820 non-criminal incidents and 283 criminal incidents were responded to. Non-criminal offenses include fires, false alarms, and motor vehicle accidents. Criminal offenses include misdemeanors, gross misdemeanors and felonies.

Seattle Police Department

The City of Seattle Police Department (SPD) provides law enforcement services to Seattle Pacific University including patrol, emergency response (via the 911 telephone system), criminal investigation, arrest of suspects, and traffic control. Police responses to the Seattle Pacific University campus are handled by patrol officers from the West Precinct, which is presently located in the Public Safety Building in downtown Seattle (a new West Precinct Station is currently under construction in the Denny Regrade).

All City precinct stations are staffed 24 hours a day, based on three shifts. In the West Precinct, three sergeants and 26 officers are assigned to the first shift (3 AM to 12 PM), six sergeants and

31 officers are assigned to the second shift (11AM to 8 PM), and six sergeants and 43 officers are assigned to the third shift (7 PM to 4 AM). Officers from each precinct are assigned specific patrol sectors. The Seattle Pacific University campus is located within the Queens patrol sector, specifically the Queens 3 patrol beat. Data is also kept for smaller areas of the patrol beats called reporting areas, which are similar to or based on Census Tract areas. The Seattle Pacific University campus is located within two of these reporting areas: Reporting Area 1 is bounded on the north by the Canal, on the west by 15th Avenue, on the south by West Bertona and on the east by Third Avenue; and Reporting Area 2 is bounded on the north by West Bertona, on the west by 8th Avenue, on the south by West Ray Street, and on the east by Third Avenue.

Service calls to the campus represent only a small portion of the total calls received from the West Precinct patrol sector. Total dispatched calls-for-service for the entire West Precinct totaled 86,717 calls in 1998. Of the total 86,717 dispatched calls for service received by this precinct in 1998, 16,732 were within the Queens patrol sector, and, of those 16,732 calls, 3,548 were received within the Queens 3 beat patrol. Of the 3,548 calls received within the Queens 3 beat patrol, 829 calls were received from the two smaller reporting areas described above, which contain the SPU campus. Therefore, Seattle Pacific University's calls-for-service represented less than approximately one percent of the total dispatched calls within the entire West Precinct for 1998 (SPD, 1999).

Fire

Campus Security

Campus Security also provides fire prevention services, including monitoring all fire alarms in University buildings, and performs quarterly building fire inspections. Fire emergencies are responded to immediately by Campus Security personnel with a simultaneous contact to the Seattle Fire Department.

Seattle Fire Department

Fire protection services to Seattle Pacific University are provided by the City of Seattle Fire Department (SFD). The Department also provides emergency medical services; specialized response for hazardous materials, and building permit review and inspections (City of Seattle, 1999).

Fire Station 20 responds to calls for service from Seattle Pacific University. Station 20 is staffed by 3 professional firefighters on a 24-hour basis. Equipment available for fire response to the campus includes one fire engine (SFD, 1999).

Station 20 is located at 3205 13th Avenue W, approximately 2 blocks from the main entrance to the campus. Response times to campus are estimated at less than two minutes with factors such as time of day and traffic conditions affecting actual response time. Depending on the height of the building and location of the fire, additional time could be required between the time of the fire call and actual fire-fighting activities.

Additional fire protection services to Seattle Pacific University are provided by Fire Station 9 located at 3829 Linden Avenue N in Ballard/Freemont, Station 18 located at 1521 NW Market Street and Station 8 located at 110 Lee Street on the top of Queen Anne. Station 9 is staffed by 5 professional firefighters and equipped with an engine and an air rig. Station 18 is staffed by one Battalion Chief and 9 firefighters and is equipped with an aid car, an engine and a ladder

truck. Station 8 is staffed by 7 firefighters and is equipped with a ladder truck and engine (SFD, 1999).

Utilities -- Water

The Seattle Water Department (SWD) provides water to the Seattle Pacific University campus through a 20-inch main in West Nickerson, a 12-inch main along 10th Avenue West, 8-inch mains in West Dravus Street, 3rd Avenue West, West Bertona Street, West Cremona Street, West Barrett Street, 5th Avenue W, West Etruria Street, and West Emerson Street, and 6-inch mains located in West Argand Street and a portion of West Etruria Street east of 3rd Avenue West (SWD, 1999). Seattle Pacific University owns and maintains all water distribution facilities located within campus boundaries. The campus distribution system is supplied water from the City's service mains through meters located at the campus perimeter.

Seattle Pacific University's campus is located within the 316 pressure zone – this is a very high pressure zone area within the City and connections to the campus water system requires pressure-reducing valves before water enters the campus water system (SWD, 1999).

Current water consumption on campus is approximately 4,708,500 cubic feet (CF) per year (Seattle Pacific University Facilities Planning, 1999). Of this total, approximately 524,300 CFs or 10 - 12 percent per year is used for irrigation.

Utilities -- Stormwater

In the early 1990's, Seattle Pacific University and the City of Seattle created a unique drainage control plan that includes a credit exchange program. The plan was developed as an alternative to the University providing extensive stormwater detention structures for impervious surfaces associated with new campus development.

Much of Queen Anne hill is presently served by a combined sewer system – in which sewage is combined with storm drainage in one pipe. Whereas, in a *separate* system in which sewage flows to a treatment facility and storm drainage discharges to natural waterways, in a *combined* system, sewage and stormwater are processed together by a treatment plant. This combined flow creates enormous volumes the need for detention facilities, larger treatment facilities, and the potential during storm surges for overflows of both stormwater and sewage.

The program Seattle Pacific University and the City of Seattle created – and the University paid for – collects storm drainage from approximately a 43-acre drainage area on-campus and channels that stormwater via a piping system to an oil/water separator and eventual discharge into the Lake Washington Ship Canal. This system eliminates the addition of storm drainage from a large portion of the campus into the City's combined sewer system. Areas of campus that are remote receive detention storage credits. The program received an award from the American Society of Civil Engineers.

Energy

Seattle Pacific University depends upon three sources of energy – electricity, natural gas and petroleum. The following summarizes each.

- Electricity is provided by Seattle City Light primarily via a system of overhead lines. Primary and secondary service to University buildings typically occurs via underground

service. Electricity is used for lighting in all University structures; to heat water and operate appliances in all of the University's dwelling units; as the source of heat in 40 percent of the University's dwelling units; and to power fire and safety alarm systems, pumps, compressors, and other controls. There are no known service limitations.

- Natural gas is provided to the University by Puget Sound Energy via underground distribution mains. Natural gas is used to heat all of the University's major buildings, to heat water for all major buildings other than Peterson Hall, and to provide heat for approximately 51 percent of the University's dwelling units. There are no known service limitations.

- Petroleum (heating oil) is the energy source for heating 9 percent of the University's dwelling units and it serves as a secondary fuel source for heating the University's major buildings. There are no known service limitations.

Current (1998) total annual energy consumption is 69.971 x 10^9 BTU's per year, which equates to approximately 91,225 BTU's per square foot of development[13]. Of the total energy (BTU's) consumed annually by the University, approximately 52 percent was electricity and approximately 48 percent was natural gas.

Significant Impacts of the Proposed Action

Public Services

Police

Seattle Pacific University Campus Security

Planned Development: The *planned* Science Building is not expected to significantly affect operations of the Campus Security Department.

Potential Development:

The additional buildings, expanded campus boundaries and increases in University population (students, faculty and staff) would result in significant impacts to Seattle Pacific University's Campus Security Department.

Construction and acquisition associated with the MIO is anticipated to accommodate approximately 4,235 students by the year 2005, which would add approximately 841 students to the campus. By 2015, total enrollment would be approximately 5,000 students, an increase of approximately 1,606 students from 1998 enrollment. In addition, the number of undergraduate students living on-campus is expected to increase from approximately 1,411 in 1998 to 2,095 in 2015.

Increased numbers of students, faculty and staff would result in additional calls for service to Campus Security. Based on the current ratio of calls-for-service to campus population, the projected increase in population would be expected to generate approximately 2,651 additional

[13] The FEIS noted that existing campus development – excluding proposed development – amounted to roughly 767,000 sq.ft. of gross floor area.

calls for service by 2015. This would represent a large-percentage increase in calls-for-service, which would be proportionate to the increase in campus population.

Expansion of campus boundaries and the construction of new buildings would result in increased demands for security services. A larger campus area would result in an expanded area to patrol; new buildings would require daily lock-up and monitoring services.

Seattle Police Department

Planned Development: The *planned* Science Building is not expected to significantly affect operations of the Seattle Police Department.

Potential Development:

Seattle Pacific University currently generates few incidents that require the services of the Seattle Police Department. It is anticipated that the *Proposed Action* would not result in any significant increase in service demands. As noted in the *Affected Environment* section, the Seattle Police Department received less than approximately 829 calls-for-service to Seattle Pacific University in 1998. Assuming calls-for-service will increase proportionate to the projected increase in campus population under the *Proposed Action* (47%), the Department would receive less than approximately 390 additional calls-for-service. This additional service demand represents a 0.4 percent increase in service calls to the West Precinct and would not constitute a significant adverse impact to the Seattle Police Department.

Fire

Planned Development: The *planned* Science Building is not expected to significantly affect operations of the Seattle Fire Department.

Potential Development:

The *Proposed Action* would result in increased service demands for the Seattle Fire Department. New buildings would require periodic fire inspections and it is possible that annual calls for service from Seattle Pacific University could increase. Such increase in service demand, however, would be accommodated with existing Department personnel, equipment and capital facilities.

Utilities -- Water

***Planned* Development**

The *planned* Science Building is not expected to significantly affect water supply/demand.

***Potential* Development**

Growth in University employment and enrollment, and construction of additional buildings would result in increased water use. Projected campus water use is based on existing consumption per square foot by building use, future campus square footage and existing irrigation use. Total water consumption in the year 2015 is estimated to be approximately 40% higher than campus water use in 1998. Increased water use would result primarily from additional on-campus residents, facility and staff.

It must be emphasized that the estimated future water use is based on *existing* consumption per square foot by building use. The actual water usage would likely be less than estimated because the proposed new and renovated buildings would be equipped with plumbing fixtures that meet plumbing code efficiency standards, thus conserve water better than fixtures in older existing University buildings. When plumbing code efficiency standards are taken into consideration, future water use per square foot would probably be less than currently occurs.

According to the Seattle Water Department (SWD, 1999), water supply would be sufficient to serve the increase in water demand generated from implementation of Seattle Pacific University's MIMP. Water mains, pump stations, pressure-reducing valves, and water storage facilities owned and managed by SWD serving the campus would also be adequate to accommodate additional water demand. Despite the sufficient water supply, Seattle Pacific University will implement measures to minimize campus water usage (please refer to the Mitigation Measures section).

Utilities -- Stormwater

***Planned* Development**

The *planned* Science Building is not expected to significantly affect stormwater runoff, nor have a significant affect on the University's or the City's installed systems.

***Potential* Development**

Development of *potential* campus buildings would increase the amount of impervious surfaces on-campus. While no detailed analysis has been conducted to determine the actual percentage of increase, the amount is expected to be relatively small because most *potential* campus development would occur on sites that already contain impervious surfaces in the form of structures or paved surface parking. The increase in impervious coverage is not expected expected to significantly affect stormwater runoff, nor have a significant affect on the University's or the City's installed systems.

Energy

***Planned* Development**

Construction related impacts are discussed in *Section III* H. of this FEIS.

For purposes of this analysis, it is assumed that the *planned* Science Building would use electricity for lighting, cooling, ventilation, operation of various mechanical systems, elevators, emergency safety equipment and communications systems. It is expected that building heat would be provided by natural gas.

Director's Rule 3-87[14] requires calculation of expected electrical energy consumption for all building projects in the City that exceed 50,000 gross square feet of conditioned space. Estimated electrical energy consumption was calculated based on worksheets supplied by Director's Rule 3-87 (*Appendix C* to this FEIS).

[14] Seattle Department of Construction and Land Use Director's Rule 3-87.

Based on this analysis, the expected annual electrical energy use for a 110,000 sq. ft. facility would be approximately 1.2 million kWh. This alone[15] equates to approximately 37,255 BTU's per sq.ft. The peak use for the highest 15-minute period would range from approximately 110 kilowatts in the summer to about 1,122 kilowatts in the winter. These estimates are based on assumptions regarding the building's hours of use and utility systems. Heating the building with natural gas would be anticipated to consume approximately 35,765 BTU's annually per square foot. The Science Building would be designed consistent with the City's Energy Code to assure energy efficiency.

Potential Development

The expected annual electrical energy use for 100,000 sq. ft. of academic facilities, 140,000 sq. ft. of core and support facilities, and 220,000 sq. ft. of student housing, would be approximately 3.2 million kWh. This alone equates to approximately 23,756 BTU's per sq. ft. The peak use for the highest 15-minute period would range from approximately 598 kilowatts in the summer to 1,421 kilowatts in the winter. These estimates are based on assumptions regarding the hours of use and utility systems of the *potential* buildings. Heating the *potential* buildings with natural gas would be anticipated to consume approximately 22,805 BTU's annually per square foot. All *potential* buildings would be designed consistent with the City's Energy Code to assure energy efficiency.

Impacts of the Alternatives

No Action Alternative

This alternative includes construction of buildings contemplated by the existing MIMP (Fine Arts Center, Green Hall addition, Bookstore addition, Continuing Education Center, Chapel, additional parking and conversion of the existing Art Center for use by the Physical Plant). These building would require monitoring and security services by Campus Security. In addition, periodic fire inspections by the Seattle Fire Department would need to be undertaken. Because this alternative involves substantially less new construction, compared to the *Proposed Action*, fewer impacts to the SFD and Campus Security are anticipated.

Construction of the buildings would not result in any significant adverse impacts on the water supply/distribution system. Existing capacity would be sufficient to accommodate demands generated by the new building.

Under the *No Action Alternative*, new campus development would be limited to the approximately 76,570 sq. ft. of non-residential building area approved under the current MIMP but not yet built. The expected annual energy consumption under this alternative would be approximately 30 percent less than for the *planned* development and approximately 90 percent less than for all possible development (*planned* and *potential)* under the *Proposed Action.*

Limited MIO Boundary Expansion

This alternative involves the same amount of development, student enrollment and staffing levels as the *Proposed Action*. Accordingly, impacts to Public Services and Utilities under this alternative would be the same as those described under the *Proposed Action*.

[15] Excluding energy associated with natural gas heating.

The expected annual energy consumption under this alternative would be similar to that under the *Proposed Action*. However, because building space could be concentrated in fewer buildings, annual energy consumption could be slightly less than under the *Proposed Action.*

More-Substantial MIO Boundary Expansion

Impacts under this alternative would be the same as those described under the *Proposed Action*. Because new student housing buildings could be constructed in the additional boundary expansion area, annual energy consumption under this alternative could be higher than under the *Proposed Action.*

Potential Pedestrian Bridges or Tunnels

Impacts under this alternative would be the same as those described under the *Proposed Action*. Annual energy consumption under this alternative would be the same as under the *Proposed Action.*

Alternative Site for the Science Building

This alternative involves the less development than the *Proposed Action*; therefore, impacts would be less. Because the total amount of building area would be slightly less than under the *Proposed Action*, annual energy consumption would be slightly less than that associated with the *Proposed Action.*

Increased Decentralization

Impacts under this alternative would be similar to those described under the *Proposed Action,* however, impacts would occur at locations other than at the campus - wherever space was leased for student classrooms or residences. The demand for public services and utilities on campus would remain close to existing demand since growth would be directed off-campus.

The use of off-campus lease space to accommodate academic, office and storage uses would reduce the need to construct new buildings, resulting in less annual energy consumption than under the *Proposed Action.*

Mitigation Measures -- Measures associated with the *Proposed Action* are as follows:

Public Services

Police

The *Proposed Action* contains a number of features that would improve the overall safety of campus. More faculty, staff and students would live on or near campus, creating a sense of community at Seattle Pacific University and providing for a level of campus activity that would deter crimes. In addition, some buildings would be renovated, improving their structural integrity and, presumably, security. Additional security cameras would be installed and patrols would be instituted.

Campus Security may have to hire an additional 10 – 15 employees (combination full-time and part-time) by the year 2015 to accommodate increased calls for service on-campus.

Fire

Proposed facilities would have life safety systems designed to be fully consistent with the current Seattle Fire Code including automatic sprinkler and fire alarm systems, a smoke detection and control system, combination wet/dry standpipes, and other design features intended to be fully consistent with provisions of the Seattle Fire Code.

Utilities -- Water

To conserve water, Seattle Pacific University would install plumbing fixtures that meet plumbing code efficiency standards. The University would also use landscaping that requires minimal watering and it would maintain its irrigation system to minimize wasteful water loss. No retrofitting of existing facilities is planned.

Utilities -- Stormwater

To minimize impact on Seattle's combined sewer system, where possible, *planned* and *potential* campus development should connect to Seattle Pacific University's installed storm drainage system.

Energy

The following measures are proposed in conjunction with *planned* and *potential* development associated with the *Proposed Action* and each alternative.

- Proposed new buildings would be designed to incorporate requirements of the Seattle Energy Code, which are intended to reduce overall energy consumption.

Unavoidable Adverse Impacts

Campus growth in enrollment and employment would result in greater demands for public services and utilities. There would be an increase in on-campus energy consumption as a result of implementing the proposed Major Institution Master Plan.

H. CONSTRUCTION

The construction site for Phase I of the Science Building would encompass an area of approximately 1 acre and would be enclosed with a cyclone fence (see Figure 37). A covered walkway would be provided along the north and a portion of the south-sides of the construction site to maintain pedestrian and service access to the Student Union Building, and to continue to provide pedestrian access between W. Bertona St. and The Loop. The site would include two gated truck access points from Bertona St. – at the west and east ends of the construction site. Trucks would access the site from W. Nickerson St. via 6th Ave. W. Trucks exiting the site would proceed east on W. Bertona St. to 3rd Ave. W. and to W. Nickerson St. Flaggers would be located west of the west gate and east of the east gate of the construction site to control traffic on W. Bertona St. relative to truck egress and ingress during those periods when intensive truck traffic occurs. It is anticipated that the travel lane width of W. Bertona St. would be maintained during the construction period. Construction staging characteristics for Phase II of the Science building would likely be similar to those for Phase I.

This section of the FEIS evaluates possible construction impacts associated with the *Proposed Action*, relative to issues that could be most-affected -- *air quality*, *plants/animals*, *noise*, *energy*, and *transportation/parking*.

Air Quality

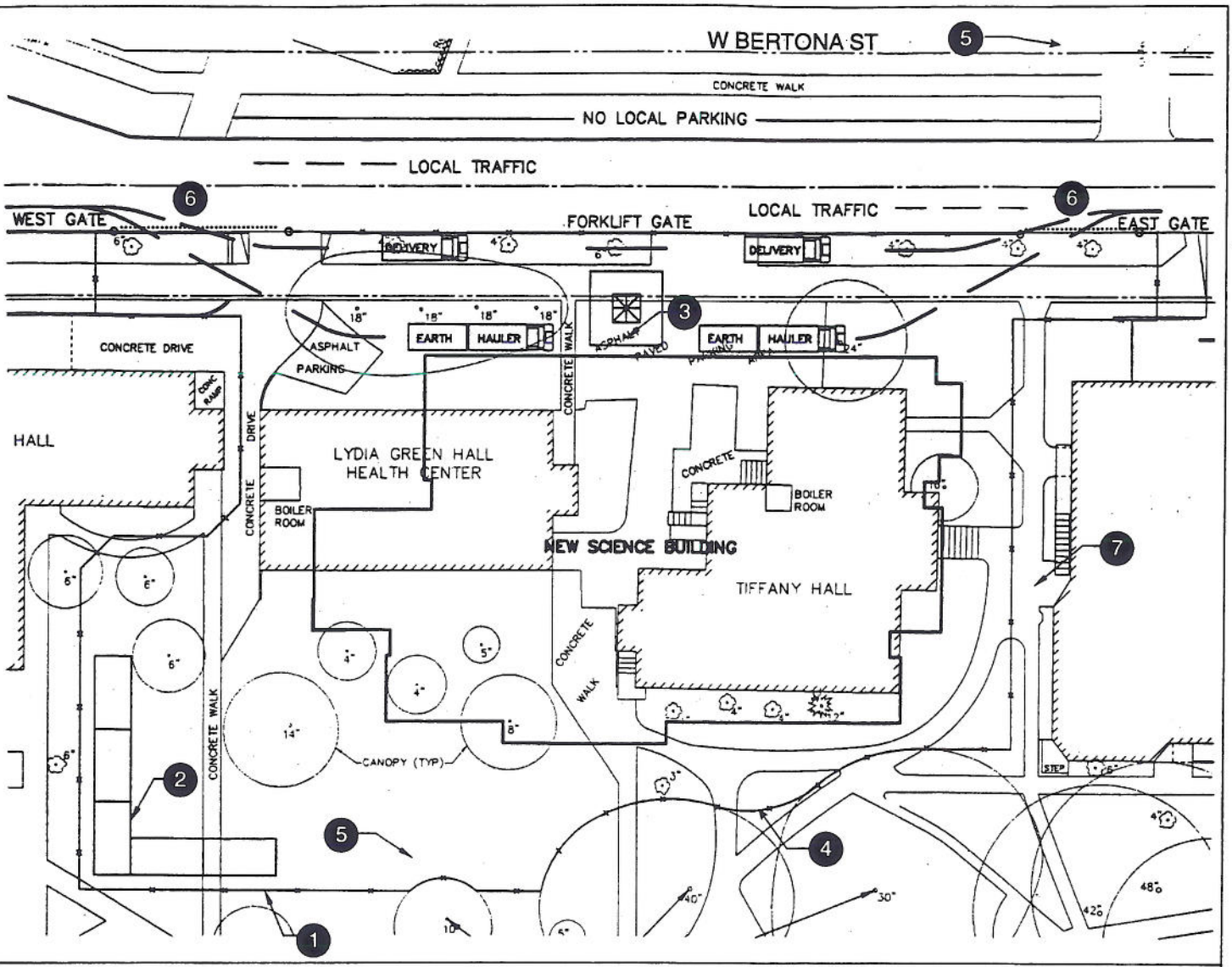
Significant Impacts of the Proposed Action

Planned Development

Construction of Phase I of the *planned* Science Building would generate additional air pollutants as a result of fugitive dust from excavation of approximately 3,320 cubic yards of soil for site preparation and foundations (approximately 1,845 cu. yds. of which would be used as infill at the sites of the demolished buildings); demolition of approximately 23,500 sq. ft. of building area (resulting in the generation of approximately 2,800 cu. yds. of building debris) in Tiffany and Green Halls; and emissions from construction machinery and vehicles. The primary types of pollutants would be particulates and hydrocarbons. Gasoline or diesel-powered machinery used for demolition, excavation, and construction would emit carbon monoxide and hydrocarbons. These emissions would be temporary in nature and limited to the immediate vicinity of the construction activity.

Construction of Phase II of the *planned* Science Building would generate additional air pollutants as a result of fugitive dust from excavation of approximately 5,000 cubic yards of soil for site preparation and foundations (approximately 1,500 cu. yds. of which would be used as infill at the site of the demolished building); demolition of approximately 15,500 sq. ft. of building area (resulting in the generation of approximately 1,500 cu. yds. of building debris) in Watson Hall; and emissions from construction machinery and vehicles. As with Phase I, these emissions would be temporary in nature and limited to the immediate vicinity of the construction activity.

The most sensitive land uses in the vicinity of Phase I of the planned Science Building would include the Student Union Building, Marston Hall, McKenna Hall, The Loop, and uses along the proposed construction access route. The most sensitive land uses in the vicinity of Phase II of the *planned* Science Building would include, Marston Hall, Phase I of the Science Building, McKenna Hall, the Loop, and uses along the proposed construction access route.



LEGEND

1. Cyclone construction fence
2. Construction contractor job site offices (trailers)
3. Tower crane
4. Construction fencing along the south side of the construction area will be located to minimize impacts to the large deciduous trees adjacent to the construction site
5. Material storage area
6. Truck gate access–ingress/egress
7. Covered pedestrian walkway

Huckell/Weinman Associates, Inc.

SeattlePacificUniversity

Figure 37

Proposed Construction Staging Area—Phase I

Trucks would access the Phase I and Phase II construction sites from W. Nickerson St. via 6th Ave. W. Trucks exiting the sites would proceed east on W. Bertona St. to 3rd Ave. W. and to W. Nickerson St.

Temporary construction activity associated with the *planned* Science Building is not expected to cause violations of applicable ambient air quality standards[16]. As noted in the *Fact Sheet* to this FEIS, before building demolition could occur, an asbestos survey and a demolition permit would be required of the buildings to be demolished from the Puget Sound Air Pollution Control Agency (PSAPCA).

Potential Development

Construction of potential facilities contained in the Final MIMP would generate additional amounts of air pollutants as a result of fugitive dust from disturbed soils, demolition activities in selected locations, and emissions from construction vehicles. These emissions would be temporary in nature and limited to the immediate vicinity of the construction activity. Also, trucks transporting excavated earth and/or construction materials would emit carbon monoxide and hydrocarbons along truck routes in the vicinity. In general, it is expected that W. Nickerson St. would be the primary roadway in the immediate vicinity used by construction vehicles. No potential construction activity is expected to cause violations of applicable ambient air quality standards.

Residential uses in the vicinity of the expansion areas would be the most sensitive land uses in the vicinity of *potential* development.

Impacts of the Alternatives

No Action

Construction of projects under the existing MIMP, including the expansion of Green Hall, Fine Arts Center, a Bookstore addition, the Continuing Education Building, Chapel, and conversion of the existing Art Center for use by the Physical Plant, would generate temporary construction-related impacts on air quality in the immediate vicinity of these sites. Overall, construction-related air pollutant emissions would be less than *planned* and *potential* construction under the *Proposed Action* due to a lesser amount of total construction.

Limited MIO Boundary Expansion

Construction-related air pollution emissions associated with this alternative would be similar to that of the *Proposed Action*. Construction-related air pollution emissions would be primarily contained within the current MIO boundaries.

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[16] No long-term air quality impacts are anticipated as a result of the *planned* Science Building. PSAPCA's Regulation I (Section 6.03) typically requires a Notice of Construction and Application for construction, installation, establishment, or modification associated with new major air contaminant sources. Scientific analyses that would be performed in the *planned* Science Building, however, are already conducted at the Miller Science Learning Center and, therefore, exempt from PSAPCA's requirements. In addition, ventilating systems including fume hoods and laboratory equipment used exclusively for chemical or physical analyses are exempt from PSAPCA's requirements. With regard to the Building and Mechanical permit associated with the *planned* Science Building, DCLU has developed specific procedures relative to laboratory construction and laboratory fume hood installation (Director's Rule 5-89). Compliance with these procedures would be a requirement of the Building and Mechanical permits.

More Substantial MIO Boundary Expansion

Construction-related air pollutant emissions under this alternative would be essentially the same as under the *Proposed Action.* If institutional development occurs in the expansion area south of the campus, localized, short-term air quality impacts can be expected.

Potential Pedestrian Bridges or Tunnels

Construction of this alternative would generate air pollution emissions in addition to those under the *Proposed Action.* Utilization of tunnels to improve pedestrian circulation would result in more construction-related air pollutant emissions than construction of bridges, due to the amount of excavation required.

Alternative Site for the Science Building

Construction-related air pollution under this alternative would be nearly the same as for the *Proposed Action*. However, emissions related to construction of the Science Building would be shifted to the north portion of the campus.

Increased Decentralization

Construction-related air pollution emissions under this alternative would likely be less that that associated with the *Proposed Action.*

Mitigation Measures -- Measures associated with the *Proposed Action* are as follows:

- Site development would adhere to PSAPCA's Regulation 1 regarding the need for an asbestos survey and demolition permit, as well as fugitive dust emissions, including: wetting of exposed soils, covering or wetting of transported earth materials, washing of truck tires and undercarriages prior to travel on public roads, and prompt cleanup of any materials tracked or spilled onto public roads.

Unavoidable Adverse Impacts

None are anticipated.

Plants/Animals

Significant Impacts of the Proposed Action

Planned Development

Construction of either the *planned* Science Building or the temporary parking lot would involve removal of existing structures at each site, site grading and excavation. Soils that are exposed could experience erosion, as a result of stormwater runoff. Sediment could be transported with stormwater runoff and discharged into the City's surface waters.

In May 1999, the National Marine Fisheries Service declared the Chinook salmon and several other species of native fish as endangered species under the Endangered Species Act. The City of Seattle is one of the local jurisdictions affected by the listing.

With other cities, Seattle is part of a Tri-County effort (King, Snohomish and Pierce counties, cities within each county and tribes) that is working jointly with the National Marine Fisheries Service to develop a 4(d) Rule relative to the ESA listing. The 4(d) Rule will implement the ESA listing; it defines what constitutes a "take" or an "incidental take;" and it will address specific actions that are needed by local governments within the Tri-County area for compliance with the ESA listing. Since the 4(d) Rule has not yet been issued, at this point, there is no clear indication of what construction-related stormwater measures may specifically in order to be required to be consistent with the 4(d) Rule. Preliminary indications are that a "management zone" may be established within approximately 200 feet of a shoreline. Development that occurs within that zone would be subject to detailed environmental analysis based on local, State and Federal criteria.

In addition to environmental procedures associated with the State Environmental Policy Act (SEPA), Seattle has very-detailed stormwater, grading and drainage control requirements, which are contained in the City's Stormwater, Grading and Drainage Control Code (Chap. 22.800 S.M.C.), regulations for shoreline areas (land within 200 feet of a shoreline) (Chap. 23.60, and regulations associated with areas of the City that are designated Environmentally Critical Areas (Chap. 25.09 S.M.C.) and implementation procedures that address specifics of each of these codes. Preliminary indications are that representatives of NMFS have reviewed these requirements and found them to be complete and consistent with the preliminary regulatory direction that NMFS and the Tri-County area are heading.

As noted in the *Fact Sheet* to this FEIS, each specific project that is developed pursuant to this Final MIMP – both *planned* and *potential* development – is required to prepare a Comprehensive Drainage Control Plan and either a Large or Small-Parcel Drainage Control Plan[17] with Construction Best Management Practices, Erosion and Sediment Control Plan. These documents must be approved by DCLU prior to issuance of a Building Permit by DLCU for the project and construction. Period City inspection occurs to ensure that approved elements/provisions of the drainage control plan are being adhered to. Presumably, measures developed relative to the 4(d) Rule could modify the provisions of the stormwater drainage plan requirements, as well as other related City regulations.

Potential Development

Same impacts as noted for *planned* development.

Impacts of the Alternatives

No Action

Since a far more limited amount of campus development would occur, stormwater-related impacts to plants and animals would be less.

Limited MIO Boundary Expansion

Impacts would generally be the same as outlined for the *Proposed Action*.

[17] Development coverage of <9,000 sq.ft. is a "small" area and >9,000 sq.ft. is a "large" area. Each has different plan and implementation requirements.

Limited MIO Boundary Expansion

Construction-related, stormwater-related plant/animal impacts under this alternative would be similar to that under the *Proposed Action.*

More Substantial MIO Boundary Expansion

Construction-related, stormwater-related plant/animal impacts under this alternative would be similar to those for the *Proposed Action.*

Potential Pedestrian Bridges or Tunnels

Construction-related, stormwater-related plant/animal impacts while minimal, would be in addition to impacts associated with the *Proposed Action.*

Alternative Site for the Science Building

Construction-related, stormwater-related plant/animal impacts under this alternative would be nearly the same as for the *Proposed Action.* While the development site is beyond the 200-foot shoreline zone (and possibly, the shoreline management zone), it is still 400 feet closer to the Ship Canal than that associated with the *Proposed Action.* Presumably, mitigation associated with this site would be more-substantial.

Increased Decentralization

Globally, construction-related, stormwater-related plant/animal impacts associated with this alternative would be the same as under the *Proposed Action*; impacts would merely be spread over a larger geographical area.

Mitigation Measures -- Measures associated with the *Proposed Action* are as follows:

- Compliance with Seattle's SEPA; Stormwater, Grading and Drainage Control; shoreline, and Environmentally Critical Area regulations that exist at the time of Building Permit application.

Unavoidable Adverse Impacts

None are anticipated.

Noise

Significant Impacts of the Proposed Action

Planned Development

During construction of the *planned* Science Building, sound levels would temporarily increase in the vicinity of the building site and along roadways used by construction vehicles accessing the construction site. The increase in sound levels would depend on the type of equipment being used, and the duration of use. Sound levels within 50 feet of construction equipment exceed

the levels typically recommended for residential land uses, and decrease at a rate of about 6 dBA for each doubling of distance from the source(s).

The ranges of minimum and maximum sound levels produced by various construction activities and types of equipment are listed in Table 31.

Construction noise would result in temporary annoyance and possibly increased speech interference at campus buildings and open space in the vicinity of planned Phase I construction, including the Student Union Building, McKenna Hall, Marston Hall, and the Loop. During construction of Phase II of the Science Building, the Student Union Building, McKenna Hall, Marston Hall, the Loop, and Phase I of the Science Building would be impacted by construction noise. Construction-related noise would be temporary in nature and would not be expected to result in significant impacts.

Potential Development

During construction of *potential* development sites, sound levels would temporarily increase in the vicinity of the building site and the roadways used by construction vehicles accessing the construction sites. The increase in sound levels would depend on the type of equipment being used, and the duration of use. Sound levels within 50 feet of construction equipment exceed the levels typically recommended for residential land uses, and decrease at a rate of about 6 dBA for each doubling of distance from the source(s).

Construction noise would result in temporary annoyance and possibly increased speech interference at campus buildings, open space, and residential uses in the vicinity of potential construction. Construction-related noise would be temporary in nature and would not be expected to result in significant impacts.

Impacts of the Alternatives

No Action

Construction of projects under the current MIMP, including the expansion of Green Hall, Fine Arts Center, Bookstore addition, Continuing Education Building, Chapel, and conversion of the existing Art Center for use by the Physical Plant, would generate temporary construction-related noise impacts in the immediate vicinity of these sites. Overall, construction-related noise would be less than *planned* and *potential* construction under the *Proposed Action,* due to a lesser amount of total construction.

Table 31
Typical Construction Equipment Noise (dBA)

Construction Activity	Types of Equipment	Range Of Noise Levels (50 ft)
Clearing	Bulldozer	77-96
	Dump Truck	82-94
Grading	Scraper	80-93
	Bulldozer	77-96
Paving	Paver	86-88
	Dump Truck	82-94
Erection	Crane	75-85
	Concrete Mixers	75-85
Materials Handling	Concrete Mixers	75-87
	Concrete Pumps	81-83
	Cranes (movable)	76-87
	Cranes (derrick)	86-88
Stationary Equipment	Pumps	69-71
	Generators	71-82
	Compressors	74-87
Impact Equipment	Pneumatic Wrenches	83-88
	Rock Drills	81-98

Source: U.S. Environmental Protection Agency, 1971

The range of sound levels presented stem from the variety of types of equipment that may be used for particular tasks as well as the different sound levels that may be produced by different operational modes of the same equipment. For example, some equipment will make more noise when handling heavy loads than when simply idling.

The "average" sound levels (Leq) created by the listed equipment also could vary based on the mode of operation. So while a generator would produce a fairly constant sound and sound level, noise from dozers may vary depending on how much dirt they are moving and how quickly they are moving.

Limited MIO Boundary Expansion

Construction-related noise under this alternative would be similar to that under the *Proposed Action.* Construction-related noise would be primarily contained within the current MIO boundaries.

More Substantial MIO Boundary Expansion

Construction-related noise under this alternative would be the same as under the *Proposed Action.*

Potential Pedestrian Bridges or Tunnels

Construction of pedestrian bridges or tunnels would generate noise in addition to that under the *Proposed Action.*

Alternative Site for the Science Building

Construction-related noise under this alternative would be nearly the same as for the *Proposed Action.* However, noise related to the Science Building construction would be shifted to the northern portion of the campus.

Increased Decentralization

Construction-related noise under this alternative would be the same as under the *Proposed Action.*

Mitigation Measures -- Measures associated with the *Proposed Action* are as follows:

- Campus development would be phased to limit the amount of construction activity at any one time.
- Noise from construction activities would be subject to the limits in the Seattle Noise Ordinance, and construction contractors would be required to take whatever steps are necessary to insure compliance with this rule.
- Measures included to minimize noise at the individual construction sites could include:
  - Construction noise could be reduced with properly sized and maintained mufflers, engine intake silencers, engine enclosures, turning off idle equipment, and confining activities to daytime hours. The construction contract could specify that mufflers be in good working order and that engine enclosures be used on equipment when the engine is the dominant source of noise.
  - Stationary equipment could be placed as far away from sensitive receiving locations as possible. Where this is not feasible, or where noise impacts are still significant, portable noise barriers could be placed around the equipment with the opening directed away from the sensitive receiving property. These measures are especially effective for engines used in pumps, compressors, welding machines, and similar equipment that operate continuously and contribute to high, steady background noise levels. These barriers provide about 10-dBA of reduction in equivalent sound levels.
  - Substituting hydraulic or electric models for impact tools such as jack hammers, rock drills and pavement breakers could also reduce construction and demolition noise.
  - Haul routes could be defined to minimize noisy truck traffic past sensitive noise receivers. Hauling of construction materials could be limited to within daylight hours to minimize the potential for annoyance of noise receivers in early morning or evening hours.
  - Hours of construction activity not conducted entirely within an enclosed structure would be restricted to non-holiday weekdays between 7:30 AM and 6:00 PM.

Unavoidable Adverse Impacts

Construction of *planned* and *potential* buildings would increase sound levels along haul routes and near building construction.

Energy

Significant Impacts of the Proposed Action

It is estimated that construction of the *planned* Science Building would consume approximately $1.5x10^{11}$ BTU's of energy (U.S. Dept. Of Energy, 1979). Construction of *potential* development would consume approximately $4.8x10^{11}$ BTU's of energy. Construction of all *planned* and *potential* development would consume approximately $6.3x10^{11}$ BTU's of energy. These amounts include the manufacture and transport of building materials to the site and actual construction of the buildings. Energy would also be expended during site preparation prior to construction.

Alternatives

Construction of the *No Action Alternative* would consume less energy than the *Proposed Action.* Construction of the *Limited MIO Boundary Expansion, More Substantial MIO Boundary Expansion, Potential Pedestrian Bridges or Tunnels, Alternative Site for the Science Building,* and *Increased Decentralization* alternatives would consume similar amounts of energy as the *Proposed Action.*

Mitigation Measures -- Measures associated with the *Proposed Action* are as follows:

None identified.

Unavoidable Adverse Impacts

Energy resources, including petroleum and electricity, as well as embodied energy in materials, would be consumed during construction activities.

Transportation and Parking

Significant Impacts of the Proposed Action

Planned Development

Construction of the *planned* Science Building would temporarily generate traffic, generate demand for parking, and potentially disrupt vehicular and pedestrian circulation.

The construction site for Phase I of the Science Building would encompass an area of approximately 1 acre and would be enclosed within a cyclone fence. A covered walkway would be provided along the north and a portion of the south-sides of the construction site to maintain pedestrian and service access to the Student Union Building, and to continue to provide pedestrian access between W. Bertona St. and The Loop. The site would include two gated truck access points from Bertona St. – at the west and east ends of the construction site.

Trucks would access the site from W. Nickerson St. via 6th Ave. W. Trucks exiting the site would proceed east on W. Bertona St. to 3rd Ave. W. and to W. Nickerson St. Flaggers would be located west of the west gate and east of the east gate of the construction site to control traffic on W. Bertona St. relative to truck egress and ingress during those periods when intensive truck traffic occurs. It is anticipated that the travel lane width of W. Bertona St. would be maintained during the construction period. Construction staging characteristics for Phase II of the Science building would be similar to those for Phase I.

For construction of Phase I, it is proposed that on-street parking along the east-side of 6th Ave. W. between W. Nickerson St. and W. Emerson St. be removed prior to construction of the *W. Emerson St. Residence Hall* project. It is anticipated that no parking would remain along this side of 6th Ave. W., between W. Nickerson St. and W. Emerson St., following completion of the *W. Emerson St. Residence Hall*. It is also proposed that parking along the east-side of 6th Ave. W. between W. Emerson St. and W. Bertona St. be removed prior to the start of construction of Phase I of the Science Building. It is anticipated that no parking would remain along this side of 6th Ave. W., between W. Emerson St. and W. Bertona St., following completion of the Science Building Phase I. It is expected that on-street parking along the west-side of 6th Ave. W. between W. Nickerson St. and W. Bertona St. would remain. During construction of Phase I of the Science Building, the sidewalk along the south-side of W. Bertona St. would be closed and signage provided, consistent with requirements of the City of Seattle. A temporary crosswalk across W. Bertona St. would be provided in the vicinity of the sidewalk closure. Parking and circulation conditions for Phase II would be anticipated to be similar to Phase I.

Construction generated traffic would be primarily related to removal of excavated soil, removal of material from demolished buildings, deliveries of construction material, and traffic generated by construction workers. Construction phases (demolition, excavation and construction) normally do not overlap and trips associated with excavation do not typically occur in conjunction with trips associated with building debris removal and building construction.

For construction of Phase I of the Science Building, demolition of Tiffany and Green Halls would result in the generation of approximately 2,800 cubic yards of building debris. During building demolition, a 100-ton capacity building debris storage container would be placed on the site. When full, the storage container would be loaded onto a semi-truck and hauled from the site. Depending on the specific weight and compatibility of building materials, it is anticipated that the 2,800 cubic yards of building debris would fill two to three containers.

It is anticipated that approximately 1,475 cubic yards of soil would be removed from the site during construction of Phase I of the Science Building (approximately 3,320 cu. yds. of material would be excavated on the site, approximately 1,845 cu. yds. of which would be used as infill on other portions of the site). Excavation would be anticipated to occur over an approximately six-day period, resulting in a total of approximately 12 truck trips per day during excavation. The construction site would accommodate two large trucks at a time; trucks would be dispatched to the site and not staged along streets in the site vicinity. It is anticipated that an average of 50 construction workers, with a peak of 75 workers, would be on the site at any one time.

For construction of Phase II of the Science Building, demolition debris from Watson Hall would be anticipated to fill one or two containers. It is anticipated that approximately 3,500 cubic yards of soil would be removed from the site (approximately 5,000 cu. yds. of material would be excavated on the site, approximately 1,500 cu. yds. of which would be used as infill on other portion of the site). Excavation would occur over an approximately six-day period, resulting in a total of approximately 29 truck trips per day during excavation. As for Phase I, it is anticipated

that an average of 50 construction workers would be on the site at any one time, with a maximum of 75 construction workers on the site at any one time.

The presence of a temporary work force on-campus would increase the demand for parking. Parking for construction workers would be provided in University-owned parking lots.

Potential Development

Construction-related traffic impacts would occur in varying degrees throughout the construction process.

It is anticipated that construction workers would arrive at the construction site before the AM peak period and depart prior to the PM peak period (typical construction site hours: 7 AM - 4 PM). The quantity of workers at each construction site would vary, depending upon the nature and construction phase of each project. In general, construction workers would be present in greater numbers during the finish stages of a project.

A primary construction impact would be the excavation and removal of soil from the construction sites. This activity would require the use of heavy earth moving machinery on the construction site and truck traffic on adjacent roads. Depending upon individual project designs, fill material may also need to be delivered to construction sites. It is anticipated that W. Nickerson St. would be the primary roadway in the immediate vicinity used by construction vehicles.

During the construction phase, large trucks would make trips to the campus to deliver cranes, machinery and other construction equipment; construction materials (e.g., steel, wood for forms/framing, brick and concrete); and other materials including prefabricated building components, sheet rock, and building machinery (e.g., HVAC, plumbing, electrical equipment, etc.). Concrete deliveries usually occur early in the overall construction schedule and decline in frequency as the construction process continues.

The presence of a temporary work force on-campus would increase the demand for parking. It is anticipated that campus parking may accommodate a part of this increased demand. To address parking impacts associated with construction activity, a parking provision could be included in construction contracts between the University and the general contractor and between the general contractor and subcontractors.

Impacts of the Alternatives

No Action

Construction of projects under the existing MIMP, including the expansion of Green Hall, Fine Arts Center, Bookstore addition, Continuing Education Building, Chapel, and conversion of the existing Art Center for use by the Physical Plant, would generate temporary construction-related traffic and parking impacts in the vicinity of these sites. Overall construction-related traffic and parking demand would be less than *planned* and *potential* construction under the *Proposed Action,* due to a lesser amount of total construction.

Limited MIO Boundary Expansion

Construction-related traffic and parking conditions would be similar to that under the *Proposed Action.*

More Substantial MIO Boundary Expansion

Construction-related traffic and parking conditions would be similar to that under the *Proposed Action.*

Potential Pedestrian Bridges or Tunnels

Construction of pedestrian bridges and/or tunnels would generate traffic and parking demands in addition to that under the *Proposed Action.* Due to required excavation, construction of pedestrian tunnels would generate considerably more truck traffic than construction of pedestrian bridges.

Alternative Site for the Science Building

Construction-related traffic under this alternative would be nearly the same as for the *Proposed Action.* However, some construction-parking needs would be shifted to the northern portion of the campus.

Increased Decentralization

Construction-related traffic and parking needs under this alternative would be the same as under the *Proposed Action.*

Mitigation Measures -- Measures associated with the *Proposed Action* are as follows:

- A construction traffic plan for workers and truck deliveries/routes would be prepared to minimize disruption to traffic flow on adjacent streets and roadways. This plan should consider the need for special signage, flaggers, route definitions, flow of vehicles and pedestrians during construction and street cleaning.

- Construction trucks would be dispatched to the site and not staged along streets in the vicinity of construction sites.

- Where existing sidewalks or walkways are temporarily closed during construction, alternative routes will be provided to maintain circulation patterns.

- To address the potential parking impacts of the construction crews associated with each proposed building, it is recommended that language within the construction contracts specify the contractors responsibility to provide:

  1) Off-site parking, if adequate University-owned parking cannot be provided.
  2) Transportation alternatives for the work force such as transit passes or carpool matching services.
  3) Shuttle workers if necessary between the parking and work site.
  4) Minimize the impact on on-street parking by monitoring and enforcing the use of contractor provided lots for workers.
  5) Limit access to campus lots to a pre-determined number of permits.

Unavoidable Adverse Impacts

Development under the *Proposed Action* would result in short term construction impacts resulting from increased traffic related to construction worker vehicle trips, delivery of construction materials, and delivery or removal of soil required for fill or excavation. Construction impacts would be short-term and would not be considered significant.

SECTION IV

WRITTEN COMMENTS RECEIVED FROM AGENCIES, ORGANIZATIONS AND INDIVIDUALS AND RESPONSES TO THOSE COMMENTS

SECTION IV

WRITTEN COMMENTS RECEIVED FROM AGENCIES, ORGANIZATIONS AND INDIVIDUALS AND RESPONSES TO THOSE COMMENTS

During the DEIS comment period, 19 comment letters were received, including letters from three agencies, three organizations, and seven individuals. These letters generated approximately 165 comments. Each of these comment letters is included in this section of the FEIS in their entirety -- together with responses to the comments that they raise. Responses are provided for substantive comments concerning the DEIS; expressions of opinions, subjective statements and positions for or against the proposal are acknowledged without further comment.

The following is the list of agencies, organizations and individuals that submitted written comments concerning the DEIS and the page number in which each subsection begins.

DEIS COMMENT LETTERS SUBMITTED BY AGENCIES

Letter #1 -- Seattle Department of Design, Construction & Land Use

Letter #2 -- King County Department of Transportation – Metro

Letter #3 -- King County Department of Natural Resources, Office of Open Space, Water and Land Resource Division

Note – An additional agency letter was received from the Seattle Department of Neighborhoods. Since that letter was submitted on behalf of Seattle Pacific University's Citizens Advisory Committee, the letter and the responses to comments raised in the letter are included in this section of the FEIS entitled ***DEIS Comment Letters Submitted by Organizations.***

Letter # 1

City of Seattle

Paul Schell, Mayor

Department of Design, Construction and Land Use
R. F. Krochalis, Director

June 30, 1999

Darrell Hines, Director of Campus Master Planning
Seattle Pacific University
3307 Third Avenue West
Seattle, WA 98119-1997

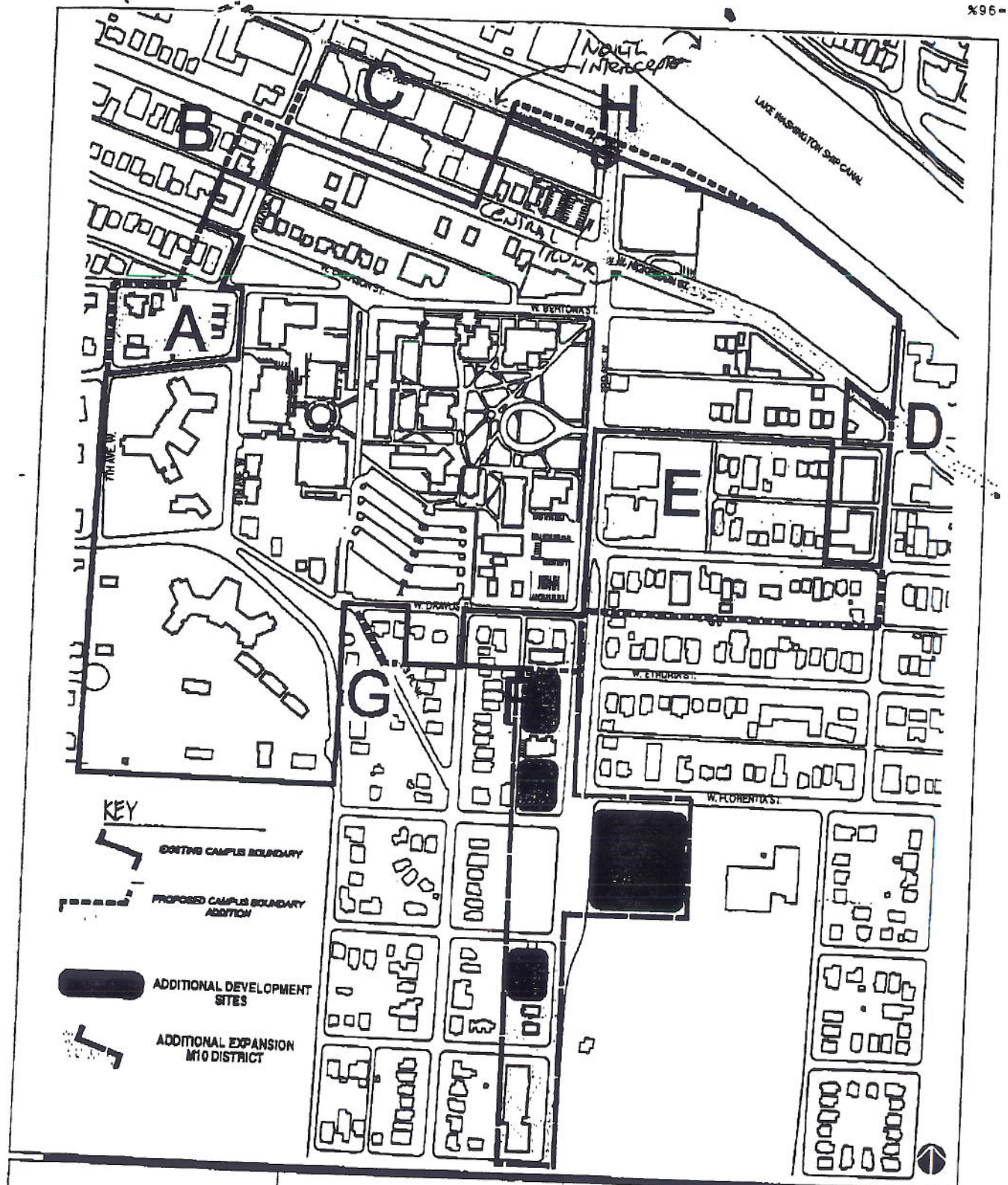
Terry McCann
Huckell/Weinman Associates
205 Lake Street South, Suite 202
Kirkland, WA 98033

Dear Mr. Hines and Mr. McCann:

Thank you for the opportunity to review the Draft Master Plan and Draft Environmental Impact Statement (DEIS) for Seattle Pacific University (SPU). We appreciate SPU's flexibility and responsiveness to community concerns during this process, as well as the time and consideration that is evident in the draft documents. The Department of Design, Construction, and Land Use (DCLU) respectfully offers the following comments on the Draft Master Plan and DEIS:

1. As you are already aware from the discussion at our meeting on June 17, 1999, further justification of the boundary expansion by 14.3 acres is required. Please provide additional data in the Master Plan that substantiates the need for such a large expansion area. In the "Vision and Goals" section, please articulate SPU's strategy for expansion and the steps other than acquisition that SPU is taking to achieve its vision. (What methodology was used to determine the amount of growth and space needed by the University? Have there been any focus groups or studies to show student demand to live on campus? Have any recent trends been analyzed that support the need for additional space? What is the faculty-student ratio?) It is evident from our discussion on June 17 that SPU envisions smaller-scale campus development in expansion areas that would blend in with the development already allowed in Lowrise zones, rather then denser, dormitory-style development similar to the residence hall on Emerson Street. If this is still the case, then please recommend development standards (setbacks, density, landscaping, etc.) for the expansion areas in the Master Plan that articulate this development vision. **1**

2. Page 52 of the DEIS acknowledges that potential development in boundary expansion areas B, E, F and G (more than half of the total proposed MIO expansion) could result in the displacement of non-institutional residences and businesses, but that a substantial change in land use character would not be anticipated. If SPU acquires all of the properties in the proposed expansion area, over 64 units currently available to the community would be displaced (page 115). In DCLU's view, while the expansion may not result in an immediate significant land use impact if campus development blends in with the underlying zoning in terms of density and bulk as discussed at **2**



Huckell/Weinman Associates, Inc.

SeattlePacificUniversity

Figure 13

More Substantial MIO Boundary Expansion Alternative

RESPONSES TO COMMENTS RAISED BY KING COUNTY DEPARTMENT OF NATURAL RESOURCES, OFFICE OF OPEN SPACE, WATER AND LAND RESOURCE DIVISION

Comment #1

The comment is noted. The University's two *planned* projects are not expected to have any direct affect on King County's Central Trunk or North Interceptor.

King County's Facilities Inspection Section will be contacted early in the planning process associated with any future, University-sponsored *potential* development that is proposed proximate to the Central Trunk or the North Interceptor.

Letter #4

June 22, 1999

Darrell Hines, Ed. D., Director of Campus Master Planning
Seattle Pacific University
3307 Third Avenue West
Seattle, WA 98119

RE: Citizens Advisory Committee's Comments on Seattle Pacific University's Draft MIMP and Draft EIS

Dear Darrell,

The Seattle Pacific University's Citizens Advisory Committee (CAC), which was appointed in August 1998 to review and to make recommendations on the Seattle Pacific University's (SPU) Major Institution Master Plan (MIMP), hereby submits the following official comments on the Draft Major Institution Master Plan and the Draft Environmental Impact Statement (EIS).

The following comments do not represent a consensus on the part of members of the advisory committee, nor was there any formal votes taken on any of these issues or concerns that were raised. None the less, this fact should not negate the importance of their comments. The comments in this letter reflect the remarks made by several CAC members who had submitted written comments to me, and comments I gleaned from the last two meetings that were devoted to reviewing the Draft MIMP and EIS.

In general, members of the Citizens Advisory Committee felt the following issues need further consideration and analysis, or more information provided in their description, or should be reevaluated in the final documents.

Retention of Commercial/retail Services

Several CAC members have stressed the need for the University to retain existing commercial/retail services. This concern was echoed by a couple of Queen Anne residents who spoke at the May 27 public hearing. People have mentioned specifically the gas station, the bank and other services located in the W. Nickerson St, W. Bertona and 3rd Avenue W. area. Many people feel the retention of such commercial/retail services, and the promotion of other retail services, not only serve the surrounding community, but also students and staff of the University. A member proposed that the University consider assistance to businesses who may have to re-locate in light of the proposed boundary expansion. 1

RESPONSES TO COMMENTS RAISED BY THE SEATTLE DEPARTMENT OF NEIGHBORHOODS

Comment #1

As stated on page 15 of the Final MIMP, MIO boundary expansion in Area C would provide the opportunity for joint development opportunities. It is anticipated that many of the existing businesses along W. Nickerson St. would be given the opportunity to participate in any joint development activities. The University indicates that it is their intention to provide replacement space for the bank, laundry and barbershop. No specific provisions for replacement of the gas station is proposed as part of the Final MIMP. It is anticipated that as long as the gas station remains profitable, the station would not be available for purchase by Seattle Pacific University (assuming City-approval of MIO boundary expansion area D) -- or any other public or private entity.

With regard to assistance for businesses that are displaced as a result of Seattle Pacific University *potential* development, although not required by Seattle regulations, the University could provide a 3 - 6 months notice to businesses that lease space in an effected building (compared to a standard 3 month notice) and could provide limited assistance in locating acceptable space in the area.

Comment #2

With regard to the CAC's request for additional design guidelines, the Final MIMP indicates that the University proposes to establish an internal design review process for the review of project design associated with exterior elements of *potential* development projects. Such a process would include solicitation of comments by the University's Standing Citizens' Advisory Committee. *Appendix F* of the Final MIMP includes a Checklist of Issues for the Review of the Design of Potential Development Projects. The Final MIMP indicates that these are merely issues to be considered, when relevant; they are not intended as regulatory guidelines.

Comment #3

The current MIMP (1988) identifies open space areas, but does not designate any areas as open space. With the proposed boundary expansions, no loss of open space in the southwest portion of the campus is anticipated. To assure the provision of buffer area between potential University projects and surrounding non-University development, the MIMP has been revised to include the following provision: "University development in MIO District expansion zones located south of W. Dravus St. shall be subject to the height, setback, lot coverage, landscaping, open space, width and depth limits, and density development standards of the underlying zones in which they are located." This provision would assure that University projects would be consistent with the height, setback, open space, and other development standards that would apply to non-University development in the area. It should be noted that creating an open space buffer between the University and residential areas would require the demolition of existing structures and the loss of housing.

With regard to the inventory and designation of significant trees on campus, prior to any new campus development, the University routinely hires an arborist to identify any impacts to trees

on campus and, where appropriate, the arborist recommends mitigation. The University indicates that an arborist was consulted in development of the construction staging area for the *planned* Science Building. In addition, the University will work with the City Arborist to update and implement a plan for providing additional street trees.

Comment #4

The comment regarding the support of the *Limited Boundary Expansion Alternative* is acknowledged. The University has considered the limited boundary expansion alternative and determined that this alternative does not meet the University's future needs, particularly for additional housing. See also the discussion concerning this alternative in the Final MIMP (p. 33).

The University has reviewed the potential for redirecting growth north of W. Nickerson St. This option was determined to be not acceptable based on City of Seattle MIO policies, which prohibit the utilization of industrial lands for institutional uses.

Comment #5

Refer to additional information that is contained in *Section III* D. of this FEIS. As mentioned in response to Comment #3 of this letter, to assure the provision of a buffer area between potential University projects and surrounding non-University development, the MIMP includes a provision to assure that University projects would be consistent with the height, setback, open space, and other development standards that apply to non-University development in the area.

Comment #6

Please refer to response to Comment #3 of this letter for a discussion regarding buffer provisions to provide a transition between University development and adjacent neighborhoods.

Comment #7

Comment acknowledged. The University, DCLU and the DON are continuing to attempt to coordinate more closely with the City of Seattle Transportation Department.

Comment #8

To help maintain a positive relationship between the University and the surrounding community, Seattle Pacific University has developed a neighborhood relations program, which includes a Neighborhood Relations Coordinator, who is available during working hours to respond to issues raised be neighbors and community groups; a 24-hour Community Input Hotline to enable community residents to voice concerns and suggestions; publication of a periodic community newsletter that provides information about the University, which is often of interest to neighbors; and the University sponsors public events that are offered at no charge to neighborhood residents, including an annual garden tour and tea, and admission to some sports and cultural events. The University has indicated that these programs will be continued and supplemented by open houses, to be held at least annually, to provide information about University development plans and activities that may be of concern to University neighbors. These open houses would also provide a forum to discuss issues of concern to University neighbors. Opportunities to learn about and comment on issues involving the implementation of

the MIMP will also be provided through meetings of the MIMP Standing Advisory Committee. Other public benefits of the University are noted in the Final MIMP (p. 40).

Letter #5

June 9, 1999

Comments of Susan Black and Ray Bowman to draft Master Plan and EIS

Complements to Seattle Pacific University, Rolfe Kellor and Huckell Weinman EIS Team for a professional job, well done, thorough, well organized and comprehensive.

Complements to SPU Staff and Department of Neighborhoods staff for being responsive to questions, well organized, comprehensive minutes and agendas

Complements to Darlene Hicks and Ray Bowman for running meetings on time, and on topic, and lisening and soliciting individual members' responses

We have found SPU et al to be highly responsive to the Community and Neighborhood concerns:

- Bertona closure NO! was heard at the second committee meeting attended by many neighbors. The topic never appeared on an agenda again.
- Design teams were responsive to pedestrian crossing comments of the committee and prepared thorough analysis and design options for consideration by Committee
- The University elected to locate new facilities in the north area of the campus to reduce impact to neighbors.
- The Master Plan elects to retain pedestrian overpass options as buildings evolve over time to address Bertona crossing concerns
- Additional open space was designated in the central campus at the request of the committee. This will also benefit the community.
- The Master Plan minimizes impacts to the historic Canal edge
- The proposal minimizes view blockage from the neighborhood.

1

Further suggestions for consideration in Master Plan and its process:

1. Hold an open house for immediate neighbors, to keep MIMP and plans open and discussed for the mutual benefit of the neighborhood and the University as a good neighbor.

2

further discuss.

2. Give further consideration to the University's role in commercial enterprises in the area... 3

Consider assisting the gas station to move rather than close
Develop plans for integrating neighborhood groceries or other services (to promote neighborhood center and participate in furthering sustainability as a goal

3. Work more closely with SeaTrans to plan and manage pedestrian traffic in the vicinity of the University 4

4. Review loss of previously designated Open Space in the south west corner of the site, since no development is planned there anyway. Include in MIMP OS designation 5

5. Evaluate and designate significant trees as a way to preserve neighborhood and campus character. 6

6. Incorporate relevant City of Seattle Design Guidelines as consideration in future campus planning and design projects. 7

RESPONSES TO COMMENTS RAISED BY SEATTLE PACIFIC UNIVERSITY'S MAJOR INSTITUTION MASTER PLAN CITIZENS' ADVISORY COMMITTEE MEMBERS -- SUSAN BLACK and RAY BOWMAN --

Comment #1

The comments are acknowledged.

Comment #2

As indicated in the Major Institution Master Plan Schedule provided in *Appendix A* of the Final MIMP, two public meetings/open houses have been conducted to date relative to the City's MIMP/EIS process and a public meeting on the Final MIMP and EIS is scheduled for early November of this year. In addition, all Citizen Advisory Committee meetings have been, and will continue to be, open to the public.

The University indicates that maintaining an on-going dialog between the University and surrounding community is a high priority of the University. To further that effort, the University recently created and staffed the position of Neighborhood Relations Coordinator, whose role is to identify opportunities to further improve communications and the flow of information. See also response to Comment #8 in Letter #4 (Dep. of Neighborhoods/CAC) for a discussion of Seattle Pacific University's neighborhood relations program.

Comment #3

The comment is acknowledged. The potential joint use development in proposed boundary expansion Area C would provide the opportunity for a wide range of commercial uses, many of which could provide services for the entire community.

As stated on page 15 of the Final MIMP, MIO boundary expansion in Area C would provide the opportunity for joint development opportunities. It is anticipated that many of the existing businesses along W. Nickerson St. would be given the opportunity to participate in any joint development activities with the University. In addition, the University's indicates that it is their intention to attempt to provide replacement space for the bank, laundry and barbershop if they are displaced by potential University development; no provisions for replacement of the gas station, however, is proposed. As noted elsewhere in this FEIS, as long as the gas station remains a profitable business, it is unlikely that the owner of the gas station would offer the station and property for sale.

Comment #4

The comment is acknowledged. The University, DCLU and the DON are continuing to attempt to coordinate more closely with the City of Seattle Transportation Department.

Comment #5

While the existing MIMP (1988) identifies open space areas, no areas are specifically designated as open space. As noted in *Section II* of this FEIS, Seattle Pacific University currently has five significant open spaces, including: The Loop; Martin Square; Wallace Athletic Field, 5th Ave. Mall; and the Emerson St. Triangle. In the Final MIMP, the University proposes that all five of these areas be *designated open spaces*, consistent with the provisions of Seattle's MIO code. The Final MIMP also identifies four additional *potential* open spaces; they include: a Plaza located on the site of the existing U.S. Bank building; Former Marston Hall Site which could be redeveloped with a new 1-story academic building and a roof-top plaza with a direct connection to the existing 5th Ave. Mall; an Additional Sports Field on 3rd Ave. W. and W. Bertona St,; and Expansion of the 5th Ave. Mall.

In addition, the Final MIMP proposes that other existing campus open spaces, while not specifically identified as open space, would be retained by the University as informal open spaces/buffer areas during the timeframe of the proposed MIMP. These areas include the steep hillside southwest of the Library and several large open spaces near Hill and Ashton halls.

The parking lot area immediately southwest of Ashton Hall is identified as a potential development site in the Final MIMP. As noted in *Section II* and *Section III* B. of this FEIS, the existing height limit in the area of Ashton Hall is 65 feet. The Final MIMP proposes that the height limit along the western campus boundary south of W. Dravus St. be reduced from the existing 65 feet to 37 feet. Such is intended to minimize the potential for significant height differentials between future campus development and adjacent single-family development west of Ashton Hall.

Comment #6

Prior to any new campus development, the University routinely hires an arborist to identify any impacts to trees on campus. Where appropriate, the arborist recommends mitigation. In addition, the University will work with the City Arborist to update and implement a plan for providing additional street trees.

Comment #7

The comment is acknowledged. The Final MIMP indicates that the University proposes to establish an internal design review process for the review of project design associated with exterior elements of *potential* development projects. Such a process would include solicitation of comments by the University's Standing Citizens Advisory Committee. *Appendix F* of the Final MIMP includes a Checklist of Issues for the Review of the Design of Potential Projects. The Final MIMP indicates that these are merely issues to be considered, when relevant; they are not intended as regulatory guidelines.

Letter #6

To: Cliff Louie June 21,1999

From: Jay La Vassar

Re: Draft EIS

In order for the draft EIS to be a full-disclosure document as required by SEPA the following items must be addressed:

1. Land use patterns,S-1,proposed action, Potential development--Which 42 buildings are currently being envisioned to be demolished. Specify. 1

2. Planned development,S-5,proposed action--bulk of science building--how could landscaping and modification of a building that large--see proposed view EIS page 125--this issue needs more discussion in the EIS 2

3. Planned development,S-5,proposed action,--How would traffic calming features affect views?--Needs more discussion. 3

4. Public services and Utilities,S-6, How large an increase in water use would occur? Are existing water mains which currently need repair adequate for this increase? 4
Needs more discussion.

5. Construction noise, S-7, What are the City current noise law restrictions and how does SPU plan to keep noise levels within them. 5

6. Mitigation measures, Land use patterns, S-8, How much open space above that in SPU's previous MIM plan has been proposed due to the expansion and the more intense use of property in this plan. Needs discussion 6

7. Mitigation measure, land use patterns, S-8, How can the setbacks between potential buildings and the adjacent neighborhood be evaluated if no details are included in the EIS? 7

8. Mitigation Measures--Transportation, Circulation, and parking, s-8, States the Science Building does not significantly affect pedestrian activity in the area so no mitigation is necessary--but it does significantly increase the number of students near W Bertona who will cross at class breaks so mitigation 8

is needed--needs more analysis.

9. Mitigation measures,S-8, TMP, Why is the university only proposing a 50% transit subsidy for its students? Needs discussion. 9

10. Mitigation measures--Intersection Improvements,S-8, Why is SPU not proposing to construct left turn pockets with a left turn signal arrow on the north and south legs of the 3rd Avenue W/ Nickerson intersection where the level of service is currently level F. Why is no signal proposed at 3rd Ave W/ W Bertona Intersection which backs up during peaks from lack of left turn channelization at the 3rd and Nickerson intersection? Need more discussion. Why does SPU not propose a signal installation date at 6th and Nickerson so this route can be used as an alternate route during construction? Needs explanation. 10

11. Mitigation measures--Housing,S-9--No mitigation measures are required--When the West Emerson street housing is built mitigation is required to help students and those with ADA requirements to safely cross Bertona to eat at Gwinn Commons and attend classes. Speeding cars are clear and present danger coming down the 14% Bertona grade in all kinds of weather, and light conditions. The EIS is inadequate in addressing suitable mitigation measures to insure pedestrian safety. 11

12. Mitigation measures--Potential development--s-9, SPU should commit in the EIS to provide a plan or rough schedule for replacement or interim housing . Why could not the university encourage faculty and staff live near campus by assisting their purchase of homes rather than SPU buying and then renting them to faculty and staff? These issues need further discussion. 12

13. General Comment--When this MIM plan is approved it should include a comprehensive list of commitments which SPU makes as a condition for the plan's approval. 13

14. Additional Concern--Tuition Affordability--The community would like to send its students to the university which it borders. Because of the high tuition costs this is not possible. How much of this expansion will be financed through student tuition? Could tuition costs be lowered if expansion were financed not by tuition? 14

15. Cultural Historic, S-10, what is SPU's plan if Native American artifacts are found? Has SPU checked the historical value of the mill worker's housing in the Ross area which it proposes to apparently acquire and demolish? These issues need further discussion. 15

16. Public Services and Utilities, S-10--How does the University propose to pay for its proportionate share of the utility upgrades in the future since it pays no taxes? Need explanation here as to how the university would commit to fund upgrades and what is the proportion in census tracts 59 and 60 of the power and water and other utilities and services it uses and how these uses are paid for. 16

17. General Comment Throughout Section C--"No unavoidable adverse impacts are expected".--What are these unavoidable adverse impacts?--they should be listed. Also what does this say about avoidable adverse impacts?--these are not addressed and should be. 17

18. Construction--Transportation and Parking,S-13 More analysis should be made of the statement-- "Construction impacts would be short term and would not be considered significant". Whose opinion is this value judgment? What will be the peak workforce? Where will provisions be made for them to park? More analysis needs to be made to evaluate the construction impacts. The current staging area using city streets for the Commons already seems inadequate with much bigger projects expected. Is the 45 stall working parking area discussed on page 21 the only site for workers. How many workers are anticipated during the construction peak and where will they park their cars? Needs more discussion. 18

20. EIS page 20,1st paragraph, Where are these 10 potential development sites shown? The figure on sheet 24 shows more than 10 sites. Which buildings are you anticipating building on which sites. Needs more explanation. 19

21. EIS page 25, partial removal of parking on Bertona,-- What do you mean by this --along one side only or both sides for a portion of Bertona? Need explanation. 20

22. EIS page 26, open space--need explanation as to 21

how much additional open space is proposed versus your earlier MIM plan.

23. EIS Page 29, Building setbacks--If there are no building setbacks along Bertona it will more difficult to later provide grade separation since there will be little open space to transition to grade separation between vehicles and pedestrians. Setbacks along Bertona should be considered. 22

24. ADA accommodations--The impacts of the MIMS on ADA requirements are not evaluated. They should be because they can be more easily designed for as part of this process rather than as an after-thought later. This EIS should address the ADA act and how the plan will affect people covered by its provisions. 23

25. EIS page 30, Preservation of historic structures--Is the worker's housing from the former community of Ross historic and should it not be preserved? 24

26. EIS page 39, Campus land use, Use of city owned property--How is the 14 acres in the MIO owned by the City currently used?--Streets, open space,...Please specify. How will the additional city acreage be used in the expanded MIMP--please specify. Where this land is or will be used by the University for non-roadway use will the City be compensated by an air-space lease? 25

27. EIS page 58, Why as part of this plan is the University not proposing a safe access route from the campus to the existing Queen Anne Bicycle Beltway for its students? 26

28. How does the University plan to stage its construction to minimize the impacts of construction on its neighbors and to be compatible with other construction projects like the Fremont bridge rehabilitation project? Need explanation. 27

29. EIS page 77, since students park on the streets to avoid paying for the permit, why do you not make permit fees part of tuition to encourage use of SPU parking? 28

30. EIS page 76, Sidewalks--will they be provided at the limits of the university in the transition 29

area between the neighborhoods and the campus? Please explain.

31. EIS page 89, Please explain how you can conclude that building the new science building will decrease the number of students crossing Bertona. At class changes the will be a much greater number of student leaving the building adjacent to Bertona. With university facilities on both sides of Bertona, how could the number of crossings not increase? Please explain. 30

32. EIS page 95, how could the University with a proposed 50% expansion in the number of students and their increased number of vehicles, not propose improvements in the Nickerson/3rd West intersection legs which are currently operating level of service F? Please explain. 31

33. EIS Page 39, Land use, Please address why the University is buying residential properties outside of the proposed MIMP. What is their long term intended use?
Does the University intend to further expand the MIMP? Will the surrounding neighborhoods be further reduced in size? If there are 3400 students now and the University wants 5000 soon will they want 15,000 students in 15 years? 32

While there are good elements for the community in the MIMP there are important questions still to answer in the final MIMP and EIS. If these questions are not answered satisfactorily then maybe the best policy would be approve the current MIMP with no boundary expansions to allow for the current buildings whose design is known and with conditions. 33

A future MIMP with boundary expansions could be approved later when the University has more concrete details and a vision of what they want their campus ultimately to be. 34

From: "Jay La Vassar" <dlvassar@aa.net>
To: DOM14.P1402(LouieC)
Date: Mon, Jun 21, 1999 4:26 PM
Subject: Re: EIS Comments

I would like to correct what I said in item #2, I meant to say,... How can the modification of the building facade and landscaped setbacks reduce the perceived bulk of a building that large?...

RESPONSES TO COMMENTS RAISED BY SEATTLE PACIFIC UNIVERSITY'S MAJOR INSTITUTION MASTER PLAN CITIZENS' ADVISORY COMMITTEE MEMBER -- JAY LA VASSAR --

Comment #1

Appendix D of the Final MIMP provides a complete list of the buildings that are anticipated to be demolished if all *potential* development projects were constructed.

Comment #2

As indicated on page 130 of this FEIS, the "*planned* Science Building would be higher and larger in bulk than the existing buildings that it would replace. The bulk of the *planned* Science Building would be larger than that of most buildings facing The Loop, however, only a portion of the *planned* Science Building would adjoin The Loop. A large part of the facade of the Science Building would extend west outside The Loop -- in a relationship similar to that of Moyer Hall." The proposed building setbacks, building modulation and landscaping would soften the visual bulk of the building, but would not eliminate the increase in visual bulk on the site.

It should be noted that this comment, and several of the following comments, refer to the *Summary* section of the DEIS. The *Summary* section of the DEIS and this FEIS is only intended to provide an overview of anticipated impacts – and not provide detailed analysis. The more detailed environmental analysis is contained in *Section III* of the DEIS and this FEIS.

Comment #3

As described on page 133 of this FEIS, traffic calming features along 3rd Ave. W. and 5th Ave. W. would include large planted curb bulbs, crosswalks, and street trees. While these features would affect existing views along these streets, no significant visual impacts from the traffic calming features are anticipated.

Comment #4

With development of all planned and potential projects, total water consumption is estimated to be approximately 6,671,700 cubic feet (CF) per year, compared to approximately 4,708,500 CF per year under current conditions. Of this total, approximately 667,100 CF per year or 10 percent per year would be used for irrigation. As indicated on page 155 of this FEIS, "according to the Seattle Water Department, water supply would be sufficient to serve the increase in water demand generated from implementation of Seattle Pacific University's MIMP (SWD, 1999). Water mains, pump stations, pressure-reducing valves, and water storage facilities owned and managed by SWD serving the campus would be adequate to accommodate additional water demand".

Comment #5

Page 167 of this FEIS lists the numerous measures proposed to limit noise during construction. As indicated in the DEIS, measures proposed to minimize noise include the following: phasing construction; maintaining equipment; substituting hydraulic or electric models for impact tools; and, limiting construction hours. All construction activities would be subject to the noise limits in the Seattle Noise Ordinance, and construction contractors would be required to take whatever steps are necessary to insure compliance with this ordinance.

Comment #6

Refer to response to Comment #3 in Letter #4 by the Seattle Department of Neighborhoods for a discussion on open space.

Comment #7

As indicated in response to Comment #3 in Letter #4 by the Seattle Department of Neighborhoods, to ensure the compatibility of development, the Final MIMP has been revised to include the following provision: "University development in MIO District expansion zones located south of W. Dravus Street shall be subject to the height, setback, lot coverage, landscaping, open space, width and depth limits, and density development standards of the underlying zones in which they are located." This provision would assure that University projects would be consistent with the height, setback, open space, and other development standards that would apply to non-University development in the area.

Comment #8

With the *planned* Science Building located south of Bertona Street, it is expected that the overall pedestrian traffic across W. Nickerson St., as well as W. Bertona St. as a result of the relocated science building, would be reduced. Existing conditions show significant pedestrian volumes presently across W. Nickerson St., enroute to the Miller Science Learning Center and Royal Brougham Pavilion. A large portion of the existing pedestrian traffic across W. Bertona St., as well as W. Nickerson St., is due primarily to activity related to the current location of the Science Building north of W. Nickerson. The University has proposed mitigation to improve pedestrian crossings of W. Bertona St. between 3rd Ave. W. and 5th Ave. W.

Comment #9

The University offers a 100% transit subsidy to students through the provision of loaner transit passes. The Flex Pass for faculty and Staff is a new and costly undertaking and at this point has not been extended to students because the loaner passes are made available to students as an addition to the 50% subsidy.

Comment #10

As shown in Table 12 on page 80 of this FEIS, 3rd Ave. W/W. Nickerson St. is a signalized intersection that is currently operating at LOS B, not LOS F as indicated in the comment.

A traffic signal installed at the intersection of 3rd Ave. W/Bertona St. would not improve the intersection operations. The operations of this intersection are hindered by the close proximity

and lack of storage space to the 3rd Ave. W/W Nickerson St. intersection. However, with improvements made to 6th Ave. W., south of W. Nickerson St., it is anticipated a reduction of eastbound vehicles at 3rd Ave. W. and W. Bertona St. would improve operations at this intersection.

A signal warrant analysis conducted at the 6th Ave. W/W Nickerson St. intersection showed that a traffic signal is not currently warranted. With construction of the *planned* Science Building, it is possible that some traffic on W Bertona St. may be rerouted through the 6th Ave. W/W Nickerson St. intersection. Due to costs involved in designing and installing a traffic signal, temporary traffic signals are not used for traffic control during relatively-short construction periods. Instead, a construction management plan will be drafted for City approval prior to construction, which would include manual traffic control (flaggers) on W Nickerson St., when needed. This FEIS also includes a mitigation recommendation to add a northbound left-turn lane at 6th Ave. W. and W. Nickerson St., which, along with the removal of parking on 6th Ave. W. in this area, would improve operations at this intersection.

Comment #11

The Emerson Street Residence Hall has been approved by DCLU (MUP# 9900077) as a Minor Amendment to the existing MIMP -- and is not as an element of the proposed Final MIMP. As part of DCLU's evaluation of the project, environmental review was conducted. Please see the Emerson Street Residence Hall EIS Addendum and DCLU's Analysis and Decision regarding the project; both are on file with the DCLU.

Condition #8 of DCLU's MUP Analysis and Decision indicates that the University will be required to "(p)rovide a visible, well-defined, at-grade crosswalk at the convergence of West Bertona Street, West Emerson Street, and 5th Avenue West as determined by DCLU in consultation with SeaTrans." The crosswalk would be completed under the provisions of the current MIMP.

Planned pedestrian circulation improvements are listed in *Section II* of this FEIS *(Project Description & Alternatives)*; they include: traffic calming features, designated crosswalks, partial removal of on-street parking, and improved design of the intersection of W. Emerson St. and W. Bertona St. Potential pedestrian circulation improvements include a pedestrian corridor designed to connect the upper and lower campus, and extending the existing 5th Ave. Mall from W. Bertona St. north to W. Nickerson St.

Comment #12

A primary purpose of the proposed boundary expansions is to provide the opportunity to create additional housing on the campus and indirectly increase the availability of housing in the Queen Anne community. It is anticipated that interim housing may be necessary. The comment regarding providing University assistance for home ownership is noted. Because of prohibitive costs, the University has no current plans to provide assistance for home ownership.

Comment #13

Comment acknowledged. The Final MIMP describes University commitments and this FEIS identifies mitigation measures required to minimize environmental impacts. These commitments and mitigation measures are proposed by DCLU for adoption by the City of

Seattle. If adopted, these measures would become conditions of approval. It is possible that the City may also imposed additional conditions.

Comment #14

Tuition moneys would not by utilized by the University to fund *planned* or *potential* development. *Planned* and *potential* development would be funded by donations and self-sustaining programs (i.e., housing).

Comment #15

If Native American artifacts, or other elements of cultural or archaeological significance, are discovered during construction, work in that area would be stopped and the appropriate governmental agencies would be contacted.

The *Historical/Cultural* section of the DEIS and this FEIS includes a review of the Washington Heritage Register, a statewide listing of historic property designations, including National Historic Landmarks, National Register of Historic Places, and structures/places of state significance. The only building on the campus that is listed in the Washington Heritage Register is Alexander Hall. The only facilities proximate to the campus that are listed are the Hiram M. Chittenden Locks, the Fremont Bridge, and the George Washington Memorial Bridge (Aurora Bridge). The mill workers housing that was cited are not designated as historic structures.

Comment #16

As for most development proponents, the University would pay for all required utility connections associated with University-sponsored projects. The University would be required to pay sales taxes on all of its construction projects that are completed by private contractors[1], including those involving utility improvements. The University would also continue to pay all necessary utility bills associated with its facilities. These payments would compensate utilities for serving development at the University. Refer also to additional information that is included in *Section III* G. of this FEIS.

Comment #17

Section III C. of the DEIS and this FEIS include discussions on the significant impacts of the *Proposed Action* for each element of the environment analyzed. Where environmental impacts are identified, mitigation measures are provided to minimize the impacts. Environmental impacts that cannot be mitigated are identified as unavoidable adverse impacts. As indicated in the DEIS and this FEIS, unavoidable adverse impacts are identified for *Land Use*, *Transportation*, and *Public Services/Utilities*. No unavoidable adverse impacts have been identified for *Housing*, *Aesthetics*, *Historic/Cultural*, or *Construction*.

Comment #18

Pages 159 through 172 of this FEIS provide a detailed analysis of construction impacts anticipated for both *planned* and *potential* University development. As indicated on page 170 of this FEIS, it is anticipated that an average of 50 construction workers, with a peak of 75

[1] The University indicates that the sales tax associated with construction of the *planned* Science Building is estimated to be in excess of one million dollars.

workers, would be on the site at any one time during construction of *Phase I* and *Phase II* of the proposed Science Building. Parking for construction workers would be provided in University-owned parking lots. A detailed description of the proposed construction staging area for the *planned* Science Building is provided in the DEIS and this FEIS.

Comment #19

Table 3 on page 25 of this FEIS identifies the ten *potential* development projects in the MIO expansion zones, together with housing and structured parking. The Final MIMP does not specify the types of uses on each site, although the general area of development types is identified. Refer to page 24 of the Final MIMP for details.

Comment #20

Currently, parking exists along the north-side of W. Bertona St. only, between 3rd Ave. and 5th Ave. Seattle Pacific University is currently working with SEATRANS and DCLU to define the final W. Bertona St. improvements. It is expected that a portion of the parking will be removed along W. Bertona St., in particular in the vicinity of the planned crosswalks. In addition, the parking that would remain along this section of W. Bertona St. would likely be changed to loading and unloading only.

Comment #21

The existing MIMP (1988) does not include any open space standards or an estimate of existing open space acreage. The proposed Final MIMP includes a standard requiring a minimum of 40 percent of the campus to be in open space. It is anticipated that the proposed Final MIMP would result in an increase in open space compared to existing conditions.

Comment #22

Because W. Bertona St. is a public roadway, building setbacks from the street are required by the City of Seattle Land Use Code. A 20-foot building setback from W. Bertona St. is proposed for the *planned* Science Building -- five feet more than the City's required 15-foot setback. City of Seattle/Final MIMP setback requirements would be met for all *potential* University buildings.

Comment #23

As required by federal, state and local laws, all buildings, parking areas and other uses would be designed to meet the applicable criteria of the Americans with Disabilities Act (ADA). Detailed building plans – for both *planned* and *potential* University development – would be reviewed by DCLU at the time of application for a building permit based on the Seattle Building Code, which implements federal and state ADA provisions and is far more detailed than the universal Uniform Building Code.

Because typically building plans are not sufficiently developed at the time of SEPA review (in order to modify the project based on environmental findings), evaluation of the Final MIMP in light of ADA is not an issue that can be addressed as part of SEPA analysis.

Comment #24

Please refer to response to Comment #15 of this letter.

Comment #25

As indicated on page 44 of this FEIS, approximately 14 acres of the University's existing MIO campus boundary are owned by the City of Seattle and used as street right-of-way or open space (e.g., the triangle formed by 3rd Ave. W., W. Nickerson St., and W. Bertona St. and a small portion of the triangle formed by W. Emerson St., W. Bertona St. and 6th Ave. W. All street rights-of-way that are included in campus boundary expansion areas associated with the proposed Final MIMP are intended to continue to be used for existing or future roadways.

Comment #26

Access to the Queen Anne Bicycle Beltway is currently provided at the north-end of 3rd Ave. W. No additional bicycle connections are deemed necessary. No significant impacts to the Queen Anne Bicycle Beltway is anticipated under the proposed Final MIMP.

Comment #27

Please refer to page 159 and Figure 37 of this FEIS for a discussion and illustration of construction staging for the *planned* Science Building. Similar construction staging plans would be established for all *potential* development projects either at the time of application for the Master Use Permit or the Building Permit for each project.

No specific information is currently available regarding the schedule for closure of the Fremont Bridge.

Comment #28

As part of the University's Transportation Management Program (TMP), students are encouraged to use non-motorized transportation such as walking and bicycling. Also, less than 40 percent of the students in campus housing own vehicles. An automatic inclusion of a parking fee as part of the tuition would be unfairly punitive for those students that do not own/use vehicles. It is also felt that students that park on-street do so not only as a matter of cost savings but for convenience. The only true way to limit on-street parking by University students would be to institute a Residential Parking Zone (RPZ) program, which the University has funded for those neighborhoods that met the City's utilization and petition requirements. Students that live in single family housing and other non-dormitory housing would qualify for RPZs, if instituted for their streets, so all student-related parking on-street would not be completely eliminated, even with the adoption of an RPZ.

Comment #29

The City of Seattle would require sidewalks as a condition of Master Use Permit or Building Permit approval for all *planned* and *potential* University development located adjacent to public streets.

Comment #30

The planned relocation of science instruction from the Miller Science Learning Center north of W. Nickerson St. to the proposed new Science Building located near the core of the campus, would significantly decrease the number of student pedestrians crossing W. Nickerson St. A reduction in pedestrian trips across W. Bertona St. would also be expected. However, it is acknowledged that some pedestrian trips between the new Science Building and the Bookstore would result.

Comment #31

As noted in this FEIS, the intersection of 3rd Ave. W/W Nickerson St. is currently operating at LOS B. The perceived LOS F condition may be primarily due to the northbound approach queuing and its impact on the 3rd Ave. W/W Bertona St. operations. The results of the existing conditions analysis show that the northbound approach is currently operating at LOS B or C, depending on the movement. The close proximity of the intersections may, at times, result in queuing that exceeds the storage provided between the intersections.

Comment #32

The University has no current plans to increase MIO boundaries beyond those indicated in the proposed MIMP. Any further increase in MIO boundaries would require a Major Amendment to the Final MIMP or a new MIMP all together. However, the City of Seattle Land Use Code contains no restrictions on institutional ownership of existing residential uses outside of MIO boundaries, as long as the structure is used in a manner that is consistent with the Land Use Code.

Section II C. of this FEIS contains enrollment projections based on the University's current assumptions regarding its future headcount and on-campus housing during autumn quarter 2005 and 2015. While that information is presented only as general campus information and is not intended as an element of Seattle Pacific University's Final MIMP, it shows that total campus enrollment in 2005 is projected to be 4,235 and in 2015 – 5,000.

The Seattle Land Use Code has no authority to regulate the population of a residential complex – nor the population of a major institution. The Land Use Code does, however, have authority to regulate campus boundary expansion, land use compatibility, building bulk and density. From that standpoint, campus growth can be indirectly affected. It must be noted, however, the City's Land Use Code is framed based on City land use policies. These policies address the broad spectrum of land uses, including major institutions. The intent of City's Major Institution Policies (23.12.120) is "to balance the public benefits of the growth and change of Major Institutions with the need to maintain the livability and vitality of adjacent neighborhoods." This "balance" is achieved by the major institution master plan process, of which the Final MIMP and FEIS are a part.

The amount of planned and potential development that is included in the Final MIMP is intended only to support an enrollment of 5,000 students. Future enrollment growth beyond 5,000, while technically feasible, would be substantially constrained by the lack of adequate facilities to support such growth – without a Major Amendment to the Final MIMP.

Comment #33

Comment acknowledged.

Comment #34

Comment acknowledged.

Letter #7

RECEIVED
JUN - 8 1999
CITY OF SEATTLE
DEPT. OF NEIGHBORHOODS

Cliff,

Here are several items I wish to add to the list for further detailed discussion on the EIS at the upcoming meeting this Wednesday:

1. A more detailed discussion of the "theme houses" mentioned in the potential residential area E, south of the University's present boundary including the church. 1

2. Discussion of alternative sites for potential residential development other than areas E,F and G. 2

3. Discussion of open space borders between campus and residential areas. 3

4. Discussion of re-insertion of open space requirement of previous MIMP between residential areas near Ashton Hall. 4

Thanks for your attention to this matter.

Sincerely,

David King, Neigborhood Representative, CAC, SPU Master Plan

RESPONSES TO COMMENTS RAISED BY SEATTLE PACIFIC UNIVERSITY'S MAJOR INSTITUTION MASTER PLAN CITIZENS' ADVISORY COMMITTEE MEMBER -- DAVID KING --

Comment #1

"Theme" houses are generally defined as buildings that include a combination of residential and learning uses designed around a particular field of study. A goal of a theme house would be to provide for an integrated residential/educational experience. For example, an anthropology theme house could contain several rooms housing anthropology students, an anthropology seminar room, and an anthropology library.

Comment #2

The DEIS and this FEIS analyze several alternatives that provide no or restricted development in areas identified as proposed boundary expansion areas. Under the *No Action Alternative,* the MIO District boundaries would not be expanded and would not satisfy the need for housing necessary to accommodate current enrollment projections. However, it is assumed that the enrollment projections for 2005 could be realized under the *No Action Alternative* through changes in space utilization and temporary leased housing in the vicinity of the campus. If enrollment projections occur as expected and SPU is not able to provide housing for all students under 21 who qualify for on-campus housing, students could occupy a greater percentage of community (off-campus housing, resulting in a decrease in housing supply for the overall community. It should also be noted that as more students locate off campus, the number of vehicle trips to and from the university would likely increase.

Under the *Limited MIO District Boundary Expansion Alternative*, only Area A and a portion of Area E would be included in the campus boundary expansion. Because less property would likely be acquired and redeveloped as compared to the *Proposed Action*, more intense and bulkier residential buildings and development of certain existing campus open spaces for potential future housing would be required in order to provide all potential student housing within the smaller campus area.

Comment #3

It should be noted that creating an open space buffer between *potential* University development and existing residential areas would result in the removal of far more housing than would occur with the *Proposed Action*.

While not an open space buffer, the Final MIMP includes the following provision: "University development in MIO District expansion zones located south of W. Dravus Street shall be subject to the height, setback, lot coverage, landscaping, open space, width and depth limits, and density development standards of the underlying zones in which they are located." The University indicates that this provision is intended to ensure that University projects would be

consistent with the height, setback, open space, and other development standards that currently apply to all non-University development in MIO expansion Area E, F and G.

Comment #4

Please refer to the discussion of open space in *Section II* of this FEIS and response to Comment #5 in Letter #5 of this section of the FEIS.

The parking lot area immediately southwest of Ashton Hall is identified as a potential development site in the Final MIMP. As noted in *Section II* and *Section III* B. of this FEIS, the existing height limit in the area of Ashton Hall is 65 feet. The Final MIMP proposes that the height limit along the western campus boundary south of W. Dravus St. be reduced from the existing 65 feet to 37 feet. Such is intended to minimize the potential for significant height differentials between future campus development and adjacent single-family development west of Ashton Hall.

From: "Temp4, Sea" <SEATEMP4@LanePowell.com>
To: "'cliff.louie@ci.seattle.wa.us'" <cliff.louie@ci.s...
Date: Mon, Jun 14, 1999 4:11 PM
Subject: re: Seattle Pacific University master Plan EIS comments/ ProposedBoundary Expansion

Cliff:

Given the discussion of the proposed boundary expansion into residential neigborhoods in areas E, F, G and H at the Citizen's Advisory meeting of June 9, 1999:

I would like to voice my support for the limited MIO boundary expansion at this time. 1

I would also like to suggest that Seattle Pacific consider exploration of areas on the north side of Nickerson, as an ammendment, if additional space is needed for residential growth in a mixed use setting, such as groundretail/commercial and apartments up above. 2

Although, "theme houses" would be a definite enhancement of the liberal arts and religious curriculum of Seattle Pacific it would come at too great of a cost in terms of the elimination of affordable housing to the neighborhood. This alternative would also limit the encroachment up Third Ave. W residential neighborhood, which was a concern I had voiced earlier. 3

In closing, I believe that provided the "Irondale block"residence hall is built to maximum scale, Seattle Pacific uses the potential mixed use in area H of S. Nickerson street to build new apartments and explore the expansion of existing facilities the limited MIO campus boundary expansion strikes the appropriate balance between the interests of S.P.U. and the greater Queen Anne community. 4

Sincerely,

David King
Neighborhood Representative
Seattle Pacific MIMP Citizen's Advisory Committee

RESPONSES TO COMMENTS RAISED BY SEATTLE PACIFIC UNIVERSITY'S MAJOR INSTITUTION MASTER PLAN CITIZENS' ADVISORY COMMITTEE MEMBER -- DAVID KING --

Comment #1

Comment acknowledged.

Comment #2

Comment acknowledged. An alternative for redirecting growth north of W. Nickerson St. has been considered. Most of this property is zoned IB (Industrial Buffer) or IG1 (General Industrial 1). Expanding an MIO boundary requires the City to rezone the property to add the Major Institution Overlay. However, Policy #5 of the City's Major Institution Policies indicates that "(r)ezones for expansion of MIO districts shall not be permitted within the boundaries of Industrial land use classifications." Therefore, expansion of the University's MIO boundaries north into Industrial-zoned properties would be prohibited, unless a City-wide policy change occurred.

Comment #3

Comment acknowledged. Please refer to response to Comment #2 in Letter 1, from DCLU and *Section III* D. of this FEIS regarding a discussion of the relationship between the Final MIMP and affordable housing.

Comment #4

Comment acknowledged.

Letter #9

Mason, Ron

Subject: SPU MIMP Draft document concerns & feedback

In accordance with my responsibility as a neighborhood representative on the SPU citizens advisory committee, I wish to provide some feedback with regards to what I perceive as significant issues of concern within the SPU MIMP "Proposed Action". Please note that my perspective bears the cumulative benefit of several diverse opinions on this subject and I sincerely believe that mutually acceptable MIMP can be developed, provided that most of the following issues are further addressed and possibly resolved in the final MIMP document.

1 While acknowledging an understanding of the university's "need to grow", it is equally important to recognize the unusually close proximity of the existing "single family" neighborhood to an institution of this size. In light of this fact the issues of "growth direction" and "transitional buffering" within the MIO boundary are of significant concern and warrant further review and discussion. The "limited MIO boundary expansion alternative" (Figure 12) would appear to have the least amount of impact with regards to these issues and could be additionally modified to the mutual benefit of all concerned.

2 Regardless of the MIO boundary option selected, additional growth will place an "increased demand upon existing neighborhood services". Therefore any developmental action that results in an additional reduction of existing services (be it a gas station, bank or drycleaners) without efforts to replace them would have a significant negative impact for both the SPU students and their adjacent neighbors. Any additional planning efforts to enhance the number and availability of these services would be mutually beneficial to all parties and should be seriously considered and reviewed.

3 The last area of concern is somewhat less specific and more of a "general concept" that can be a cumulative result of several smaller actions (or inaction's) on behalf of the SPU and its efforts to be perceived as a "good neighbor" by the surrounding community. Although specific actions (improved community access, enhanced property maintenance & joint neighborhood improvement projects) may not be required as a part of the MIMP document, there should be a more proactive and robust commitment on behalf of any "neighborhood institution". Any efforts in this direction would help mitigate negative impacts and ultimately be to *everyone's* benefit.

Sincerely,

Ron Mason
SPU Citizens Advisory Committee
Neighborhood Representative

RESPONSES TO COMMENTS RAISED BY SEATTLE PACIFIC UNIVERSITY'S MAJOR INSTITUTION MASTER PLAN CITIZENS' ADVISORY COMMITTEE MEMBER -- RON MASON --

Comment #1

The comment acknowledged.

Comment #2

The proximity of residential neighborhoods to the SPU campus is acknowledged and analyzed in detail in the *Land Use* section of the DEIS and this FEIS (*Section III* A.). To help ensure transition between *potential* University projects and existing surrounding non-University development, the Final MIMP includes a provision that requires adherence to the height, setback, lot coverage and other development standards of the underlying zone. This provision applies to *potential* University development in MIO expansion Area E, F and G.

The comment relating to the preference of the *Limited MIO Boundary Expansion Alternative* is acknowledged. Please refer to response to Comment #2 in Letter #7 (David King) for a discussion of housing conditions with no or limited boundary expansions.

Comment #3

As stated on page 15 of the Final MIMP, MIO boundary expansion in Area C would provide the opportunity for joint development opportunities. It is anticipated that many of the existing businesses along W. Nickerson St. would be given the opportunity to participate in any joint development activities. In addition, it is the University's intention to attempt to provide replacement space for the bank, laundry and barbershop if they are displaced by potential development. No provisions for replacement of the gas station is proposed. However, it is anticipated that as long as the gas station remains a profitable business, the station would not be available for purchase by Seattle Pacific University (assuming City-approval of MIO boundary expansion area D) or any other public or private entity.

Comment #4

Seattle Pacific University indicates that maintaining a positive relationship between the University and the surrounding community is a high priority of the University. Please refer to response to Comment #8 in Letter #4 (Dept. of Neighborhoods/CAC) for a discussion of Seattle Pacific University's neighborhood relations program.

Letter #10

To: Cliff Louie and the Citizens Advisory Committee Members
Re: SPU MIMP Draft Document Feedback
From: Jo-Ellen Watson CAC member (Queen Anne resident and SPU faculty)
Date: June 21, 1999

I am writing this letter in response to Seattle Pacific's Major Institution Master Plan and resulting environmental impact statement. As a member of the CAC I will speak to the alternatives proposed in the documents and give feedback to each.

No action: This is not an acceptable proposal for consideration by the committee. No action will require that the University construct within current boundaries resulting in an unacceptable increase in building height and overall density on campus. I believe this proposal will have the most negative impact on the Queen Anne community, especially those residents living closest to SPU. The current building code allows the University to increase the height of some existing buildings and to construct new buildings to heights taller than proposed in the new master plan. If this occurs, areas that are now used as open space could be utilized for construction plus the increase of building height could possibly impact view corridors. Additionally, the overall aesthetics of the University site would be negatively affected by an increase in height and density. The Seattle Pacific University campus is one of the most beautiful spots on Queen Anne. I believe its contribution to the character of Queen Anne has been undervalued. 1

Limited Boundary Expansion: This proposal has many of the same problems that the "no action" alternative creates. 2

Increase Decentralization: This alternative has negative consequences for Seattle Pacific University. While the CAC's immediate concerns are primarily focused on the University in the context of the Queen Anne neighborhood, I would like to point out the limitation to this proposal on the character of the University. Seattle Pacific is a small University that relies on a sense of camaraderie among staff, students, faculty and administrators. Conversing, eating, and worshipping together play an integral role in the development of relationships that are key to the nurturing of one another and to reaching our goal of educating students. Each member of the University plays a part in this goal. Admittedly, some members play a more important role than others, however, locating any group of employees off campus will tend to fragment the sense of community at Seattle Pacific. 3

Proposed Action: After careful examination of the proposed Master Plan and EIS, I believe the committee should accept this plan of action with some specific recommendations and/ or modifications. Members of the committee have already addressed most of these and only some will be touched upon here. 4

1. Additional language adopted in the Master Plan that would allow the University to
designate pedestrian bridges or tunnels as potential development. 5

2. Work closely with SeaTrans, Seattle Pacific Security and Seattle Police Department to solve the pedestrian traffic problems on Bertona, West Third (after chapel lets out), and on Nickerson. 6

3. Review of open space areas, restoration of previously designated open space, commitment to the preservation of existing old growth trees, and a landscape plan made available to the residents of Queen Anne through an open house or other public event (s). 7

4. A voluntary alteration of the proposed boundary extension that removes the Texaco Gas Station property/or a commitment to relocate the gas station rather than closing it if the property should be acquired by Seattle Pacific. 8

5. A continued commitment to relocating businesses already mentioned in the proposed plan (dry cleaners, bank, barber shop etc.). 9

6. Commitment to promote retail or other types of businesses in order to enhance services to Queen Anne residents as well as students and employees of the University. 10

7. Increase public relations efforts of the University.

8. A commitment to a "buffering zone" between the University and non-university structures especially in residential areas of E,F and G. The buffering could be through landscaping, setbacks, or by the use of multiple residential type theme houses (especially in areas E). 12

9. Adherence to the Design Guidelines Checklist for all remodel construction and new construction as outlined in the City of Seattle's Design Review: Guidelines for Multifamily and Commercial Buildings. 13

More-Substantial Boundary Expansion: I believe the CAC could accept this proposal with the stipulations covered in the above proposed action, plus an agreement with the University not to ask for further boundary overlays for a specified substantial amount of time suggested by the committee. 14

In reference to point nine under "proposed action", let me mention that it is in the best interests of the University to construct and remodel buildings with safety, aesthetics and quality as primary guidelines. Seattle Pacific University is part of a very competitive market. The initial impression of parents and students as they visit the University is critical to their decision where to attend college. The ambiance of the University plays a vital role in this initial impression. To this end it is critical that the University remains consistent with the traditional 15

architectural designs already on campus. It is my belief that members of the committee can rest assured that it is in the best interests of Seattle Pacific to construct buildings that will only enhance the current campus environment.

At this point I would like to take the opportunity to clarify a point that has been raised by some Queen Anne residents. While Seattle Pacific is a Christian University, its constituency lies far beyond the Free Methodist Church, Evangelical Protestant Churches, or even the Christian community for that matter. Students who attend Seattle Pacific are not required to be Christians nor are many categories of employees. The University makes it clear that it would prefer to hire staff that are active members of the Christian faith, but this is not an absolute requirement (the exception to this is faculty and most administrators). Besides religious diversity, Seattle Pacific brings class, race and ethnic diversity to the Queen Anne Community. Our financial aid package allows moderate income students to attend SPU and live in the Queen Anne community. Additionally, in the last ten years the population of students of color attending and living on or close to campus has grown significantly. This contributes to the diversity of an otherwise somewhat demographically narrow Queen Anne population. **16**

Finally, I would like to address the issue of Seattle Pacific University as a "good neighbor". The good neighbor status has been called into question multiple times since the beginning of this process. While there are a number of significant problems that go with having a University in a predominately residential area (noise and traffic being two of them) many benefits have been overlooked. First and foremost, Seattle Pacific is a liberal arts University. It is not a vocational training school or a community college. While these institutions play an important part in educating many people, the Liberal Arts University holds a unique and crucial role in the development of a highly literate and responsible citizenry. When I think of Seattle Pacific University it embodies the most important qualities of the Queen Anne community: tradition, civility, beauty, community, permanency, involvement, history and an appreciation for music, art and literature. I cannot think of another industry that could take its place that could compete with this list of qualities. On the practical side, the Queen Anne community benefits economically from having students and staff travel or live on or close to campus. I am not denying there are downsides, but I believe the limitations have been magnified and the many benefits ignored by some. **17**

I want to thank the work that has been done by this committee so far. It has been a pleasure to work with all of you. The sense of cooperation and mutual respect for one another has made this a very effective process. Even in the heat of disagreement, I have been impressed with the professional and caring attitude displayed by all the members and those non-voting members of the committee.

Sincerely,

Jo-Ellen Watson MSW, Ph.C.

RESPONSES TO COMMENTS RAISED BY SEATTLE PACIFIC UNIVERSITY'S MAJOR INSTITUTION MASTER PLAN CITIZENS' ADVISORY COMMITTEE MEMBER -- JO-ELLEN WATSON --

Comment #1

Comment acknowledged.

Comment #2

Comment acknowledged.

Comment #3

Comment acknowledged.

Comment #4

Comment acknowledged.

Comment #5

Comment acknowledged. Although grade separated pedestrian crossings of arterial streets bisecting the campus are not deemed necessary and are not currently proposed as part of the MIMP, the MIMP includes a *Potential Pedestrian Bridges or Tunnels Alternative*. This alternative is included in the MIMP to allow pedestrian bridge or tunnel development as a Minor Amendment to the MIMP, if they are determined to be necessary at some point in the future.

Comment #6

Comment acknowledged. Please refer to response to Comment #7 in Letter 2 by the Seattle Department of Neighborhoods.

Comment #7

Comment acknowledged. Please refer to response to Comment #3 in Letter #4 by the Department of Neighborhoods for a discussion regarding open space.

Comment #8

Comment acknowledged. Please refer to response to Comment #1 in Letter #4 by the Department of Neighborhoods for a discussion regarding the existing gas station.

Comment #9

Comment acknowledged. Please refer to response to Comment #1 in Letter #4 by the Department of Neighborhoods for a discussion on the provision of assistance to displaced businesses.

Comment #10

Comment acknowledged. Please refer to response to Comment #1 in Letter #4 by the Department of Neighborhoods regarding assistance to displaced businesses.

Comment #11

Comment acknowledged. Please refer to response to Comment #8 in Letter #4 by the Department of Neighborhoods for a discussion on University public relations.

Comment #12

Comment acknowledged. Please refer to response to Comment #3 in Letter #4 by the Department of Neighborhoods for discussion on the provision of a buffer between *potential* University development and adjacent neighborhoods.

Comment #13

Comment acknowledged. Please refer to response to Comment #2 in Letter #4 by the Department of Neighborhoods for a discussion on the internal design review process proposed by Seattle Pacific University for *potential* development.

Comment #14

Comment acknowledged.

Comment #15

Comment acknowledged.

Comment #16

Comment acknowledged.

Comment #17

Comment acknowledged.

Letter #11

Queen Anne Community Council
2540 Sixth Avenue West
Seattle, WA 98119

June 4, 1998

Christine Bruno
Land Use Plan and Development Analyst
Department of Land Use and Construction
710 Second Avenue, Suite 200
Seattle, WA 98104-1703
(206) 684-5040

Dear Ms. Bruno:

On June 2 the Queen Anne Community Council Board has adopted the attached response to the Seattle Pacific University Draft MIMP and DEIS of May, 1999. Please accept the response which is attached.

We look forward to the DCLU comments on the MIMP and DEIS drafts. Please don't hesitate to contact me if there are questions regarding our response.

Sincerely,

Kirk Robbins,
Chairman, Queen Anne Community Council

cc: Cliff Louie, Department of Neighborhoods
Seattle City Councilmembers Susan Donaldson, Jan Drago, Richard McIver, Peter Steinbrueck

RESPONSE TO
SEATTLE PACIFIC UNIVERSITY MAJOR INSTITUTION MASTER PLAN AND DEIS OF MAY, 1999
from The Queen Anne Community Council
JUNE 3, 1999

The Queen Anne Community Council offers this response to the 1999 draft EIS (DEIS) for the Seattle Pacific University Major Institution Master Plan (MIMP) in the spirit of neighborhood/University cooperation. The Queen Anne Community Council reflects the Queen Anne neighborhoods' positive perception of the University as an educational institution and an employer in our community.

Seattle Pacific University and the Queen Anne neighborhoods have been good but sometimes restive neighbors for one hundred and eight years. The major Institution Master Plan process is an orderly and equitable way to bring neighborhood/University issues into the open and to effect solutions that will ensure good relationships for the future. Our comments and questions are offered with a constructive intent.

Topics of our response include:

- Need for graceful transitions between the Major Institution Overlay zone (MIO) and the adjacent residential neighborhoods.
- Concern over MIO expansion into residential neighborhoods.
- A lack of emphasis on redevelopment in north campus MIO areas and the northern proposed MIO Boundary Expansion Areas.
- Planning for adequate pedestrian crossings of Bertona in the MIO.
- Planning for the continuing use of Bertona as an important feeder arterial.
- Height limits in the MIO.
- View corridors.
- Preservation of open space in the southwest of the MIO.
- Demolition of the last gas station in the neighborhood.
- Lack of Design Review process for major projects under the 1986 and 1999 MIMPs..
- Construction during the Fremont Bridge closure.
- Reduction of the Emerson Triangle open space.

All page numbers, unless otherwise noted, apply to the DEIS. Italics indicate quotes from the MIMP, 1989 MIMP, or DEIS.

DEIS:
Page 9
C. PROJECT GOALS AND ASSUMPTIONS
4. Provide a physical environment and facilities that promote positive relationships with the Community and reflect the University's commitment to service.
Response:

We hope that in using the term "community" the University refers to the greater community of Queen Anne stakeholders that extends beyond the University community which is committed to evangelical Christian faith and values.

Can the final EIS address that broader community and the many stakeholders therein who will be impacted by MIO expansion, a larger student body, construction, traffic pattern changes, and normal student living activities? 1

We take this opportunity to express our concern over the sustainability of the degree of student body expansion and MIO expansion proposed in the alternative, "More Substantial MIO Boundary Expansion." Please note the attached graphs of some University expansion parameters contained in the 1986 and 1999 MIMPs.

7. Support and enhance campus environmental quality and sustainable development and operations.

Response:

The degree of expansion of campus population and the concurrent expansion of the MIO is not consistent over the next 50 years with sustainability in these residential and industrial neighborhoods.

A plateau in campus population must be planned for the Seattle Pacific University campus, if the surrounding neighborhoods are to be saved from property value deterioration and subsequent purchase by the University to enable yet another round of MIO/student body expansion.

On the other hand, if that expansion process is not allowed to continue through the decades, the growth, and perhaps the economic viability, of the University may not be sustainable. 2

This contradiction is a typical dilemma of major institutions with large physical plants embedded in cities.

Future sustainability for the Seattle Pacific University campus and the neighborhoods surrounding it depends on the application of guideline 7, Decentralization if the degree of past and projected growth of the University is to be maintained. The Queen Anne Community Council supports decentralization as far as the University as been able to implement it. More planning for decentralization is needed in the 1999 EIS and MIMP to ensure good University/neighborhood relations in the future.

Page 10 - 14

D. DESCRIPTION OF THE PROPOSED ACTION

PROPOSED CAMPUS BOUNDARY EXPANSION

(Please refer to the attached figure 5, *Existing and Proposed Major Institution Overlay Boundaries* from the 1999 draft MIMP.)

Response:

Can the encroachment of the MIO in Proposed Boundary Expansion Areas E, F, and G on be consistent with the sustainability of the residential neighborhood to the south of the Seattle Pacific University Campus?

Area E, at 7.63 acres represents a large element of that residential neighborhood, and is only 10% owned by the University.

The visual appearance of residences under University ownership or lease has caused deterioration of adjacent residences within the proposed Expansion Area thus effectively encouraging more sales of residential buildings to the University.

A University strategy for placing additional residential blocks within the MIO has been to purchase or lease properties and effect MIO boundary expansions through the MIMP process.

This MIO expansion process was carried out earlier in the block bounded by W. Emerson, 6th Ave. W., alley, and 5th Ave. W. A large but well designed student residential structure has been authorized as a minor addition to the 1986 MIMP. We understand that this design and the construction has now been put on hold. 3

This strategy will result in continuous campus expansion concurrent with the rate of growth of the student body stated in the 1986 and 1999 MIMPs.

Only potential development sites are listed in the 1999 draft DEIS and MIMP for this proposed Boundary Expansion Area E.

Area F at 1.1 acres is 0% owned by the University. The same objections are made to the inclusion of this property in the MIO as for proposed Expansion Area E.

Area G at .37 acres is 55% owned by the University which has plans to reuse the existing residential structures for student housing and classroom space. The same objections are made to the inclusion of this property in the MIO as are listed above for proposed Expansion Area E.

Area C at 1.74 acres and H at .56 acres is 0% owned by the University. But these proposed Expansion Areas do not encroach on residential or industrial neighborhoods. C and H are adjacent to the University's science facility, a recycled building, and former commercial buildings on the southwest corner of 3rd W. and Nickerson which are within the 1986 MIO but are poorly utilized. **C and H, together with the existing Science building and the northwest corner of 3rd Ave. W. and Nickerson are a contiguous parcels and represent a potential redevelopment zone for the Seattle Pacific University Campus.** 4

Taken together this large block of land can be utilized as a development site for the Seattle Pacific University Campus that will eliminate the need for development sites next to residential neighborhoods in the proposed expansion areas E, F, and G.

Proposed Expansion Areas E, F, and G are in opposition to the Queen Anne Plan Policy 2: Preserve the character of Queen Anne's single-family and mixed use neighborhoods.

Proposed Expansion Areas E, F, and G are in opposition to QAP Policy 5: Encourage an attractive range of housing types and housing strategies to retain Queen Anne's residential character and assure housing is available to a diverse population. 5

Proposed Expansion Areas E, F, and G are in opposition to QAP Policy 11: Provide for attractive and harmonious transition between different land uses...

The process of advancing the MIO boundary into residential neighborhood inevitably results in a depressed appearance of housing in the areas to be annexed. This is a matter of concern to stakeholders on the north slope of Queen Anne

Several years ago the President of Seattle Pacific University, Arthur Self spoke to Queen Anne stakeholdes stating that the University will make a pledge to neighbors to the south and west of campus not to expand in those directions. The 1999 DEIS and MIMP directly negate that pledge. 6

<u>Queen Anne Community Council request Regarding Proposed Boundary Expansion Areas E, F., And G</u>

The 1999 draft DEIS and 1999 MIMP designate potential development sites facing the residential neighborhood along the alley north of Etruria between 3rd W. and Queen Anne Ave. Open space is planned for the adjacent block to the north bounded by 3rd W., W. Bertona, W. Nickerson, Queen Anne Ave., and W. Cremona.

If there is to be a buffer between the Seattle Pacific University Campus and the residential neighborhood to the south of the campus, open space should be considered as that buffer, not development sites. 7

Expansion Areas E and F should be used for open space buffer between the Seattle Pacific University Campus and the adjacent residential neighborhood to the south. The adjacent block to the north should be used as potential development sites.

Page 25 *Pedestrian Circulation*
Planned Improvement
West Bertona St. -between vacated 5th Ave. W. and 3rd Ave W.
traffic calming features, designated crosswalks,
partial removal of on-street parking, and
improved design of the intersection of W. Emerson St. and W. Bertona St.
Response:

The draft 1999 MIMP DEIS proposals for traffic calming and formalized crosswalks on Bertona between 5th Ave. W and 3rd Ave. W. noted above have Queen Anne Community Council support. Details need to be refined with community input. 8

The Queen Anne Community Council opposes any concomitant narrowing of the vehicular lanes on this section of Bertona.

The Queen Anne Community Council opposes 6th Ave. W. between Bertona and Nickerson as an arterial, due to the blind corner and steep approach to Nickerson.

The Queen Anne Community Council asks how the improvements to Bertona between 6th W. and 3rd W. will affect Bertona's ability to serve as a feeder arterial to 3rd W. Mulch of Bertona's vehicular traffic is destined for 3rd W. southbound up the hill.

Page 28. *Proposed Modifications to Development Standards*
Zoning-
Density-
Height Limits, Height Exceptions, Height Measurement, and Additional Height-
and reference Page 27 MIMP
Response:

The current height limit in the southwest section of the campus is 50' and 65'. These height limits are not compatible with the Queen Anne Plan which calls for comfortable transitions between differing land uses in this case the immediately adjacent single family residential zone.

This bad example of a harsh transition between 1986 MIMP campus development and the adjacent single family residential neighborhood makes the Queen Anne Community Council very fearful of the University's continuing plans to expand the MIO on its southern boundary (proposed expansion areas E, F, and G.) 9

In the 1986 MIMP the open areas adjacent to Hill and Ashton Halls were called out as open space to be maintained. In the 1999 draft MIMP, while these areas are not proposed for development, they are specifically not designated as open space.

The Queen Anne Community Council's preferred use alternative for this current open space is that it be designated open space in the 2000 MIMP. Should it not be designated open space, the height limit should be changed to 25' which reflects the underlying L-2 zoning.

Page 29. *Open Space*
Response:

If there is to be a buffer or transition between the Seattle Pacific University Campus and the residential neighborhood to the south of the campus, open space should be considered as that buffer or transition, not development sites. The QAP requires attention to transition areas between different land uses. 10

Page 30 DEIS. *View Corridors*
Response:

To the west of the Seattle Pacific University campus on the slope of Queen Anne Hill are many curving street rights of way. In the Immunex EIS process the Queen Anne community was assured that streets themselves have view corridors under current ordinances. These view corridors in the neighborhood west of the University must be maintained. But when we look at: Page 127 of the draft DEIS we read, *"These views are not protected."* 11

Response:

In the 1986 MIMP on page 17 there is reference under the section *SENSITIVITY TO THE NEIGHBORHOOD* in the second paragraph of that section to, *"...preserving the upland views."* 12

There is a stark contrast between the 1986 MIMP and the draft 1999 MIMP in the way that view corridors are approached. The 1999 MIMP does not even have a "Sensitivity to the Neighborhood" section. The 1999 MIMP does allude to three Neighborhood Plans, and refers to a 1998 draft of the Queen Anne Plan. The QAP was adopted in March, 1999. This May 1999 draft MIMP should refer to the current, adopted QAP.

There is a need for DCLU to clarify the definition of "public view corridor." Are the views mentioned here just residential views, or do they include right of way view corridors? Reference Immunex view corridor definition. 13

ALTERNATIVES
Page 31. *No Action Alternative*
Page 31. *Limited MIO Boundary Expansion*
Response:
Please refer to our previous response to Proposed MIO Boundary expansion areas E, F, G, C, and H. 14

Page 33. *More-Substantial MIO Boundary Expansion*
Response:
The Queen Anne Community Council opposes the non-contiguous element of the MIO proposed here in the half block facing 3rd Ave. W. between W. Etruria and W. Newell. Again the issue of transition between developments within the non contiguous MIO area and the residential neighborhood is not treated in the 1999 DEIS or the MIMP.

Page 50 *Potential Development*
Response:
Area D - If it is acquired by the University the existing gas station could be demolished, "for establishment of signage and landscaping to better identify the campus." 15
The Queen Anne Community Council does not want the last gas station in the neighborhood demolished and not replaced. Seattle Pacific University took the other gas station in its 1986 MIMP development.

Page 55. B Land Use - Relationship to Adopted Plans, Policies & Regulations
Response:
What steps will the University take to allow the process of design review to take place for development projects on campus under a MUP that are near to residential areas? How can the Queen Anne Community Council have input into this design review process? 16
What steps will the University take to ensure concurrence of utilities and other city services with the 2000 MIMP development plans?
What steps will the University take to avoid traffic congestion from construction during the period when the Fremont Bridge is taken out of service? 17
What steps will the University take to address the impacts of MIO expansion and student/faculty growth on the traffic circulation patterns on the north slope of Queen Anne Hill?

MIMP Page 25 *Planned and Potential Open Space and Landscaping*
Response:
The Designation of the Emerson Street Triangle as a designated open space excludes a City-owned parcel adjacent to Sixth Avenue West that was acquired from SPU for the potential realignment of Six Avenue West, north of West Bertona Street.
The Queen Anne Community Council opposes the splitting of the Emerson Triangle open space bounded by Bertona, 6th Ave. W., and W. Emerson. The realignment of 6th Ave. W. proposed in the MIMP does not serve the neighborhood, but provides a dangerous speedway for students exiting from the residence hall parking lots within the MIO on 6th Ave. W. 18
Unlike most of the University's open spaces the Emerson triangle is visible and accessible to the surrounding neighborhood.
The Queen Anne Plan opposes deleting park open spaces in the Queen Anne neighborhoods.

=•=

projects are submitted to the City for review and approval. Please refer to response to Comment #11 in Letter 8 by the Queen Anne Community Council.

Comment #9

Comment noted. Please refer to response to Comment #9 in Letter #11 by the Queen Anne Community Council.

Comment #10

Comment noted. Please refer to response to Comment #10 in Letter #11 by the Queen Anne Community Council.

Comment #11

Comment noted. Please refer to response to Comment #11 in Letter #11 by the Queen Anne Community Council.

Comment #12

Comment noted. Please refer to response to Comment #12 in Letter #11 by the Queen Anne Community Council.

Comment #13

Comment noted. Please refer to response to Comment #13 in Letter #11 by the Queen Anne Community Council.

Comment #14

Comment noted. Please refer to response to Comment #14 in Letter #11 by the Queen Anne Community Council.

Comment #15

Comment noted. Please refer to response to Comment #15 in Letter #11 by the Queen Anne Community Council.

Comment #16

Comment noted. Please refer to response to Comment #16 in Letter #11 by the Queen Anne Community Council.

Comment #17

Comment noted. Please refer to response to Comment #17 in Letter #11 by the Queen Anne Community Council.

Comment #18

Comment noted. Please refer to response to Comment #18 in Letter #11 by the Queen Anne Community Council.

DEIS COMMENT LETTERS SUBMITTED BY INDIVIDUALS

Letter #13 -- Denise Derr

Letter #14 – Jason-Thomas Eppel

Letter #15 -- Neville G. Gladding

Letter #16 -- Florence W. Helliesen

Letter #17 -- Laurie LeMay

Letter #18 -- Robert LeMay

Letter #19 -- Margaret and Deems Okamoto

Letter #13

Denise Derr
2912 4th Ave. W.
Seattle, WA 98119

June 22, 1999

JUN 2 3 1999

Re: Seattle Pacific University Major Institute Master Plan

To Whom it May Concern,

Seattle Pacific University's MIO Boundary Expansion is in direct conflict with the preservation of the residential character of North Queen Anne's neighborhood. The MIO Boundary Expansion is so massive in scope and invasive by design that the neighborhood would not survive. 1

Destruction of Residential Character

The current draft of the Environmental Impact Statement identifies the demolition of 64 housing units, a 30% increase in institutional building space, more urban character and activity on adjacent arterials and the conversion of apartments to offices, classrooms and meeting facilities. 2

Furthermore, the expansion plan includes the back to back development of three new crowd generating facilities within our neighborhood, which would adjoin two existing facilities. A new auditorium will be next to an existing outdoor track and ball field, which will be directly across the street from an outdoor sports field which will adjoin a new indoor recreational facility, all connected to the newly renovated Queen Anne Bowl. The later has just seen a four fold increase in use due to the installation of a new state of the art artificial surface. Our community's struggle to prevent stadium lights from entering this once natural grass play field is exponentially compounded by SPU's enormous threat of potential development. 3

As the commercialization of the neighborhood increases and the supply of community housing decreases, the north slope of Queen Anne will no longer feel like a community of families. 4

Increased Noise and Air Pollution

The draft EIS estimates the number of peak hour vehicle trips associated with the increased population to be 3,590. Additional parking spaces added in the next 15 years will total almost 2,000. These figures do not include additional site specific analyses required for certain future developments. 5

The negative impacts of increased traffic noise and vehicular air pollution would be substantial. It is unclear why the draft does not address this important environmental impact. The expansion plans, especially the location of crowd generating facilities would transform the residential streets into overflow parking areas. The total impact of increased traffic and parking would severely degrade the quality of life in our neighborhood. 6

Visual Degradation

The draft EIS acknowledges that greater boundary expansion into surrounding neighborhoods will bring height, bulk and scale differentials between university related development and noninstitutional development (i.e. our homes) resulting in a potential greater impact. 7

The juxtaposition of the sharply contrasting structures are degrading to the visual appeal of the surrounding residential properties. Additionally, SPU acknowledges it's continuing desire to acquire private property for students and staff housing. The document states that inclusion in the MIO Boundary would not obligate the residential owner to sell. However, it ignores the reality of the tacit threat that inclusion in the boundary creates a neighborhood of homes being transformed into institutional facilities. 8

The anxiety generated as the threat of development looms is compounded by the visual degradation of typical campus housing. A casual observation of the existing residential properties owned by SPU reveals extreme neglect. Whether the ill-kept, unattractive nature of SPU's residential properties is an inadvertent result of planned future expansion and development or an inherent by-product of the transitory nature of the occupants, the end result has been a destabilizing effect on the remaining private property owners, including the devaluation of surrounding properties. 9

Increased Personal Safety Concern

The current estimate of 2,651 additional calls for service to Campus Security due to the additional buildings, expanded campus boundaries, and increase in University population gives the surrounding community legitimate increased concern for personal safety. Personal safety is a major concern for families raising small children as well as individuals living in the neighborhood. 10

Conflicts with Adopted Plans and Policies

SPU's expansion into the residential side of the campus instead of to the north into commercial and industrial zoning fails to protect the livability and vitality of adjacent neighborhoods, in violation of Seattle's Comprehensive Plan. 11

SPU's southern expansion violates three goals of the Queen Anne Neighborhood Plan :

- Fails to preserve the character of Queen Anne's single family and mixed use neighborhoods.
- Fails to encourage an attractive range of housing types and housing strategies to retain Queen Anne's eclectic residential character.
- Fails to provide for an attractive and harmonious transitions between different land use.

11 Cont.

If government does not set the boundaries in accordance with adopted plans and policies, citizens residing in the surrounding neighborhoods of major institutions cannot realistically assess their future. This destabilizing impact will perpetually tarnish the viability and livability of our community.

12

Conclusion

SPUs future growth should not be at the expense of our residential neighborhood. TheMIO Boundary Expansion threatens the vitality and livability of our community. Specific concerns are: destruction of residential character, increased noise and air pollution, visual degradation, increased risk for persoanl safety, and conflicts with adopted plans and policies.

13

Respectfully,

Denise Derr

RESPONSES TO COMMENTS RAISED BY DENISE DERR

Comment #1

Comment acknowledged. Please refer to *Section III* B. of this FEIS for a discussion on the relationship between the proposed MIMP and the adopted Queen Anne Plan.

Comment #2

Comment acknowledged. As indicated on page 57 of this FEIS, "potential development in Boundary Expansion Areas B, E, F and G (proposed expansion areas south of the existing campus) could result in displacement of some non-institutional residences and businesses, and increase the number of students living in the area. However, because these areas currently contain some uses supporting the University, a significant change in land use character would not be anticipated". It should also be noted that new housing in the expansion areas south of the campus would consist of small apartment buildings and theme houses consistent with the underlying multifamily zoning. To assure that University housing will be compatible with the scale and character of the private housing located south of W. Dravus St., the Final MIMP includes the same development standards that would apply to the construction of non-university multifamily housing in these areas by private developers. Please refer to response to Comment #3 in Letter 2 by the Department of Neighborhoods.

Comment #3

The potential sports facilities included in the Final MIMP are all located within the existing MIO boundary -- a minimum of three blocks from the Queen Anne Bowl. The potential sports facilities would not be designed to be spectator facilities, but rather are intended primarily to meet campus intramural sports demands. The Final MIMP does not propose the establishment of lighting at the Queen Anne Bowl.

Comment #4

As indicated in response to Comment #2 of this letter, new housing in the expansion areas south of the campus would consist of small apartment buildings and theme houses consistent with the underlying multifamily zoning. No significant change in land use character is anticipated.

Comment #5

As indicated on page 27 of this FEIS, approximately 475 - 675 additional parking spaces are proposed (*total*: 1,700 - 1,900 spaces) -- not the 2,000 spaces that is cited in the comment. The City of Seattle Land Use Code establishes a minimum and a maximum number of parking spaces that a major institution can provide on-campus. The University proposes that the amount of vehicular parking to be provided would not be less than the minimum requirements established by code. It should also be noted that the Final MIMP includes a Transportation Management Program to reduce the number of vehicle trips to and from the campus and lessen the demand for parking by students, faculty and staff.

Letter #14

Jason-Thomas Eppel
PO Box 2721
Iowa City IA 52244

SPU Office of Campus Master Planning
Seattle Pacific University
3307 Third Avenue West
Seattle WA 98119-1997

Sunday, May 30, 1999

Dear Office of Campus Master Planning,

I am writing you as a long-time Queen Anne Citizen who is currently studying in Iowa. I am very interested in neighborhood happenings and wanted to convey to you my thoughts on the Master Plan the University has.

I have always felt that SPU has been à great asset to the neighborhood and city. After reviewing your general plans as described in the Seattle Times last week, I am heartened by your comments that you wish not to see the University "grow too large or too fast."

However, I am concerned that the new dormitory with parking garage will increase the traffic around the neighborhood. With the numbers of buslines that serve the University directly or nearby (#17, #26, #28, #30) you appear to be creating more opportunities for students to drive, rather than stressing bus ridership or bicycling to the University. As someone who has just finished my undergraduate studies at the University of Washington, I cringed everytime I knew of a fellow student who was driving in Seattle, and not relying on the myriad of other transportation options. Students who live in a dormitory in the city do not need to even own cars, and it's disappointing to see that you may be feeding that habit rather than curtailing it. 1

I strongly urge you to reconsider the development of a new parking garage on North Queen Anne in favor of an aggressive bus and bicycle transportation plan for SPU students. 2

Respectfully,

Jason-Thomas Eppel

RESPONSES TO COMMENTS RAISED BY JASON-THOMAS EPPEL

Comment #1

Comment acknowledged. The City of Seattle Land Use Code establishes a minimum and a maximum number of parking spaces that a major institution can provide on-campus. The University proposes that the amount of vehicular parking to be provided would not be less than the minimum requirements established by code. It should also be noted that the Final MIMP includes a Transportation Management Program to reduce the number of vehicle trips to and from the campus and lessen the demand for parking by students, faculty and staff..

Comment #2

Comment acknowledged.

From: neville g gladding <ngladding@juno.com>
To: dom13.p1303(BrunoC)
Date: Fri, May 28, 1999 6:11 PM
Subject: Draft Environmental Impact Statement of Seattle Pacific University, Major Institution Plan.

To : Christine Bruno,

The purpose of this letter is to make two objections about SPU's DEIS.

1) The scope of the Transportation, Circulation and Parking section of the DEIS is too narrow. SPU has already had a major impact on traffic flow on residential streets. This impact is not limited to the streets studied by SPU however, but extends to residential streets used by SPU students, faculty and staff to commute to and from SPU and by SPU people and service vehicles who travel to and from the top of Queen Anne hill.

As an example, SPU commuters use Aurora Avenue to get to the arterial of Queen Anne Drive. Commuters then go west bound on Queen Anne Drive until they reach one of the two residential streets on Queen Anne Avenue North, or 1st Avenue West. They then proceed north bound on those residential streets until they get to another connecting residential street - West Raye Street, where they turn west bound beside Rodgers Park until reaching the arterial at 3rd Ave West, turning northbound again.

Those commuters need not "cut through" residential streets to get to SPU because convenient arterials can be used that lie just two blocks away from West Raye Street :

A. West McGraw E. Place
B West McGraw

Another example is the use of the same residential streets mentioned above by SPU people (both commuters and dormitory students) who are either visiting or commuting from the top of Queen Anne hill. After travelling northbound on Queen Anne Avenue North Instead of turning west bound on the arterial of West McGraw St and then proceeding to 3rd Ave West, many people simply continue northbound on Queen Anne Avenue North until they reach West Raye Street where they turn west and use a "cut through" residential street as an easy route to SPU. 1

Recent informal studies indicate that West Raye Street now has a traffic volume of 600 - 1,000 vehicles per day, 96% of which is cut through traffic. An expanding SPU population will only make a bad situation worse.

SPU's DEIS does not discuss, examine, or study these issues. Instead it has limited the scope of its study area to streets immediately surrounding SPU or to arterials. SPU needs to take steps now to mitigate the impact it has already had on residential streets that are used as "cut through" routes. In addition, SPU's DEIS should be rejected until the study area is expanded to include those streets that are used by SPU people to get to and from the campus.

2) Expansion of the campus boundry to the east side of 3rd Avenue West

(into the area E.) should not be allowed. If SPU's wishes are granted, area E will be used to house an increasing student body population, most of whom will have cars. More cars on the east side of 3rd Avenue West means more cut through traffic on those residential streets that lay on the south and east of area E. 2

Again, SPU's DEIS should be rejected until the traffic study area is expanded to include residential streets not covered by the present DEIS. 3

We ask that we be given a written response to the concerns set forth in this letter.

You may send the response to :

Neville Gladding
115 West Raye Street
Seattle,WA 98119
Tel (206) 284-3954
Fax (206) 285-2581
E-mail ngladding@juno.com

John R Jones
2556 2nd Ave West
Seattle, WA 98119
Tel (206) 284-3059

Thank you for your attention.

RESPONSES TO COMMENTS RAISED BY
NEVILLE GLADDING
JOHN R. JONES

Comment #1

The study area was determined by the City of Seattle, based partially on the public EIS scoping comments and the scoping process. Cut-through traffic from many sources has been a historical issue for Queen Anne, as well as other Seattle neighborhoods, and has resulted in the installation of several traffic diverters, circles and chockers that are located throughout Queen Anne Hill. The cut-through route described in the comment is used by area commuters due to current congestion as well as access to SR-99's on and off-ramps. The City of Seattle has worked with the Queen Anne community to reduce cut-through traffic by utilizing traffic calming techniques such as bus bulbs and traffic circles and directional signs to SR-99.

While partial closure of streets is another option in some cases, the City of Seattle prefers to use traffic calming measures as a first option. By partially or fully closing roadways, traffic is shifted to an adjacent neighborhood. Traffic calming measures are used in hopes of diverting the traffic back to the main arterial by making it a faster alternative. In cases where additional study is needed, the City has developed a program that combines the talents of the Department of Neighborhoods, residents, and a traffic consultant to draft a transportation plan to address the issues in greater detail. The funding for such a study can be applied for through the Department of Neighborhoods. Funding is provided via matching funds.

Comment #2

Comment acknowledged. Given the multifamily zoning (L-3) in the area east of 3rd Ave. W., it is anticipated that there would be increased multi-family residential development in this area with or without the proposed MIMP. Some such development is presently occurring. The University proposes to meet anticipated housing needs by providing relatively low density residential uses in the proposed expansion areas -- rather than providing higher density residential uses on-campus.

Comment #3

Refer to response to Comment #1 of this letter.

Letter #16

fwh

3228 conkling place west
seattle, wa 98119
(206) 285-1755

4 June 1999

Ms. Christine Bruno
DCLU
710 2nd Avenut, Suite 200
Seattle, WA 98104-1703

Dear Christine:

As a resident of Queen Anne Park, I do appreciate the time you and your department have spent working on issues revolving around the SPU Master Plan. I am sorry that surgery will necessitate your missing the next meeting and wish you a speedy and comfortable recovery.

Enclosed please find my comments on the proposed Seattle Pacific University Master Plan.

While YOU were present at the meetings, I find it unbelievable that no one from Sea-Tran was present on a regular basis, especially with all the transportation and pedestrian safety issues involved. Various people from Sea-Tran have apparently given conflicting opinions about the crosswalk issues. Melanie said one lady indicated that there would be a crosswalk in front of the bookstore and Darrell Hines mentioned at one meeting that this would be in by fall. Doug Lorentzen phoned Jerry Wilhelm--the boss of the lady-- who told him that there was no way that there would be a crosswalk so close to the intersection. 1

Bertona

Parking on the north side of Bertona from the bookstore to Fifth is hazardous and should be eliminated.

It makes the street too narrow and slows traffic on the arterial
Students endanger themselves by popping out between parked cars along that strip
The parking spaces on the bend just west of the fire hydrant leave cars protruding, which is dangerous
It creates a further hazard from trucks backing an and out in the area near the mailing station (Why can't SPU use the loop area for deliveries/staging, rather than causing traffic hazards and delays along Bertona?)
Construction will worsen this situation
Closure of the Fremont Bridge for two years will significantly increase traffic along Bertona, as well as along Nickerson. 2

Pedestrian traffic should be required to cross at 3rd West and Bertona or 5th West.

A crosswalk should be painted across Bertona at 3rd West

There should be no crosswalk in front of the bookstore--just fifty or so feet from the corner

Students (and staff!) blatantly violate traffic laws by jaywalking and are obviously too lazy to obey the law. Furthermore, students cross all along the stretch from Third W. to Fifth West, MANY of them without even looking! This further antagonizes drivers and endangers both students and drivers--and goodwill in the

neighborhood. Traffic is already backed up and having a crosswalk so close to the corner will only worsen matters. It took me four minutes, as the first car in line, to cross 3rd West at Bertona at 2:30 yesterday, both due to pedestrians crossing and traffic backed up along 3rd West and some blocking the intersection. This situation is worsened by people wishing to turn left onto 3rd West.
My personal feeling, having taught school for over thirty years, is that even if there were a crosswalk in front of the bookstore, students would still cross wherever they found it convenient. They deserve their tickets!

SPU is a Christian, educational institution and is being very lax when it does not teach its students and staff to be considerate, law-abiding citizens. (We are talking about ADULT students, not junior high age ones!) People rise to meet expectations and nothing is being expected of the students! I am especially concerned about the attitude of the University as evidenced by an article in the **Falcon** where, after the ticketing of jaywalkers, a staff member essentially asked the students to shape up for a bit and said that they could then go back to their old, law-breaking ways! Students choose to break the law, so we have to change the laws to meet their demands? **2 Cont.**

The University would ideally like to close Bertona. No Way! They have already negatively impacted our lives in many ways. They have made the section of Bertona between Third West and Nickerson one way and added parking on both sides. This has created a very dangerous narrow corridor for those of us who wish to follow Bertona to Nickerson, rather than fight the left turn onto Third West and the immediate right at the light onto Nickerson. This narrow stretch of Bertona is difficult to pass through because of poorly parked student cars and frequently opened car doors. In addition to the narrowness of the corridor, the street is one-way in that segment which eliminates my previously chosen option of turning left on Bertona from Nickerson, rather than having to wait at the light at 3rd West.

In fact, it seems that SPU would like to eliminate car entrance to the area of the University off Nickerson. Bertona is one way--away from the campus; there are double yellow lines at the gas station; and traffic in the block before is very hazardous due to parking on both sides of a narrow street, construction, and speed circles. Some of us need to get home!

The new science building

Concerns about the height and having such a massive building so close to the street
Glare from the sun reflecting off the glass of the green house on top of the building
Construction impact upon the neighborhood
Noise, traffic increase and delays, dirt, blockage of views due to height of building and cranes during construction **3**
Increase of traffic on narrow Queen Anne Park streets during and after construction
Traffic delays from staging area. Let staging area be the LOOP! Let SPU be the ones more negatively impacted during this process.

The new residence hall

The parking area should be completed **before** the dorm opens
Parking for residents in the area of the dorm should not be impacted by student parking.
Short-term Parking on campus should be provided for dorm visitors.
All traffic to and from the dorm should be via Nickerson, not Bertona and QA Park **4**
There needs to be more **buffer** besides 6th Avenue between the dorm and the neighborhood.
Residential **views** should not be lost due to this construction (I am not pleased by having

a crane currently in the middle of my mountain view, but at least that will be temporary!) The issue of **noise** from the dorm needs to be addressed!!!!!! The topography causes an amphitheater effect which magnifies noise from the university and disturbs neighbors several blocks away. SPU Security and the Seattle Police Department need to better monitor offending noisemakers, amplified sound, and the like. Neighbors should not have to repeatedly complain. I understand this is also a problem near the apartments on Third West. 4 Cont.

Greenbelts

SPU needs to maintain greenbelts between the campus and the residential area. This means that the "Beach" and the area next to Ashton (both sides of Dravus just east of 7th West) need to be designated as greenbelts rather than NOT designated for greenbelts as indicated on the Master Plan. Good land use planning requires buffers between differing uses. 5

New boundaries include single-family homes/privately-owned property

Many of the residences to be included in the proposed boundaries are rentals and not currently owned by SPU, even if they might be rented to students. Inclusion within the boundaries would seem to diminish the value of this property. Nothing has been said about how these property owners feel about having their property included within the proposed boundaries. I know that the gas station owners were not at all pleased that SPU would like their site included!!!! Neither are those of us who depend on that conveniently-located source of gas. People should not feel forced to sell or move due to private construction. SPU should not continue to encroach on our residential districts. They should build on the north side of Nickerson (Areas C and H) and the northeast side of the campus if they need to expand--not continue to nibble at our prime residential areas. 6

University-owned property outside the current proposed expansion needs to be identified

There is concern about other residential property owned by the University which is outside even the hotly -contested expanded boundaries of the proposed Master Plan. (Example, 703 Bertona, behind a CAC member's house). These need to be identified because they indicate that the University has future plans for encroaching farther into our residential neighborhood. 7

There are too many questions about plans for future buildings and impacts that have not been addressed. **There MUST be a design revue process to discuss the what's, where's, and whether's for all new buildings.** The neighborhood meetings have focused on the residence hall and science building. A chapel and auditorium are planned planned, but the designs, locations and impacts of these have not been adequately discussed and considered. **A proposed auditorium along Nickerson would, among other things, have a significant impact on traffic on an already very busy Nickerson.** This corridor would suffer greatly from the impact of an auditorium, especially during the anticipated lengthy closure of the Fremont Bridge. 8 9

I have lived in Queen Anne Park for almost twenty-two years and I have yet to see how what the University has done to improve my life! It seems like the meetings about the plan only provide the opportunity for us to lessen what the University does to negatively impact the lives of those in the neighborhoods most impacted by their expansion.. It has done nothing to improve them. 10

Previous expansion has:

- Closed streets and/or made them one-way, impacting our normal and most convenient routes
- Increased traffic on arterials and side-streets
- Forced some neighbors to have to go to residential parking permits or risk being unable to park, or have their guests park, in front of their homes
- Increased noise due to student traffic, dorm, campus, or "Beach" activities
- Increased animosity between the university and neighbors
- Increased commute time

11

Bigger is not always better. I have talked to several people who are concerned that in expansion, SPU will lose some of that special small private school feeling that makes it what it is.

12

Sincerely,

Florence W. Helliesen

Florence W. Helliesen

RESPONSES TO COMMENTS RAISED BY FLORENCE W. HELLIESEN

Comment #1

Comment acknowledged. The University, DCLU and the Department of Neighborhoods are continuing to coordinate more closely with the City of Seattle Transportation Department and encourage them to be an active participant in the major institution master planning process.

Comment #2

The proposed modifications to W. Bertona St. include elimination of some of the parking on the north-side of the street. All of the issues that have been raised regarding the potential improvements to W. Bertona St. will be considered in the development of a preliminary and final design plans for such improvements. The design will include well marked pedestrian crossings with chokers to accommodate pedestrians so they don't "pop out" between parked cars. SPU has closed the loop to all traffic including delivery trucks in order to preserve the open space for the campus and the community. The current street width with parking on the north-side helps to slow traffic as noted, which works well for the high pedestrian volumes that presently cross the street (which will be directed to the mid-block crossings noted above). However, improvements to 6th Ave. W. between W. Bertona St. and W. Nickerson St. (reduced or eliminated on-street parking and added north-bound left turn lane) will offer a better alternative for vehicles wishing to avoid this section of W. Bertona St. Though the closure of W. Bertona St. between 3rd and 5th avenues W. would help unify the campus, the University has dropped any plans for such a closure because of the potential negative impact on neighborhood circulation.

Comment #3

Comments acknowledged. *Section III* of the DEIS and this FEIS provides analysis of environmental impacts anticipated from the *planned* Science Building, including impacts related to building height and bulk (*Aesthetics* section), and construction noise and traffic.

Preliminary design of the Science Building indicates that it would be a greenhouse at the west-end of the structure. A greenhouse would periodically create glare. However, because of the slope of the glazing, it is anticipated that nearly all reflected solar glare would be directed skyward and away from residences on the north slope of Queen Anne hill south, southwest and west of the University campus. That which isn't reflected skyward would be directed toward nearby University buildings.

Comment #4

The dormitory that is cited in the comment is the Emerson Residence Hall, which was recently approved by DCLU as a Minor Amendment to the existing MIMP and a Master Use Permit for the building has been issued.

As such, DCLU has completed environmental review of this project. As part of that process, an EIS Addendum was prepared for the project and that document was issued in April 1999 by DCLU. The EIS Addendum identifies environmental impacts that will likely occur – and

compares those impacts with development that was proposed for the site in the existing MIMP. Please see the Emerson Street Residence Hall EIS Addendum on file with the DCLU and DCLU's Master Use Permit Analysis and Decision for details.

Comment #5

Comment acknowledged. Please refer to response to Comment #3 in Letter #4 by the Department of Neighborhoods for details on buffers between potential development and residential areas.

Comment #6

Comment acknowledged. The University has contacted all property owners within the proposed boundary expansion areas to explain the University's proposal and the MIMP process. Please refer to response to Comment #1 in Letter #4 by the Department of Neighborhoods for a discussion regarding the relationship between the proposed MIMP and the existing gas station. Please also refer to response to Comment #9 in Letter #13 from Denise Derr for discussion concerning University procedures for the maintenance of University properties.

Comment #7

Comment acknowledged. Please refer to response to Comment #32 in Letter #6 from Jay La Vassar.

Comment #8

Comment acknowledged. Please refer to response to Comment #2 in Letter #4 by the Department of Neighborhoods for a discussion regarding the internal design review process proposed by the University for *potential* development.

Comment #9

Comment acknowledged. Due to the conceptual nature of the *potential* University auditorium/chapel, specific traffic conditions associated with events at the facility were not included in the DEIS nor this FEIS. Specific traffic conditions of the auditorium/chapel – as well as any other *potential* development -- would be analyzed as part of future project review for this facility.

Comment #10

Comment acknowledged. A list of public benefits that are provided by Seattle Pacific University are noted on pg. 40 of the Final MIMP.

Comment #11

The DEIS and this FEIS analyzes potential impacts from the Final MIMP relative to area roadways, parking and construction noise. Where appropriate, mitigation measures to minimize identified impacts have been provided.

Comment #12

Comment acknowledged.

Letter #17

June 2, 99

Dear Christine Bruno:

I am writing to express my concern about SPU draft MIMP and EIS.

I am opposed to any increase in SPU's enrollment (which the expansion would accomodate for the following reasons

1 - The residential halls (dorms) currently located on the SW part of the campus have saturated the residential neighborhood with their cars. SPU claims that students register their cars which suggests they have an accurate accounting of the number of cars they bring to the neighborhood. This is not true. At least 30% of the cars do not have registration tags but are here because of SPU. I have lists of license numbers of cars belonging to students who live in the dorm but have no SPU registration. This happens with "commuters" too.

2 - The hazard created by students racing through the neighborhood is apparent to anyone who cares to park long enough to watch. (If you can find street parking)

3 - Students in dorms repeatedly disturb the peace as they walk to and from their cars. Also they play music loudly & yell from

dorm windows into the early morning hours.

3 - SPU has repeatedly failed to solve the above mentioned problems. They (via melanie whitehead) have acknowledged there is a problem with student driving, parking & noise but have suggested they cannot control it. If they are unable to contain & control the residents they currently house what will happen when more rude & disrespectful 18-21 yr olds arrive?

4 - The peace, tranquility and liveability of the Queen Anne Park neighborhood is being compromised. Until SPU learns to control its current students (aka develop a positive relationship with the community) it should not be allowed to increase its physical size / enrollment.

Sincerely,

Laurie LeMay

Laurie LeMay
702 W Dravus
Seattle WA 98119
(206) 283-4025
(206) 298-7444 X4414

RESPONSES TO COMMENTS RAISED BY LAURIE LEMAY

Comment #1

Comments acknowledged. The University currently encourages students to register vehicles but does not currently have a mechanism to require the registration of vehicles. The proposed MIMP would provide additional on-campus parking opportunities for students. However, the University can not guarantee that students would not park off-campus to avoid fees or inconvenience. It should also be noted that the proposed MIMP includes a Transportation Management Program to reduce the number of vehicle trips to and from the campus.

Comment #2

Comment acknowledged. Please refer to response to Comment #1 in Letter #15 from Neville Gladding and John R. Jones for a discussion of cut-through traffic.

Comment #3

Comment acknowledged. Please refer to response to Comment #8 in Letter #4 from the Department of Neighborhoods for a discussion on University public relations.

Comment #4

Comment acknowledged. Please refer to response to Comment #8 in Letter #4 by the Department of Neighborhoods for a discussion on University public relations.

Letter #18

Robert LeMay
702 West Dravus
Seattle WA 98119

Christine Bruno
DCLU
710 2nd Ave , Suite 200
Seattle WA 98104-1703

June 3, 1999

RE: SEATTLE PACIFIC UNIVERSITY MIMP/EIS

Dear Ms. Bruno:

I am writing to thank you and your office for allowing me the opportunity to comment on the above referenced proposal by Seattle Pacific University (SPU).

I have reviewed the summary draft of SPU's Major Institution Master Plan (MIMP). The summary states that the enrollment is to increase from 3,394 students to 4,235 students in the next six years and anticipated enrollment of 5,000 students by the year 2015.

Currently, my home sits adjacent to the SPU campus on the corner of 7th Ave West and West Dravus. Across the street from my home is "Hill Hall" one of several dormitories on campus. Due to the shortage of parking at the dormitories, whenever SPU is in session there is no parking available in front of our home or in front of our neighbor's home across the street. I have contacted Ms. Melanie Whitehead of SPU's Neighborhood Relations and she has advised me that there is nothing the school can do to prevent the students from parking off campus and in the neighborhoods. Ms. Whitehead told me that they ask students, during orientation, to park on campus and not in the neighborhoods. However, Ms. Whitehead also stated that the students have a right to park on public streets and I should contact the Seattle Police Department (SPD) if they're violating the law. 1

Ms. Whitehead is correct. The students do have a right to park their cars wherever it is legal. The problem is that the SPD is unable to enforce the city ordinance that only allows a car to be parked for a period of up to 24-hours. Students park in front of our house and leave their cars for up to a week or two at a time. If you call "parking enforcement" at SPD you are advised that it may take 7 to10 days to respond to your call. The students and SPU are aware of this. I have called SPD parking enforcement numerous times over the years if you need further evidence of this problem.

The second issue I have with the proposed MIMP is the plan to increase the number resident students. As stated above, I live across the street from Hill Hall. I cannot imagine letting SPU build anymore dormitories next to residential homes. Campus life and residential life are oil and water. I called SPU no less than six times in May of this year to complain about the noise that the students make after 10 PM at night. SPU has been very apologetic when I contact them; however, they can do little to control the noise at night in the dorms, the dorm parking lots, and in front of the homes on 7th Ave West. Having to get up early for work and school (I have a daughter at Coe Elementary) it is very disruptive when the students come back to campus anytime between midnight 2

to 2 AM revving their engines, yelling and carrying on. This kind of behavior does not belong in residential neighborhoods. There should be buffer zone between residential homes and dormitories as well as adequate parking.

Finally, I recently had a problem with a student's car alarm going off all the time. I asked Ms. Whitehead to intervene and ask the student to adjust the sensitivity on the alarm. Ms. Whitehead asked me for the number on the SPU sticker on the car. I told her it did not have a sticker. Ms. Whitehead said that all students registered their cars with SPU. She ran a check on the license and said the car was not registered with the school. I have since been looking for the SPU sticker on cars parked between our home and the dorms and I have found that quite a few cars do not sport the SPU sticker. SPU may not know the true number of cars that are associated with the campus. 3

In conclusion, I am against any expansion of SPU that will denigrate the residential neighborhoods surrounding the campus, cause more traffic congestion and make a bad parking situation worse. SPU cannot accommodate the number of cars it draws to the campus currently. I support SPU as an institution of higher learning, however, they need to take ownership of current problems instead of adding more of them. 4

Again, thank you for your time and consideration in this matter.

Sincerely,

Robert LeMay

RESPONSES TO COMMENTS RAISED BY ROBERT LEMAY

Comment #1

Comments acknowledged. To provide additional parking opportunities on the campus, the Final MIMP includes between 475 - 675 additional parking spaces (*total*: 1,700 - 1,900 spaces). The MIMP also includes a Transportation Management Program to reduce the number of vehicle trips to and from the campus.

Comment #2

The comment is acknowledged. As noted previously, the potential student housing that is proposed in the Final MIMP would consist primarily of apartment buildings. No new large student dormitories similar to Ashton and Hill Halls and the proposed Emerson St. Residence Hall are contemplated in the Final MIMP. Although it should be noted that if the proposed boundary expansion areas and associated housing are not provided, additional student housing in the Hill and Ashton Hall areas would be anticipated.and theme houses, which would include shared units for single students.

Experience at the University of Washington and other colleges and universities have illustrated that students residing in apartment-type housing generally have life styles that result in less noise and rowdy behavior than students residing in traditional dormitories.

The University provides numerous ways for the community to express concerns regarding student activities, including a 24-hour community input hot line. Refer also to response to Comment #8 in Letter #4 by the Department of Neighborhoods. In addition, the City of Seattle Noise Control Ordinance (SMC 25.08) includes standards and provisions for enforcement of public nuisance noise.

Comment #3

Comment acknowledged. Please refer to response to Comment #1 in Letter #17 from Laurie LeMay.

Comment #4

Comment acknowledged.

Letter #19

Margaret and Deems Okamoto
2563 6th Avenue West
Seattle, WA 98119

June 7, 1999

Christine Bruno, Land Use Planner
Department of Design, Construction and Land Use
710 Second Avenue, Suite 200
Seattle, WA 98104-1703

Re: Draft Environmental Impact Statement (DEIS)
For Seattle Pacific University Draft Major Institution Master Plan
Application No. 9805566

Seattle Pacific University has been a fixture of the Queen Anne community for the 23 years that we have lived on the Hill. We would like to think that it will remain a presence far into the future.

We realize that SPU facility growth is inevitable given the increased population of our region and the increasing enrollments in all institutions of higher learning. We do have some concerns, however, with the proposed MIMP and would like to share them with you.

1. There appears to be a continual south and west shifting of the MIO boundary as evidenced by Figures 5 and 13. Within this moving boundary, there is a proposal to take over an increasing number of homes. We have seen this process evolve in other cities around the country: the creation of "slum" areas in the adjacent neighborhoods, the resulting depression in property values, and then the college or university appearing as the "savior" by offering to take over the slums and redevelop/improve the neighborhood. 1

   We feel this is unacceptable for Queen Anne. We do not want to see a vital residential community deteriorate. Not only does this process remove valuable property from the tax rolls, thus shifting the tax burden to the remaining smaller pool of residents, but it portends increased neighborhood blight and crime.

   We propose that instead of a continual push south and west along the 3rd Avenue West corridor in the areas designated as E, F, and G in Figure 5, that SPU limit their boundary expansion eastward in the already commercial areas designated as C and H in Figure 5---while at the same time retaining the public open space along the south shore of the Lake Washington Ship Canal. 2

2. No where in the MIMP do we find mention of a student enrollment cap. We feel that it is necessary for SPU to set one. It is not realistic to expect that growth can be unlimited. 3

3. The proposed height limits and the increased height limits as detailed in Figure 12 are an unacceptable expansion alternative. Queen Anne is not downtown. Buildings of this proposed nature are not in keeping with the residential integrity of the surrounding Queen Anne neighborhood. 4

Sincerely,

Margaret and Deems Okamoto

Margaret and Deems Okamoto

RESPONSES TO COMMENTS RAISED BY MARGARET and DEEMS OKAMOTO

Comment #1

Comment acknowledged. The neighborhoods adjacent to the SPU campus are "strong" and there is no evidence of "slum" conditions as indicated by the comment. Please refer to Response to Comment #9 in Letter #13, Denise Derr, for detail on the University's procedures for maintaining rental properties.

Comment #2

Comment acknowledged. Please note that the MIMP includes a *Limited MIO Boundary Alternative* that includes boundary expansion into Area A and a portion of Area E only.

Comment #3

Please see response to Comment #2 in Letter #11 by the Queen Anne Community Council. Enrollment increases are proposed to help Seattle Pacific University meet it's portion of the growing demand for higher education in the State of Washington.

Comment #4

Comment acknowledged. It should be noted that the height limits proposed in the MIMP are at or near the lowest heights allowed in the City of Seattle's MIO zone. Please refer to response to Comment #9 in Letter #11 by the Queen Anne Community Council.

SECTION V

TRANSCRIPT OF THE DEIS PUBLIC HEARING AND RESPONSES TO COMMENTS RAISED AT THE PUBLIC HEARING

SECTION V

TRANSCRIPT OF THE DEIS PUBLIC HEARING AND RESPONSES TO COMMENTS RAISED AT THE HEARING

A public hearing was held on May 27 1999 at Demaray Hall on the campus of Seattle Pacific University. The purpose of the public hearing was to provide the public an opportunity to comment regarding the DEIS for Seattle Pacific University's proposed Major Institution Master Plan – in addition to submittal of written comments[1]. The public hearing began at 7:30 PM.

An open house was held at Demaray Hall preceding the public hearing. The purpose of the open house was to provide the public an additional opportunity to learn about the various aspects of the *Proposed Action* and possible environmental impacts of the project. The open house included displays by Seattle Pacific University and the EIS consulting team. Representatives of the University, the City and the EIS consultant team were present to answer questions.

A copy of the transcript of the public hearing is contained in *Part A.* of this section of the FEIS, beginning on page 270. Comments are identified and depicted by numbers in the left margin. Responses to those comments are contained in *Part B.* of this section of the FEIS, beginning on page 294. The following identifies individuals that submitted information concerning the EIS process and the public hearing, the proposed Major Institution Master Plan, and comments relative to the DEIS at the public hearing.

Comments Concerning the EIS Process

Christine Bruno – Seattle Dept. of Design, Construction & Land Use

Comments Concerning the Major Institution Master Plan

Darrell Hines – Seattle Pacific University

Comments Concerning the DEIS

Donald Coney – Friends of Queen Anne
Doug Lorentzen – Friends of Queen Anne
Sharon LeVine
Jim Fielder
Mike Finn
Faith Swinburne

[1] Written comments were being accepted by DCLU through the close of business on June 7, 1999, as noted in the *Fact Sheet* of the DEIS.

Part A

TRANSCRIPT
of the
PUBLIC HEARING
on the DEIS for the
Seattle Pacific University
MAJOR INSTITUTION MASTER PLAN

May 27, 1999

Demaray Hall
Seattle Pacific University

(The public hearing was conducted by the city of Seattle Department of Design, Construction & Land Use and the city of Seattle Department of Neighborhoods. The hearing was recorded by two recording devices that were provided by the City. A transcript of the proceedings was prepared by the firm of Huckell/Weinman Assoc., Inc., based on the audio tapes and recorded notes. Some testimony that was provided by several speakers was indiscernible on the tapes; such is indicated by _____ in this transcript.)

Christine Bruno

My name is Christine Bruno and I'm with the Seattle Department of Design, Construction & Land Use.

The purpose of tonight's public hearing is to gather comments on the Draft Environmental Impact Statement, what we call the draft EIS, and the Draft Major Institution Master Plan for Seattle Pacific University.

We will be tape-recording and transcribing your comments and as part of our requirements. We are required to respond to them in the Final EIS - any concerns that you have. The comments that you provide will be written out and likely included in the appendix to the Final EIS. So we ask that your concerns about the Draft EIS for the master plan be as specific as possible and that concerns not be repeated, since we have to respond to them. And, oh one last thing, I just wanted to let you know that tonight is not your last chance to comment. We will be accepting comments through June 7, and the SEPA process allows a 15-day extension, if you happen to need more time. I ask for you to request that in writing to me and we can do that for you. So I guess we're ready to begin. It looks like we only have three people signed-up, so if you're interested in speaking tonight please sign-up or if you'd just like to be on the future mailing list there's another sign-up sheet for that.

Oh - pardon me. Darryl Hines, the director of campus master planning, wanted to say a few words before we start.

Christine Bruno:

I can limit them to 15 minutes

I'm Donald Coney and tonight I'm speaking for the Friends of Queen Ann and the various neighbors, councils and organizations that have been working together on a position. Friends of Queen Anne has finalized theirs first so I'm working from their script. Can you hear me? All right.

Friends of Queen Anne offers as our response to the 1999 Draft EIS for Seattle Pacific University Master Plan in the spirit of the neighborhood/University cooperation.

The Friends of Queen Anne reflects the neighborhood's positive perception of the University as an educational institution and an employer in our community. Seattle Pacific University and Queen Anne have been good and sometime restive neighbors for 108 years. The Major Institution Master Plan process is an orderly and equitable way to bring University and neighborhood issues out into the open and to effect solutions that will ensure good relationships in the future.

Major topics of our response include:

- There is a need for graceful transitions between the MIO zone and the adjacent residential neighborhoods. There is concern over the MIP expansion in residential neighborhoods, a lack of emphasis on redevelopment in north campus MIO areas, and the northern proposed MIO boundary expansion areas.
- Plan for continuing use of Bertona as a feeder arterial;
- Height limits in the MIO;
- View corridors;
- Preservation of open space in the southwest of the MIO;
- Demolition of the last gas station in the neighborhood;
- Lack of design review process for the major projects for both the 1986 and the 1999 MIMP;
- Construction during the Fremont Bridge closure; and
- Reduction of the Emerson Triangle open space.

I'll allude to some lines in the DEIS and the MIMP.

Page 9 C, paragraph 4. "Provide physical environment and facilities which promote positive relationships in the community and reflect the University's commitment to service."

And our response is: We hope that in using the term "community" the University refers to the greater community of Queen Anne stakeholders and that extends beyond the University community which is committed to evangelical Christian faith and values. Can the Final EIS address that broader community of stakeholders and the many stakeholders who live in the residential neighborhood who will be impacted by the MIO and the larger student body?

1 We take this opportunity to express our concerns over the sustainability of the degree of student body expansion and MIO expansion proposed in the alternative "More Substantial MIO Boundary Expansion." What Friends have done here is to draft some of the changes in the status of the University's full time student population enrollment (*editors note*: speaker referring to viewfoils); housing we couldn't do too well. These are all figures taken out of the DEIS and the MIMP. As you can see, they all occur upwards.

When we talk about sustainability here, concern over this kind of a curve, this is building square feet, what would be in the campus boundaries, and this would be acres in the MIO. We have relatively little data to do that but the general implication is that this is a strong growth period in the life of the University. But it is probably not a sustainable degree in the University's growth relationship in the residential and industrial relationship that surround it.

Paragraph 7. "Support and Enhance Campus Environmental Quality and Sustainable Development and Operations."

2 The degree of expansion of campus population and comparative expansion of the MIO is not consistent over the next 50 years with the sustainability of the residential and industrial neighborhoods. A plateau of the campus population must be planned for the Seattle Pacific University campus, if surrounding neighborhoods are to be saved from property valuation deterioration and subsequent purchase by the University -- to enable yet round another round of MIO and student body expansion.

On the other hand, if that expansion process is not allowed to continue through the decades, growth and economic viability of the University may not be sustainable. But there must be a balance somewhere.

2 Cont.

This contradiction is typical of major institutions in big cities. Future sustainability for the Seattle Pacific University campus and neighborhoods surrounding it depends on the application of guidelines from City guidelines for major institutions.

Decentralization. The Draft EIS does address decentralization. At present, Queen Anne Community Council staff supports decentralization. More planning for decentralization is needed in the 1999 EIS and the Major Institution Master Plan to ensure good University/neighborhood relationships in the future.

Page 10-14 D. Description of Proposed Action/Proposed Campus Boundary Expansion.

And here we are going to be referring to all those letters that you saw on the screen.

Our response is: Can the encroachment of the MIO and the Proposed Boundary Expansion areas E, F & G , those on the southern frontier, moving up the hill across W. Dravus, can E, F & G be consistent with the sustainability of the neighborhood to the south of the Seattle Pacific University campus?

3

Areas E at 7.63 acres represents a large portion of that neighborhood and is only 10% owned by the University, although a great deal of it is rented.

The visual appearance of the residences owned by the University or leased has caused deterioration of adjacent residences in the proposed expansion area, thus encouraging forced sales of residential buildings.

A University strategy for placing additional residential blocks in the MIO has been to purchase or lease properties and effect MIO boundary expansions through the MIMP.

This MIO expansion process been carried out earlier, in a block surrounded by W. Emerson and 6th Ave. W., the alley and 5th Ave. W. A large, but well designed student residence structure, has been authorized by the 1986 MIMP. I won't describe that any further.

3 Cont.

This strategy will result in continuous campus expansion concurrent with growth of the current student body. And that was the point of showing you those growth charts.

Only potential development sites are listed in the 1999 DEIS and MIMP for this proposed growth area boundary expansion Area E – residential, potential residential development for students.

Area F 1.1 acres is not owned by the University. The same objections are made for the inclusion of this property as in E.

Area G 4.73 acres is 55% owned by the University which has plans for reusing residential structures for student housing and class room space. The same objections exist for inclusion of this property in the MIO as listed for Area E.

4

Area C. At 1.74 acres and Area H at .56 acres is 0% owned by the University but these proposed expansion areas do not encroach on the residential or industrial neighborhoods. C and H are adjacent to the existing Science facility, a recycled industrial building and former commercial buildings that are on the southwest corner of 3rd Ave. W. and W. Nickerson St. and the old station, now an Alumni Hall. These were taken up in the 1986 MIO but are poorly utilized at present. C & H, together with the existing Science building and the northwest corner of 3rd Ave. W and W. Nickerson St., are a contiguous parcel, an L-shaped parcel, and represent a potential redevelopment zone for the Seattle Pacific University campus.

Taken together this large block of land can be utilized as a development site for the Seattle Pacific University campus that will eliminate the need for development sites next to residential neighborhoods in the proposed expansion area E, F, & G.

5

E, F & G are in opposition to the Queen Anne Plan, Policy 2: Preserve the character of Queen Anne single-family and mixed use neighborhoods.

Page 30 View Corridors:

11 Our response is: To the west of the Seattle Pacific University campus on the slope of Queen Anne Hill are many curving street rights-of-way. There is stark contrast between the 1986 MIMP and the draft 1999 MIMP in the way view corridors are approached. The 1999 MIMP does not even have a Sensitivity to Neighborhood section. The 1999 MIMP does allude to

12 three neighborhood plans, and refers to a 1998 draft of the *Queen Anne Plan*. The *Queen Anne Plan* was adopted in March 1999. This May 1999 Draft MIMP should refer to the current correct, adopted *Queen Anne Plan*.

13 There is a need for DCLU to clarify the definition of public view corridors in relation to these streets to the southwest. Are the views mentioned here residential views or do they include right of way view corridors? Reference Immunex view corridor definition.

Alternatives

Page 31 – No Action Alternative, Page 31 – Limited MIO Boundary Expansion

Our response: Refer to our previous response to the boundary expansion in areas E, F, & G and C & H.

Page 33 – More Substantial MIO Boundary Expansion

14 Our response: The Friends of Queen Anne oppose the non contiguous element of the MIO proposed here on the block facing 3rd Ave. W between W Euturia and W. Hill. Again, the issue of transition between development within the non-contiguous area and the residential neighborhood is not treated in the 1999 DEIS or MIMP. So that is an area that is an area where transition between campus and residential is critical in our opinion.

Page 50 - Potential Development

15 And our response: Area D: If it is acquired by the University, the existing gas station could be demolished, " for establishment of signage and landscaping to better identify the campus."

The Friends of Queen Anne does not want the last gas station in the neighborhood demolished and not replaced. Seattle Pacific University took another gas station in the 1986 development and it has never been replaced.

Page 55 –Land Use Relationship to Adopted Plans, Policies & Regulations

16 Our response is: What steps will the University take to allow the process of design review to take place for development projects on campus under a Master Use Permit that are near to residential areas? How can the Friends of Queen Anne have input into this design review process? What steps will the University take to ensure concurrence of utilities and other City services with the 2000 MIMP development plans? What steps will the University take to avoid

17 traffic congestion from construction during the period when the Fremont Bridge is taken out of service? What steps will the University take to address the impacts of MIO expansion and student facility growth and traffic circulation patterns on the north slope of Queen Anne Hill?

Page 25 – Planned and Potential Open Space and Landscaping

18 Our response: The designation of the Emerson Street Triangle as a designated open space excludes a City-owned parcel adjacent to 6th Ave. W. that was acquired from Seattle Pacific University for the potential realignment of 6th Ave. W., north of W. Bertona St. The Friends of Queen Anne opposes the splitting the Emerson Triangle open space bounded by W. Bertona St., 6th Ave. W. and W. Emerson St. The realignment of 6th Ave. W. proposed in the MIMP does not serve the neighborhood but provides a dangerous speedway for students exiting from the resident hall parking lots within the MIO on 6th Ave. W. Unlike most of the University's open spaces the Emerson triangle is visible and accessible to the surrounding neighborhood. The *Queen Anne Plan* opposes deleting park open spaces in the Queen Anne neighborhoods.

I'd just like to close by saying that all those hundreds of paragraphs that were not mentioned here have some degree of support or acceptance, so I apologize for the degree of negativity but that's what happens when you mix up with EISs.

Thank you very much.

13 Cont. into it. I mean, there is a quality of life. There's a reason that we live here. We support the University. We have good neighbors that care about the University, that aren't necessarily on the staff or students, but are supportive. But you really need to be concerned with how it's going to impact your neighbors. And so I think there ought to something put back in this plan about preserving the upland views and working with the neighborhood to do that.

14 Another thing about being a resident of Queen Anne is that you have no commercial services. I mean the closest market is about an eighth of a mile from my house on the 4800 block of 4th Ave. W. And the thing that's pretty frightening is I think somebody mentioned about losing the last gas station . Well the bank. I utilize this bank and so do all of my neighbors. My safe deposit box is there. I really want to protect that. And I want to make sure that somewhere in this plan is a place where these services exist. When I go home at night, I can see the stars and hear the leaves rustle and I kind of feel like I'm in the country when I'm really dead center in the City. But I also need some commercial services. And I don't want to see Seattle Pacific University take those away, although I think that your students are going to need some of those as well but I don't see that it's guaranteed or protected in the Plan. And I don't want to lose that. The lady upstairs told me that they had a 10-year lease. I'm not sure when that expires but I'm looking at about 15 or 20 years.

15 The other thing that concerns me. I mean -- I about had heart palpitations when I walked in the front door here and saw the auditorium -- at 3rd Ave. W. and Nickerson, one of the busiest intersections in the City and one of the most impacted. I think you need a new auditorium. I'd love to attend events there. I go to plays in your playhouse occasionally. You need an auditorium. I don't disagree with that. But why would you put it at the intersection where it impacts almost everybody that lives in Ballard, Magnolia, Queen Ann and Fremont and that's the designated truck route for the next 30 years for the industrial area from Interbay all the way over to Fremont. That is the most heavily traveled corridor with all the truck traffic. Isn't that right? What do they call that -- MICBEN, BIMNIK? Just like waiting for all these people to go in and out of the church. I've been stuck for 7 or 8 minutes on 3rd W. trying to get out. On my way to work and its really frustrating and annoying. To see all these people filtering in and out of all these auditorium events at that intersection to me is the most frightening part of the whole plan. I can't even conceive of you even putting it at that location. It certainly needs to be in a welcoming place but not there. So I'd like you to address that again and see if you can find a more appropriate site.

16 So the height limits and the exception and the loss of parking, these are the things that need addressing in the last round of the plan.

17 One of the things that the neighborhood asked the University to do and I stood up and said this at the first meeting that you guys had on this plan months ago. But there seems to be something that has gotten lost in it. Some kind of mitigation. If the University wants to be a good neighbor if the University is going to take away things from the community and impose other hardships like traffic impacts, whatever, loss of amenities, then the University needs to propose to give something back.

18 In the last master plan, when you asked for closure of 5th Ave. W., then it was negotiated with the outside community, other groups, City Council, some of the other community members. We did get the University to donate that plot of land between W. Fulton and W. Armor Street. No, I'm sorry, W. Fulton and W. Barrett along 3rd Ave. W. That was designated as open space. Now I haven't seen anything in this new plan. All I see you're taking, taking away traffic, and trying to close things and trying to take part of a park away, but I haven't seen anything given back to the community. And I want that to be addressed. Again, I want recognition of this plan.

19 There is a Final EIS right? I don't think there is recognition of the incredible traffic problems at the Ballard and Fremont Bridges, and how the incredible density in this neighborhood is going to impact those. And I hope I'm not repeating myself too much. Those are basically the issues that I think are important -- buffer transitions, incredible increase in density and how it's going to change the life of people in this community.

20 And oh, the other thing is we were promised by the University, this was years ago when we talked to an official on behalf of the University, is that they would try to redirect the growth north into the industrial and commercial areas and that now what this plan is doing. There is really ample space toward the Ship Canal, there would be beautiful view. It would be a wonderful place and with minor impacts to the greater community if the University could go northward and along that and I don't think anybody would object with the removal of some of that less than lovely structures located along Nickerson if they were replaced by more accommodating structures. So that the other thing the emphasis for the growth is really the wrong way. It needs to go northward maybe a little westward and needs to take into account you do have good

neighbors and a highly prized residential area and there are going to be tremendous impacts for many years to come.

Thanks.

Jim Fielder:

My name is Jim Fielder. My wife and I live at 18 West Dravus and we're in the gray area that Seattle Pacific University plans to swallow up.

I'm here this evening to speak against the master plan. The history of the Seattle Pacific University expansion is nothing short of neighborhood cleansing. I mean to give you an example of that. My relatives and I have been in this neighborhood since 1889 – two years longer than the University itself -- 110 years -- and I came here tonight to speak for my grandma, who lived here in 1889 and past away in this neighborhood in 1961. My mother, Marjorie who was born in 1911 this neighborhood and passed away in this neighborhood in 1997. Myself, my mother and I moved into this neighborhood in 1950 and my wife, I and child live in that house now 49 years later and we have a long stormy history with Seattle Pacific University neighborhood.

1 Let me tell you what happened to the homes that my mother and grandmother lived in as a result of Seattle Pacific University actions. My grandmother moved into a little yellow house on _____ Street in 1889. When the college took over that property, they allowed the fire department to come in and do a practice burn and they burned it to the ground. I sat there and watched it a few years ago. It's now a parking lot. My mother was born in a big house on the corner of ____ and 3rd, a big white house. That house is now a parking lot. My grandma Ethel died in a medium sized-brown house on Bertona Street. That house in now a parking lot. In fact if you want to see a physical, architectural history of my family, you can go down to Bertona and ____ Street and see a gigantic parking lot where all three of those homes once existed. There is only one building left in that area now and that is a blue building that use to house my mothers café that was called Margie's Café between 1969 and 1975. It now houses a cleaners and haircutters. That little blue building, we can all walk across the street and take a look at it, was designed and built by my grandfather Harry _____.

This kind of cleansing of buildings and cleansing of regular, average-income people who have lived in this neighborhood for as long as we have is a tragedy as far as I'm concerned. We are being swallowed up. I have absolutely no faith in Seattle Pacific University that my house at 18 West Dravus will still be standing in 10 or 15 years if you get it and I think that's something that everyone should think about. We heard some comments earlier about this master plan balancing the needs of the neighborhood with the needs of the college. Well that didn't happen to those old buildings that had a lot of sentimental meaning for me. The master plan is not suppose to negatively impact people, but lets face it, you know. Are we neighbors or are we just people that need to be gotten out of the way? That's the way it feels. 2

Since the college is concerned about the livable of the neighborhood, I live here now and I'd like to stay here with my wife and child. I'd like to raise my daughter here. She's 6 years old. I'd like to see her graduate from high school here on Queen Anne Hill. It doesn't seem like that's going to be very likely. I hear all the nice words about how we can do anything we want to do. About how the University can't take our house, bulldoze it down or they can't do anything nasty to it, but in fact if all the other property was _____. Which they probably will and Jim Fielder and his wife and child are sitting there in their old brown house in 10 or 15 years, you can bet that our lives would not be comfortable and we will not have what we would call a decent livability factor in our neighborhood.

It seems it's time for Seattle Pacific University to take a look at Manhattan. It didn't hurt them to build upwards. Doesn't seem to be any problem if you want to build upwards. If you want to take a look at some neighborhoods and see which kind of building works, take a look at L.A. and see what a mess they have made of that with outer expansion compared to New York. There is no comparison. 3

This is a real sentimental and emotional issue for me because my Mom just passed away 2 years ago. But before she passed away, she sat down with me and made me promise that I would never sell my house to Seattle Pacific University. I don't know how much time I can put in on this before the next public meeting, but I'm going to go door to door. I'm going to talk to every person in this impacted area. I'm going to present petitions. Believe me, we are going to pack the next hearing hall with people. If I hadn't read about this in the paper this morning, I probably wouldn't of known what is going on. But this is a human issue. If you want to be 4

neighbors then, the college, the University, needs to embrace us. We're your neighbors. We live here. We'd like to continue to live here. That's why we came here tonight.

Thank you.

Mike Finn:

(Much of Mr. Finn's testimony was inaudible on the tape recording.)

Well, what can I say after that? I was going to have some comments on what I saw tonight on the board.

1 My first comment is I wish to see that they vacated 5th Ave. into a major north/south ____ corridor. And to do that, they promote building architecture to open space east and west and block off ____. That way the _____. I can't remember where I read it, but I heard something about _____ for setbacks for new buildings. I wish _____. Is that true? As far as new dorms, I'd appreciate it if they would put the parking in first before the residential halls. That's it.

Faith Swinburne:

My name is Faith Swinburne and I live at 25 _____.

1 The college just acquired the home where I live and the house next door. And my older landlady _____, has ended up in college hands. And since this has happened (she probably would not like the fact that I'm here tonight, perhaps) but you know the grass is allowed to grow out. She's had the same _____ for some time. And finally our resident manager got it _____ taken care of. But she always kept the trees and shrubs nicely groomed. And we're going, it's all growing up around us now, and we're going, is she going to have to look at this for the rest of her life, however long it is? And I think that the college just needs to be concerned about the human terms of this neighborhood and the houses they purchase, and what they're doing. Because this affects the lives of the people in the neighborhood. So, I think you need to listen to the neighborhors.

My name is Swinburne [spelled out]. Also, I raised my rent to help my landlady. The resident manager raised it once. And now if ____, the college has farmed it out to a management company, and it just went up the third time today.

Christine Bruno:

Is there anyone else?

Well, I want to thank you all very much for coming...(tape stops).

(The public hearing concluded at 8:40 PM.)

Part B

RESPONSES TO COMMENTS RAISED BY SPEAKERS AT THE PUBLIC HEARING

DONALD CONEY -- FRIENDS OF QUEEN ANNE

Comment #1

The comment is noted. Please refer to response to *Comment #1* in Letter #11 by the Queen Anne Community Council.

Comment #2

The comment is noted. Please refer to response to *Comment #2* in Letter #11 by the Queen Anne Community Council.

Comment #3

The comment is noted. Please refer to response to *Comment #3* in Letter #11 by the Queen Anne Community Council.

Comment #4

The comment is noted. Please refer to response to *Comment #4* in Letter #11 by the Queen Anne Community Council.

Comment #5

The comment is noted. Please refer to response to *Comment #5* in Letter #11 by the Queen Anne Community Council.

Comment #6

The comment is noted. Please refer to response to *Comment #6* in Letter #11 by the Queen Anne Community Council.

Comment #7

The comment is noted. Please refer to response to *Comment #7* in Letter #11 by the Queen Anne Community Council.

Comment #8

The comment is noted. Please refer to response to *Comment #8* in Letter #11 by the Queen Anne Community Council.

Comment #9

The comment is noted. Please refer to response to *Comment #9* in Letter #11 by the Queen Anne Community Council.

Comment #10

The comment is noted. Please refer to response to *Comment #10* in Letter #11 by the Queen Anne Community Council.

Comment #11

The comment is noted. Please refer to response to *Comment #12* in Letter #11 by the Queen Anne Community Council.

Comment #12

The comment is noted. Please refer to response to *Comment #11* in Letter #11 by the Queen Anne Community Council.

Comment #13

The comment is noted. Please refer to response to *Comment #11* in Letter #11 by the Queen Anne Community Council.

Comment #14

The comment is noted. Please refer to response to *Comment #14* in Letter #11 by the Queen Anne Community Council.

Comment #15

The comment is noted. Please refer to response to *Comment #15* in Letter #11 by the Queen Anne Community Council.

Comment #16

The comment is noted. Please refer to response to *Comment #16* in Letter #11 by the Queen Anne Community Council.

Comment #17

The comment is noted. Please refer to response to *Comment #17* in Letter #11 by the Queen Anne Community Council.

Comment #18

The comment is noted. Please refer to response to *Comment #18* in Letter #11 by the Queen Anne Community Council.

DOUG LORENTZEN -- FRIENDS OF QUEEN ANNE

Comment #1

The comment is noted. While City staff may be conducting analyses in support of legislation for the protection of private views, this FEIS must address impacts of *planned* and *potential* development based on adopted plans, policies and regulations. Please refer to response to *Comment #11 and #13* in Letter #11 by the Queen Anne Community Council.

Comment #2

The comment is noted. The Seattle Department of Neighborhoods is charged with formation of citizen advisory committees in support of major institution master planning efforts. The process that was followed by the Department of Neighborhoods relative to Seattle Pacific University's Citizen Advisory Committee adhered to the required process.

SHARON LEVINE

Comment #1

The comments are noted. Please also refer to the Final MIMP, *Section III* (p. 40) for a discussion of benefits that are provided to the surrounding committee by Seattle Pacific University.

From a campus population standpoint, Seattle Pacific University remains the smallest of Seattle's three 4-year college campuses (Univ. of Washington, Seattle University, Seattle Pacific University). As noted in response to *Comment #2* in Letter #11 by the Queen Anne Community Council, while the University's population is expected to increase over the life of the MIMP, that increase is expected to average 2.3 percent per year (compounded annually).[2]

With regard to the comment concerning meeting rooms, the University indicates that when adequate notice is provided to the University, there is space available, and the community event is compatible with University activities, SPU has provided rooms for community meetings. That has been a policy of the University and it is expected to continue. One recent example was a DCLU public meeting that was held on-campus for a non-University project.

Comment #2

The campus of Seattle Pacific University is bisected by three arterial streets (W. Nickerson St. – Principal Arterial, 3rd Ave. W. – Minor Arterial, and W. Bertona St. – Collector Arterial). University-related pedestrian traffic flow across these arterial streets has been evaluated as part

[2] Refer also to the Final MIMP, *Section II*.

of this FEIS – both in terms of existing conditions and with *planned* and *potential* development that is proposed in the MIMP.

Comment #3

The *Land Use* analysis in Section *III B.* of this FEIS contains a detailed analysis of consistency of the proposed MIMP with the adopted *Queen Anne Plan.*

Comment #4

As noted with regard to response to *Comment #1* by Ms. LeVine and response to *Comment #2* by the Queen Anne Community Council, while the University's population is expected to increase over the life of the MIMP, that increase is expected to amount to roughly 2.3 percent per year, compounded annually. As noted in *Section II* of the this FEIS, the increase that is projected over the 17-year period -- between 1998 and 2015 -- is estimated to be about 1,600 students – not an increase of 2,000 as stated in the comment.

According to the *Queen Anne Plan*, in 1990, approximately 31,000 people resided in the Queen Anne planning area. The projected increase in the University's enrollment between 2000 and 2015 equates to roughly 3.2 percent of the 1990 population of Queen Anne and the projected increase in campus enrollment between 1998 and 2015 equates to roughly 5.1 percent of the 1990 population of Queen Anne.

Comment #5

The DEIS and this FEIS discuss noise relative to construction associated with *planned* and *potential* development. As part of the EIS scoping process, DCLU determined that traffic and operational noise need not be discussed in this EIS.

As noted in *Preface* to this FEIS, less information is known regarding potential development and, therefore, more-detailed environmental review would be necessary at the time of application to the City for development approvals associated with these projects.

Comment #6

The comment is noted. This FEIS assesses the environmental impacts of pedestrian circulation patterns that are proposed in the Final MIMP.

Comment #7

The comment is noted. Please refer to response to *Comment #3* in Letter #11 by the Queen Anne Community Council relative to Expansion Areas E, F and G and refer to comments *#3, #7, #9* and *#10* by the Queen Anne Community Council relative to buffers.

Comment #8

As discussed in *Section III B.* of this FEIS, six policies of the *Queen Anne Plan* are applicable to the proposed MIMP; *Policy 2* pertains to preservation of the character of Queen Anne's single-family and mixed use neighborhoods. As noted in the discussion and as shown in Figure 18, proposed campus boundary expansions associated with the MIMP would not affect any single-

family-zoned properties in the vicinity of the University. Zoning in each of the proposed expansion areas is multi-family low-density residential (Area A, B, E, F & G) or commercial (Area C, D & H).

University development in proposed expansion areas south of the existing campus boundaries could result in displacement of some non-institutional residences and increase the number of students living in the area. As discussed in the Final MIMP, student housing that is proposed in expansion areas south of the campus would be small apartment buildings and theme houses, which would be designed to be consistent with the underlying multifamily zoning in the area. In addition, the Final MIMP proposes that to ensure compatibility with the scale and character of housing located south of W. Dravus St., the same development standards that are applicable to non-University housing would also apply to University housing. Given the multifamily zoning in the area east of 3rd Ave. W., it is anticipated that there would be increased multifamily residential development in this area with or without the proposed MIMP. Some such development is presently occurring.

With regard to community diversity, please see Comment #16 in Letter #10 by Jo –Ellen Watson. That comment notes that the University brings religious, class, race and ethnic diversity to the Queen Anne community and "in the last ten years the population of students with color attending and living on or close to campus has grown significantly."

Comment #9

The comment is noted.

Comment #10

The comment is noted.

As described in this FEIS, the University proposes to remove some on-street parking along the north-side of W. Bertona St. in order to improve vehicle and pedestrian circulation and to provide space for loading/unloading in this portion of the campus. No parking is proposed to be removed along 3rd Ave. W. The University proposes to increase the number of parking spaces on-campus (by approximately 475 - 675 [*total*: 1,700 - 1,900 spaces]) and modify the University's TMP to: *1)* encourage students to use alternative means of traveling to and from the campus, and 2) encourage students to park on-campus, instead of on streets near the campus. Such could result in more on-street parking available to the community. Also, as noted in response to Comment #3 in Letter #2 by King County Department of Transportation - Metro, the University funds Residential Parking Zones (RPZs) proximate to the campus when the City's utilization and petition requirements of RPZs are met.

Comment #11

Seattle Pacific University's proposed MIMP does not indicate any intent by the University to eliminate a portion of the "triangle park" that is formed by W. Emerson St., W. Bertona St. and 6th Ave. W. Nor does the Final MIMP include any proposal to re-align 6th Ave. W.

The University owns the easterly four-fifths of the "triangle park" area that is formed by W. Emerson St., W. Bertona St. and 6th Ave. W. As a condition of approval of the University's existing MIMP, the University was required to dedicate the westerly 40 feet to the City for the

intended purpose of straightening 6th Ave. W. and eliminating the existing offset at the intersection of 6th Ave. W. and W. Bertona St. The University complied with the condition and dedicated the westerly portion of the "triangle park" to the City.

To ensure that the portion of the "triangle park" that is owned by the University remains as open space, the University has identified the area in their proposed MIMP as a *designated open space* (see Figure 10 of the Final MIMP).

During public meetings associated with the Final MIMP and FEIS preparation processes, comments by individuals have demonstrated a wide range of opinion relative to the pros and cons of re-aligning 6th Ave. W. At this point, SEATRANS has not indicated whether re-alignment is a priority project with the City.

Comment #12

Comment noted. Refer to response to *Comment #11*. Figure 11 of this FEIS and Figure 10 of the Final MIMP depict the five major open spaces on-campus for which the University proposes they be identified as *designated open spaces*, consistent with the provisions of the City's Major Institution Code. In addition, the University has identified four potential open spaces as part of the Final MIMP and they indicate that it is the University's intent that existing non-designated open spaces on-campus would be retained as open spaces during the timeframe of the proposed MIMP (refer to the discussion in *Section II D.* of this FEIS).

Comment #13

Preservation of views is a focus of the University's *Proposed Action*. As noted in the Final MIMP, the University's *Proposed Action* includes boundary expansion in eight areas. If the *Limited Boundary Expansion Alternative* was selected, resulting in a comparable amount of development with less horizontal expansion, rather than future University development being more horizontal, as with the *Proposed Action*, it would be more vertical, thereby resulting in increases in building bulk, which could adversely affect views from upland locations. See also the discussion of view impacts in *Section III E.* of this FEIS and response to *Comment #11* in Letter #11 by the Queen Anne Community Council.

Comment #14

The University indicates that they recognize the importance of the bank to the community and the University. The bank, together with the University's bookstore, is a tenant in a building that is owned by the University. As depicted in Figure 10 of this FEIS, the site of the bank/bookstore has been identified as one of roughly 30 *potential* sites for future development. Because of the location of the site within the area of campus identified as Core & Academic (Final MIMP, Figure 4), as indicated in Table 3 of this FEIS, uses that conceivably may be developed on the site include auditorium/chapel, student union building addition, swimming/recreation center, or a new bookstore/mixed-use building.

With regard to the gas station, it is the owner's decision whether the gas station would remain. Presumably, that decision would be based on whether the station continues to be an economically-viable business.

As noted previously, merely including a property within the University's boundaries does not infer that the private property owner is under any obligation to sell the property to the University. Such merely affords the University the opportunity to submit a purchase offer to buy the property. As a privately-sponsored educational institution, Seattle Pacific University is not empowered by eminent domain capability and, therefore, cannot acquire property for "public benefit." In this regard, the University is like any other private entity. If property is offered for sale and that property is within their campus boundaries, they can submit a purchase offer. If private property is purchased by the University, the inclusion of the property within the University's Major Institution boundaries affords the University the opportunity to either utilize the property consistent with the requirements of the underlying zoning or redevelop the property consistent with the University's approved master plan.

Comment #15

The comment is noted. As described in response to Comment #14, the site of the bank/bookstore has been identified as one of roughly 30 *potential* sites for future development. An auditorium/chapel is one of the potential uses that conceivably may be developed at that site. A facility like an auditorium, which is intended to serve students, faculty and staff of the University, and on occasion the broader Queen Anne "community" needs to be at a site on-campus that is well served by pedestrian access, public transit and arterials and is proximate to parking facilities. An auditorium/chapel at the southwest corner of W. Nickerson St. and 3rd Ave. W. could satisfy these siting criteria. As a *potential* project, less detailed information is known about the project and, therefore, subsequent, more detailed environmental analysis would be conducted at the time of application to the City for development approval.

With regard to affect on truck traffic along W. Nickerson St., it is expected that events sponsored by the University for enjoyment of the University and the Queen Anne community would occur at times that do not coincide with the peak PM period of traffic flow on W. Nickerson St. As noted above, more detailed environmental analysis would be conducted at the time of application to the City for development approval. Impact on transportation and circulation would be one of the many factors to be considered.

Comment #16

The Final MIMP and this FEIS address changes in height limits that are proposed, as well as the elimination of some on-street parking and the addition of 475 - 675 off-street parking spaces.

Comment #17

Section III of this FEIS includes a detailed analysis of impacts of the *Proposed Action*. Where possible environmental impacts have been noted, measures are identified that, if implemented, could minimize the impacts. Specifically, mitigation measures are identified for *Land Use*, *Transportation*, *Housing*, *Aesthetics*, *Public Services and Utilities* and *Construction* impacts.

The Final MIMP (pgs. 40 – 42) contains a detailed list of public benefits that Seattle Pacific University presently provides for the surrounding community and expanded benefits associated with the proposed MIMP.

Comment #18

As noted in earlier comments by Ms. LeVine, Seattle Pacific University already affords the community certain public benefits (e.g., park area, bookstore/bank, student services, educational/cultural/athletic events, etc.). In addition, the Final MIMP, *Section III* (p. 40) provides a list of public benefits that the University currently provides and, presumably, will continue to make available to the "community" in the future.

Comment #19

This FEIS analyzes traffic and circulation impacts within the greater Seattle Pacific University community (*Section III C.*). The boundaries of the study area for the traffic analysis were defined by previous master plans that were developed by the University and confirmed with staff of the Seattle Department of Design, Construction & Land Use (DCLU).

Comment #20

The comment is noted. The University indicates that possible expansion of the campus boundaries north of W. Nickerson St. -- in addition to that of expansion *Area H* -- was evaluated by the University early in the master planning process. It was determined, however, that MIO boundary expansion into this industrial area would not be possible because the City's Major Institution Overlay policies prohibit utilization of industrial lands for major institutional uses. See also response to Comment #2 in Letter #8, *Section IV* of this FEIS.

JIM FIELDER

Comment #1

The comment is noted. As noted previously, the University is a privately-sponsored educational institution and is not empowered by eminent domain capabilities to acquire property for "public benefit." In this regard, the University is like any other private entity. The property owners of the subject properties, no doubt, offered the properties for sale and the University submitted an offer, which was accepted by the seller. Presumably, the sellers could have accepted an offer by another. Once acquired by the University, the subject properties can be used in a manner consistent with the University's adopted Major Institution Master Plan or, as in the case of any private entity, consistent with the City's zoning.

Comment #2

Merely including a property within the University's boundaries does not infer that the private property owner is under any obligation to sell the property to the University. Such merely affords the University the opportunity to submit a purchase offer to buy the property and, if the offer is selected, to utilize the property consistent with the requirements of the underlying zoning or redevelop the property consistent with the University's approved master plan. Mr. Fielder is under no obligation to sell his property to Seattle Pacific University or any other entity. If, in the future his property is offered for sale, the University -- like any private entity -- can submit an offer to purchase. It remains Mr. Fielder's decision whether to accept the University's offer or to accept an offer of another.

The location where Mr. Fielder resides is an area that is in transition. As described in *Section III A.* of this FEIS, the area is zoned for low-density multifamily dwellings and is presently developed with single family structures. Some properties nearby have recently been acquired, consolidated and redeveloped as multifamily structures, consistent with the City's zoning. As the demand for housing in the City remains at a high level, that trend is expected to continue.

Comment #3

The comment is noted. This FEIS evaluates an alternative to the University's *Proposed Action – Limited MIO Boundary Expansion* -- that would involve less boundary expansion and result in greater increases in building height and bulk. Even that alternative, however, would include the property owned by Mr. Fielder within the expanded campus boundaries.

While it appears that increased building height may be an option that is preferred by Mr. Fielder, others who have submitted comment letters and provided public testimony relative to the proposed MIMP and EIS have indicated that the increased building heights would affect views from upland lots and result in an undesirable transition between *potential* University development and existing non-University development, in terms of building height and bulk.

Comment #4

The comment is noted. While the opportunity to comment specifically on the FEIS ended June 7th, the City's major institution master planning process offers several additional opportunities for the public to comment on the Final MIMP. Such comments should be submitted in writing to Christine Bruno at the address noted on page ii of this FEIS.

As shown in *Appendix A* to the Final MIMP, the opportunities to comment regarding the Final MIMP include the following:

- time period from the date of issuance of the Final MIMP and this FEIS (approx. 9/16/99) through mid-October, when the director of DCLU publishes the Director's Draft Report concerning the University's proposed Final MIMP;

- at the public meeting regarding the Final MIMP and FEIS (tentatively scheduled for 11/4/99);

- time period from the date of the public meeting regarding the Final MIMP and FEIS to approximately the date the Citizens Advisory Committee publishes their Draft and Final Reports concerning the University's proposed Final MIMP (approx. 12/2/99 and 12/16/99, respectively); comments during this timeframe should be submitted to Cliff Louie, Seattle Dept. of Neighborhoods, Arctic Building (4th Flr.), 700 Third Ave. Seattle, WA 98104;

- at the City Hearing Examiner's public hearing on the proposed Final MIMP and FEIS (approx. 1/18/00); and

- time period from the date of the City Hearing Examiner's public hearing on the proposed Final MIMP and FEIS to approximately mid-May 2000, when the Seattle City Council approves the Final MIMP; comments during this timeframe should be submitted to the Seattle City Council, 600 Fourth Ave., Suite 1100 Seattle, WA 98104.

MIKE FINN

Comment #1

The comments are noted. As described in Section II of this FEIS, the University's Emerson St. Residence Hall, which has been approved by DCLU, will include structured parking together with dormitory facilities. For the most part, the Final MIMP proposes no additional University residence facilities like the Emerson St. Residence Hall. *Potential* University housing would be smaller in scale to be more compatible with the pattern of housing in the area. Parking would be provided in support of University-sponsored housing facilities.

FAITH SWINBURNE

Comment #1

The comment is noted. Seattle Pacific University has extensive procedures for maintaining all rental properties. For example, when properties are acquired, the University employs a certified property inspector to determine the suitability of the structure and identify any required improvements. University maintenance staff, and/or private contractors hired by the University, implement a schedule of yard and exterior maintenance of all rental properties. Other University maintenance measures include: regular inspection of building structures and appliances; painting of all interiors between tenants; and a 24-hour hot-line for the reporting of needed repairs. Because of the demands by students (and their parents) that University housing be of high quality, University rental housing is maintained to a high standard.

REFERENCES

REFERENCES

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APPENDIX A

FEIS DISTRIBUTION LIST

Appendix A

DISTRIBUTION LIST

FEDERAL AGENCIES

U.S. Army Corps of Engineers, Seattle District
U.S. Environmental Protection Agency, Region X
U.S. Department of Housing & Urban Development
U.S. Department of Commerce

STATE AGENCIES

Office of the Governor
Washington State Department of Community, Trade & Economic Development
Washington State Department of Fish & Wildlife
Washington State Department of Transportation
Washington State Department of Ecology (2 copies)
Washington State Department of Ecology, SEPA Register
Washington State Department of Social & Health Services
Washington State Office of Archaeology & Historic Preservation

REGIONAL AGENCIES

Puget Sound Air Pollution Control Agency
Puget Sound Regional Council
King County Department of Transportation, Metro Division
King County Department of Natural Resources, Office of Open Space, Water & Natural Resources Div.
Seattle-King County Department of Health

CITY OF SEATTLE

Department of Design, Construction & Land Use
Department of Neighborhoods, Neighborhood Programs Division
Department of Neighborhoods, Urban Conservation Division
Department of Neighborhoods, Queen Anne/Magnolia Neighborhood Service Center
Department of Neighborhoods, Fremont Neighborhood Service Center
Human Services Department
Law Department
Office of Economic Development
Office of Management & Planning
Office of the Mayor
Parks & Recreation
Seattle City Council
Seattle City Light
Seattle Fire Department

Seattle Police Department
Seattle Public Utilities, Water
Seattle Transportation Department (SEATRANS)
Strategic Planning Office (SPO)

SEATTLE PACIFIC UNIVERSITY'S MIMP CITIZENS' ADVISORY COMMITTEE

Susan Black
Ray Bowman
Darlene Hickman
Tarah Ho
Cathy Jenny
David King
Jay La Vassar
Ron Mason
Marvin Mayhle
Jo Ellen Watson
Dan Willis

MEDIA

Seattle Times
Seattle Post-Intelligencer
Daily Journal of Commerce
Queen Anne News
North Seattle Press

LIBRARIES

Seattle Public Library, Document Librarian
Seattle Public Library, Queen Anne Branch
Seattle Public Library, Fremont Branch
Seattle Pacific University Library

OTHER RECIPIENTS

Allied Arts of Seattle, Inc.
Donald John Coney
Denise Derr
Jason-Thomas Eppel
Jim Fielder
Mike Finn
Fremont Chamber of Commerce, Wallingford Station
Fremont Community Service Center, Department of Human Resources
Fremont Neighborhood Council
Friends of Queen Anne
Neville G. Gladding and John R. Jones
Florence W. Helliesen
League of Women Voters, Land Use Chair
Laurie LeMay
Robert LeMay

Sharon LeVine
Doug Lorentzen
Margaret and Deems Okamoto
Queen Anne Chamber of Commerce
Queen Anne Community Council
Queen Anne Neighborhood Planning Committee
Seattle Sports Advisory Council
Faith Swinburne
University of Washington, Public Archaeology

Philip W. Eaton, President, Seattle Pacific University
Donald W. Mortenson, Vice President, Business & Planning, Seattle Pacific University
Darrell W. Hines, Associate Vice President, Business & Facility Services
Seattle Pacific University
Steven E. Anderson
C. Fredrick Safstrom
Rolfe P. Kellor, Kellor Associates
Thomas M. Walsh, Foster Pepper & Shefelman

APPENDIX B

PROPERTIES WITHIN THE MIO EXPANSION AREAS

SPU Campus Baseline Information

ID #	BUILDING	ADDRESS	PRINCIPAL USE	LOT COV	GFA	HEIGHT	NOTES
1	Demaray Hall	509 W Bertona St	Core & Academic	14,794	40,376	49'	Clock tower = 62'
2	Weter Library	3317-5th Ave W	Core & Academic	7,657	19,208	37'	Penthouse +8'
3	Gwinn Commons	3310-6th Ave W	Core & Academic	13,695	18,745	32'	New Gwinn = 44'
4	Marston Hall/Dorm	3350-5th Ave W	Residential	11,323	34,413	41'	Penthouse +8'
5	Watson Hall/Dorm	353 W Bertona St	Core & Academic	6,436	15,705	33'	Hip roof +9'
6	Green Hall	345 W Bertona St	Academic	4,407	7,471	23'	—
7	Tiffany Hall	335 W Bertona St	Academic	5,409	16,046	36'	Hip roof +18'
8	Student Union Building	315 W Bertona St	Core & Academic	13,000	20,289	24'	—
9	Crawford Music Building	3224-3rd Ave W	Academic	7,659	13,942	23'	—
10	McKinley Auditorium	3234-3rd Ave W	Academic	8,292	14,308	40'	—
11	Beegle Hall	3214-4th Ave W	Academic	5,532	13,331	37'	—
12	Alexander Hall	3244-3rd Ave W	Academic	3,352	11,120	48'	Hip roof +12'
13	Moyer Hall/Dorm	3236-5th Ave W	Residential	9,016	28,871	39'	Penthouse +6'
14	Peterson Hall	3307-3rd Ave W	Academic	6,679	22,200	36'	To eave; + 25' to ridge.
15	Rand Building/Storage	369 W Nickerson St	Core & Academic	3,151	2,913	15'	—
16	McKenna Hall	350 W Bertona St	Academic	7,267	13,545	32'	Penthouse +8'
17	Student Publications	335 W Nickerson St	Core & Academic	1,253	2,213	28'	note 1
18	Bookstore	310 W Bertona St	Core & Academic	6,219	5,128	13'	Penthouse +6'
19	U.S. Bank	301 W Nickerson St	Core & Academic	3,449	2,503	13'	Penthouse +6'
21	Miller Science Learning Center	3469-3rd Ave W	Academic	27,011	52,611	31'	Penthouse +6'
22	Bookstore Annex	323 W Nickerson St	Core & Academic	1,500	1,390	14'	—
23	Royal Brougham Pavilion	3414-3rd Ave W	Recreation & Academic	45,230	82,746	52'	equitable servitude
24	Art Center	3 W Cremona St	Academic	10,800	10,372	22'	—
25	Physical Plant Building	2 W Dravus St	Plant	8,612	13,180	19'	—
31	Ashton Dorm	611 W Dravus St	Residential	21,916	95,531	56'	Penthouse +7'
32	Hillford House	600 W Dravus St	Residential	3,515	3,724	18'	Hip roof +7'
33	Hill Dorm	3231-6th Ave W	Residential	22,647	70,075	43'	—
34	Falcon Apartments	600 W Emerson St	Residential	4,423	9,578	31'	Gable roof +3'
35	Cremona Apartments	34 W Cremona St	Residential	2,916	6,826	27'	—
41	Duplx	3456/58-6th Ave. W.	Residential	1,107	2,322	28'	note 1
42	House	3206-4th Ave. W.	Residential	912	1,406	28'	note 1
44	House	3210-4th Ave. W.	Residential	996	2,272	28'	note 1
56	Duplx	3450-6th Ave. W.	Residential	1,107	2,322	28'	note 1
58	House	512 W. Barrett St.	Residential	2,231	2,481	28'	note 1
59	Duplx	508 W. Etruria St.	Residential	2,056	1,166	28'	note 1
60	Duplx	520 W. Etruria St.	Residential	2,056	1,166	28'	note 1
61	Duplx	528 W. Etruria St.	Residential	2,056	1,166	28'	note 1
62	Duplx	607 W. Etruria St.	Residential	2,056	1,166	28'	note 1
63	Duplx	314 W. Dravus St.	Residential	934	1,953	28'	note 1
64	House	320 W. Dravus St.	Residential	902	1,467	28'	note 1
67	House	403 W. Dravus St.	Residential	1,063	2,229	28'	note 1
69	House	409 W. Dravus St.	Residential	1,171	2,625	28'	note 1
74	Trplx	3201-5th Ave. W.	Residential	2,202	2,485	28'	note 1
76	House	14 W. Cremona St.	Residential	880	1,410	28'	note 1
77	House	18 W. Cremona St.	Residential	1,086	1,498	28'	note 1
79	House	22 W. Cremona St.	Residential	865	1,880	28'	note 1
81	Duplx	26 W. Cremona St.	Residential	983	1,462	28'	note 1
82	House	30 W. Cremona St.	Residential	1,154	2,376	28'	note 1
83	House	40 W. Cremona St.	Residential	1,108	2,293	28'	note 1
84	House	42 W. Cremona St.	Residential	978	1,669	28'	note 1
90	House	109 W. Bertona St.	Residential	801	1,945	28'	note 1
93	Duplx	500 W. Emerson St.	Residential	1,083	1,773	28'	note 1
94	Trplx	502 W. Emerson St.	Core & Academic	1,433	2,303	28'	note 1
95	Duplx	506 W. Emerson St.	Residential	827	1,388	28'	note 1
96	House	508 W. Emerson St.	Residential	1,321	2,186	28'	note 1

ID #	BUILDING	ADDRESS	PRINCIPAL USE	LOT COV	GFA	HEIGHT	NOTES
98	House	520 W. Emerson St.	Residential	796	1,360	28'	note 1
99	House	524 W. Emerson St.	Residential	787	1,365	28'	note 1
101	House	324 W. Nickerson St.	Residential	1,239	1,596	28'	note 1
102	House	339 W. Nickerson St.	Residential	1,358	2,309	28'	note 1
103	House	373 W. Nickerson St.	Residential	1,080	2,819	28'	note 1
106	Garage	3201-5th Ave. W.	Accessory	515	485	12'	note 2
108	Garage	3304-7th Ave. W.	Accessory	306	282	12'	note 2
110	Garage	18 W. Cremona St.	Plant	1,080	983	12'	note 2
144	House	319 W. Nickerson St.	Core & Academic	1,209	3,120	28'	note 1
145	House	328 W. Nickerson St.	Residential	1,056	2,240	28'	note 1
147	Alumni Center	316 W. Nickerson St.	Core & Academic	1,472	1,280	20'	—
151	House	362 W. Emerson St.	Residential	720	1,352	28'	note 1
153	House	3220-6th Ave. W.	Core & Academic	1,778	2,912	28'	note 1
155	House	3212-6th Ave. W.	Residential	1,778	2,912	28'	note 1
156	House	512 W. Emerson St.	Residential	512	1,860	28'	note 1
157	House	107 W. Bertona St.	Residential	1,096	1,400	28'	note 1
161	University Library	3226-6th Ave. W.	Academic	24,915	59,959	49'	Parapet +3'
162	Stearns Storage Building	25 W. Nickerson St.	Storage	6,000	7,500	21'	Penthouse +4'
163	Pacific Diesel Storage Building	332 W. Nickerson St.	Storage	3,600	3,300	22'	—
164	Moore Residence	680 W. Etruria St.	Residential	1,200	2,500	28'	note 1
165	Parrott Residence	681 W. Etruria St.	Residential	1,200	2,500	28'	note 1
170	Emerson Residence Hall Permit	address to be assigned	Residential	~26,857	~86,000	35'	average
171	Arnold	103 W. Bertona St.	Residential	2,268	4,044	28'	note 1
			TOTALS	376,493	804,847		

note 1: Houses and duplexes are assumed to be a maximum height of 28' calculated as follows:

5' gable or hip roof

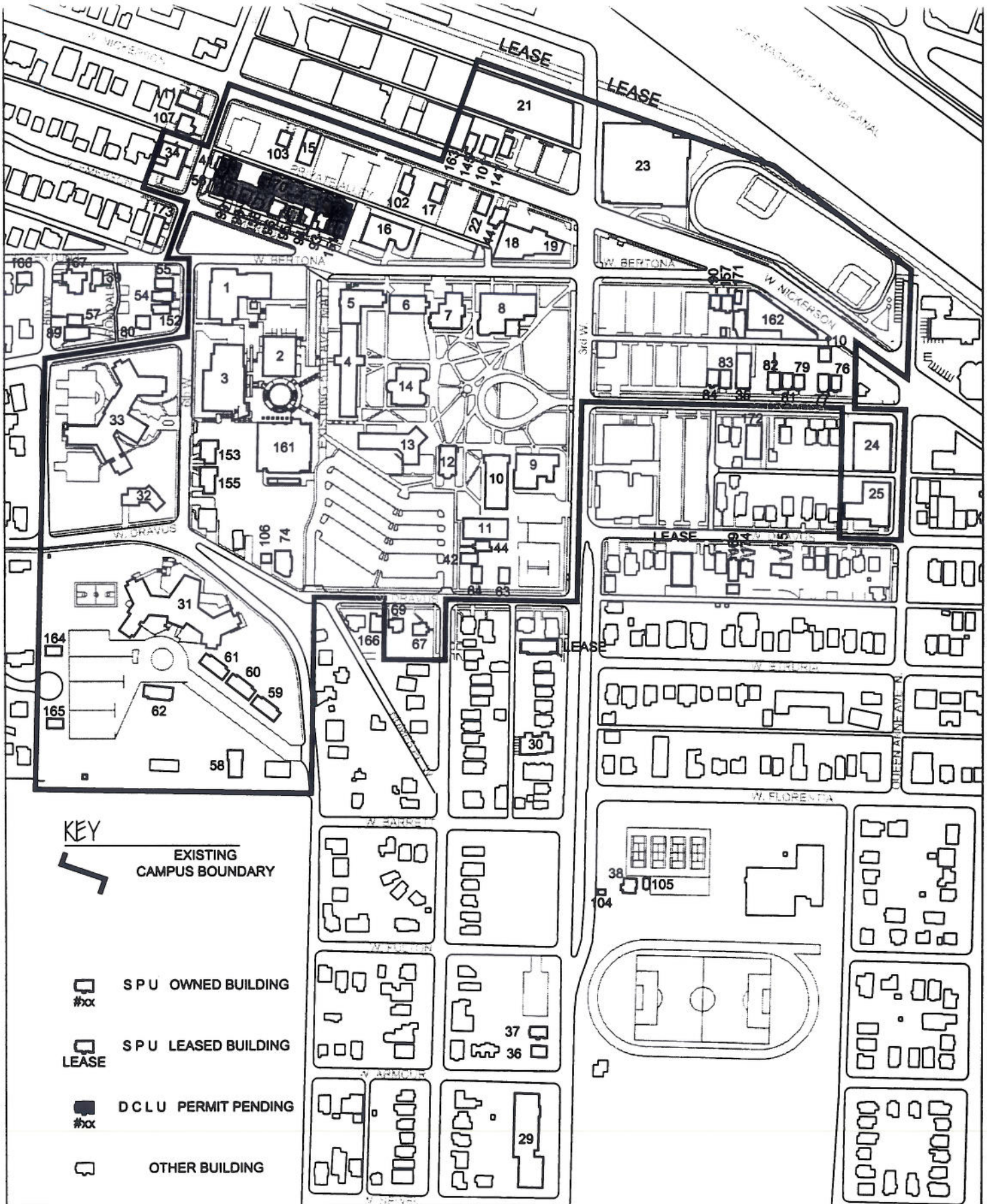
9' upper story height

9' main story height

5' average above grade for a basement on a sloping site

note 2: Accessory garages are assumed to be a maximum height of 12'

29	Robbins Apartments	2701-3rd Ave W	Residential	13,979	37,625	36'	Gable roof +7'
30	Davis Apartments	3019-3rd Ave W	Residential	3,367	7,383	32'	—
36	House	2803-3rd Ave. W.	Residential	1,071	1,802	28'	note 1
37	House	2807-3rd Ave. W.	Residential	1,145	1,918	28'	note 1
38	House	2914-3rd Ave. W.	Residential	1,136	2,783	28'	note 1
39	House	651 W. Bertona St.	Residential	1,274	1,926	28'	note 1
54	House	3309-6th Ave. W.	Residential	1,126	1,713	28'	note 1
55	House	3311-6th Ave. W.	Residential	1,026	882	28'	note 1
57	House	3304-7th Ave. W.	Residential	1,196	1,637	28'	note 1
80	House	604 W. Cremona	Residential	1,288	1,920	28'	note 1
89	House	650 W. Cremona St.	Residential	1,743	2,728	28'	note 1
104	Garage	2914-3rd Ave. W.	Accessory	229	209	12'	note 2
105	Shed	Tennis Courts	Recreation	315	345	12'	note 2
107	House	3463-6th Ave. W.	Residential	1,184	3,463	28'	note 1
111	4-plex	3469-75 6th Ave. W.	Residential	2,688	3,428	28'	note 1
152	House	3305-6th Ave. W.	Residential	1,144	2,665	28'	note 1
166	Duplex	415 W. Dravus	Residential	1,361	2,034	28'	note 1
167	House	657 W. Bertona	Residential	2,377	2,570	28'	note 1
168	House	703 W. Bertona	Residential	1,086	1,880	28'	note 1
169	Triplex	37 W. Dravus	Residential	1,802	2,880	28'	note 1
172	Sprague Apartments	35 W. Cremona St.	Residential	3,155	9,465	28'	flat roof
173	Krienke Apartments	601 W. Emerson St.	Residential	2,104	4,208	28'	flat roof
174	Wolcott West	31 / 33 W. Dravus St.	Residential	1,475	2,950	28"	note 1
175	Wolcott East	25 W. Dravus St.	Residential	1,150	2,300	28'	note 1
				47,271	98,414		


LEASE
LEASE
W. BERTONA
W. NICKERSON
W. BRAVOS
W. FLORENTIA
N. ARMORY
N. FARKER
LEASE
LEASE
KEY
EXISTING CAMPUS BOUNDARY
S P U OWNED BUILDING
#xx
S P U LEASED BUILDING
LEASE
D C L U PERMIT PENDING
#xx
OTHER BUILDING
FIGURE
C1
Seattle Pacific University
3307 Third Avenue West
Seattle, Washington 98119-1997
MAJOR INSTITUTION MASTER PLAN
FINAL PLAN
KEY PLAN

APPENDIX C

ENERGY CALCULATION WORKSHEETS

Project Name: Seattle Pacific Univ.—Science Bldg.

Project Address: 3307—Third Ave. W. Seattle

Project No.: DEIS Application Date:

SUMMARY

ESTIMATION OF ELECTRICAL ENERG CONSUMPTION AND PEAK DEMAND

I. List Building Uses and Size

		Square Feet	% of Gross Floor Area (Entire Buildir or Development
Primary Use (Area 1)	Educational Bldg.	110,000	100%
Other Uses (Area 2)			
(Area 3)			
(Area 4)			
	TOTAL	110,000	100%

II. BUILDING TYPE/USE SIZE & PER UNIT ENERGY USE

		COLUMN 1 kwh/yr	COLUMN 2 watts	COLUMN 3 watts
Area 1 USE: Science Bldg				
SIZE: 110,000 sq.ft.	(A)			
EUI*: 12.2	(B)	1,342,000 (AxB)		
WINTER PEAK: 10.2	(C)		1,122,000 (AxC)	
SUMMER PEAK: —	(D)			110,000 (AxD)
Area 2 USE:				
SIZE:	(A)			
EUI*:	(B)	(AxB)		
WINTER PEAK:	(C)		(AxC)	
SUMMER PEAK:	(D)			(AxD)
Area 3 USE:				
SIZE:	(A)			
EUI*:	(B)	(AxB)		
WINTER PEAK:	(C)		(AxC)	
SUMMER PEAK:	(D)			(AxD)
Area 4 USE:				
SIZE:	(A)			
EUI*:	(B)	(AxB)		
WINTER PEAK:	(C)		(AxC)	
SUMMER PEAK:	(D)			(AxD)

Total Energy Use: (Add Numbers in Column 1) = 1,342,000 kwh/yr.
If major project, list 90% of total energy use (.9 x total energy): = 1,207,800 kwh/yr.

Total Winter Peak: (Add Numbers in Column 2; = 1,122,000 watts.
Divide Column 2 by 1,000) = 1,122 kw.

Total Summer Peak: (Add Numbers in Column 3; = 110,000 watt
Divide Column 3 by 1,000) = 110 kw.

Project Name: Seattle Pac. Univ. Science Bldg.

Project Address: 3307 - Third Ave. W. Seattle

Project No.: DEIS Application Date: _____

SCHOOLS

Gross Area: (Conditioned + Unconditioned) 110,000 sq.ft. (A)

School Hours 70± hours/week
If hours are not known at this time, use 40 for an elementary school and 50 for a high school or middle school.

Lighting Power Density 1.8 watts/sq.ft.
If the lighting power density is not known, use 2.0.

Heating Fuel (Gas or Electric) Nat. Gas
Heat Pump (Yes or (No)) _____
If not known at this time, assume yes.

ENERGY USE — kwh/sq.ft./year

STEP 1: Lighting Energy Use 6.5
Use Table S-1 to obtain the lighting energy use.

STEP 2: Heating Energy Use Ø
If the building has gas heat, use 0.
If there are heat pumps, use 13.8.
If there is resistance heating, use 11.3.

STEP 3: Cooling Energy Use 2.7
If the building does not have cooling, use 0.
If the lighting power density is less than 1.8 watts/sq.ft., use 2.3.
If it is 1.8 watts/sq.ft. or more, use 2.7.

STEP 4: Miscellaneous Energy Use 3.0
If it is an elementary school, use 1.5.
If it is a middle school or high school, use 3.0.

STEP 5: ENERGY USE INDEX (EUI) 12.2 (B)

Add 1 through 4 to obtain the Total Energy Use Index.

PEAK DEMAND — Watts./sq.ft.

STEP 6: Winter Peak Demand 10.2 (C)
To obtain winter peak demand, use Table S-2.

STEP 7: Summer Peak Demand Not Required (D)

Project Name: Seattle Pacific University - Potential

Project Address:

Project No.: DEIS Application Date:

SUMMARY

ESTIMATION OF ELECTRICAL ENERG CONSUMPTION AND PEAK DEMAND

I. List Building Uses and Size

		Square Feet	% of Gross Floor Area (Entire Buildin or Development
Primary Use (Area 1)	Academic & Support	240,000	100%
Other Uses (Area 2)	Residential - Student Housing	220,000	100%
(Area 3)			
(Area 4)			
	TOTAL		100%

II.

BUILDING TYPE/USE SIZE & PER UNIT ENERGY USE		COLUMN 1 kwh/yr	COLUMN 2 watts	COLUMN 3 watts
Area 1 USE: Academic & Care				
SIZE: 240,000 sq ft	(A)			
EUI*: 11.8	(B)	2,832,000 (AxB)		
WINTER PEAK: 3.4	(C)		816,000 (AxC)	
SUMMER PEAK: —	(D)			240,000 (AxD)
Area 2 USE: Residential				
SIZE: 220,000	(A)			
EUI*:	(B)	770,000 (AxB)		
WINTER PEAK:	(C)		605,000 (AxC)	
SUMMER PEAK:	(D)			357,500 (AxD)
Area 3 USE:				
SIZE:	(A)			
EUI*:	(B)	(AxB)		
WINTER PEAK:	(C)		(AxC)	
SUMMER PEAK:	(D)			(AxD)
Area 4 USE:				
SIZE:	(A)			
EUI*:	(B)	(AxB)		
WINTER PEAK:	(C)		(AxC)	
SUMMER PEAK:	(D)			(AxD)

Total Energy Use: (Add Numbers in Column 1) = 3,602,000 kwh/yr.

If major project, list 90% of total energy use (.9 x total energy): = 3,241,800 kwh/yr.

Total Winter Peak: (Add Numbers in Column 2; Divide Column 2 by 1,000) = 1,421,000 watts. = 1,421 kw.

Total Summer Peak: (Add Numbers in Column 3; Divide Column 3 by 1,000) = 597,500 watts = 597.5 kw.

Project Name: _____

Project Address: _____

Project No.: _____ Application Date: _____

SCHOOLS

Gross Area: (Conditioned + Unconditioned) 240,000 sq.ft. (A)

School Hours 70± hours/week
If hours are not known at this time, use 40 for an elementary school and 50 for a high school or middle school.

Lighting Power Density 1.4 watts/sq.ft.
If the lighting power density is not known, use 2.0.

Heating Fuel (Gas or Electric) Nat Gas
Heat Pump (Yes or No) _____
If not known at this time, assume yes.

ENERGY USE — kwh/sq.ft./year

STEP 1: Lighting Energy Use 6.5
Use Table S-1 to obtain the lighting energy use.

STEP 2: Heating Energy Use 0
If the building has gas heat, use 0.
If there are heat pumps, use 13.8.
If there is resistance heating, use 11.3.

STEP 3: Cooling Energy Use 2.3
If the building does not have cooling, use 0.
If the lighting power density is less than 1.8 watts/sq.ft., use 2.3.
If it is 1.8 watts/sq.ft. or more, use 2.7.

STEP 4: Miscellaneous Energy Use 3.0
If it is an elementary school, use 1.5.
If it is a middle school or high school, use 3.0.

STEP 5: ENERGY USE INDEX (EUI) 11.8 (B)

Add 1 through 4 to obtain the Total Energy Use Index.

PEAK DEMAND — Watts./sq.ft.

STEP 6: Winter Peak Demand _____ (C)
To obtain winter peak demand, use Table S-2.

STEP 7: Summer Peak Demand Not Required (D)

Project Name: _____

Project Address: _____

Project No.: _____ Application Date: _____

LARGE MULTI-FAMILY RESIDENTIAL BUILDINGS

Number of Residential Units in Project (A) _____

		kwh/year	
ENERGY USE			
STEP 1:	Appliance Energy Use Use 2,800 x No. of units	770,000	(275 units: 220,000 ÷ 800)
STEP 2:	Hot Water Energy Use If the buildings have gas heated water, use 0. If the buildings have central electric water heat, use 6,100 x No. of units. If the buildings have water heaters in each unit, use 3,500 x No. of units.	0	
STEP 3:	Space Heat Energy Use If the buildings have gas or oil heat, use 0. If the buildings have electric resistance heat, use 4,100 x No. of units. If the buildings have an electric heat pump, use 2,700 x No. of units.	0	
STEP 4:	Energy Use Add lines 1 through 3	770,000	1(A X B)
PEAK DEMAND		WATTS	
STEP 5:	Winter Peak Demand If there is gas heat, use 2200 x no. of units. If there is electric heat, use 3400 x no. of units.	605,000	2(A X C)
STEP 6:	Summer Peak Demand 1300 x no. of units.	357,500	3(A X D)

1 Enter this number in Column 1 on Summary Sheet.
2 Enter this number in Column 2 on Summary Sheet.
3 Enter this number in Column 3 on Summary Sheet.