



**Annual Status Report
of the
Final Compiled MIMP of March 2013**

Fiscal Year 2016

October 28, 2016

Seattle University
MIMP Annual Status Report
Annual Report for Fiscal Year 2016 (July 1, 2015 – June 30, 2016)

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I. SUMMARY OF UPDATES

I. INTRODUCTION

No updates during the reporting period.

II. PROGRESS IN MEETING MASTER PLAN CONDITIONS

1. General Overview

- No updates during the reporting period.

2. MIMP Conditions and Progress towards Compliance

- Condition 40: Standing Advisory Committee (SAC): A SAC was created and started meeting in March 2016. The University proposed a mixed use student housing and academic building at 1107 Madison, site 307 under the MIMP-approved potential long-term projects.
- Condition 42: Concept Streetscape Design Plans for Broadway and Madison: Conceptual streetscape design plans for (1) the east side of Broadway between Madison Street and Jefferson Street and (2) the south side of Madison between Broadway and 12th Avenue were submitted to SDCI and SDOT for comments. Design approval is pending.

3. Development Activity

- No non-leasing activity within MIO or between MIO and 2,500 feet during the reporting period.
- Leased a 13,689 square feet building for student housing within MIO.

4. Transportation Management Plan

- The 2015 CTR results show that 41.6% of daytime campus population drives alone to campus, compared to the 40.9% in the 2013 CTR survey. The goal stated in the 2013 MIMP sets a drive-alone target of 35% for daytime population.
- Slight cost increases were made for Orca passes and student SOV parking permits.
- Subsidies continue to be greater than the minimum required.

Seattle University
MIMP Annual Status Report
Fiscal Year 2016

II. INTRODUCTION

- A. Name of Institution: Seattle University**
- B. Reporting year: July 1, 2015 to June 30, 2016**
- C. Major Institution Contact Information:**

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

The Current MIMP was adopted by the City Council on January 22, 2013. The Final Compiled MIMP of March 2013 incorporates revisions imposed by the City Council as part of its approval in January.

July 2015 Update: There have been no amendments as of the reporting period.

July 2016 Update: Seattle University submitted a request to SDCI for determination of a minor amendment to the MIMP. The proposed change increases gross square footage on the site while maintaining the approved height of 105'. The SAC sent a letter to the SDIC recommending approval of the increase in gross square footage change as a minor amendment to the MIMP. As of June 30, 2016, the SDCI finding was pending.

III. PROGRESS IN MEETING MASTER PLAN CONDITIONS

A. General Overview of Progress

The current MIMP, adopted in 2013, was approved by the Seattle City Council on January 22, 2013. As part of the approval there were a number of editorial changes to the MIMP draft mandated and some additional conditions. The requested editorial changes were incorporated into the Final compiled MIMP of March 2013, and were therefore fulfilled with the publication of the document as noted below. Some of the conditions imposed are not currently applicable as the development associated with the condition has not yet occurred.

The status or updates for all conditions are noted as follows:

- *Status Report 1: July 1, 2012 – June 30, 2013: Black italicized text*
- **Status Report 2: July 1, 2013 – June 30, 2015: Red text**
- **Status Report 3: July 1, 2015 – June 30 2016: Blue text**

B. MIMP conditions and progress toward compliance

2013 MIMP City Council Conditions:

1. Changes to the scope or conditions of the MIMP:

1. The following text shall be added to the paragraph on Page 51:

"Prior to any decision by Seattle University to move forward with a Master Use Permit application for an event center, the following studies, reviews and steps shall be required:

- 1) A full parking and traffic analysis, a site specific light and glare study and a noise analysis shall be completed for review by the Standing Advisory Committee;
- 2) An evaluation of alternative campus locations shall be completed for review by the Standing Advisory Committee;
- 3) The proposed project shall be presented to the community at a widely advertised meeting at the conceptual design phase; and
- 4) As part of any Master Use Permit or SEPA review, the Standing Advisory Committee shall be given the opportunity to review and comment on the project during the schematic and design development phases."

July 2015 Update: This language was incorporated into the final compiled MIMP of March 2013. No decision to move forward with an event center was made during the reporting period.

July 2016 Update: No decision about the event center was made during the reporting period.

2. Pages 59-62 shall be updated to show a bicycle access plan for the proposed campus, including existing neighborhood bicycle facilities, bicycle parking locations, parking quality (covered, publicly accessible), number of stalls at each location, and bicyclists' wayfinding. In addition, updated graphics shall be included that show the following:

- a) Bicycle access throughout campus; and
- b) Locations of bicycle parking (including covered and/or secured bicycle parking) throughout campus, noting bicycle parking available to visitors at key locations.

July 2013 Update: This language and the associated plan was incorporated into the final compiled MIMP of March 2013.

3. The graphics on pages 106-107 of the final MIMP, illustrating allowed height at the 1313 East Columbia site, shall be updated to show a height limit of 345.14 feet in elevation, using those graphics on page 37 of the DPD Director's report (Hearing Examiner's Exhibit 13) as illustrated in Figures 9 and 10 of the Director's report.

The graphics were incorporated into the final compiled MIMP of March 2013.

4. The graphics on pages 106-107 of the final MIMP shall be updated to indicate that that the zoned height limit is MIO 65' at 1300 East Columbia site. In addition, the graphics on these pages shall be updated to show a height limit of 346.3 feet in elevation, using the graphics on page 38 of the DPD Director's report (Hearing Examiner's Exhibit 13) as illustrated in Figure 11 and 12 of the Director's report.

This language was incorporated into the final compiled MIMP of March 2013.

5. On page 108 of the final MIMP, the following sentence shall be added for the 1300 and 1313 East Columbia sites:

"Given the sensitive boundary edge and transitional nature of these two sites, any development that is proposed to exceed the height limit established for the 1313 East Columbia site (Project #101, page 45) or 1300 East Columbia site shall require a major amendment in accordance with SMC 23.69.035."

July 2015 Update: This language was incorporated into the final compiled MIMP of March 2013, although Seattle University acquired the 1300 E. Columbia property in October 2013. No development has been proposed on these sites during the reporting period.

July 2016 Update: No development has been proposed on these sites during the reporting period.

6. The graphics used to document permitted height for the 1300 East Columbia site, that include Figures 11 and 12 of the DPD Director's report shall be amended with the following text:

"The height measurement on all portions of the site for the upper levels (above 37') shall be taken from an average grade plane of 290.23 feet, resulting in a maximum height of 355.23 feet. This is 8.93 feet taller than the CAC approved height in October 2011, so the height limit for this site would be limited to 346.3 feet in elevation."

This language was incorporated into the final compiled MIMP of March 2013.

7. The graphics used to document permitted height for the 1313 East Columbia site that includes Figures 9 and 10 of the DPD Director's report shall be amended with the following text:

"The 65 foot height limit shall be set from the average grade plane of 280.54 feet, resulting in a maximum height of 345.54 feet. This is 0.4 feet taller than the CAC approved height in October 2011, so the height limit for this site is 345.14 feet in elevation."

This language was incorporated into the final compiled MIMP of March 2013.

8. On page 111 of the final MIMP the graphic shall be amended to reflect the upper level setback of 80' for the 1313 E Columbia site and 60' for the 1300 E Columbia site as reflected in Figures 8 through 12 of the DPD Director's report.

This change to the graphic was incorporated into the final compiled MIMP of March 2013.

9. On page 115 of the final MIMP, the graphics that show height and setbacks for both 1300 and 1313 East Columbia Streets, Sections C and D, shall be amended to reflect the updated upper level setbacks and height per the MIMP.

This change to the graphic was incorporated into the final compiled MIMP of March 2013.

10. The indented sentence under Landscape Screening on page 121 shall be amended as follows:

"Screening shall be provided wherever parking lots or parking structures abut a public right-of-way or are located along a MIO boundary. For all structures located along a MIO boundary that is not a public right-of-way and for which the underlying zoning is residential, landscape screening shall be provided."

July 2015 Update: This language was incorporated into the final compiled MIMP of March 2013, although Seattle University acquired the property at 1300 East Columbia in October of 2013. No changes to the parking on the property and no development has occurred. No other parking has been developed during the reporting period.

July 2016 Update: No other parking has been developed during the reporting period.

11. The following paragraphs shall be added to Future Open Space (page 125) as follows:

"Neither the short nor long term development plans propose future development on the 1300 East Columbia site (not currently under university ownership). Given the sensitive edge condition of this site, high-quality, welcoming open space shall be provided prior to or simultaneously with development at 1300 East Columbia Street consistent with the requirements of this condition. This open space shall be publicly accessible and urban in character, providing relief both visually and in the activities offered. Elements of these spaces shall include, but are not limited to, landscaping,

hardscaping, seating, artwork, trash receptacles and irrigation. The Admissions and Alumni courtyard just east of 12th and Marion provides an example of such high-quality open space.

In the event that a development footprint equal to or greater than 45,000 square feet on the 1300 E. Columbia Street site is proposed, Seattle University shall submit a plan for review by the CAC that shows Seattle University's actual open space plan for this site. Prior to issuance of a Master Use Permit at the 1300 East Columbia site, the University shall present the open space plan to the Standing Advisory Committee for review and comment, and obtain DPD approval of the plan. Provision of this open space shall be a requirement of development approval of the MIMP."

"Given the sensitive edge condition of the site located at 1313 East Columbia (#312), high-quality, welcoming open space shall be provided prior to or simultaneously with development at this site consistent with the requirements of this condition. This open space shall be publicly accessible and urban in character, providing relief both visually and in the activities offered. Elements of these spaces shall include, but are not limited to, landscaping, hardscaping, seating, artwork, trash receptacles and irrigation. The Admissions and Alumni courtyard just east of 12th and Marion provides an example of such high-quality open space.

In the event that a development footprint equal to or greater than 75,000 square feet on the 1313 E. Columbia Street site is proposed, Seattle University shall submit a plan for review by the CAC that shows Seattle University's actual open space plan for this site. Prior to issuance of a Master Use Permit at the 1313 East Columbia site, the University shall present the open space plan to the Standing Advisory Committee for review and comment, and obtain DPD approval of the plan. Provision of this open space shall be a requirement of development approval of the plan."

July 2015 Update: This language was incorporated into the final compiled MIMP of March 2013, although Seattle University acquired the property at 1300 East Columbia in October 2013. However no development has occurred on the property. No development at 1313 East Columbia has occurred during the reporting period.

July 2016 Update: No development at either the 1300 or 1313 East Columbia sites occurred during the reporting period.

12. The legend and graphic on page 125 of the final MIMP shall be amended to include the following information:

Asterisk with Circle for 1300 East Columbia-Planned Open Space Publicly Accessible (If Acquired)

Asterisk within Circle for 1313 East Columbia-Planned Open Space Publically Accessible (SU Owned Land)

These changes to the graphic were incorporated into the final compiled MIMP of March 2013.

13. On page 132 of the final MIMP, add the following to the first paragraph:

“That in the design of any Seattle University building, facing either 12th Avenue, Madison or Broadway, Seattle University designers should strive to provide major entries, possible entry plaza, fenestration, and street activating uses and features in order to avoid any building appearing to “turn its back” to the street. Design of buildings should not treat the street frontage as back yards.”

July 2015 Update: This language was incorporated into the final compiled MIMP of March 2013, no development along these streets has occurred during the reporting period.

July 2016 Update: The design for the new construction at 1107 East Madison provides a primary entrance facing Madison and the community. The design for the renovation of the ground level floor of the 1111 East Madison provides a primary entrance facing 12th Avenue and will provide space for the campus store. No development facing either 12th Avenue, Madison or Broadway has been completed during the reporting period.

14. On page 133 of the final MIMP, design guideline #2 shall be deleted.

This change was incorporated into the final compiled MIMP of March 2013.

15. On page 133 of the final MIMP design guideline #4 (now #3) shall be amended as follows:

"Avoid literal interpretations of historically designated buildings when designing new buildings."

This language was incorporated into the final compiled MIMP of March 2013.

16. On page 133 of the final MIMP, design guideline #6 (now #5) shall be amended as follows:

"Develop detailing that conveys a building's function, contemporary use of technology, and the nature of materials, structure, and systems used. Details should also address scale related to the pedestrian."

This language was incorporated into the final compiled MIMP of March 2013.

17. On page 133 of the final MIMP, design guideline #7 (now #6) shall be amended as follows:

"New architecture should respond to the University's expressed values and standards of excellence in design and material character."

This language was incorporated into the final compiled MIMP of March 2013.

18. On page 133 of the final MIMP, new design guideline #11 shall be added as follows:

"New designs should demonstrate sensitivity to the grain and scale of the existing surrounding development."

This language was incorporated into the final compiled MIMP of March 2013.

19. On page 133 of the final MIMP, new design guideline #12 shall be added as follows:

"Seattle University plans should include special provisions to activate the streetscape along 12th Avenue, Madison and Broadway through transparency, visible activity, small pedestrian plazas, and defined entries at grade level height, and should include recognition that 12th Avenue and Broadway in particular have a different character than the other streets in the neighborhood."

This language was incorporated into the final compiled MIMP of March 2013.

July 2016 Update: Conceptual streetscape design plans for (1) the east side of Broadway between Madison Street and Jefferson Street and (2) the south side of Madison between Broadway and 12th Avenue were submitted to SDCI and SDOT for approval. Design approval is pending.

The University also presented plans to the SAC for the development of the 1107 building and proposed streetscape improvements. The design includes developing transparency, visible activity, a small pedestrian plaza, and a primary defined entry at grade level height facing Madison. The design for the renovation of the ground level floor of 1111 Madison includes primary entries facing 12th Avenue and will provide space for active uses by relocating the campus store to the building

20. On page 133 of the final MIMP, design guideline #15 (now #16) shall be amended as follows:

"Circulation of all modes of access to a building (including services) must not negatively affect the surrounding campus or neighborhood."

This language was incorporated into the final compiled MIMP of March 2013.

21. On page 136 of the final MIMP, streetscape improvement guideline #2 shall be amended as follows:

"The selection of street furnishings shall contribute to the street character; these may include lighting, benches, garbage and recycling receptacles, bicycle racks or other bicycle parking, and information kiosks."

This language was incorporated into the final compiled MIMP of March 2013.

July 2016 Update: The University replaced four cigarette urns with a new design. No other furnishings were added or changed.

2: The following amendments to the final MIMP shall be made, the intent to which is to clarify the MIMP and not provide additional or amended standards

23. Delete pages vii-ix.

24. Page 50, first paragraph, 6th sentence shall be amended as follows:

"By utilizing 1313 East Columbia to its proposed capacity with a 65' height limit, the university can achieve its growth objectives without requiring a substantial enlargement of the MIO boundary."

25. Page 50, second paragraph shall be amended as follows:

"The 1313 E Columbia building has been designated as a City of Seattle landmark. Any future development must comply with SMC 25.12 and Ordinance No. 123294. Therefore, how much of the existing building (if any) could be demolished or incorporated into a new development is unknown at this time and will not be known until the university proposes new development. More information on the university's commitment to historic preservation can be found in the Historic Preservation section of the Development Standards chapter: 'The following pages contain descriptions of the three most likely uses for the site. Illustrative sketches showing conceptual massing for these projects can be found in the Development Standards chapter (pages 82-86)."

26. Page 53, the paragraph preceding items 6 and 7 shall be amended as follow

"Portions or all of the following existing buildings may be demolished and other portions preserved as City of Seattle landmarks, as part of potential long-term development."

27. Page 59, second paragraph shall be amended as follows:

"Pedestrian access to the existing campus occurs primarily in 13 locations."

28. Page 74, second to last sentence shall be amended as follows:

"At the time of improvements further right of way narrowing may be possible with reduced lane dimensions and/or increased off-street parking, local transit improvements that warrant additional parking lane reductions, or bike lanes."

29. Page 99, the first paragraph shall be amended as follows:

"The development standards component in this adopted master plan: shall become the applicable regulations for physical development of Major Institution uses within the MIO District. These development standards shall supersede the development standards of the underlying zone. Where standards established in the underlying zone have not been modified by the master plan, the underlying zone standards shall continue to apply. This section describes the development standards that will apply to Seattle University for the duration of this MIMP. As this master plan represents a 20-year time horizon for the physical development of campus, many of the details are conceptual at this point. For this master plan to

be successful, it is necessary to balance the rigor of specific requirements with the flexibility to address future needs as new conditions arise."

30. Page 99, the last sentence shall be amended as follows:

"(See Pedestrian Designated Streets addressed on pages 103 and 116)"

31. Page 101, the page title shall be amended as follows:

"Existing Underlying Zoning & MIO Overlay"

32. Page 103, the two bullet points shall be amended as follows:

- Street Level Development Standards and Uses (in this chapter, page 116)
- Campus Edge improvements and Creating a Vibrant 12th Avenue (both in the Campus and Community Context chapter, page 140-145)"

33. Page 105, the page title shall be amended as follows:

"Proposed MIO Boundary Expansion & Underlying Zoning"

34. Page 107, the third paragraph shall be amended as follows:

"Height limits shall be according to the plan on this page, consistent with SMC 23.69.004. All height measurements shall follow the measurements technique prescribed in the Land Use Code, with the exception of the following two sites:

- 12th and Madison
- Academic and Housing on East Madison

The measurement techniques for these two sites are explained on page 108."

35. Page 107, the bullet point shall be amended as follows:

"Rooftop coverage and height limits shall apply per 23.47A.012, however in order to support sustainable energy options, no rooftop coverage limits shall apply to solar, wind energy, or other sustainable technologies located on the roof."

36. Page 108, the following three titles shall be added to the three corresponding sections:

- 12th and Madison (Project #106 page 45) and Academic and Housing One Madison (Project #307, page 49)
- 1313 E Columbia site (Project #101, page 45)
- 1300 E Columbia site

37. Page 117, the following sentence shall be added to the first paragraph: "The lot coverage shall be calculated on a campus-wide basis."

38. Page 125, the following sentence shall be added to the third paragraph:

"The graphic markers indicate areas where open space(s) may be integrated into future development. The open space(s) may include all or a portion of the marked parcels."

39. Page 126, shall be amended as follows:

"Existing and Future City of Seattle Landmarks"

Founded in 1891, Seattle University has been a part of the local community for more than a century. The university takes pride in the historical character of its own buildings on campus and recognizes the value of other potentially historic sites within the community. Seattle University currently has one building that is designated as a City of Seattle landmark, 1313 E Columbia Street (also known as the Coca-Cola Building, Qwest Building, and 711 14th Avenue E). Per SMC 25.12.160, a "Landmark" is an improvement, site, or object that the Landmarks Preservation Board has approved for designation pursuant to this chapter, or that was designated pursuant to Ordinance 102229.1. The historic Coca Cola Bottling Plant (Qwest Building) is a designated City of Seattle with a designating ordinance (Ordinance No. 123294) that describes the features of the landmark to be preserved and outlines the Certificate of Approval process for changes to those features. Built in 1939, previous names of this building are:

Coca-Cola Bottling Plant (1939 - ca. 1970)
Pacific Northwest Bell Telephone Company
Qwest Communications Maintenance Facility (1991- 2007)

Landmark status does not preclude all changes to a property. If a building is designated as a City of Seattle landmark, changes to the designated features of the building will be reviewed by the Landmarks Preservation Board as a part of the Certificate of Approval process. The Landmarks Preservation Board reviews Certificates of Approval to ensure that change is managed in a way that respects the historical significance of the designated landmark. Some members of the CAC have expressed interest in the Lynn Building along E Madison Street. When the university moves forward with a Master Use Permit (MUP) application for development that would include the demolition or substantial alteration to a building 50 years or older and/or public comment suggests that the building is historic, a referral will be made to the City's Historic Preservation Officer, pursuant to the City's SEPA policies as established in SMC 25.05.675 or the university may submit a landmark nomination application to the Landmarks Preservation Board in advance of the MUP process. It is the university's intention to continue to comply with the City's Landmarks Preservation Ordinance, SMC 25.12, to respect the character of historic structures as a complement to new development. No other existing buildings are currently designated landmarks."

All of the above language (items 23 – 39) was incorporated into the final compiled MIMP of March 2013.

3. Council approved conditions to add to the MIMP

40. Seattle University shall create and maintain a Standing Advisory Committee to review and comment on all proposed and potential projects prior to submission of their respective Master Use Permit applications. Any proposal for a new structure greater than 4,000 square feet or addition greater than 4,000 square feet to an existing structure shall be subject to formal review and comment by the Standing Advisory Committee (SAC). The SAC will use the Design Guidelines for evaluation of all planned and potential projects outlined in the Master Plan.

July 2015 Update: No projects meeting this size criteria have been proposed during the reporting period and the Standing Advisory Committee (SAC) was not convened. Seattle University has been in discussions with Maureen Sheehan of DPD regarding the formation of the SAC.

July 2016 Update: The Standing Advisory Committee (SAC) was created and convened. Two meetings were held on March 16, 2016 and June 20, 2016 in this reporting period. The University presented a proposal for new construction of a mixed-use student housing and academic building at 1107 Madison. The SAC sent a letter of their comments to SDCI recommending approval of the project. Additional meetings were held in the next reporting period to review and comment on the design of the 1107 Madison building.

41. When a MIMP project is proposed and is subject to SEPA review, the SEPA analysis shall include an evaluation of potential impacts on nearby transit facilities.

July 2015 Update: No MIMP projects have been proposed during the reporting period.

July 2016 Update: While a MIMP project was proposed (1107 Madison Housing), SEPA analysis has not yet been initiated. SEPA analysis will be undertaken as part of project development in the upcoming year.

42. Concept Streetscape Design Plans for Broadway and Madison. Within three years of MIMP approval, the University will prepare and submit to DPD and SDOT for their approval conceptual streetscape design plans for (1) the east side of Broadway between Madison Street and Jefferson Street and (2) the south side of Madison between Broadway and 12th Avenue, similar to the conceptual plan for 12th Avenue depicted at pages 142-143 of the MIMP. The University will work with the City and other property owners to identify public and private funding sources to implement the concept plans over time.

The plans shall be prepared consistent with the provisions of the Seattle Right-of-Way Improvements Manual. Elements of the plan must include, but are not limited to: street-level setbacks and land uses, the pedestrian environment, private/public realm interface, pedestrian level lighting, way-finding, streetscape furniture, landscaping, and tree selection. The plans shall also address all Pedestrian Master

Plan priority improvement locations and facilities identified in the Bicycle Master Plan. Where there are bike lanes and right-turn-only lanes at the same corner, the plan shall evaluate the feasibility of installing National Association of City Transportation Officials-standard bicycle facilities.

Once completed, these plans shall be considered during review of any applications for permits to improve any development site adjacent to Broadway or Madison.

July 2015 Update: This process was completed during the reporting period. However, it has not been submitted for City approval due to possible changes associated with the City's Madison Bus Rapid Transit study. Seattle University is participating in the public process which is part of the Study.

July 2016 Update: A conceptual streetscape design plan for (1) the east side of Broadway between Madison Street and Jefferson Street and (2) the south side of Madison between Broadway and 12th Avenue was submitted to SDCI and SDOT for approval. SDOT provided comments during this reporting period and the University is revising the plan.

4. Rezone Conditions

The following conditions are adopted as part of the requested rezone:

1. The last paragraph on page 116 of the final MIMP shall be amended as follows: "The underlying street-level development standards for commercial zones shall apply per SMC 23.47A.008 to all street facing facades in commercial zones within the MIO that are not designated as pedestrian streets. For pedestrian designated streets, the underlying street-level development standards for pedestrian designated streets in commercial zones shall apply per SMC 23.47A.008.C. For all street facing facades, the street-level designs shall also be shaped by the design guidelines outlined in the Campus and Community Context chapter."

July 2015 Update: This language was incorporated into the final compiled MIMP of March 2013. No development has occurred during the reporting period.

July 2016 Update: No development has occurred during the reporting period.

2. On page 140 of the final MIMP, the list of approved street level uses shall be amended to include campus community service centers. For the purposes of this MIMP, community service centers are uses that include, but are not limited to activities such as community outreach; employment and employee services; public safety services including transit and parking pass distribution, lost and found, keys, and dispatch services, and counseling services.

This language was incorporated into the final compiled MIMP of March 2013.

3. The following sentence shall be added to the end of page 140 as follows: "Along 12th Avenue, non-street-activating uses shall be limited to no more than 20% of the 12th Avenue street front facade so as not to dominate any block."

July 2015 Update: This language was incorporated into the final compiled MIMP of March 2013. No development has occurred during the reporting period.

July 2016 update: The University completed planning and initiated design to relocate a street-activating use, the campus store, to the ground floor of the 1111 Madison building.

4. Before Seattle University may receive a permit to demolish a structure that contains a residential use that is located in an MIO boundary expansion area approved in this MIMP, or receive a permit to change the use of such a structure to a non-residential major institution use, DPD must find that the University has submitted an application for a MUP for the construction of comparable housing to replace of the housing to be demolished or changed.

The MUP application(s) for the replacement housing project(s) may not include projects that were the subject of a MUP application submitted to DPD before Council approval of this MIMP. The University may seek City funds to help finance the replacement housing required by this condition, but may not receive credit in fulfillment of the housing replacement requirement for that portion of the housing replacement cost that is financed by City funds. City funds include housing levy funds, general funds, or funds received under any housing bonus provision.

For purposes of this condition, the comparable replacement housing must meet the following requirements:

- a) Provide a minimum number of units equal to the number of units to be demolished or changed;
- b) Provide no fewer than the number of 2 and 3 bedroom units as those in the units to be demolished or changed;
- c) Contain no less than the gross square feet of the units to be demolished or changed;
- d) The general quality of construction shall be of equal or greater quality than the units to be demolished or changed; and
- e) The replacement housing will be located within the First Hill/Capitol Hill Urban Center and the area east of that center to Martin Luther King Jr. Way."

July 2015 Update: This language was incorporated into the final compiled MIMP of March 2013. No development has occurred during the reporting period.

July 2016 Update: No demolition of a structure that contains residential use occurred or was planned during the reporting period.

5. Conditions - SEPA

Seattle University shall implement all mitigating measures disclosed in its Final EIS. In addition, any project that is approved in the MIMP and is subject to SEPA review at the time of a Master Use Permit may be subject to additional review, conditions or mitigating measures. The final compiled MIMP shall include a listing, with page references, of each mitigating measure in the final EIS.

This language was incorporated into the final compiled MIMP of March 2013.
July 2016 Update: No development has occurred during the reporting period.

C. DEVELOPMENT ACTIVITY

1. MAJOR INSTITUTION DEVELOPMENT ACTIVITY INITIATED OR UNDER CONSTRUCTION WITHIN THE MIO BOUNDARY DURING THE REPORTING PERIOD

See Attachments A1: New Leasing Activity Within Boundary and A2: New Non-Leased Activity Within Boundary.

2. MAJOR INSTITUTION DEVELOPMENT ACTIVITY OUTSIDE BUT WITHIN 2,500 FEET OF THE MIO BOUNDARY

See Attachments A3: New Leasing Activity Between Boundary and 2,500 ft and A4: New Land and Building Acquisition Between Boundary and 2,500 ft.

D. TRANSPORTATION MANAGEMENT PROGRAM

1. General Overview

Seattle University has operated a Transportation Management Plan (TMP) for almost 20 years. Over the years the percentage of the campus population that drives to campus in a Single Occupant Vehicle (SOV) has steadily declined. The 1997 Master Plan adopted an aggressive TMP which included goals, expressed as a percentage of the campus population that arrives via an SOV, of 55% for commuter students, 60% for faculty, and 40% for staff. Progress toward these goals was measured through electronic surveys of the campus population. Currently, progress toward the campus TMP goals is measured every other year by the Commute Trip Reduction (CTR) survey provided to the Washington Department of Transportation.

The 2013 MIMP maintains the primary elements of the 1997 TMP along with a number of new initiatives, or “elements”, as outlined below. In addition, the University also supports neighborhood parking control.

The programs provided as part of the TMP are available to all commuters to the Seattle University campus; however, the targeted population of faculty, staff, and students who are regular daytime commuters to campus are the primary recipients of the advantages of the various elements of the Plan.

Neighborhood Parking Control: The Director of Public Safety & Transportation meets monthly with the Seattle Police East Precinct to encourage parking enforcement efforts undertaken by the City in the RPZ zones (#2 & #7) located on

the campus perimeters. The University supports the existing RPZ's in the manner described below in the TMP elements. The Department of Public Safety and Transportation also follows through on requests from residents in the area and urges the Police Department to enforce parking regulations in the zone. The University also participates in city/community efforts to make on street parking available to more residents and business customers.

July 2016 Update: The Executive Director of Public Safety & Transportation continues to encourage parking enforcement efforts undertaken by the City to provide more parking enforcement in the RPZ zones (#2 & #7) located on the campus perimeters. The university continues to support the existing RPZ's in the manner described in the TMP. We continue to follow through on requests from residents in the area and urge the Police Department to enforce parking regulations in the zone. The university participated in city/community efforts to make on street parking available to more residents and business customers.

Parking Operations and Management: In 2013 Seattle University implemented a new Parking Management and Enforcement database. This new parking solutions database is cloud based and provides ease of access from any computer with internet access. The system also includes new handheld devices for issuing citations and allows citation payments to be made on-line.

July 2016 Update: No changes occurred during the reporting period.

Goals and Objectives: The 2013 MIMP set goals to reduce the overall percentage of the entire daytime population arriving by SOV to 35%. This goal is more aggressive goal than the 50% required by Seattle Municipal Code.

July 2016 Update: The 2015 Commute Trip Reduction (CTR) survey results show Seattle U's overall percentage of the population arriving by SOV is 41.6%. This result may reflect a lower response rate rather than an actual increase in the population arriving by SOV. The 2015 response rate (68%) was lower than the 2013 survey (74%), and WSDOT assumes and counts the remaining responses up to 70% as drive alone.

2. Elements of the 2013 Transportation Management Plan

Element: Transit

Goal: Increase transit ridership through subsidies, improved access and the marketing of program benefits.

Strategies:

1. Keep the cost of transit commutes below the cost of SOV commutes by providing the following incentives
 - a. Faculty & Staff: Subsidize a minimum of 50% of the cost of an individual transit pass for faculty and staff commuters, including cross Sound commuters, and provide a regional pass for \$10 per month.

Seattle University provides faculty and staff with a tri-county ORCA pass which covers Metro, Community Transit, Sound Transit, Kitsap and Pierce Transit for \$10 per month. In addition employees who use the Washington State Ferry System are eligible for a 75% subsidy.

July 2016 Update: Seattle University continues to provide faculty and staff with a tri-county ORCA pass which covers Metro, Community Transit, Sound Transit, Kitsap and Pierce Transit starting at \$11.58 per month. In addition employees who use the bus pass or Washington State Ferry System passes, are eligible for a 72% subsidy, which meets the minimum 50% subsidy requirement.

- b. Commuter Students: Maintain a minimum subsidy of 30% for all types of passes for commuter students without a parking pass. Maintain the average daily SOV parking rate at a point that is higher than the cost of the average subsidized transit trip.

Commuter students are eligible for a subsidized ORCA pass for \$300 per academic year or \$400 per calendar year. Students are also eligible for a 30% subsidy on ferry passes. This is a subsidy of 75-80% of the cost, well over the 30% minimum. In addition, the cost to park a SOV on a daily basis is \$630 for the academic year or \$840 for a calendar year, well above the cost of the transit pass.

July 2016 Update: The University provided a 30%-60% subsidized transit pass for students without a parking pass; continued to maintain the average daily SOV parking rate at a point that is higher than the cost of the average subsidized transit trip; and student parking permit costs increased to a range of \$765 for the academic year to \$1,020 for the calendar year.

- c. Provide a guaranteed ride home to transit users in the event of an emergency.

Seattle University has a Guaranteed Ride Home program that pays the cost

of a cab ride home in case of an emergency for staff that do not drive to work.

July 2016 Update: No changes occurred during the reporting period.

- d. Provide staff access to a subsidized car share program.

Seattle University participates in a ZIP Car program under which the car may be used for either University business (employees only) or for an employee's or student's personal use.

July 2016 Update: This program was discontinued. There are now other non-University sponsored alternatives such as Car To Go and Uber.

- 2. Work to improve transit access and utilization by:

- a. Continuing the "Bus-It" program which allows resident students to check out a transit pass for off-campus trips.

The University has in place a program for resident students to check out a bus pass on a daily basis for off campus trips.

July 2016 Update: No changes occurred during the reporting period.

- b. Continuing to work with neighboring institutions, King County Metro, and other agencies to improve transit access around the campus.

Seattle University does quarterly networking meetings with our institutional neighbors, and participates in community groups with an interest in transit issues such as the 12th Avenue Stewards. The University also continues to make payments toward the local Residential Parking Zone.

July 2016 Update: Seattle University networks throughout the year with institutional neighbors and community groups. The University also continues to make payments toward the local Residential Parking Zone. The University also participated in Madison Street Bus Rapid Transit meetings.

- c. Developing and participating in programs such as shuttle services, subsidizing transit routes or other programs that will improve transit access to the University and connections with the light rail stations.

Free airport shuttle service is provided at school breaks, as well as pick-up and drop-off service to the light rail stations.

July 2016 Update: Free airport shuttle service is provided at school breaks. Additionally the First Hill Streetcar and the Capitol Hill Light-Rail station went into service that meets additional transit needs of faculty, staff, and students.

- d. Evaluating the costs and benefits of consolidating the transit pass programs into a single program that is funded through a transportation fee and SU subsidies.

The ORCA pass system is now in place.

July 2016 Update: The University continues to subsidize student Orca transit passes.

e. Improving customer access to transportation planning services and subsidized transit passes.

The University maintains a Transportation website and includes links to outside agencies. In addition there is a central office on campus to assist student, staff and visitors with transportation planning.

July 2016 Update: The University continues to maintain a Transportation website that includes information on various transportation options, and includes a link to Rideshare and a link to transit planning. Additionally, the Public Safety Transportation and Parking Business Office can assist with answering transit questions and transportation planning.

Element: High Occupancy Vehicles

Goal: Increase HOV program participation by maintaining subsidies and marketing program benefits and opportunities.

Baseline

Strategies:

1. Keep the cost of HOV commutes below the cost of SOV commutes by:

a. Providing a 50% parking fee discount for 2 person carpools

This is provided.

July 2016 Update: Providing a 50% parking fee discount for carpools with a minimum of 2 people.

b. Providing free parking for MaxiPools (4+ SU passengers)

This is provided.

July 2016 Update: This program was discontinued. VanShare and VanPool are now alternatives offered at no charge to employees.

c. Subsidizing Van Pool and Van Share riders at the same rate as transit riders and provide free parking.

The University provides free parking and a \$100 stipend to each VanPool or VanShare.

July 2016 Update: No changes were made during the reporting period.

2. Increase ridership by:

- a. Marketing program benefits to the SU population.

Some marketing is done at orientation and similar campus events. The campus transportation website also provides information.

July 2016 Update: The University continued to do some marketing at employee new hire orientations, and new in-coming student orientations. The Public Safety Transportation and Parking Services website also provides information including a link to Rideshare Online.

- b. Working with other First Hill institutions to fill vans with SU riders.

This possibility is currently being explored.

July 2016 Update: Minimal opportunities were identified to partner with First Hill institutions. The University will focus future efforts on a more effective strategy of a University-specific program for vans with Seattle University employees.

- c. Marketing to potential riders through promotions, special events, and promotion of Metro's RideShare program.

A marketing campaign is in the planning stages.

July 2016 Update: The marketing strategy has shifted to more effective efforts focusing on employee orientations, in-person assistance, and informal communication networks. This will be followed by assessing the growth to determine what other resources and promotions might be needed. This assessment will be conducted in the upcoming years.

- 3. Provide the following benefits:

- a. HOV and Parking subsidies

The University provides free parking and a \$100 stipend to each VanPool or VanShare.

July 2016 Update: The University continued to provide free parking for VanPool and VanShare programs, Van Pool provides service for the entire commuter trip and VanShare provides service for a portion of the commuter trip to connect vehicles with other modes of transportation. The University also continued to provide a 50% reduction in the parking rate for private employee carpools compared to SOV rates.

- b. Guaranteed Ride Home program

Seattle University has a Guaranteed Ride Home program that pays the cost of a cab ride home in case of an emergency for staff who do not drive to work.

July 2016 Update: No changes were made during the reporting period. Note the program is for faculty and staff.

c. Preferential parking

Preferential parking stalls are provided for high occupancy vehicles.

July 2016 Update: Preferential parking continued to be provided for VanPool and VanShare vehicles, and carpool vehicles.

d. Staff access to ride share program.

Seattle University participates in a ZIP Car program under which the car may be used for either University business (employees only) or for an employee's or student's personal use.

July 2016 Update: This program was discontinued. There are now other non-University sponsored alternatives such as Car To Go and Uber.

Element: Bicycles

Goal: Increase bicycle ridership by providing support services and establishing marketing and incentive programs.

Strategies:

1. Provide the following support services:

a. Covered and open bicycle parking spaces that exceed demand.

July 2015 update: The campus has 130 covered bike spaces and 215 uncovered spaces currently and usage is monitored to ascertain demand. In the reporting period, Seattle University added 42 uncovered, unsecured; 53 new covered, secured; 20 covered, unsecured bike spaces.

July 2016 Update: No changes were made during the reporting period. The University initiated design for a new open, covered bicycle parking structure. The 1107 East Madison building design is in progress and includes additional bicycle parking.

b. Access to showers and lockers in the student center.

Access is provided to locker rooms and showers in the Student Center and Fitness Center.

July 2016 Update: The University continued to provide access to locker rooms and showers.

c. Assistance on learning how to become a bicycle commuter.

The SU Cycling Club provides assistance, and bike route maps are provided on the SU Transportation website, along with information on security, showers, etc.

July 2016 Update: Transportations Services partnered with the Seattle University Cycling Club for the annual Bike to Work Day/Bike Everywhere Day. The group also began planning to evaluate other partnership opportunities on campus.

- d. Improve access to bicycles for campus members through promotions, partnerships with local bike shops, or a bike share program.

July 2015 update: A bike share program run by a local non-profit installed a station inside the MIO in Fall 2014.

July 2016 Update: This program was in effect during the reporting period.

- 2. Provide incentives and benefits including:

July 2016 Update: Incentives and benefits are provided to employees who are registered bicyclists, as follows.

- a. Guaranteed ride home in case of emergency

Seattle University has a Guaranteed Ride Home program that pays the cost of a cab ride home in case of an emergency for staff who do not drive to work.

July 2016 Update: The University continued to provide the Guaranteed Ride home program for staff who do not drive to work.

- b. Two free SOV parking passes per month for staff who commute by bike.

Currently, staff who commute by bike are eligible to receive five days of free parking per month, if they are registered with the SU Transportation office as bicycle commuters.

July 2016 Update: The University continued to provide this benefit for staff who commute.

- c. Staff access to ride share program

Seattle University participates in a ZIP Car program under which the car may be used for either University business or for the employee's personal use.

July 2016 Update: This benefit was discontinued. There are now other non-University sponsored alternatives such as Car To Go and Uber. There are also now more public transportation alternatives such as the First Hill Streetcar and the Capitol Hill Link light rail.

- d. Develop additional benefits such as discounts at a local bike shop, periodic drawings for prizes and individual recognition.

This work is in the planning stages.

July 2016 Update: Planning was suspended.

- 3. Evaluate the need for additional bike racks and/or lockers throughout campus.

This study is complete. An implementation plan is currently in the planning stage. New secure covered bike storage was opened in Spring 2015.

July 2016 Update: No changes occurred during the reporting period. Planning began for covering existing racks, which should be complete in next reporting period. The 1107 East Madison building design is in progress and includes additional bicycle parking.

Element: Pedestrians

Goal: Increase pedestrian commutes by providing support services and establishing an incentive program.

Strategies:

1. Provide the following support services:

- a. Access to showers and lockers in the Student Center.

This access is provided.

July 2016 Update: The University continued to provide this access.

- b. Work with SDOT to improve pedestrian crossings on Madison Street and Cherry Street.

July 2015 Update: Seattle University met with DPD regarding improvements on Madison in conjunction with the Madison Bus Rapid Ride development. Work on Cherry Street will follow the Madison and Broadway work. Seattle University has also been trying to work with SDOT on pedestrian safety on Marion and 12th. However, SDOT has declined to provide a traffic signal at that location.

July 2016 Update: Seattle University continued to work with the City to evaluate the installation of a traffic signal at 12th and E. Marion St. to improve pedestrian and exiting safety. The University also continued to work with SDOT on Madison Bus Rapid Transit (BRT) including sending a letter of support for funding.

2. Provide the following incentives and benefits:

- a. Guaranteed ride home in case of emergency

Seattle University has a Guaranteed Ride Home program that pays the cost of a cab ride home in case of an emergency for staff who do not drive to work.

July 2016 Update: The University continued to provide this benefit.

- b. Two free SOV parking passes per month for staff

Currently, staff who walk to work are eligible to receive five days of free parking per month, if they are enrolled as walkers with the University.

July 2016 Update: The University continued to provide employees who are registered walkers a complementary parking card for five free days of SOV parking each month, should they need to park on campus.

- c. Staff access to car share program.

Seattle University participates in a ZIP Car program under which the car may be used for either University business (employees only) or for an employee's or student's personal use.

July 2016 Update: This benefit was discontinued. There are now other non-University sponsored alternatives such as Car To Go and Uber. There are also now more public transportation alternatives such as the First Hill Streetcar and the Capitol Hill Link light rail.

- d. Security escorts for trips within two blocks of campus

The University's Nighthawk program provides free rides to all addresses within six blocks of campus between 6:00 pm and midnight Sunday through Thursday and until 2:00 am on Fridays and Saturdays. Students, Faculty and Staff may also request a walking escort to locations within two blocks of campus 24 hours a day, seven days a week.

July 2016 Update: No changes to this benefit were made during the reporting period, except the range of service was expanded from six to within eight blocks of campus.

- 3. Develop additional benefits such as periodic drawings for prizes and individual recognition.

A program is under development.

July 2016 Update: The Transportation Services Office began planning to reevaluate the best way to promote and incentivize pedestrian commuters.

Element: Marketing

Goal: Increase the campus population's awareness of program opportunities and benefits.

Strategies:

- 1. Maintain on-line kiosk in Student Center

There is a Kiosk in the Student Center.

July 2016 Update: This program was discontinued. The Transportation Services office is now the hub for commute trip and transportation information. The

office is directing the community to its office through online resources and informal communication networks. Students now access transit planning tools on their personal electronic devices (eg, iPhones, tablets, laptops, etc.).

2. Maintain on-line access to transportation services

The Seattle University website has an extensive section on Transportation options. The link to this section is:

<http://www.seattleu.edu/transportation/commuting/advantages/>

July 2016 Update: The University continued to provide on-line access on transportation options.

3. Provide program information to the campus population through orientation sessions, email notices, enclosures in student information packets and office hours for transportation office

This information is provided regularly.

July 2016 Update: Additional transportation program information was provided to the campus population through orientation sessions, and in person at the Public Safety Transportation and Parking Services Business Office, during the reporting period. Email notices and enclosures in student information packets were discontinued.

4. Provide a minimum of four Commuter Information Centers on campus

There are information centers in the Student Center, the University Services building and in the campus Collegia – which are campus gathering places provided expressly for commuter students.

July 2016 Update: The Transportation Services Office began planning to reevaluate the best way to disseminate information in addition to the current means of sharing information.

5. Promote programs in campus publications

This is done on a regular basis.

July 2016 Update: Planning began to establish a quarterly Public Safety campus wide newsletter that will include transportation and parking information.

6. Establish a comprehensive high-profile marketing campaign that is visible to each member of the campus community on a monthly basis.

The University's Marketing and Communications department is embarking on a new marketing campaign for the campus in 2014.

July 2016 Update: The University began planning to reevaluate marketing activities.

7. Increase the number of Transit Kiosks on campus and include live/on-line transit planning web access at each Kiosk.

Currently there is only one active kiosk on campus, located in the law school. The Transportation Manager is working to determine other locations and the costs to expand the kiosk system.

July 2016 Update: The University discontinued installing transit kiosks on campus. Students access transit planning tools on their personal electronic devices (eg, iPhones, tablets, laptops, etc.).

8. Organize unique, campus-wide opportunities, such as events, to promote transportation alternatives.

These have not yet been organized.

July 2016 Update: The Transportation Services Office began planning to reevaluate the best way to disseminate information in addition to the current ways that transportation alternatives information is shared.

9. Provide dedicated liaisons on campus to provide assistance and be a resource for transportation initiatives.

The Department of Public Safety has a Transportation position for this purpose.

July 2016 Update: The Department of Public Safety continued to have Transportation and Parking Services staff to provide assistance and be a resource for transportation initiatives.

10. Maintain and expand partnerships with community organizations to increase Seattle U's visibility in the community.

Seattle University does quarterly networking meetings with our institutional neighbors, and participates in community groups with an interest in transit issues such as the 12th Avenue Stewards and the Squire Park neighborhood association.

July 2016 Update: Seattle University regularly networks through meetings with its institutional neighbors and community groups.

11. Maintain and expand partnerships with Student Development organizations on campus.

The transportation coordinator position works closely with Student Development.

July 2016 Update: The transportation coordinator continued to work closely with Student Development.

Element: Institutional Policies

Goal: Establish policies that address trip reduction in the context of University sustainability

Strategies:

1. Increase on-campus student housing as described in the master plan.

Seattle University is currently preparing a ten year Strategic Facilities Plan which will include student housing.

July 2016 Update: Seattle University completed its student housing master plan and finalized its Ten Year Facility Plan for Board review in September 2016. The Ten Year Facility Plan includes projects that increase on-campus student housing. The University initiated design for new construction at 1107 East Madison that will provide additional student housing. The MUP and building permit have been submitted and are pending approval by the City.

2. Establish policies to promote flextime, telecommuting, compressed work weeks and other programs that would reduce PM peak hour commute trips.

These policies are under review by the University Human Resources Department.

July 2016 Update: These policies continued to be under review by University Human Resources.

3. Reduce campus generated trips by restricting freshmen resident students and discouraging other resident students from bringing vehicles to campus.

This policy is in place.

July 2016 Update: The policy continues to be in place.

4. Increase opportunities for on-line learning and access to campus services.

A new program has been established to create an on-line learning program.

July 2016 Update: Progress was made to expand online and hybrid learning. The hybrid format combines the best features of online and face-to-face learning. The University increased both the number of hybrid and online courses offered, as well as the number of hybrid programs in this reporting period. Online and hybrid learning is supported by the Center for Digital Learning, which offers workshops and one-on-one consultations to help faculty teach with technology, including methods that support the online and hybrid programs.

Planning for an enterprise resource planning system began, which, when launched, will improve access to campus services.

Element: Parking

Goal: Maintain the minimum parking supply necessary to support campus operations while minimizing impacts to the surrounding community.

Strategies:

1. Minimize the amount of on-campus parking required to support University operations by:

- a. Maintain SOV monthly parking rates at a point greater than the monthly cost of a transit commute.

Monthly transit passes cost approximately 10% of the monthly cost for SOV parking.

July 2016 Update: Rate increases maintained monthly transit pass costs at approximately 10% of the monthly cost for SOV parking.

- b. Reducing resident parking demand by listing remote vehicle storage suppliers, limiting residence permits, and providing residents with access to transit passes.

Currently residential permits are limited and students have access to discounted Orca passes or may check-out a pass for one day use.

July 2016 Update: Residential parking permits are limited. Additionally, resident students can purchase subsidized Orca passes if they do not have a parking permit, or they may check-out an Orca pass for one day use. Requests for long-term remote vehicle storage are evaluated, and resources are suggested, on a case-by-case basis.

- c. Maximizing the efficient operation of garages and lots by implementing parking control, monitoring and security systems.

Parking control and monitoring is in effect.

July 2016 Update: The University continued to control and monitor parking, including patrolling garages and lots 24 hours a day, seven days per week 365 days per year. Select closed-circuit television is also used and monitored at select sites.

- d. Encouraging SOV alternatives by maintaining discounted parking rate for motorcycles and providing a minimum of three days each quarter for HOV program participants to park free.

Motorcycle parking is provided on campus for \$45.00 annually. HOV commuters in Maxi-pools of 4 for more park for free on campus. Carpoolers receive approximately one free day per week for solo trips.

July 2016 Update: Motorcycle parking passes are now \$50.00 annually. Employees in registered Seattle University carpools pay \$55 per month for their carpool parking permit which is a savings of 50% compared to the cost

of monthly Single Occupant Vehicle (SOV) employee parking permits which cost \$110 per month. Members of the carpool group may each drive independently as a Single Occupant Vehicle (SOV) one day each week and are provided an SOV parking permit – this permit is included in the cost of the carpool permit. Employees who participate in VanPool or VanShare who also have a Seattle University subsidized employee Orca card receive 5 days per month of complimentary Single Occupant Vehicle (SOV) parking. In addition, all employees who have a Seattle University subsidized employee Orca card receive 5 days per month of complimentary Single Occupant Vehicle (SOV) parking.

- e. Limiting potential growth in parking demand by promoting and providing incentives for travel modes such as transit, bicycling, and walking that do not require a parking stall.

As detailed above, Seattle U provides a wide variety of incentives to encourage staff and students to commute without a car.

July 2016 Update: Seattle U continued to provide a wide variety of incentives to encourage staff and students to commute without a car.

- f. Keeping parking supplies close to the minimum code requirements and restricting the number of parking permits while monitoring demand to limit spillover parking in the neighborhood.

As campus projects occur that impact the parking supply, the code minimum and maximum stall count is monitored and adjusted. Seattle University added one parking space during the reporting period. Parking demand is also monitored in order to limit spillover.

July 2016 Update: The University continued to monitor parking supply compared to population of students and staff. Parking spaces were maintained close to the minimum number required by code.

2. Minimize impacts to the surrounding community by:

- a. Continuing to support existing RPZs and work with RPZ neighbors and partners to improve effectiveness of City enforcement. Work with the City to more effectively manage permit process.

Seattle U pays into the fund for the local RPZ and with SDOT regarding parking issues in the surrounding community.

July 2016 Update: The University continued to pay into the RPZ fund and work with SDOT related to parking issues in the neighborhood.

- b. Work with SDOT and neighborhood groups to manage on-street parking.

Seattle University does quarterly networking meetings with our institutional neighbors, and participates in community groups with an interest in transit

issues such as the 12th Avenue Stewards and the Squire Park neighborhood association. In addition, we work closely with SDOT on issues bordering the campus.

July 2016 Update: Seattle University continued to network with our institutional neighbors and community groups at various meetings throughout the year.

3. Developing and maintaining an event parking management plan that includes the following elements:

- a. Identification of a threshold (the size, timing, and type of event) that initiates plan implementation.

Implementation of this event parking management plan is initiated when the expected attendance for non-athletic events is over 2,000. The plan is implemented for Athletic events when they occur after 8pm, are games against significant opponents and/or expect attendance of more than 750.

July 2016 Update: For events of a minimum of 100 attendees, the type of event, anticipated attendance of the event, and the date and time of the event are reviewed by the Public Safety Transportation and Parking Services Department to evaluate if on-campus parking for the event can be supported. Options included encouraging attendees to carpool, use the transit system with the opening of the First Hill Streetcar and use the Capitol Hill Lightrail station.

- b. Pre-event notification to attendees to encourage non-SOV travel modes.

For both Athletic and non-athletic events, email notifications will be sent to the entire university campus as well as published in various university online correspondences that reach out to university neighbors. In addition to referencing the university transportation webpage, alternative transportation information will be provided via email to anticipated attendees.

Correspondence for athletic event attendees will come directly from Athletics (generated as a collaborative effort between the Transportation and Athletics staff) to attendees.

July 2016 Update: The department hosting the event is the point of contact to communicate to event attendees the information relating to transportation and parking for the on campus event. The departments hosting the event directly communicates options. Options that are suggested include encouraging attendees to carpool and use the transit system, such as the First Hill Streetcar and the Capitol Hill Lightrail station.

- c. Procedures for signing and staffing events to direct attendees to parking supplies.

Appropriate signage will be properly displayed for each event to ensure clarity of event parking procedures. Conference and Event Services, Parking and Transportation and Athletics (when necessary) will collaborate on signage logistics. There will also be at least one staff person from one of the aforementioned department in attendance the day of the event, designated as the event contact person.

For athletic events, the 13th and Cherry St parking lot and Connolly parking lot will serve as primary parking host facilities. The 14th and Columbia St parking lot will serve as a backup parking facility for these events.

July 2016 Update: As needed, appropriate signage will be properly displayed for on-campus events. Additionally, as needed parking staff can be requested to assist with each event.

Element: TMP Regulation and Monitoring

Goal: Establish an SOV goal and monitoring program that meets or exceeds City requirements.

Strategies:

1. Establish a campus wide SOV goal of 35% for the daytime campus population.

This goal has been established for the entire daytime campus population as part of the 2013 MIMP.

July 2016 Update: The University continued to use this goal.

2. Maintain a Transportation Coordinator position.

This position is part of the Department of Public Safety and Transportation.

July 2016 Update: This position was in effect in this reporting period.

3. Conduct a survey of the faculty, staff and student population every two years that is based on the transportation survey form.

The next Commute Trip Reduction Survey will be administered October 2015.

July 2016 Update: In Fall 2016, Seattle University is due to submit the Commute Trip Reduction (CTR) Report and Summary (copy not complete at time of this update). This report, based on TMP elements, addresses transportation and parking programming and communication, the transportation benefits available to Seattle University employees, as well as transportation and parking related facilities available to Seattle University employees.

4. Conduct CTR surveys every two years.

The most recent was conducted in 2013. See Attachment B1: 2013 Commute Trip Reduction Survey Results.

July 2016 Update: The last Commute Trip Reduction Survey was completed in Fall Quarter of 2015. See Appendix B1 for 2015 survey results. The next Commute Trip Reduction Survey will be conducted in Fall Quarter of 2017.

5. Provide annual reports to SDOT.

The annual reports are provided to SDOT, as well as the biennial CTR Surveys. The next CTR Program Report is expected to be completed October 2016.

July 2016 Update: The University will complete and submit the CTR program report by October 2016.

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ATTACHMENT A1: NEW LEASING ACTIVITY WITHIN BOUNDARY

Development Activity Within the Major Institution Overlay Boundary

New Leasing Activity during the Reporting Period

Name of Building and Address	Proposed Use	Gross Square footage
Yobi 1219 E. Marion St.	Master Lease for Student Housing	13,689 (net square feet from King County Assessors website)

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ATTACHMENT A2: NEW NON-LEASED ACTIVITY WITHIN BOUNDARY

Development Activity Within the Major Institution Overlay Boundary

New Non-Leased Activity during the Reporting Period

Name of Building and Address	Proposed Use	Gross Square Footage
<ul style="list-style-type: none">• There was no development activity in excess of 4,000 gross sf during the reporting period.		

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ATTACHMENT A3: NEW LEASING ACTIVITY BETWEEN BOUNDARY AND 2,500 FEET

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

New Leasing Activity during the Reporting Period

Name of Building and Address	Proposed Use	Gross Square footage
<ul style="list-style-type: none">No new, renewed or moved leases outside of the MIO within 2,500 feet occurred during the reporting period.		

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ATTACHMENT A4: NEW LAND AND BUILDING ACQUISITION BETWEEN BOUNDARY AND 2,500 FEET

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

New Land and Building Acquisition during the Reporting Period

Name of Building and Address	Proposed Use	Gross Square Footage
<ul style="list-style-type: none">• There were no acquisitions or sales between the MIO and 2,500 feet during the reporting period.		

**Seattle University
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ATTACHMENT B1: 2015 COMMUTE TRIP REDUCTION SURVEY RESULTS

See following pages.

CTR Employer Survey Report

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

Employer Id : E83923

Employer : Seattle University

Worksite : Seattle

Street : 1201 Madison St

Jurisdiction : City of Seattle

Survey Date : 11/12/2015

Survey Type : Online

Response Rate : 68%

Drive Alone & One-Way VMT Rates at this Worksite

Employees and Survey Response Information

Drive Alone : 41.6%

Reported Total Employees at Worksite: 1,448

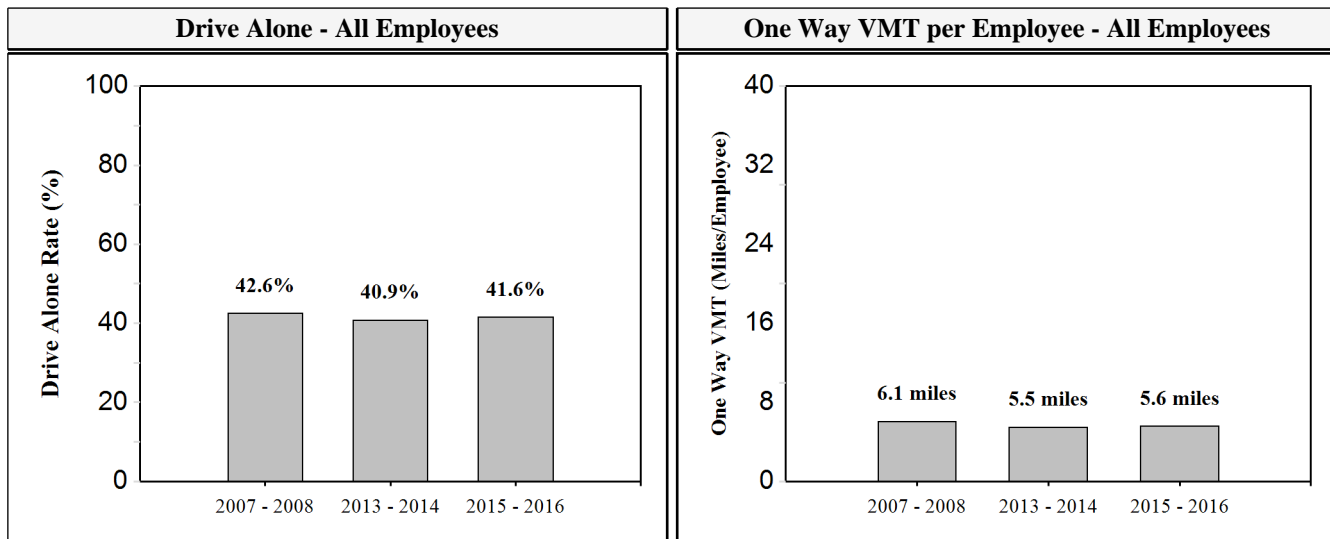
Surveys Distributed : 1,274

One-Way VMT per employee : 5.6

Surveys Returned : 863

Surveys Returned by CTR Affected Employees : 740

Total Estimated CTR - Affected Employees at Worksite : 1,092



Site History and Goal

Cycle	Drive Alone - All	Drive Alone - CTR Affected	VMT / Employee - All	VMT / Employee - CTR Affected
2007 - 2008	42.6%	39.0%	6.1	5.8
2009 - 2010	42.7%	43.2%	5.6	5.9
2011 - 2012	61.2%	64.7%	7.9	8.7
2013 - 2014	40.9%	39.9%	5.5	5.4
2015 - 2016	41.6%	40.0%	5.6	5.5
2017 - 2018	N/A	N/A	N/A	N/A
2019 - 2020	N/A	N/A	N/A	N/A
Goal	TBD	TBD	TBD	TBD
Percent Change	-2.3%	2.6%	-8.2%	-5.2%

Comparison Between Rates With and Without Fill-In

The survey response rate is indicated on Page 1. To encourage a response rate of at least 70%, additional drive alone trips are added to survey results for worksites with a response rate of less than 70%. For these worksites it is assumed that non-responding employees between the actual response rate and 70% drive alone 5 days a week. These additional trips represent the "Fill-In" applied. Note that fill-in is not applied to a worksite's first survey in the 2007 to 2012 cycle (their baseline survey).

	2007 - 2008	2013 - 2014	2015 - 2016	2015 - 2016 Without Fill In
Drive Alone - All Employees*	42.6%	40.9%	41.6%	39.6%
Drive Alone - CTR Affected Employees*	39.0%	39.9%	40.0%	37.7%
VMT/Employee - All Employees	6.1	5.5	5.6	5.4
VMT/Employees - CTR Affected Employees	5.8	5.4	5.5	5.3

* Drive alone rate includes one person motorcycles.

GHG Emissions: Total for Drive Alone, Carpools, Vanpools

Annual Greenhouse Gas Emissions (Metric Tons CO₂e) for Roundtrip Commute*

Value	2007 - 2008	2013 - 2014	2015 - 2016
Emissions for Surveyed Employees	941	1,070	968
Estimated Emissions for Total Employment	1,318	1,662	1,625

* Estimated based on VMT from commuters driving alone, carpooling, vanpooling, or motorcycling, without fill-in applied.

Bus Transit Passenger Miles and Rail Transit Passenger Miles*

Annual Transit Passenger Miles (includes Roundtrip Commute)	2007 - 2008	2013 - 2014	2015 - 2016
Bus Annual Passenger Miles - Estimated for Total Employment	1,426,176	1,752,515	1,923,004
Bus Annual Passenger Miles - Surveyed Employees	1,018,900	1,128,000	1,146,100
Ferry Annual Passenger Miles - Estimated for Total Employment	0	333,413	375,842
Ferry Annual Passenger Miles - Surveyed Employees	0	214,600	224,000
Train/Light Rail/Streetcar Annual Passenger Miles - Estimated for Total Employment	232,354	300,631	424,333
Train/Light Rail/Streetcar Annual Passenger Miles - Surveyed Employees	166,000	193,500	252,900

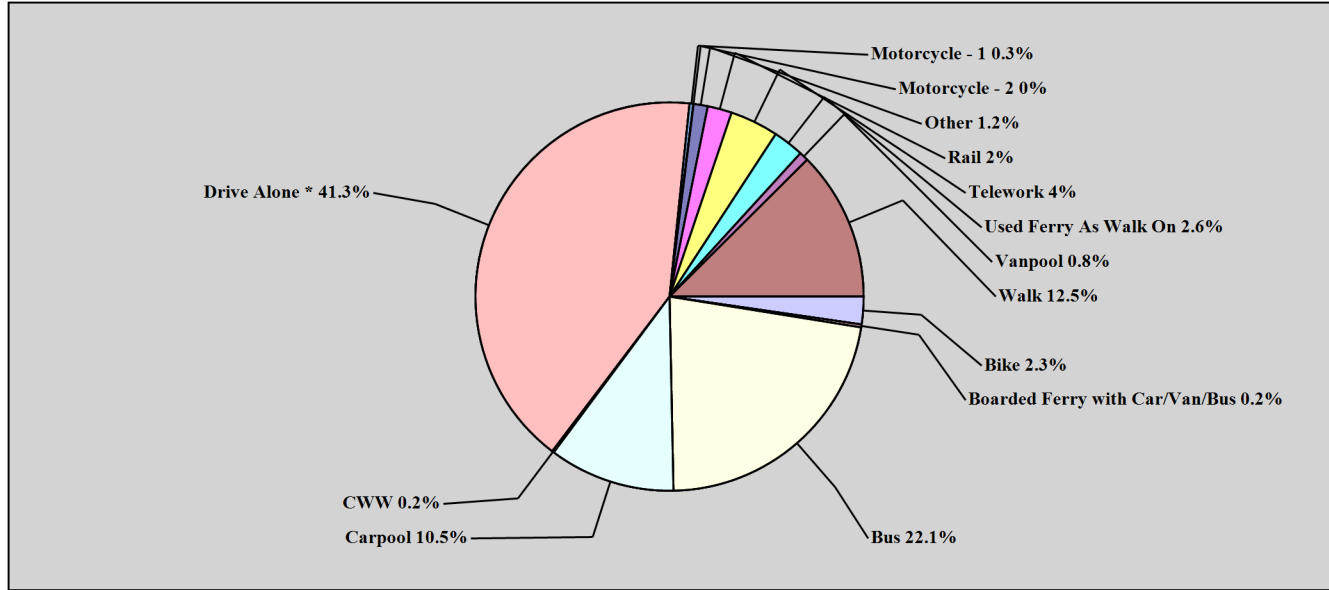
* Transit passenger miles can be used to gauge changes in transit usage, and also to calculate greenhouse gas emissions from transit commute trips. However, emissions attributable to transit vary widely, depending on the efficiency/energy source of transit vehicles and transit vehicle passenger load (typically ranging from 0.1 to 0.9 pounds CO₂e emissions/passenger mile). Employers are strongly encouraged to contact their local transit agencies for more precise information on GHG emissions for their transit trips. If nothing else is available, the value of 0.47 pounds (0.00021 metric tons) per passenger mile can be used to estimate CO₂e emissions for bus transit, and 0.39 pounds (0.00018 metric tons) CO₂e emissions per passenger mile for train/light rail/streetcar.

Q3. One way, how many miles do you commute from home to your usual work location?
Average one-way distance home to work: 11.5 miles

Commute Trips By Mode - All Employees

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

Mode Split - All Employees



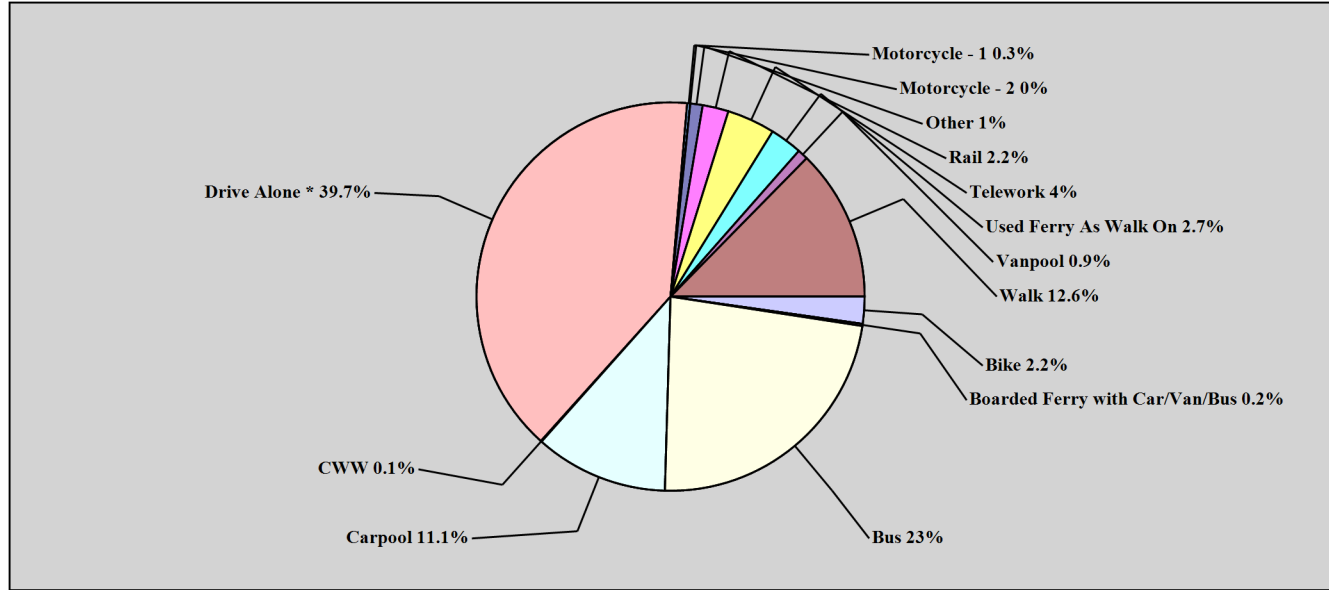
Mode	Trips During This Survey Week	% of Trips During This Survey Week	% of Trips During Previous Survey Week	Employees Who Used This Mode at Least Once During This Survey Week	% of Employees Who Used This Mode at Least Once During This Survey Week	% of Employees Who Used This Mode at Least Once During Previous Survey Week
Drive Alone *	1,821	41.3%	40.5%	492	57.0%	57.3%
Carpool	463	10.5%	11.4%	137	15.9%	16.3%
Vanpool	34	0.8%	0.7%	7	0.8%	0.9%
Motorcycle - 1	14	0.3%	0.3%	6	0.7%	0.8%
Motorcycle - 2	1	0.0%	0.2%	1	0.1%	0.5%
Bus	976	22.1%	22.3%	279	32.3%	30.2%
Rail	89	2.0%	1.6%	24	2.8%	2.6%
Bike	101	2.3%	2.1%	30	3.5%	3.9%
Walk	549	12.5%	11.7%	127	14.7%	14.3%
Telework	178	4.0%	4.1%	99	11.5%	10.1%
CWW	7	0.2%	0.5%	7	0.8%	1.9%
Boarded Ferry with Car/Van/Bus	11	0.2%	0.3%	7	0.8%	0.9%
Used Ferry As Walk On	113	2.6%	2.3%	27	3.1%	2.5%
Other	52	1.2%	1.9%	17	2.0%	3.4%

* Drive alone mode includes fill-in, where applicable.

Commute Trips By Mode - Affected Employees

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

Mode Split - Affected Employees



Mode	Trips During This Survey Week	% of Trips During This Survey Week	% of Trips During Previous Survey Week	Employees Who Used This Mode at Least Once During This Survey Week	% of Employees Who Used This Mode at Least Once During This Survey Week	% of Employees Who Used This Mode at Least Once During Previous Survey Week
Drive Alone *	1,541	39.7%	39.5%	408	55.1%	56.5%
Carpool	431	11.1%	12.4%	125	16.9%	18.1%
Vanpool	34	0.9%	0.8%	7	0.9%	0.9%
Motorcycle - 1	10	0.3%	0.3%	4	0.5%	0.5%
Motorcycle - 2	0	0.0%	0.2%	0	0.0%	0.7%
Bus	894	23.0%	23.3%	253	34.2%	32.1%
Rail	84	2.2%	1.6%	23	3.1%	2.6%
Bike	87	2.2%	2.0%	25	3.4%	4.1%
Walk	490	12.6%	11.8%	111	15.0%	14.6%
Telework	155	4.0%	3.6%	82	11.1%	9.0%
CWW	3	0.1%	0.4%	3	0.4%	1.4%
Boarded Ferry with Car/Van/Bus	7	0.2%	0.1%	5	0.7%	0.4%
Used Ferry As Walk On	104	2.7%	2.4%	25	3.4%	2.5%
Other	40	1.0%	1.6%	13	1.8%	3.3%

* Drive alone mode includes fill-in, where applicable.

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

Non-Drive Alone Number Of Days	Exactly this # of Employees	Exactly this % of Employees	At least # of Employees	At least % of employees
0 Day	253	29%	863	100%
1 Days	41	5%	610	71%
2 Days	47	5%	569	66%
3 Days	64	7%	522	60%
4 Days	110	13%	458	53%
5 Days	304	35%	348	40%
6 or More Days	44	5%	44	5%

Work Schedules By Group - All Employees (This table shows the relationship between work schedule and commute mode)

Employees who worked:	Drive Alone 5 days / week		Drive Alone 3 or 4 days / week		Used Bus At Least 3 days / week		Carpooled At Least 3 days / week		Used Rail At Least 3 days / week		Vanpooled At Least 3 times / week		Biked or Walked At Least 3 Days / week		Used 'Other' Modes At Least 3 Days / week		Used Non-Drive Alone At Least 3 Days / week	
	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%
5 days a week	167	23.2%	67	9.3%	180	25%	77	10.7%	17	2.4%	6	0.8%	120	16.7%	8	1.1%	465	64.6%
4 days a week (4/10s)	5	9.4%	21	39.6%	8	15.1%	5	9.4%	1	1.9%	0	0%	3	5.7%	1	1.9%	25	47.2%
3 days a week	0	0%	13	41.9%	1	3.2%	2	6.5%	1	3.2%	0	0%	1	3.2%	0	0%	10	32.3%
9 days in 2 weeks (9/80)	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
7 days in 2 weeks	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	1	100%	0	0%	1	100%
Other	4	7.3%	10	18.2%	6	10.9%	4	7.3%	0	0%	0	0%	4	7.3%	1	1.8%	20	36.4%

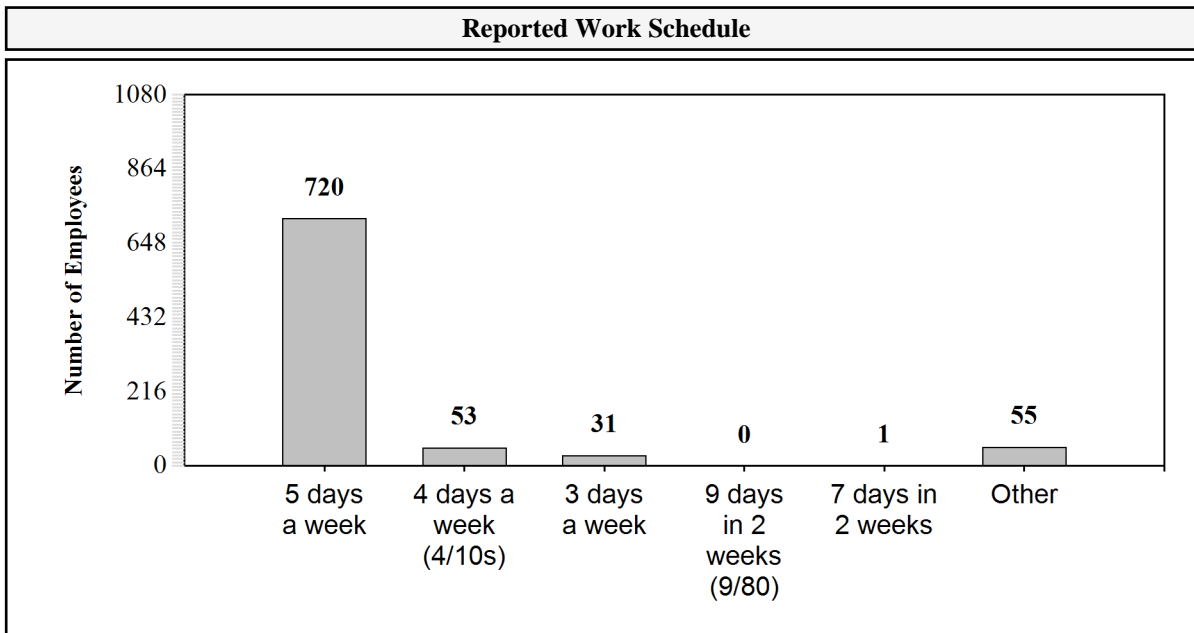
Count by Occupancy of Carpools, Vanpools, and Motorcycles

Q.4b If you used a carpool or vanpool as part of your commute, or if you ride a motorcycle, how many people (age 16 or older) are usually in the vehicle?

Ridesharing Occupancy	Mode	Response Count
1	Motorcycle	14
2	Motorcycle	1
2	Carpool	400
3	Carpool	53
4	Carpool	5
5	Carpool	0
>5	Carpool	5
<5	Vanpool	14
5	Vanpool	0
6	Vanpool	20
7	Vanpool	0
8	Vanpool	0
9	Vanpool	0
10	Vanpool	0
11	Vanpool	0
12	Vanpool	0
13	Vanpool	0
14	Vanpool	0
15	Vanpool	0

Reported Work Schedule - All Employees

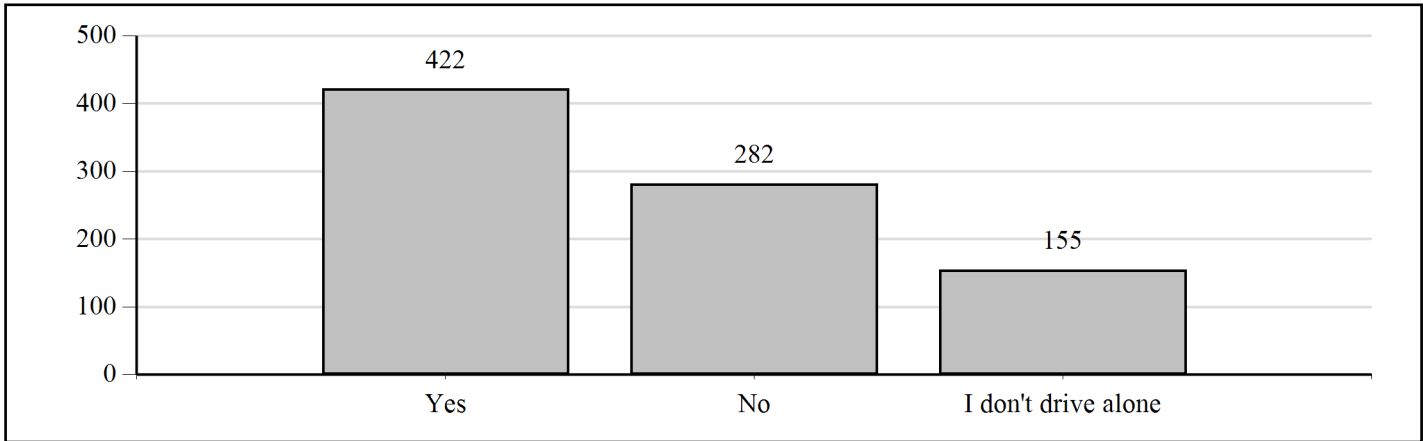
Q.5 Which of the following best describes your work schedule?



Reported Work Schedule	# Of Responses	% Of Employees
5 days a week	720	83.7%
4 days a week (4/10s)	53	6.2%
3 days a week	31	3.6%
9 days in 2 weeks (9/80)	0	0%
7 days in 2 weeks	1	0.1%
Other	55	6.4%

Parking and Telework

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



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

Telework Frequency	# of Responses	% of Responses
No Answer/Blank	4	0.5%
I don't telework	504	58.4%
Occasionally, on an as-needed basis	170	19.7%
1-2 days/month	41	4.8%
1 day/week	82	9.5%
2 days/week	37	4.3%
3 days/week	25	2.9%

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

Question Text	# of Responses	% of Responses
Free or subsidized bus, train, vanpool pass or fare benefit	384	19.5%
Cost of parking or lack of parking	278	14.1%
To save money	247	12.6%
Environmental and community benefits	232	11.8%
Personal health or well-being	229	11.7%
Other	123	6.3%
I have the option of teleworking	113	5.8%
Financial incentives for carpooling, bicycling or walking.	110	5.6%
To save time using the HOV lane	108	5.5%
Driving myself is not an option	84	4.3%
Emergency ride home is provided	25	1.3%
Preferred/reserved carpool/vanpool parking is provided	18	0.9%
I receive a financial incentive for giving up my parking space	14	0.7%

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

Question Text	# of Responses	% of Responses
Riding the bus or train is inconvenient or takes too long	516	27.9%
I like the convenience of having my car	378	20.4%
Family care or similar obligations	343	18.5%
Other	263	14.2%
My job requires me to use my car for work	144	7.8%
Bicycling or walking isn't safe	92	5.0%
My commute distance is too short	70	3.8%
I need more information on alternative modes	27	1.5%
There isn't any secure or covered bicycle parking	17	0.9%

Employee Transit Use - All Employees

Q 13. Please indicate the number of one-way transit or walk-on ferry trips you took last week on each system listed below (for any purpose, not just getting to and from work). Please select "Other" if your transit isn't listed.

Trips/Week	Employees Making This Many Transit Trips in a Week									
	Community Transit	Everett Transit	Intercity Transit	King County Metro	Kitsap Transit	Pierce Transit	Sound Transit	Whatcom Transportation Authority	Ferry as Walk-On	Other
1	7	1	1	46	1	0	13	0	7	8
2	7	1	1	44	0	0	19	0	17	0
3	5	0	0	24	1	0	2	0	2	0
4	6	1	2	34	0	0	7	0	4	1
5	3	0	0	35	3	0	7	0	2	4
6	2	0	0	30	1	0	2	0	3	1
7	1	0	0	6	0	0	1	0	0	0
8	3	0	0	51	3	0	9	0	3	0
9	0	0	0	6	0	0	0	0	0	0
10	7	0	1	41	3	1	14	0	12	0
11 or more	0	0	0	26	0	0	1	0	2	0
# Of Employees using Transit	41	3	5	343	12	1	75	0	52	14
Total One-Way Transit Trips Per Week	188	7	21	2035	79	10	363	0	259	38

Employee Transit Use - Affected Employees

Q 13. Please indicate the number of one-way transit or walk-on ferry trips you took last week on each system listed below (for any purpose, not just getting to and from work). Please select "Other" if your transit isn't listed.

Trips/Week	Employees Making This Many Transit Trips in a Week									
	Community Transit	Everett Transit	Intercity Transit	King County Metro	Kitsap Transit	Pierce Transit	Sound Transit	Whatcom Transportation Authority	Ferry as Walk-On	Other
1	7	1	1	40	1	0	11	0	5	7
2	7	1	1	40	0	0	17	0	15	0
3	5	0	0	20	1	0	2	0	2	0
4	5	1	2	27	0	0	7	0	4	1
5	3	0	0	35	3	0	6	0	2	4
6	2	0	0	26	1	0	2	0	1	0
7	1	0	0	6	0	0	1	0	0	0
8	3	0	0	46	3	0	9	0	3	0
9	0	0	0	6	0	0	0	0	0	0
10	6	0	1	40	3	1	14	0	12	0
11 or more	0	0	0	23	0	0	1	0	1	0
# Of Employees using Transit	39	3	5	309	12	1	70	0	45	12
Total One-Way Transit Trips Per Week	174	7	21	1859	79	10	352	0	229	31

Commute Mode By ZipCode for All Employees
Q8. What is your home zip code?

Home Zip code	Total Employees	Employee Percentage	Weekly Count of Trips By Mode												
			Drive Alone	Carpool	Vanpool	Motorcycle	Bus	Train	Bike	Walk	Telework	CWW	Ferry (Car/Van/Bus)	Ferry (walk-on)	Other
	1	0.12%	5	0	0	0	0	0	0	0	0	0	0	0	0
53711	1	0.12%	0	0	0	0	0	0	0	5	0	0	0	0	0
98001	4	0.46%	12	0	0	0	11	0	0	0	0	0	0	0	0
98002	3	0.35%	5	0	0	0	0	9	0	0	0	0	0	0	0
98003	3	0.35%	12	0	0	0	0	0	0	0	0	0	0	0	5
98004	5	0.58%	21	1	0	0	0	0	0	0	1	1	0	0	0
98005	3	0.35%	6	1	0	0	8	0	0	0	0	0	0	0	1
98006	5	0.58%	15	0	0	0	7	0	0	0	2	0	0	0	0
98007	1	0.12%	5	0	0	0	0	0	0	0	0	0	0	0	0
98008	2	0.23%	0	10	0	0	0	0	0	0	0	0	0	0	0
98010	1	0.12%	0	0	0	0	0	5	0	0	0	0	0	0	0
98011	6	0.70%	11	5	0	0	14	0	0	0	0	0	0	0	0
98012	6	0.70%	9	2	0	0	13	0	0	0	3	0	0	0	0
98020	9	1.04%	14	16	4	0	7	0	0	0	0	0	0	0	0
98021	3	0.35%	15	0	0	0	1	0	0	0	1	0	0	0	0
98022	2	0.23%	6	0	0	0	0	4	0	0	0	0	0	0	0
98023	9	1.04%	13	3	0	0	28	0	0	0	1	0	0	0	0
98026	10	1.16%	15	12	0	1	21	0	0	0	0	0	0	0	0
98027	12	1.39%	19	12	0	0	25	0	0	0	8	0	0	0	1
98028	2	0.23%	0	0	0	0	5	0	0	0	0	0	0	0	0
98029	8	0.93%	19	5	0	0	14	0	0	0	0	0	0	0	0
98030	3	0.35%	3	8	0	0	0	3	0	0	1	0	0	0	0
98031	2	0.23%	1	2	0	0	2	5	0	0	0	0	0	0	0
98032	3	0.35%	9	0	0	0	4	0	0	0	1	0	0	0	0
98033	1	0.12%	5	0	0	0	0	0	0	0	0	0	0	0	0
98034	6	0.70%	27	1	0	0	0	0	0	0	1	0	0	0	0



98035	1	0.12%	5	0	0	0	0	0	0	0	0	0	0	0	0
98036	2	0.23%	0	0	0	0	5	0	2	0	0	0	0	0	0
98037	4	0.46%	11	0	0	0	8	0	0	0	1	0	0	0	0
98038	2	0.23%	7	0	0	0	5	0	0	0	0	0	0	0	0
98040	7	0.81%	12	3	0	0	9	0	0	0	7	1	0	0	0
98042	4	0.46%	8	2	5	0	5	0	0	0	0	0	0	0	0
98043	8	0.93%	12	15	0	0	8	0	0	0	0	1	0	0	5
98045	1	0.12%	0	2	0	0	0	0	0	0	0	0	0	0	0
98052	8	0.93%	23	5	0	0	5	0	0	0	5	0	0	0	0
98053	3	0.35%	1	0	0	0	10	0	0	0	2	0	0	0	0
98055	5	0.58%	23	0	0	0	2	0	0	0	0	0	0	0	0
98056	11	1.27%	37	1	0	0	9	0	0	0	2	0	0	0	0
98057	2	0.23%	7	1	0	0	0	0	0	0	2	0	0	0	0
98058	13	1.51%	44	9	0	0	8	0	0	0	4	0	0	0	0
98059	2	0.23%	6	0	0	0	3	0	0	0	1	0	0	0	0
98065	1	0.12%	5	0	0	0	0	0	0	0	0	0	0	0	0
98070	8	0.93%	6	0	10	0	0	0	0	0	4	0	5	15	5
98072	3	0.35%	10	5	0	0	0	0	0	0	0	0	0	0	0
98074	1	0.12%	4	0	0	0	0	0	0	0	0	0	0	0	0
98075	1	0.12%	2	2	0	0	0	0	0	0	1	0	0	0	0
98087	1	0.12%	0	0	0	0	5	0	0	0	0	0	0	0	0
98092	1	0.12%	0	1	0	0	0	5	0	0	0	0	0	0	0
98101	8	0.93%	6	0	0	0	10	0	0	27	1	0	0	0	0
98102	35	4.06%	61	0	0	0	36	0	9	70	4	0	0	0	0
98103	23	2.67%	53	17	0	0	24	0	11	0	5	1	0	0	0
98104	6	0.70%	0	2	0	0	3	0	0	25	0	0	0	0	0
98105	13	1.51%	18	9	0	0	22	0	1	0	2	0	0	0	5
98106	17	1.97%	42	8	0	0	20	0	0	0	5	0	0	0	0
98107	17	1.97%	48	4	0	0	31	0	0	0	4	0	0	0	0
98108	9	1.04%	29	6	0	0	2	2	0	3	2	1	0	0	0
98109	19	2.20%	31	6	0	0	45	5	0	5	2	0	0	0	2
98110	16	1.85%	0	0	0	0	0	0	3	0	7	0	3	65	4
98112	32	3.71%	36	6	0	0	41	2	13	35	5	0	0	0	9
98114	1	0.12%	0	0	0	0	5	0	0	0	0	0	0	0	0
98115	37	4.29%	82	21	0	0	53	0	7	0	18	0	0	0	9
98116	20	2.32%	64	9	0	3	9	0	0	0	6	1	0	2	0
98117	21	2.43%	52	11	0	0	35	0	2	0	7	0	0	0	0



98118	27	3.13%	72	11	0	1	41	2	0	0	11	0	0	0	0
98119	13	1.51%	27	5	0	0	22	0	5	1	6	0	0	0	0
98121	6	0.70%	3	0	0	2	13	0	0	14	0	0	0	0	0
98122	92	10.66%	62	5	0	0	49	0	31	327	5	1	0	0	4
98123	1	0.12%	3	0	0	0	0	0	0	2	0	0	0	0	0
98125	26	3.01%	48	26	0	0	47	0	0	0	8	0	0	0	0
98126	12	1.39%	31	12	0	0	13	0	0	0	0	0	0	0	0
98133	22	2.55%	33	24	0	0	44	0	0	0	2	0	0	0	0
98136	11	1.27%	39	0	0	0	6	0	0	0	2	0	0	0	0
98144	36	4.17%	100	17	0	3	22	0	9	29	2	0	0	0	2
98146	12	1.39%	36	15	0	0	10	0	0	0	0	0	0	0	0
98148	1	0.12%	0	5	0	0	0	0	0	0	0	0	0	0	0
98155	18	2.09%	25	37	0	0	22	0	0	0	2	0	0	0	0
98164	2	0.23%	5	0	0	0	0	0	0	5	0	0	0	0	0
98166	5	0.58%	12	0	0	0	5	0	0	0	4	0	0	0	0
98168	6	0.70%	12	6	0	0	11	0	0	0	0	0	0	0	0
98177	5	0.58%	12	1	0	0	7	0	1	0	1	0	0	0	0
98178	7	0.81%	29	5	0	0	0	0	0	0	1	0	0	0	0
98188	4	0.46%	13	0	0	0	0	9	0	0	0	0	0	0	0
98198	7	0.81%	23	4	0	0	4	4	0	0	0	0	0	0	0
98199	15	1.74%	24	18	0	0	24	0	4	0	1	0	0	0	0
98201	2	0.23%	5	0	0	0	5	0	0	0	0	0	0	0	0
98203	1	0.12%	5	0	0	0	0	0	0	0	0	0	0	0	0
98204	2	0.23%	5	1	0	0	4	0	0	0	0	0	0	0	0
98208	3	0.35%	0	1	5	0	7	0	0	0	0	0	0	0	0
98211	1	0.12%	2	0	0	0	0	0	0	0	4	0	0	0	0
98226	1	0.12%	0	0	0	5	0	0	0	0	0	0	0	0	0
98236	1	0.12%	0	1	0	0	0	0	0	0	0	0	0	0	0
98251	2	0.23%	2	5	0	0	0	0	0	0	4	0	0	0	0
98270	2	0.23%	0	10	0	0	0	0	0	0	0	0	0	0	0
98271	2	0.23%	0	0	10	0	0	0	0	0	0	0	0	0	0
98275	3	0.35%	5	0	0	0	7	3	0	0	0	0	0	0	0
98284	1	0.12%	2	3	0	0	0	0	0	0	0	0	0	0	0
98290	1	0.12%	5	0	0	0	0	0	0	0	0	0	0	0	0
98292	2	0.23%	4	5	0	0	0	0	0	0	0	0	0	0	0
98296	1	0.12%	3	0	0	0	2	0	0	0	0	0	0	0	0
98310	2	0.23%	0	0	0	0	0	0	3	0	0	0	0	6	0



98311	1	0.12%	0	0	0	0	0	0	0	0	0	0	0	5	0
98329	1	0.12%	0	0	0	0	4	0	0	0	1	0	0	0	0
98338	1	0.12%	0	0	0	0	5	0	0	0	0	0	0	0	0
98354	2	0.23%	1	9	0	0	0	0	0	0	0	0	0	0	0
98367	2	0.23%	0	2	0	0	0	0	0	0	0	0	0	8	0
98370	2	0.23%	0	0	0	0	0	0	0	0	0	0	3	7	0
98371	2	0.23%	0	4	0	0	0	4	0	0	0	0	0	0	0
98372	1	0.12%	5	0	0	0	0	0	0	0	0	0	0	0	0
98383	1	0.12%	0	0	0	0	0	0	0	0	0	0	0	5	0
98402	1	0.12%	0	0	0	0	5	0	0	0	0	0	0	0	0
98403	1	0.12%	0	0	0	0	0	4	0	0	0	0	0	0	0
98404	2	0.23%	12	0	0	0	0	0	0	0	0	0	0	0	0
98406	2	0.23%	0	4	0	0	4	0	0	0	1	0	0	0	0
98407	2	0.23%	2	0	0	0	5	3	0	0	0	0	0	0	0
98408	1	0.12%	0	0	0	0	0	5	0	0	0	0	0	0	0
98418	1	0.12%	0	0	0	0	1	3	0	0	1	0	0	0	0
98422	4	0.46%	11	0	0	0	4	5	0	0	0	0	0	0	0
98445	1	0.12%	0	0	0	0	0	2	0	0	1	0	0	0	0
98466	4	0.46%	5	4	0	0	5	5	0	0	0	0	0	0	0
98499	1	0.12%	0	0	0	0	0	0	0	0	5	0	0	0	0
98501	1	0.12%	2	0	0	0	0	0	0	1	0	0	0	0	0