UNIVERSITY OF WASHINGTON

2019 SEATTLE CAMPUS MASTER PLAN

February 2019 Compiled Plan

TABLE OF CONTENTS

1 EXECUTIVE SUMMARY

EXECUTIVE SUMMARY

PURPOSE AND CONTEXT

The 2019 Campus Master Plan (CMP) is the primary regulatory vehicle for the University's future development, defining both the square footage to be constructed and the geographic location of such development. The CMP applies to the Seattle campus and the University's property located within the Major Institution Overlay, or MIO, and is guided by the City-University Agreement between the University of Washington and the City of Seattle.

This CMP builds on the 2003 Campus Master Plan. The University has been a national leader in campus planning, design, and construction, successfully implementing a significant number of capital projects anticipated in the 2003 Plan. Such growth means that the University has approximately 211,000 net gross square feet of development left out of the 3.0 million gross square feet approved in the 2003 Campus Master Plan.

Work on this CMP began in 2015 so that by early 2019, the CMP would be in place to accommodate the Seattle campus' growth demands. The University of Washington developed this long-term vision for the Seattle campus as well as a 10-year conceptual plan for campus growth that provides for the preservation of historic campus assets with intensive investment.

Reflecting the participation of a campus-wide advisory committee and multiple stakeholders, this CMP is shaped by the strategic goals and the academic, research, and service missions of the University, all of which shall guide the physical development of the campus during the life of the 2019 CMP.

Figure 1. Existing Conditions Aerial Image, 2016.

Figure 2. Long-Term Vision. Graphics are for Illustrative Purposes Only

Potential Building

Existing Building

Potential Open Space

GROWTH ALLOWANCE

The general approach underlying this CMP is to align the Seattle campus' evolving needs for a 10-year conceptual plan within the long-term vision for the campus. Issues considered in the 10-year planning horizon are anticipated enrollment growth, increased teaching and research demands, future transportation needs, economic growth, and the needs of the University community.

The University's growth allowance in this CMP is 6.0 million net new gross square feet of development. This CMP identifies 86 potential development sites to accommodate the anticipated growth. Each potential development site is defined in terms of maximum height and total maximum gross square feet. The 86 potential development sites contain a maximum development potential of almost 12 million net new gross square feet of development, of which only 6.0 million net new gross square feet may be developed under the growth allowance. The potential development sites are spread throughout four campus sectors with general development limits as follows:

Central Campus
900,000 net new gross square feet

West Campus
3,000,000 net new gross square feet

South Campus
1,350,000 net new gross square feet

East Campus
750,000 net new gross square feet

Total Seattle Campus Growth Allowance
6,000,000 net new gross square feet

The 10-year planning horizon establishes the analytical basis of this CMP. However, the CMP shall remain in effect until the growth allowance has been fully developed or a new campus master plan is approved.

2019 SEATTLE CAMPUS MASTER PLAN CONTENT

The 2019 CMP includes recommendations for open space, circulation, transportation, and physical development (Chapter 5 - Vision, Principles, Frameworks). Uses for new construction projects all help fulfill the University's mission and are considered "academic." These uses are further defined in the Development Standards chapter found on page 256. It is impossible to predict specific categories of academic uses on specific sites because of the dynamic nature of education, continual changes in technology, and the uncertainty of funding sources for new construction. Thus, this CMP creates a development framework to guide the 6.0 million growth allowance. Potential development sites (pages 124 to 125), development standards (pages 228 to 257) and design guidance (pages 156 to 157) outline how each site would be developed. Specific development sites and their desired development characteristics are described in the Project Review and Design Guidance chapter of this document, pages 148 to 227.

Both the City and the University recognize the need for coordinated planning that allows the University to continue to pursue its instruction, research, and service missions. At the same time, the CMP planning process is intended to foresee, assess, and outline mitigation measures for the potential direct, indirect, and cumulative impacts of long-term development. This maximizes positive effects and minimizes adverse impacts upon the City and campus environments, particularly to communities surrounding the University, and promotes the health and vitality of residential, business, and academic communities.

Community outreach has been a major part of the CMP planning process. The University believes this CMP reflects the interests of the large and diverse communities it serves. To achieve this, the University facilitated and encouraged meaningful and ongoing community involvement throughout the planning process. The Public Participation Program, which documents this involvement, is included in the Appendix on page 280.

Open space recommendations presented in the CMP reinforce the University's commitment to the creation and stewardship of campus open space and landscape features. The CMP builds upon and preserves the existing open space structure, which includes Red Square, Rainier Vista, the Liberal Arts Quad, Olympic Vista, Parrington Lawn, Denny Field, Denny Yard, the HUB Yard, Portage Bay Vista, and the Union Bay Natural Area, among others. New open spaces introduced in this CMP include the West Campus Green, South Campus Green, East Campus Connection, and the Continuous Waterfront Trail. In addition to open spaces, the CMP situates development in a manner that preserves and reinforces the following view corridors: the Rainier Vista, Olympic Vista, and Portage Bay Vista; the view toward the Portage Bay waterfront across the South Campus Green; the view south to Portage Bay across the West Campus Green; and the mountain and water views east across and from the East Campus Connection, and along and from the pedestrian walk on Snohomish Lane between Mechanical Engineering and Computer Science Engineering II. View corridors are identified in the Development Standards Chapter on pages 251 through 253. Development sites are also limited throughout Central Campus to maintain the traditional campus setting.

GUIDING PRINCIPLES

The CMP creates a framework designed to enable the UW's continued evolution as a 21st century public higher education research and service institution. The CMP provides for the preservation of historic campus assets with increased density, and relies on the University's strategic goals, academic, research, and service missions, and capital plan objectives, to inform the physical development of the campus. Five overarching principles guide the 2019 CMP:

Flexible Framework

Create a lasting and flexible planning framework to guide development of University projects during the identification of a development site and implementation of development guidelines and standards in support of the University of Washington's education, research, and service missions.

Learning Based Academic and Research Partnerships

Support and catalyze academic, teaching and research partnerships with allied industries; contribute to a highly livable innovation environment; and stimulate job growth and community and economic development.

Sustainable Development

Implement the UW's commitment to sustainable land use through the preservation and utilization of its existing property and the balance of development, open space, and public use.

Connectivity

Extend the UW's commitment to better connect the University internally and with its broader context.

Stewardship of Historic, Cultural, and Ecological Resources

Continue responsible and proactive stewardship of the UW's campus assets through preservation of its historic, cultural, and ecological resources and strategic property development.

CAMPUS SECTORS

The CMP includes specific strategies and recommendations for each of the four campus sectors: Central Campus, West Campus, South Campus, and East Campus. Big moves in each sector reinforce both the guiding principles as well as the long-term vision for each campus sector, and address the public realm, connectivity, and built environment. The big moves for each sector are identified on the following pages, and are discussed in greater detail in Chapter 6 - Project Review and Design Guidance, on pages 148 through 227.

Figure 3. Campus Sectors

Central Campus

Central Campus is a hub of learning activity and knowledge sharing, and accommodates many academic and research facilities. Central Campus is home to the culturally significant academic core and is characterized by significant open spaces framed by a mix of historic and new buildings. The long-term vision for Central Campus:

Figure 4. Central Campus. Graphics are for Illustrative Purposes Only

West Campus

West Campus is the most urban of the four campus sectors and accommodates a wide range of uses including student housing, academic, research, and cultural programs. Given its regional transportation access from I-5, regional transit services, retail, research in numerous fields, as well as cafes, industry partners, and a significant supply of the UW-operated student housing, West Campus is uniquely positioned to develop as an "innovation district" within the broader Seattle region (see page 78 for more detail on the UW's history of innovation activity). The long-term vision for West Campus:

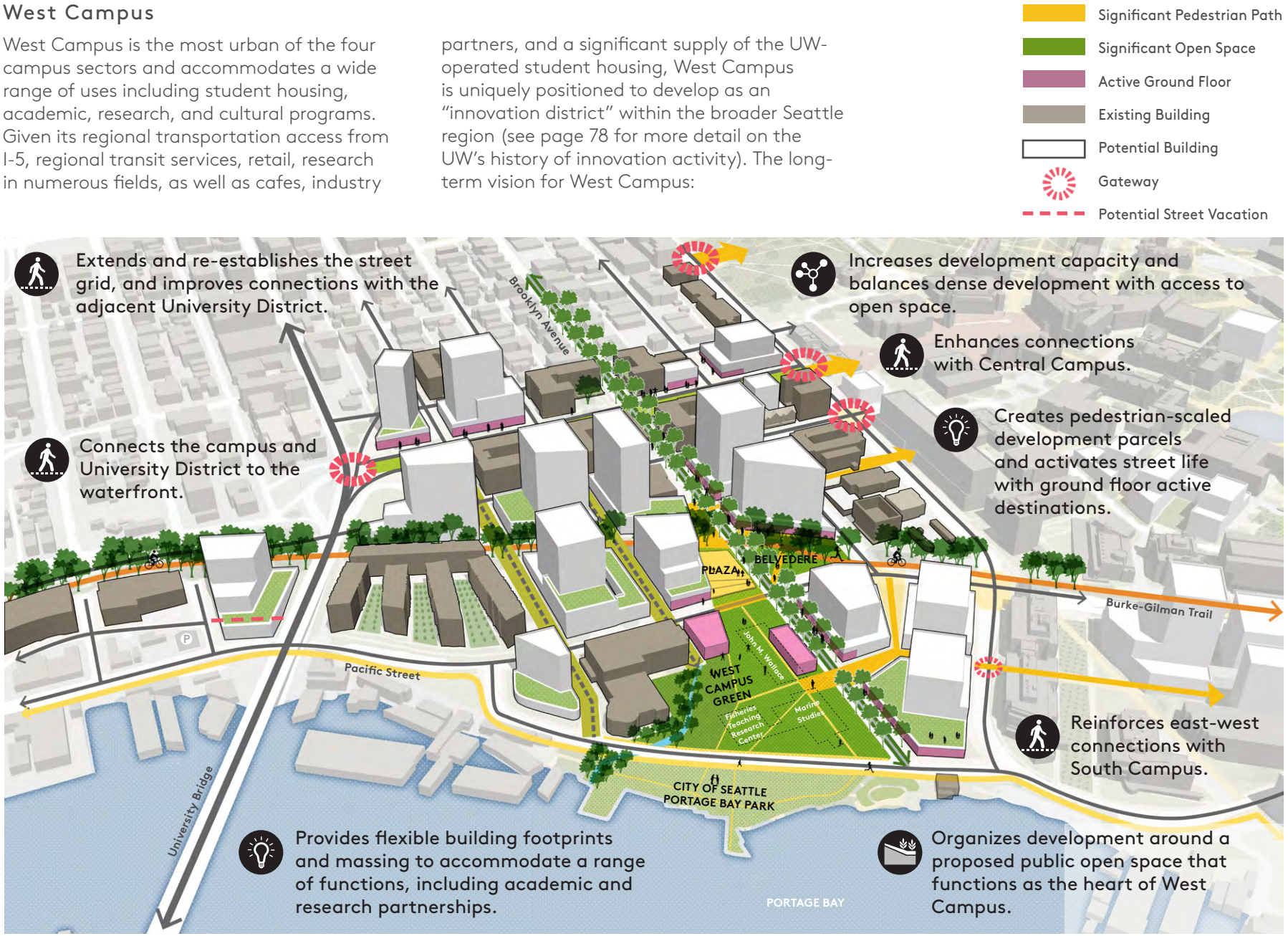


Figure 5. West Campus. Graphics are for Illustrative Purposes Only

South Campus

South Campus supports the UW's Health Sciences functions and the Medical Center. It is home to academic, research, and clinical functions for the University's six health sciences schools and assorted environmental and natural settings, along a waterfront that is largely inaccessible. Its monolithic structure is dense and disorienting both inside and out. In South Campus, the CMP proposes the long-term redevelopment of much of the health sciences complex incrementally. The long-term vision for South Campus:

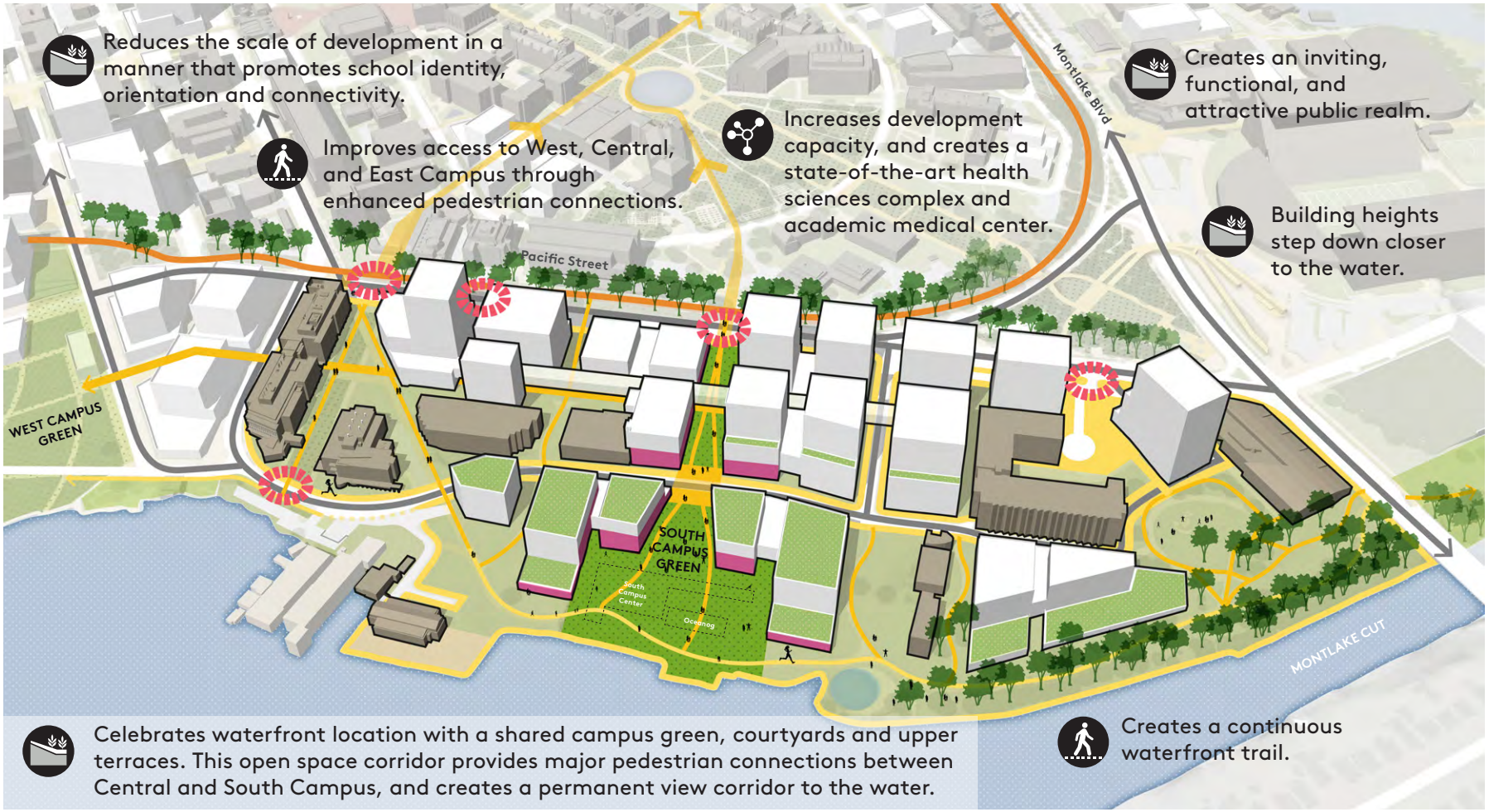
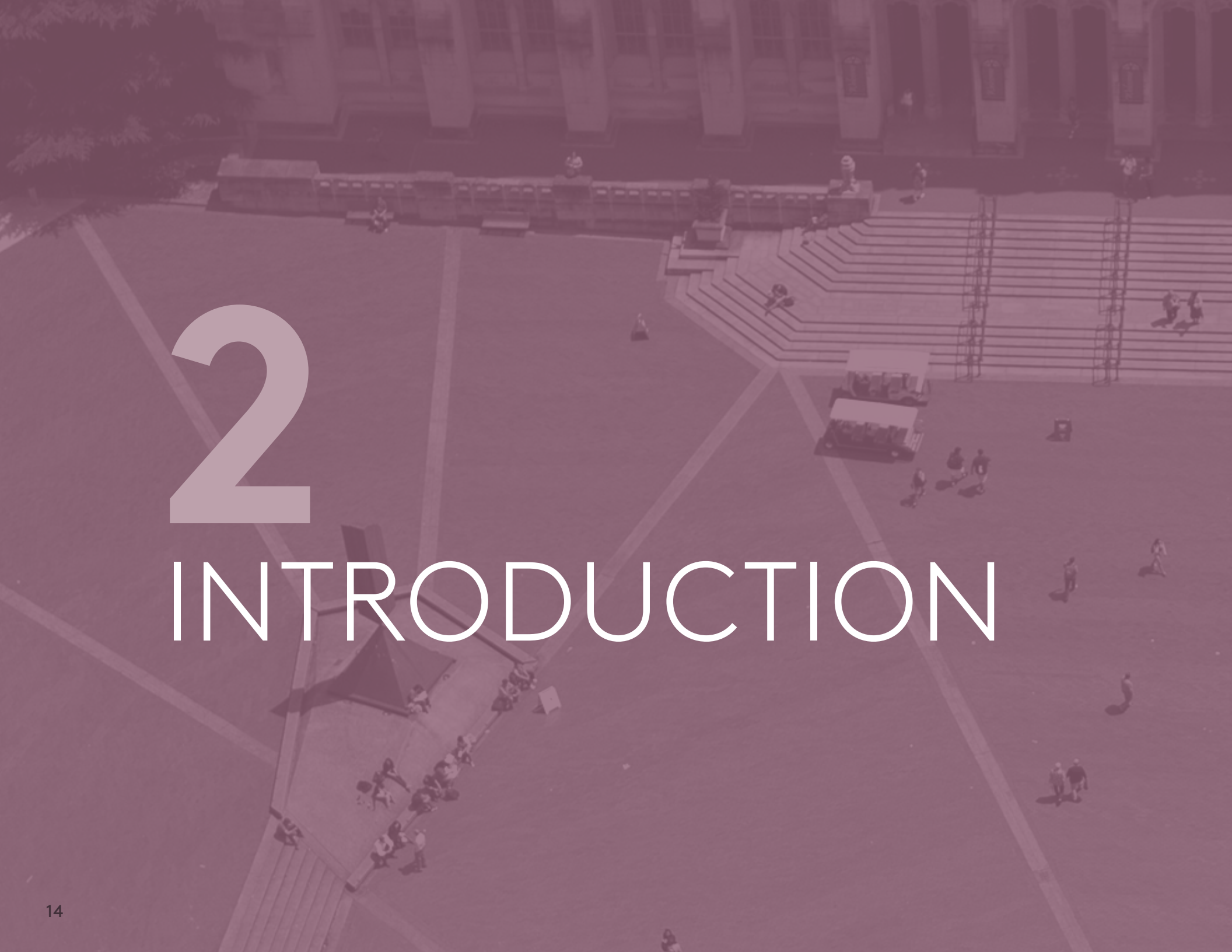


Figure 6. South Campus. Graphics are for Illustrative Purposes Only

East Campus

East Campus currently accommodates the Union Bay Natural Area, athletics, recreational, and other University facilities, and parking to support sporting events and campus commuters. Much of East Campus is built on a methane-producing landfill and constitutes a seismic liquefaction zone, adding cost to building construction in this location. The long-term vision for East Campus:

Figure 7. East Campus. Graphics are for Illustrative Purposes Only



2 INTRODUCTION

- PURPOSE AND PROCESS
- CITY-UNIVERSITY AGREEMENT
- PLANNING CONTEXT AND ASSUMPTIONS
- PHYSICAL GROWTH

PURPOSE AND PROCESS

The University of Washington is one of the world's preeminent public universities. Its impact on individuals, on the region, and on the world is profound — whether it is launching young people into a boundless future or confronting the grand challenges of our time through undaunted research and scholarship. Educating more than 54,000 students annually on its three campuses, students, faculty, and staff at the University of Washington work together to turn ideas into impact, and in the process transform lives and our world.

While the University of Washington has three major campuses, located in Seattle, Bothell, and Tacoma this master planning effort focuses on its Seattle campus. The 2019 Seattle Campus Master Plan (CMP) is approved by the Seattle City Council and the UW Board of Regents. The CMP serves as the primary regulatory vehicle for the University's future development, defining the growth allowance to be constructed and the potential geographic locations for such development. This CMP also provides a long-term aspirational vision for future development, and includes a public realm strategy that serves the campus and surrounding community with significant open spaces and enhanced connections.

MISSION STATEMENT

The primary mission of the University of Washington is the preservation, advancement, and dissemination of knowledge. The University preserves knowledge through its libraries and collections, its courses, and the scholarship of its faculty. It advances new knowledge through many forms of research, inquiry and discussion; and disseminates it through the classroom and the laboratory, scholarly exchanges, creative practice, international education, and public service. As one of the nation's most highly respected teaching and research institutions, the University is committed to maintaining an environment for objectivity and imaginative inquiry and for the original scholarship and research that ensure the production of new knowledge in the free exchange of facts, theories, and ideas.

The University fosters an environment in which its students can develop and exercise mature and independent judgment and an appreciation of the range and diversity of human achievement.

PURPOSE AND PROCESS

The University of Washington's long-term vision for the Seattle campus informs its 10-year conceptual plan for campus growth that balances the preservation of historic campus assets with intensive investment. Individual sector plans including the West Campus Development Framework, South Campus Study Phase II, East Campus Planning Study, and the Campus Landscape Framework are prior planning efforts foundational to this CMP.

Issues considered in the 10-year planning period are anticipated enrollment growth, increased teaching and research demands, future transportation needs, economic growth, and the needs of the University community. Reflecting the participation of a campus-wide advisory committee and multiple stakeholders, this CMP is shaped by strategic goals and academic, research, and service missions of the University to guide the physical development of the campus during the life of the CMP.

The Seattle CMP process is guided by the City-University Agreement between the University of Washington and the City of Seattle. The University of Washington's previous plan was

2016 Bird's Eye View of the Seattle Campus Looking North

Figure 8.

its 2003 Campus Master Plan. Since then, the University has been a national leader in campus planning, design, and construction, successfully implementing a significant number of possible capital projects anticipated in the 2003 Campus Master Plan. Such growth means that the University has approximately 211,000 gross square feet of development left out of the 3.0 million gross square feet approved in the 2003 Campus Master Plan. Work on this CMP began in 2015 so that by early 2019, the CMP would be in place to accommodate the new growth requirements.

This CMP follows, builds on, and replaces the 2003 Seattle Campus Master Plan, extending the continuity of planning developed over the history of the University of Washington. This CMP includes guidelines and development standards for developing 6.0 million net new gross square feet of development on the Seattle campus.

The physical assets of the campus are located within boundaries designated by a Major Institutional Overlay (MIO) as established by Ordinance 112317 and subsequently amended. Together these assets form a campus structure of open space, circulation, and buildings that successfully supports the campus mission. Growth, evolving functional needs, and changing technologies necessitate development that supports the University mission. This CMP has been formulated to maintain and enhance the fundamental mission of the University, its multiple important roles in undergraduate, graduate, and professional education, and its dedication to research and public service.

This CMP conserves and enhances the open space of the campus and guides future development. It describes characteristics and built environment components of the campus physical environment which shall guide future design and decisions that impact the campus, the environment, and surrounding communities. The scope of the CMP includes defining future open spaces, circulation patterns, building sites, and campus physical capacity along with planned growth. Impacts on the campus and the primary and secondary impact zones of surrounding communities are analyzed through the EIS process.

The 2019 CMP includes recommendations for open space, circulation, transportation, and physical development (Chapter 5 - Vision, Principles, Frameworks). Uses for new construction projects all help fulfill the University's mission and are considered "academic." These uses are further defined in the Development Standards chapter found on page 256. It is impossible to predict specific categories of academic uses on specific sites because of the dynamic nature of education, continual changes in technology, and the uncertainty of funding sources for new construction. Thus, this CMP creates a development framework to guide the 6.0 million growth allowance. Potential development sites (pages 124 to 125), development standards (pages 228 to 257) and design guidance (pages 156 to 157) outline how each site would be developed. Specific development sites and their desired development characteristics are described in the Project Review and Design Guidance chapter of this document, pages 148 to 227.

Both the City and the University recognize the need for coordinated planning that allows the University to continue to pursue its instruction, research, and service goals. At the same time, the CMP planning process is intended to foresee, assess, and outline mitigation measures for the potential direct, indirect, and cumulative impacts of long-term

development. This maximizes positive effects and minimizes adverse impacts upon the city and campus environments, particularly to communities surrounding the University, and promotes the health and vitality of residential, business, and academic communities.

Community outreach has been a major part of the planning process. The University believes this CMP reflects the interests of the large and diverse communities it serves. To achieve this, the University facilitated and encouraged meaningful and ongoing community involvement throughout the planning process. The Public Participation Program, which documents this involvement, is included in the Appendix on page 280.

THE CITY-UNIVERSITY AGREEMENT

The elements considered in the development of this Campus Master Plan are those outlined in the City-University Agreement. The City-University Agreement requires the University to formulate a 10-year conceptual Master Plan and Environmental Impact Statement.[1] The University worked closely with the City-University Community Advisory Committee (CUCAC), and the City Department of Neighborhoods and Construction and Inspections to assure that all required elements of the Campus Master Plan were addressed. Elements that are addressed in the Campus Master Plan include:

- Current boundaries and any proposed boundary changes (page 26). No changes are being proposed.
- Proposed non-institutional zone designations for areas within the boundaries. No changes are being proposed.
- A site plan designating height and location of existing facilities (page 75), location of existing and proposed open space (pages 41 and 97), landscaping and screening (page 45 to 47), and general use and location of any proposed development and proposed alternatives (page 234 to 237).
- The institutional zone (page 26) and development standards to be used by the University (pages 232 to 253).
- A general description of existing and proposed parking facilities (pages 69 and 121) and bicycle (pages 59 and 115), pedestrian (pages 53 and 113), and traffic circulation systems (pages 61, 63, 117, and 119) within the University boundaries and their relationship to the external street system.
- A Transportation Management Plan (TMP) which includes a menu of specific University programs to minimize traffic impacts and encourage the use of public transit, carpools, vanpools, and other alternatives to single-occupancy vehicles (pages 258 to 269). A broader discussion of the TMP is provided in the Transportation Discipline Report of the Campus Master Plan EIS.
- A general description of future energy and utility needs, system and capacity improvements, and proposed means of increasing energy efficiency (pages 140 to 147).
- A description of alternative proposals for physical development including explanation of the reasons for considering each alternative has been provided in the EIS.
- Proposed development phases, including development priorities, an estimated timetable for proposed developments, and proposed interim uses of property awaiting development (page 151).
- A description of any proposed street or alley vacation (pages 118 to 119).
- Proposed changes to the land acquisition and leasing policy. No changes are being proposed but the current land acquisition and leasing policies are listed on page 155 in the Project Review and Design Guidance chapter (pages 148 to 227).

1 The University's 10-year planning horizon is based on this requirement. Consistent with the planning horizon of the GPDP and the 2003 Campus Master Plan, this 2019 Campus Master Plan shall remain in effect until the growth allowance of 6.0 million net new gross square feet is constructed or a new master plan is approved. The development of a new master plan shall not be required unless changes in the planning context and assumptions warrant.

PLANNING CONTEXT AND ASSUMPTIONS

REGIONAL SETTING

The University of Washington is comprised of three campuses including locations in Bothell—12 miles to the north, Tacoma—36 miles to the south, along with its campus in Seattle. The Seattle campus benefits from its proximity to downtown Seattle and local and regional transit facilities including Sound Transit's North Link connecting the University of Washington Station and the U District Station to downtown Seattle and Northgate by 2021.

NEIGHBORHOOD CONTEXT

The University of Washington is situated within Seattle's University District, an "urban center" according to the City's Comprehensive Plan, and is bounded by I-5 on the west, Ravenna and NE 45th street to the north, 15th Ave NE on the east, and the shoreline to the south. The University District is home to a significant portion of off-campus student housing, cafes, and amenities, including the University Bookstore, located along University Way, also referred to as "The Ave." The University owns and leases space throughout the University District, notably the UW Tower; such properties fall outside the Major Institution Overlay, or MIO.

The University's broader neighborhood context includes ten surrounding neighborhoods, all of which are located within a ten-minute walk from campus. The surrounding neighborhoods include Roosevelt, University Park, the University District, Wallingford, Eastlake, Laurelhurst, Montlake, Portage Bay Roanoke, Ravenna, and Bryant. Off-campus student housing and Greek housing are concentrated throughout University Park and the University District.

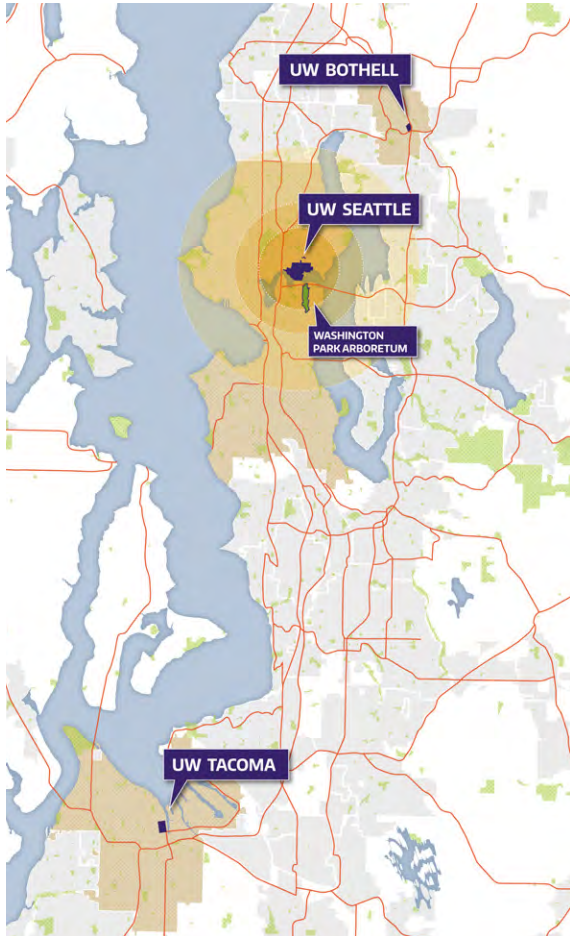
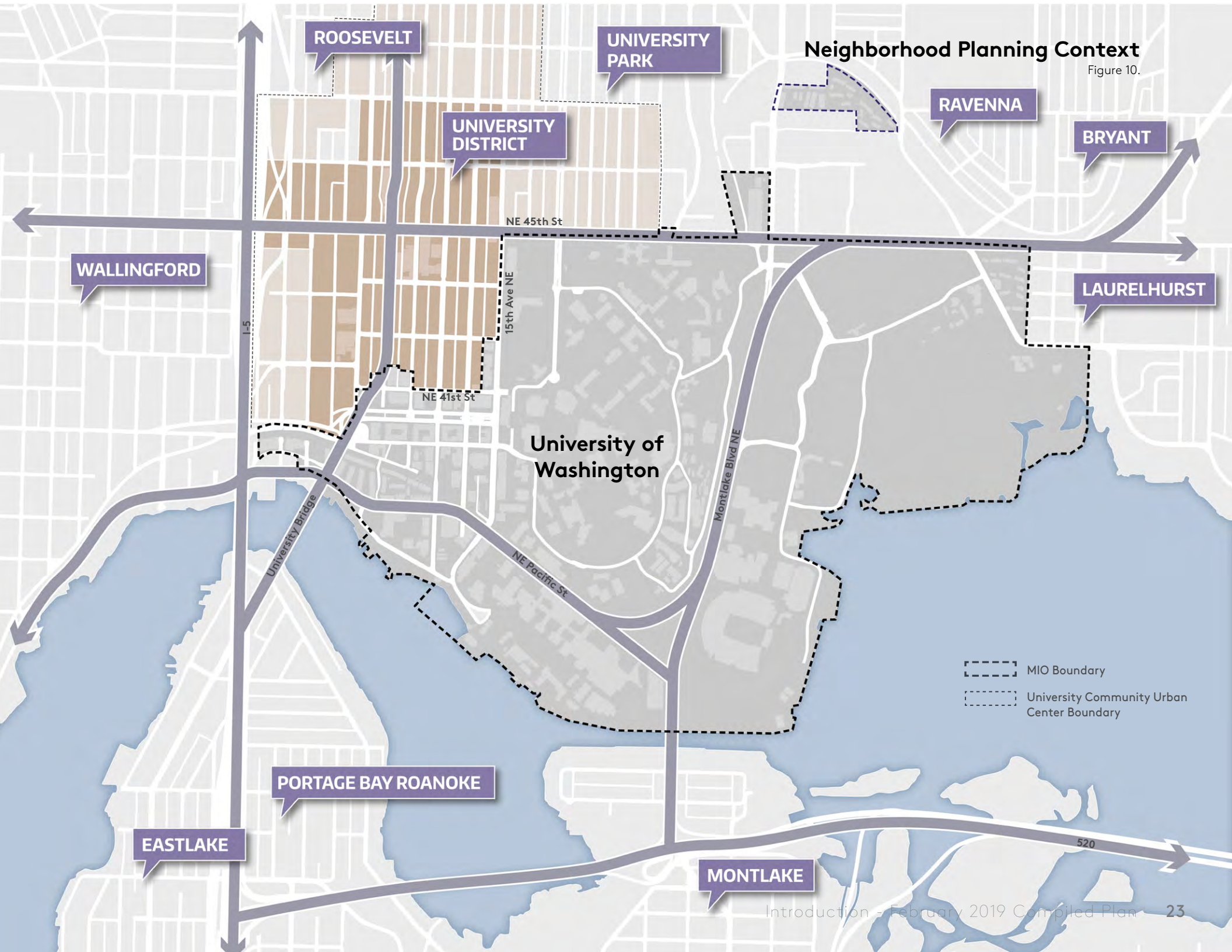


Figure 9. Regional Context (above) and Figure 10. Neighborhoods around the University (opposite)

Neighborhood Planning Context

Figure 10.



REGULATORY AUTHORITY AND PLANNING PROCESS

This CMP reflects the context of the University's ongoing planning and capital budgeting process, and the related growth forecasts and assumptions which are described in the Environmental Impact Statement.

1. Pursuant to RCW 28B.20.130, the University of Washington Board of Regents has "full control of the University and its property of various kinds, except as otherwise provided by law." Pursuant to RCW 36.70A.103 and .200, "[s]tate agencies shall comply with the local... development regulations and amendments thereto adopted pursuant to this chapter," but "[n]o local... development regulation may preclude the siting of essential public facilities," including "state education facilities." The Washington Supreme Court has ruled that the University is a state agency and the Regents' "full control" under RCW 28B.20.130 is limited by RCW 36.70A.103.

2. The University has an established planning process which involves many standing committees including the following committees (or their successors) the University Budget Committee, the Capital Budget Committee, the Board of Deans, the UW Architectural Commission (UWAC), the Faculty Council on University Facilities and Services (FCUFS), the University Landscape Advisory Committee (ULAC), the University Transportation Committee, Design Review Board (DRB), and the State Environmental Policy Act Advisory Committee.

3. The City-University Agreement governs preparation of the CMP. Consistent with the City-University Agreement and the City's Major Institutions Code, the CMP includes design guidance, development standards of the underlying zoning, and other elements unlike those applicable to other major institutions. A Major Institution Overlay (MIO) district and boundaries are established through City ordinance.

4. The University shall comply with the provisions of the State Environmental Policy Act (SEPA) in the review and approval of the CMP. The University is the SEPA Lead Agency per RCW 43.21C, WAC 197-11-050 and WAC 478-324, and is responsible for SEPA compliance.

5. University development remains subject to City development regulations that do not constitute development standards of the underlying zoning and do not preclude the siting of an essential public facility within the meaning of RCW 36.70A.200.

CAPITAL BUDGETING

1. The Campus Master Plan is intended as a framework for future development of capital projects. The University's biennial capital budgeting process is the primary basis for the identification of specific facility needs and priorities.

2. Not all projects included in the capital budgets are included in the Campus Master Plan. Projects categorically exempt from SEPA review are not included in all instances, such as buildings less than 12,000 gross square feet, in-fill development of existing buildings, temporary facilities, renovation projects that do not involve material expansion, and other projects.

3. The Campus Master Plan and the capital budgeting process provide long-term flexibility to accommodate unexpected continuous program changes as well as State and National initiatives.

RELATIONSHIP TO EXISTING PLANS

1. The Campus Master Plan adopted in 2003 remains in effect until this 2019 Campus Master Plan is adopted by the University of Washington Board of Regents and Seattle City Council.
2. The remaining development capacity under the 2003 Campus Master Plan at the time of publication of the 2019 CMP is approximately 211,000 gross square feet.
3. The Campus Master Plan does not include the University's plans for the Tacoma or Bothell campuses.
4. The University can purchase and lease property according to the City-University Agreement.

EXISTING CONDITIONS AND DEVELOPMENT CONSTRAINTS

1. The University owns approximately 639 acres within the campus boundaries (page 38). Five non-University owned properties are located within the MIO boundaries.
2. The campus includes approximately 12,000 linear feet of shoreline which is subject to the regulations of the Seattle Shoreline Master Program adopted pursuant to the Shoreline Management Act of 1971. These regulations extend landward for 200 feet, and place stringent restrictions on approximately 55 acres of campus (page 108).
3. West Campus is bisected by numerous City streets which may have implications for development.
4. The campus contains substantial landscaped open space which the University is committed to conserve for historical, aesthetic, functional, and environmental reasons (see page 41).
5. Detailed information regarding the existing conditions of the campus is included in this document as well as in the EIS and has been considered in the development of this Campus Master Plan.

PHYSICAL GROWTH

Within the MIO boundary, as of September 2016, the University housed its functions in 16.6 million gross square feet of space. To accommodate both the increase in the number of students as well as the continued growth in the area of academics, research, academic and research partnerships, and service, an additional 6.0 million net new gross square feet of space is required.

A vision for the long-term physical build-out for the Seattle Campus is the foundation for this Master Plan. The long-term build-out of the campus utilizes 86 potential development sites within the existing MIO boundary. No expansion of or change to the MIO boundary is planned in this CMP. The 86 potential development sites enable a maximum development potential of almost 12.0 million gross square feet of net new development (see table on page 86).

During the planning horizon of this CMP, the University may build a total of 6.0 million net new gross square feet on some of the 86 sites. Identification of specific sites and phasing to accommodate the 6.0 million net new gross square feet shall be determined through the University's annual capital planning and budgeting processes.

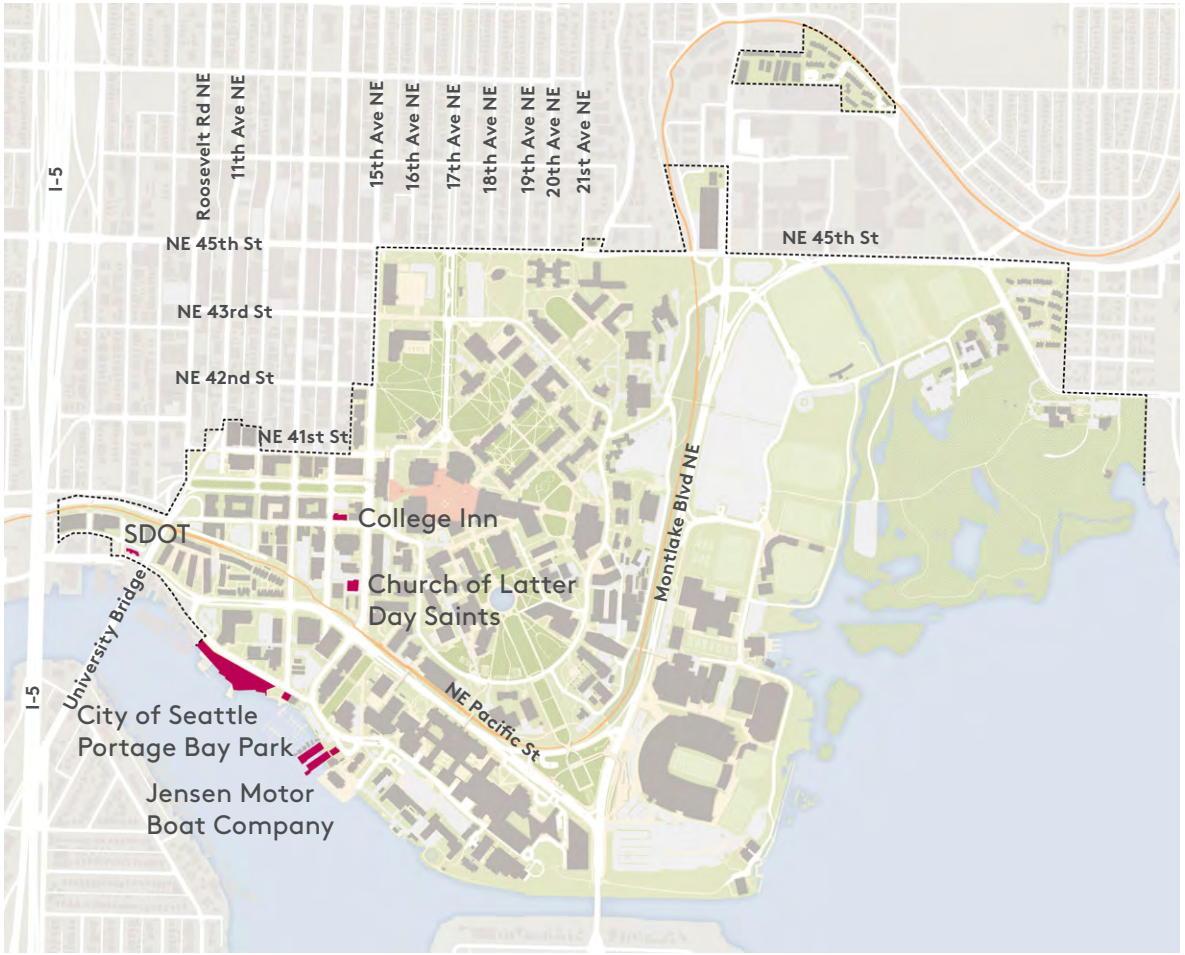


Figure 11. University and Non-Institutional Uses

- MIO Boundary
- University-owned Facility Within the MIO
- Non-Institutional Use (Not Owned by the UW)

Any non-institutional use has to comply with underlying zoning. Non-Institutional uses within the MIO include:

- Church of Latter Day Saints
  MIO-65-NC3-65
  Neighborhood Commercial 3

- College Inn
  MIO-65-NC3-65
  Neighborhood Commercial 3

- Jensen Motor Boat Company
  MIO-37-IC-45
  Industrial Commercial

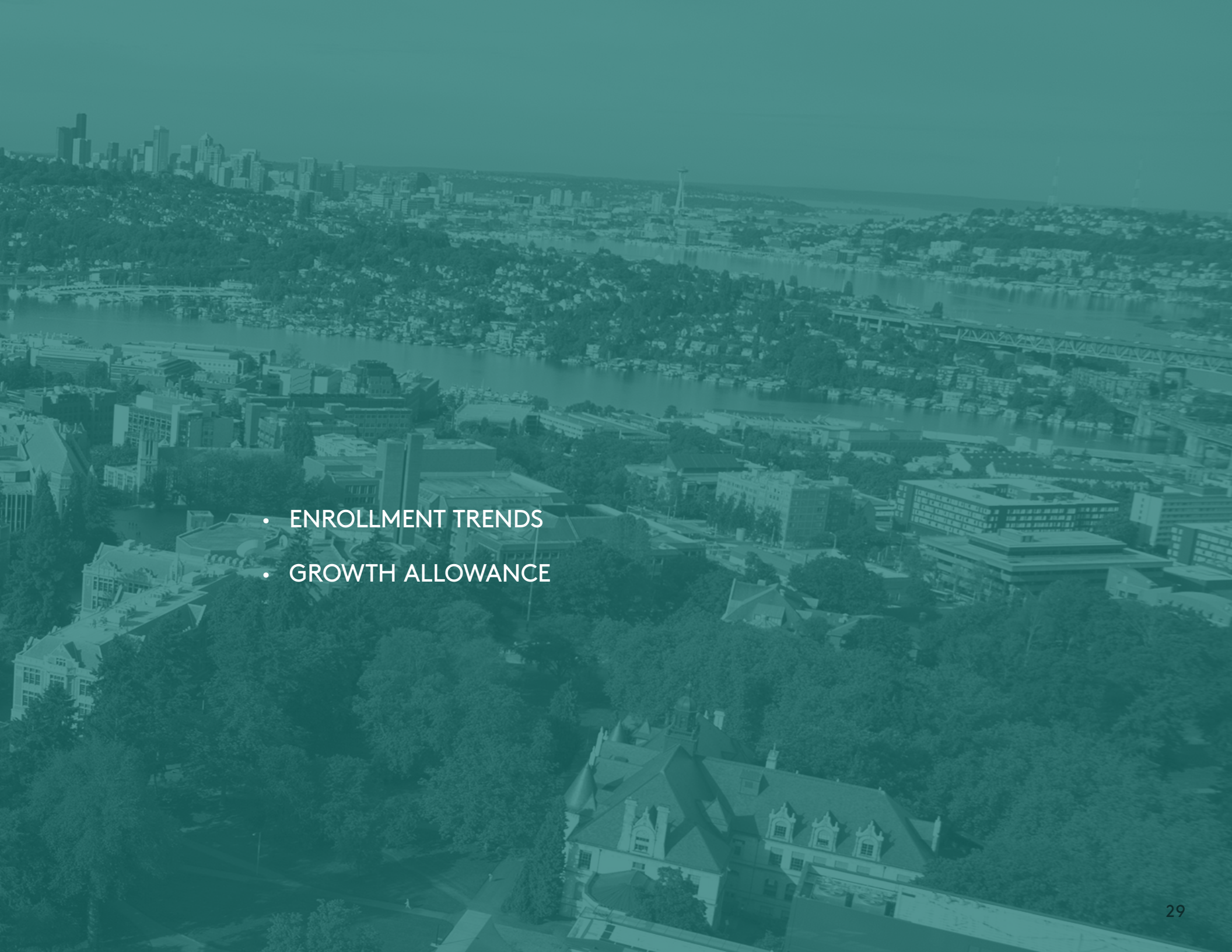
- City of Seattle Portage Bay Park (Seattle Parks and Recreation) and the Brooklyn Street end park which is a portion of Sukuma Viewpoint park
  MIO-37-IC-45
  Industrial Commercial

- Seattle Department of Transportation
  MIO-65-IC-45
  Industrial Commercial

The University does not propose to change the zoning for non-University uses.

For underlying zoning within the University's MIO boundary, please refer to the City of Seattle's Official Zoning Map, copies of which are included on pages 290 and 291 (Figures 201-204).

3 GROWTH PROFILE



- ENROLLMENT TRENDS
- GROWTH ALLOWANCE

ENROLLMENT TRENDS

SUMMARY

The 10-year conceptual plan contained in this Campus Master Plan (CMP) considers the projected enrollment growth over the 2018 to 2028 time period. Table 1 shows an 11% increase in enrollment growth during that time period. The total enrollment growth between 2014 (when planning for this CMP began) and 2028 is 20%.

STUDENT POPULATION

Total student population in 2014 was roughly 43,725 full time equivalent students (FTE). Looking forward, total student enrollment is projected to grow by 8,675 FTE to 52,400 FTE students in 2028. Future enrollment was projected using a straight line trend analysis of historic enrollment data, and an analysis of Washington State graduation rate data. Feedback from University's Enrollment Committee was also considered.

Table 1. Student, Faculty and Staff Figures

	2014	2018	2028	2014 - 2028 DIFFERENCE	% CHANGE
Total Student Population (FTE)	43,724	47,219	52,399	8,675	20%
Staff (FTE)	16,324	17,629	19,563	3,239	20%
Faculty (FTE)	7,107	7,675	8,517	1,410	20%
Total Population (FTE)	**67,155**	**72,523**	**80,479**	**13,324**	

FACULTY AND STAFF

As of fall 2014, the University employed roughly 16,325 FTE staff and 7,100 FTE faculty. Future faculty and staff figures were determined by maintaining the 2014 student to faculty and student to staff ratios over the 2015 to 2028 timeframe. This methodology generates a total future faculty of roughly 8,517 FTE faculty, and a future staff population of roughly 19,563 FTE staff.

GROWTH ALLOWANCE

GROWTH ALLOWANCE

The University's growth allowance of 6.0 million net new gross square feet supports the 2028 campus population projection. A number of analyses were conducted to inform the requested growth allowance including:

- Benchmarking the UW's Seattle campus space against peer institutions;
- Modeling the UW's campus space needs;
- Analyzing the UW's Seattle campus development history; and
- Considering the potential for academic and research partnership space.

BENCHMARKING

Benchmarking compares the University's existing space to space at other higher education institutions. Institutions with similar characteristics, such as large public institutions with a research focus, were selected as the basis for benchmarking. The University of Michigan, University of Texas at Austin, The Ohio State University, Rutgers University, and Johns Hopkins University were identified as peer institutions by the Capital Planning and Development office for the benchmarking analysis. The UW's existing space was benchmarked against its peers on an assignable square foot (asf) per student FTE basis for classrooms, teaching and research labs, offices, study and library space, athletics and recreation space, and student life space.

- Across all space categories, the University of Washington recorded space levels on the lower end of the spectrum compared to peer institutions, which suggests the need for additional space to meet current and future student populations.
- Benchmarking only assesses space from a quantitative perspective, and does not address the quality of the space. In many categories, the University of Washington is regarded as a leader in terms of facilities quality.

Table 2. Benchmarking Summary (assignable square feet per student FTE)

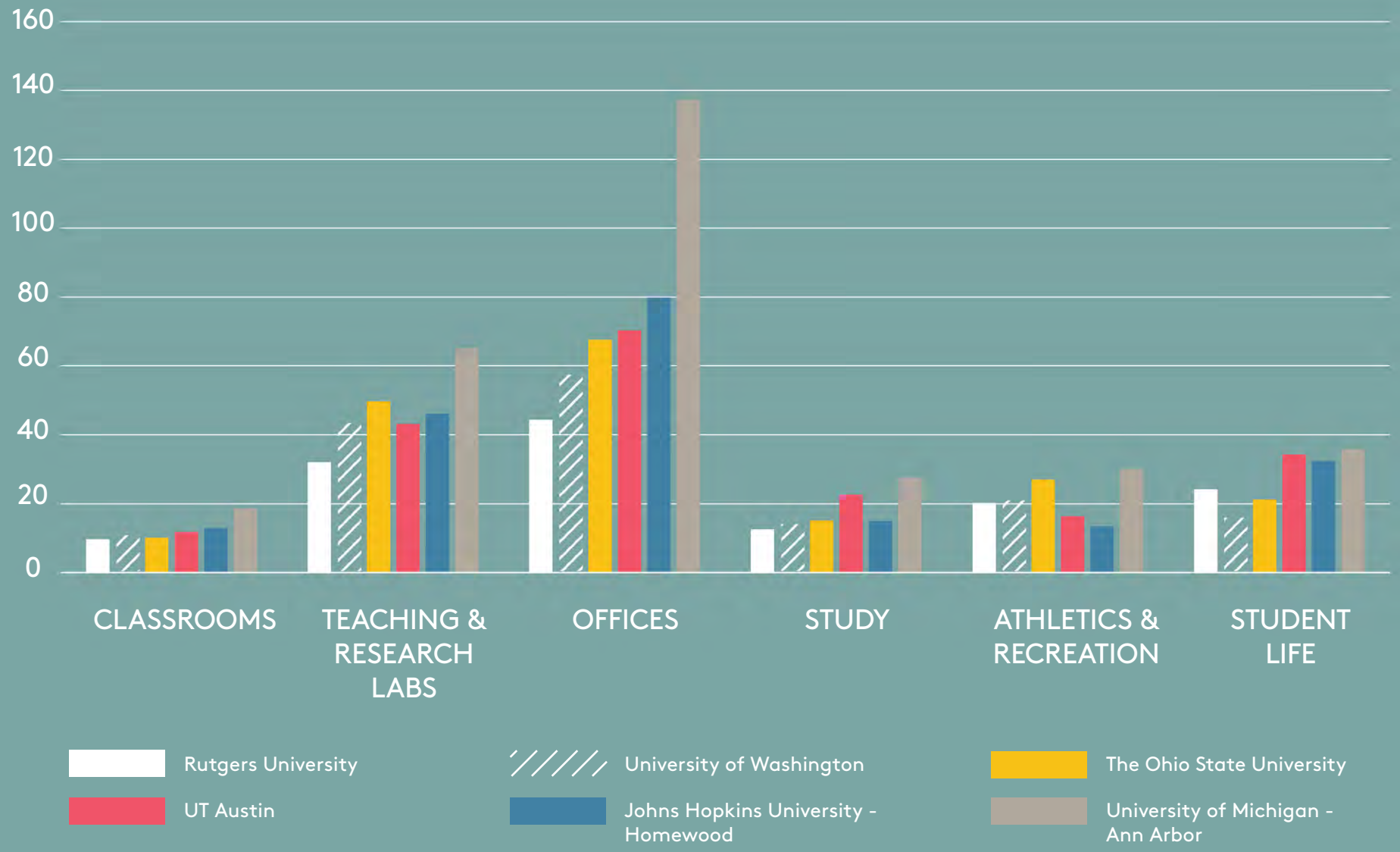
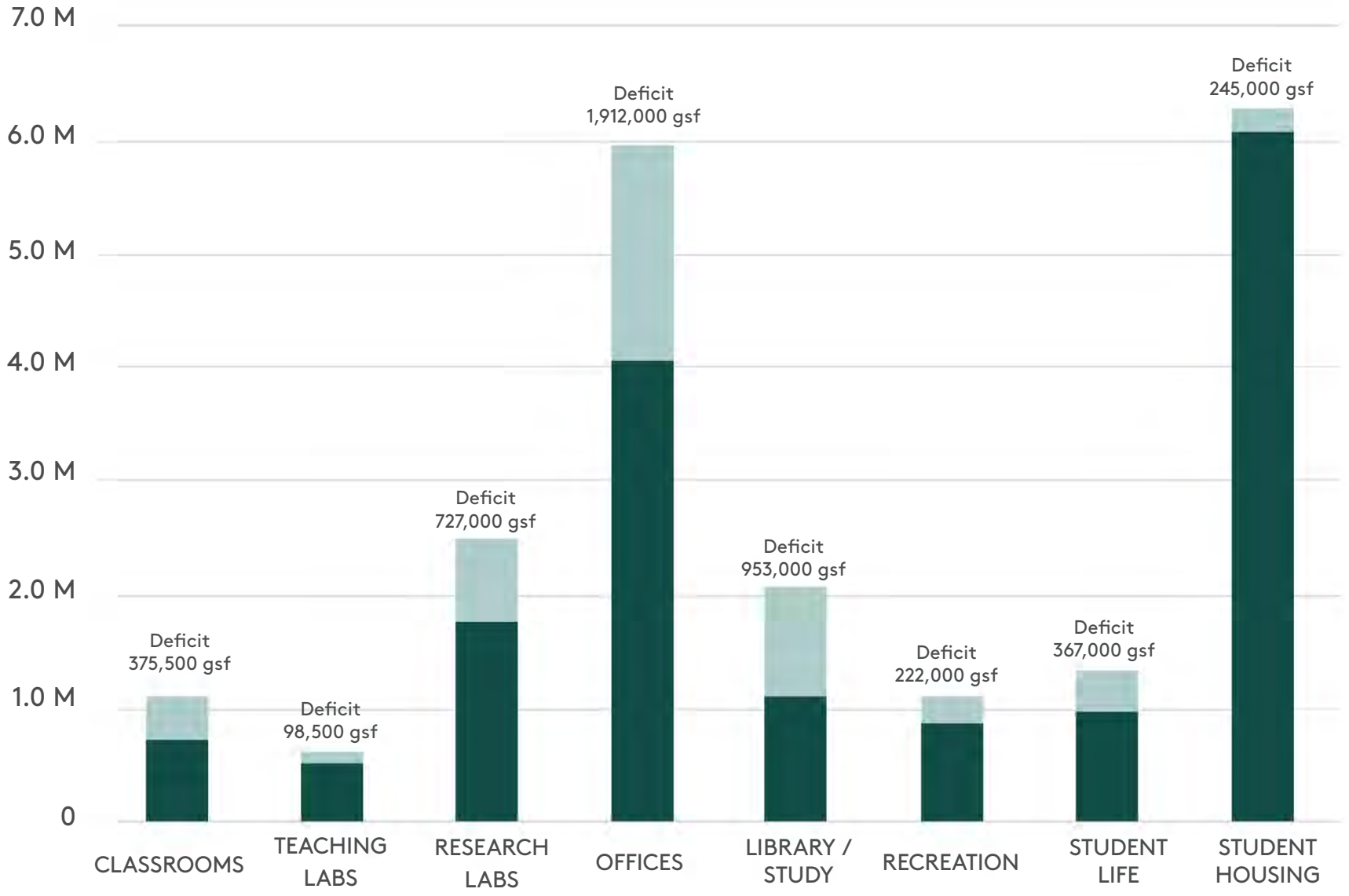


Table 3. 2028 Space Needs Determined by the Space Needs Model by Category (gross square feet*)



*Assumes 61.5% Net to Gross Square Feet

Deficit includes existing and projected deficit

Deficits provide an indication of a specific space needs and are based on existing FTE and projected FTE figures

SPACE NEEDS MODEL

The space needs model compares the University's existing space on the Seattle campus against projected need for a variety of higher education space categories including:

- Classrooms
- Teaching labs
- Research labs
- Offices
- Sports and recreation
- Student life space
- Student housing

The model is based on national space guidelines, notably guidelines developed by CEFPI (the Council of Educational Facilities Planners, International), and assumptions around enrollment levels, utilization and occupancy rates, and best practices for space factors, etc. The model does not account for academic and research partnership spaces, which are analyzed separately. The model uses 2028 student, faculty, and staff population levels determined during the enrollment trends analysis to determine space needs.

Existing Space

As of 2014, the University of Washington recorded roughly 16.6 million gross square feet of space located within the Major Institutional Overlay (MIO). This does not account for any space associated with parking structures.

Space Needs Model Findings

KEY FINDINGS

The model compares existing space against projected need to support the 2028 population. The difference between the two figures reveals the space deficit.

- The collective space deficit associated with the 2028 population approaches 3,115,000 assignable square feet, or 5,065,000 gross square feet assuming a 61.5 percent net to gross ratio.
- While this figure accounts for traditional higher education space types, it does not account for academic and research partnership space.

STUDENT HOUSING

Space needed to support student housing is determined as a percentage of the overall student population. The model does not account for faculty staff housing.

- For master planning purposes, it is assumed that 22 percent of the overall student population shall be housed on campus in the future. The University currently houses 20 percent of the student population.
- A future student population of 52,400 FTE translates into the need for roughly 11,528 total beds on campus.
- By 2028, the University shall have 10,870 beds in its stock, assuming that all phases of the North Campus Housing (including Haggett Hall replacement) are complete. This suggests a need for 658 net new beds by 2028.
- Applying the University's existing gross square feet per bed of 372 gross square feet for a suite-style bed generates a total housing space need of 245,000 gross square feet in 2028.

INDUSTRY PARTNERSHIP SPACE

The space needs model does not project the square footage need for partnership space. The CMP allocates between 500,000 to 1,000,000 gross square feet of space for future partnerships. This is sufficient space to generate a critical mass of activity in support of a thriving innovation district. Within the 500,000 to 1,000,000 gross square feet of space, it is anticipated that one-quarter to one-half of the people in the buildings would be non-University employees. These could be employees associated with our governmental partners at The National Oceanic and Atmospheric Administration (NOAA), The Pacific Northwest National Laboratory (PNNL), or other private partners.

4 EXISTING CONDITIONS

- PUBLIC REALM FRAMEWORK
- CIRCULATION & PARKING FRAMEWORK
- BUILT ENVIRONMENT FRAMEWORK
- INCLUSIVE INNOVATION FRAMEWORK

PUBLIC REALM FRAMEWORK

FOUR CAMPUS SECTORS

The campus is broadly organized into four campus sectors including West Campus, South Campus, Central Campus, and East Campus. The four campus sectors reflect varied scales, characters, and functions that collectively comprise the campus setting.

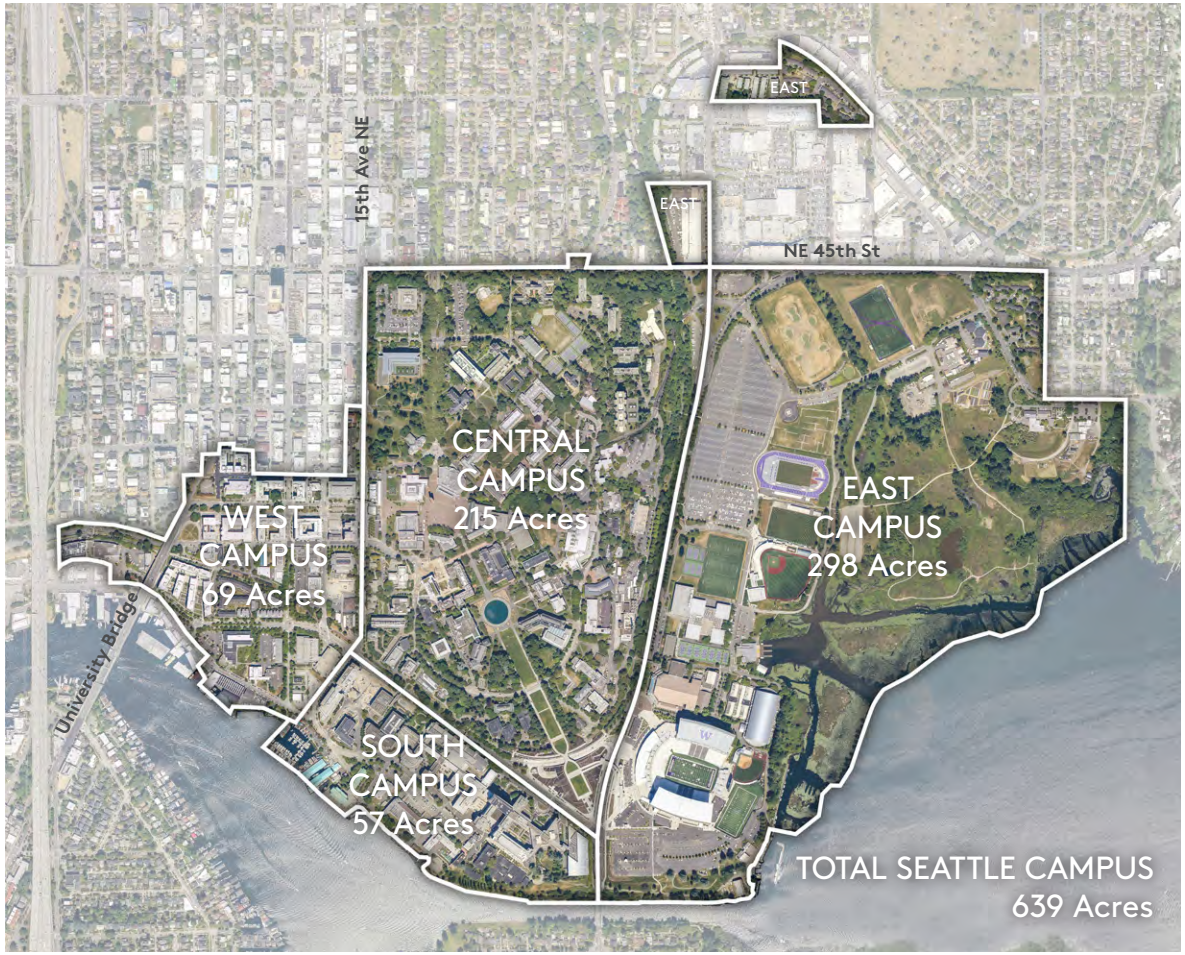


Figure 12. Campus sectors

Figure 13. Central Campus looking south

Figure 14. West Campus looking north

Figure 15. South Campus looking west

Figure 16. East Campus looking southwest

CAMPUS ORGANIZATION

The campus is organized around four primary radial axes that extend from Red Square in varying directions. These axes function as key campus organizing elements as well as prominent view corridors.

- Rainier Vista incorporates Drumheller Fountain, and serves as the primary organizing axis for the campus, providing breathtaking views of Mount Rainier to the southeast. Rainier Vista was designed by the Olmsted Brothers for the 1909 Alaska-Yukon-Pacific Exposition, and was recently improved to better integrate with the new University of Washington light rail station.
- The Liberal Arts Quad serves as the northeast axis that links the core campus to the north campus housing. The Liberal Arts Quad functions as the primary academic quad and is known for its iconic cherry blossoms.
- Lined with mature London Plane trees, Memorial Way is the main, ceremonial entrance to campus and defines the primary axis to the north.
- The view from the George Washington statue toward Campus Parkway is the primary access to the west and has been characterized as Olympic Vista for its views of the mountain range to the west.
- In addition to the four axes, Portage Bay Vista first identified as part of a Property Use and Development Agreement (PUDA) for the vacation of 15th Avenue south of Pacific Street, has emerged as a strong view corridor to the southwest.

Figure 17. Rainier Vista

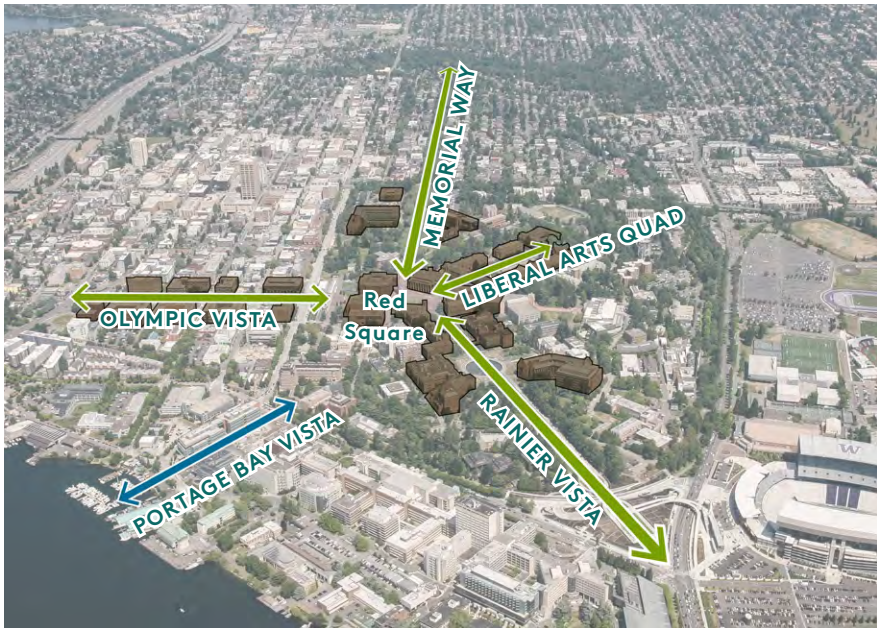


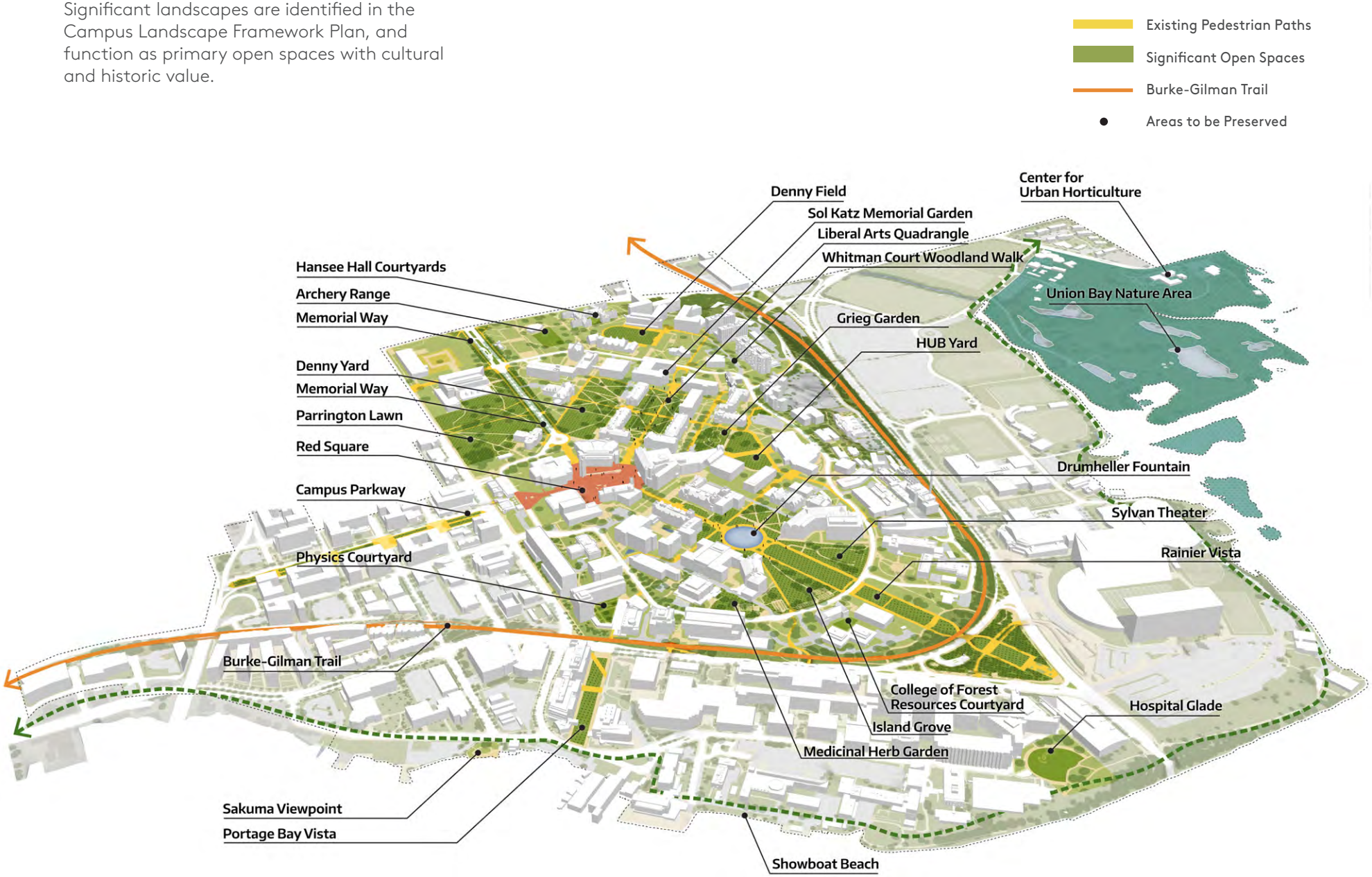
Figure 18. Primary Organizational Axes

Existing Unique and Significant Landscapes

Figure 19.

UNIQUE AND SIGNIFICANT LANDSCAPES

Significant landscapes are identified in the Campus Landscape Framework Plan, and function as primary open spaces with cultural and historic value.



PRIMARY OPEN SPACES

In many cases, the key campus axes also function as primary open spaces, including Memorial Way, Rainier Vista, the Liberal Arts Quad, and Campus Parkway along Olympic Vista. A number of additional primary open spaces further reinforce the key axes including Drumheller Fountain, Sylvan Theater, the Medicinal Herb Garden, and Parrington Lawn. Denny Field, Denny Yard, Grieg Garden, HUB Lawn, and Portage Bay Vista are also key open spaces.

In a recent survey conducted as part of the Campus Landscape Framework, students, faculty and staff were asked to identify their favorite open spaces by placing dots / icons on a map. Not surprisingly, most responses aligned with the primary open spaces, further reinforcing their value as campus landscapes. The waterfront and Union Bay Natural Area were also identified as favorite open spaces.

Figure 20. Favorite Open Spaces (Source: MyPlaces Survey, 2015 Campus Landscape Framework)

Existing Primary Open Spaces

Figure 21.

Figure 22. Cherry blossoms in the Liberal Arts Quad

Figure 23. Sylvan Theater

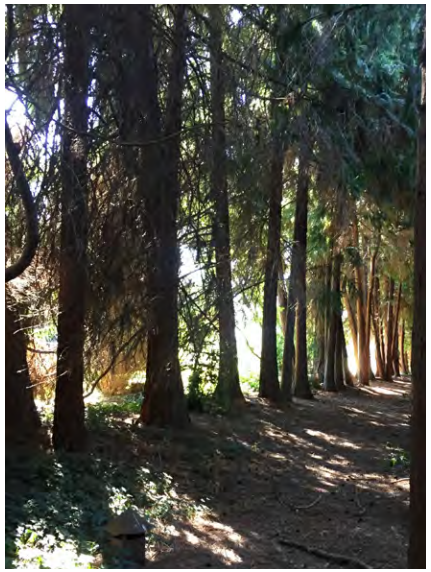


Figure 24. Cedars near Winkenwerder Annex

OPEN SPACE TYPOLOGIES

A mosaic of open spaces emerges within the overarching open space structure established by the four key campus axes. The 2015 Campus Landscape Framework comprehensively catalogues the open spaces on campus, ranging from campus greens, to woodland groves, to gardens, wetlands, and meadows. The varied landscape character creates moments of respite, surprise, activity, and education, and creates a signature landscape fabric that is unique to the campus.

Open space typologies vary according to the campus sectors.

- East Campus is characterized by wetlands, meadows, and recreation field open spaces.
- West Campus is characterized by courtyards, passage, and urban frontage open spaces.
- Central Campus is characterized by campus green and woodland grove open spaces.
- South Campus is characterized by constructed waterfront open spaces.

Figure 25. Meadow near the Husky Union Building

Existing Open Space Typologies

Figure 26. (Source: 2015 Campus Landscape Framework)

Figure 27. Entrance at NE 45th Street

Figure 28. Retaining wall edge condition along 15th Avenue NE

EDGE CONDITIONS

In many ways, the campus environment is shaped by a number of linear elements. Central Campus is situated within Stevens Way, while the Burke-Gilman Trail provides an important connection through all four campus sectors. The campus' continuous waterfront edge is perhaps one of the most defining and unique campus features. Within this setting, the UW hopes to create more welcoming and permeable edges to campus.

A number of conditions contribute to harsh edge conditions that discourage movement, including:

- Steep slopes near the Kincaid Ravine and along the eastern edge of campus.
- Continuous, blank building facades along NE Pacific Street near South Campus and fences near the shoreline obstruct movement and hinder access to the waterfront.
- The retaining wall along 15th Avenue NE further deters access and creates an unwelcoming edge to campus.
- Major roads including 15th Avenue, 45th Street, Pacific Street and Montlake Boulevard are also important campus edges.

Existing Edge Conditions

Figure 29.

EXISTING SHORELINE ACCESS

The following table and graphic highlight existing public shoreline access. For the University's Shoreline Public Access Plan, please refer to pages 108 to 111. The Shoreline Access Plan has been organized into seven waterfront segments and these are found on the University waterfront. The following categories of shoreline access are assessed for each segment:

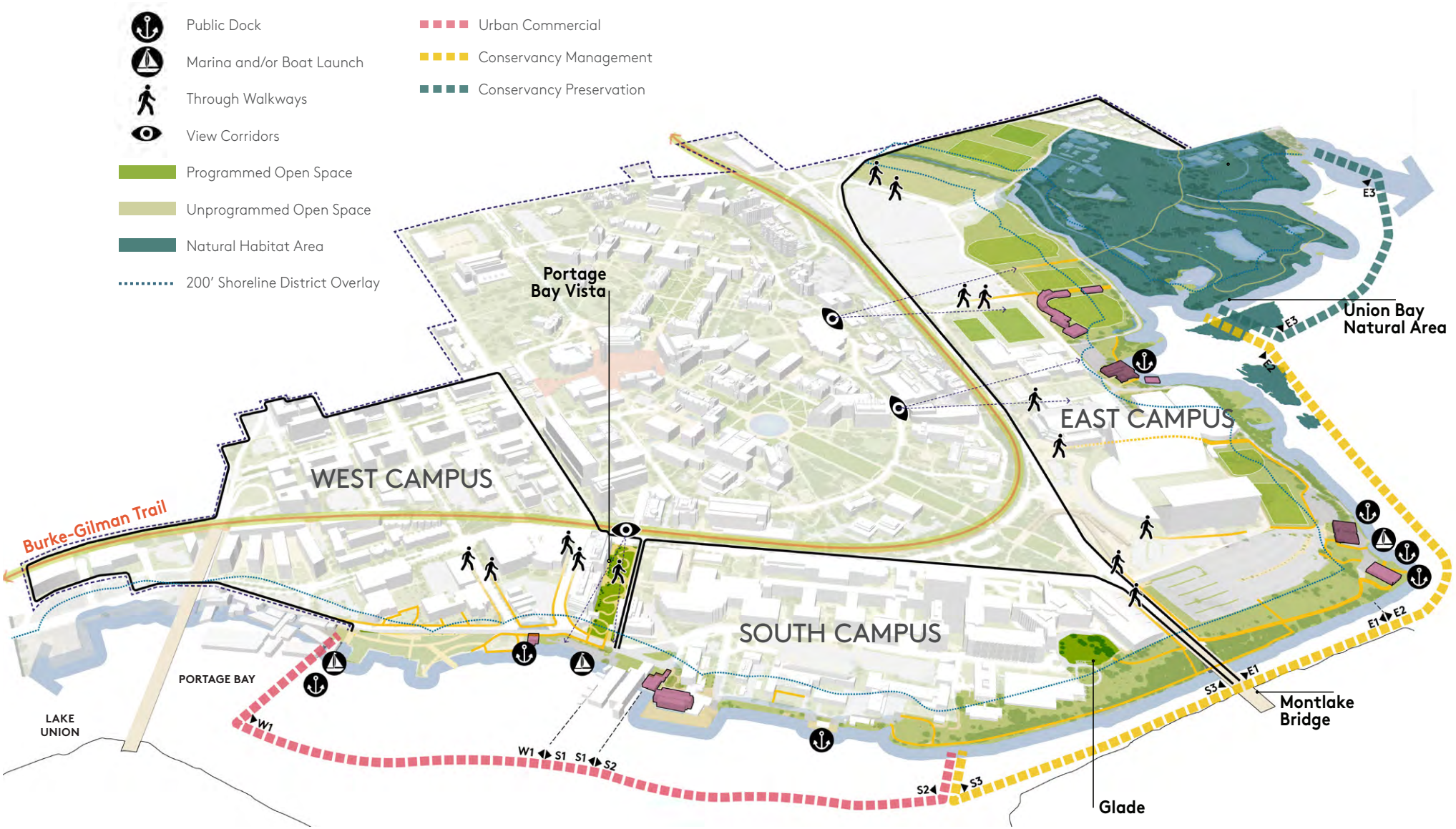
- Linear feet of trails included within the 200-foot shoreline setback. Trails are generally required to be 5 feet wide.
- The number of through-walkways, or pedestrian connections between the 200-foot shoreline setback line and street right-of-way (NE Pacific Street for West Campus and South Campus, and Montlake Boulevard for East Campus).
- The acreage of programmed open spaces, which are generally defined as significant and identifiable open spaces, which provide access to the waterfront.
- Unprogrammed open space, or ground cover, which provides access to the waterfront.
- Presence of a boat launch or marina with public access.
- Presence of a public dock.
- Presence of a view corridor. The view corridors align with the view corridors identified within the Development Standards, and are visible from public rights-of-way.
- Acreage of natural habitat areas, or wetlands.

Table 4. Existing Shoreline Access Conditions

CAMPUS SECTOR	SHORELINE MANAGEMENT ZONES	SHORELINE SEGMENT	SHORELINE LINEAR FEET	PARK/ OPEN SPACE				BOAT LAUNCH/ MARINA	PUBLIC DOCK	VIEW CORRIDORS	NATURAL HABITAT AREAS (approx. acreage)
				Trails (linear feet)	Through Walkways	Programmed Open Space (approx. acreage)	Unprogrammed Open Space (approx. acreage)				
WEST	URBAN COMMERCIAL	W1	700′	0′	5	1.3	0	2	2	1	0
SOUTH		S1	-	-	-	-	-	-	-	-	-
SOUTH		S2	1,590′	1,600′	0	-	1.9	0	1	0	0
SOUTH	CONSERVANCY MANAGEMENT	S3	950′	1,930′	1	1.9	3.6	0	0	0	0
EAST		E1	1,020′	2,320′	1	-	4.6	0	0	0	0
EAST		E2	3,990′	270′	7	12.1	20.8	1	4	2	0
EAST	CONSERVANCY PRESERVATION	E3	4,200′	5,400′	0	-	0	0	0	0	74 Acres
			12,450′	11,520′	14	15.3 ACRES	30.9	3	7	3	74 ACRES

Existing Shoreline Public Access Conditions

Figure 30. Graphics are for Illustrative Purposes Only



CIRCULATION AND PARKING FRAMEWORK

MOVEMENT TO AND FROM CAMPUS

The University of Washington has an extremely desirable mode split—a term used to describe the various ways students, faculty and staff travel to and from campus. Its single occupancy vehicle (drive-alone) rate is low at 17 percent of campus commutes, while walking, biking and transit collectively account for 76 percent of campus commutes. The introduction of light rail is anticipated to further modify the mode split. The mode split is discussed in greater detail in the Transportation Management Plan Chapter, the University of Washington Seattle Campus Master Plan annual reports, and the Transportation Discipline Report in the CMP EIS.

The mode split aligns with the findings from the campus wide MyPlaces survey as part of the Campus Landscape Framework, in which individuals were asked to identify key campus gateways, or locations at which individuals enter the campus. Details of the mode split analysis methods and history are provided in the Transportation Discipline Report of the CMP EIS. In the mode split analysis, the intersection of 15th Avenue NE and Campus

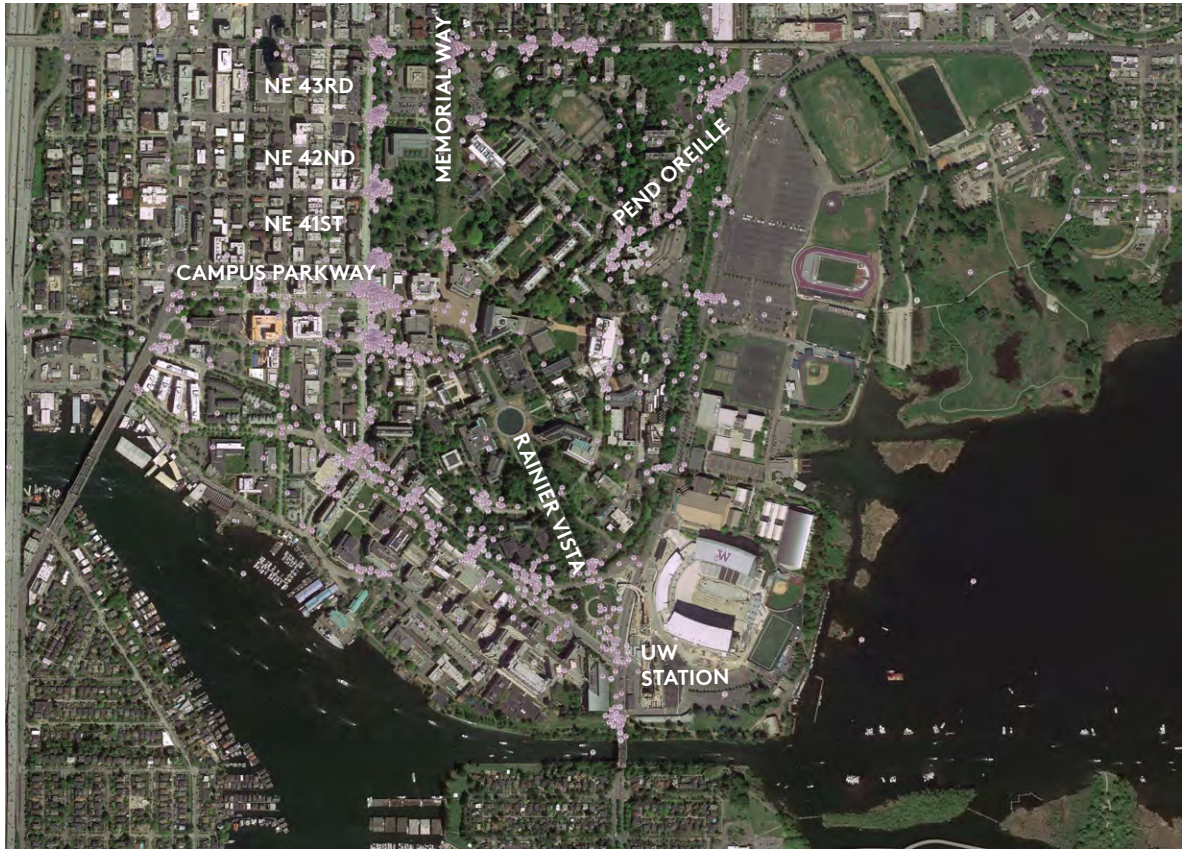
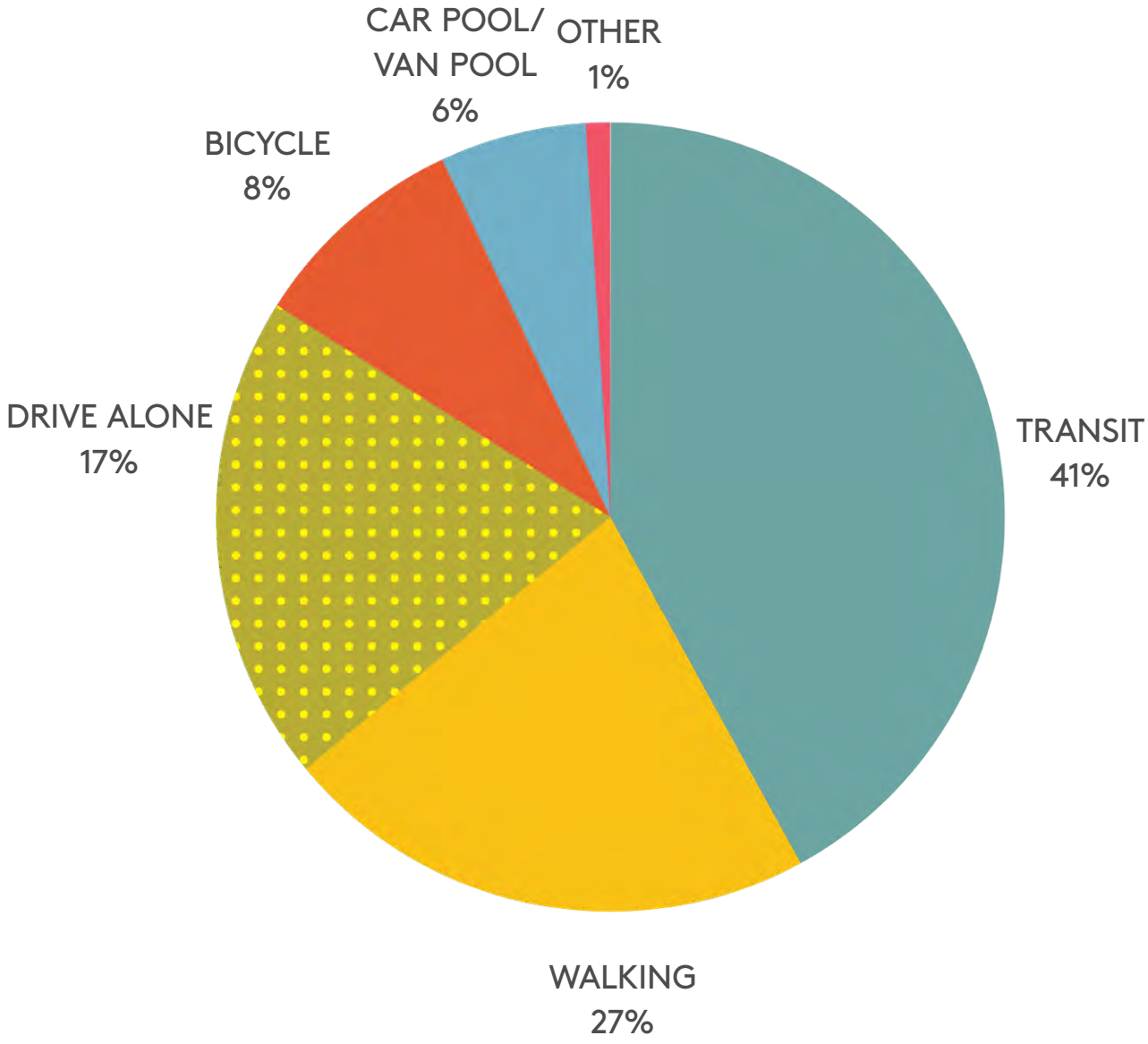


Figure 31. Campus Gateways (Source: MyPlaces Survey, 2015 Campus Landscape Framework)

2016 Mode Split (Morning Arrivals to Campus)

Figure 32.
Source: 2015 U-Pass annual survey results



Parkway emerged as the primary gateway to campus, which aligns with Campus Parkway's identity as one of two significant transit hubs near campus (the second hub is located at the Montlake Triangle). Additional gateways are also located along 15th Avenue NE and at the intersection of 45th Street and Memorial Way, which further reinforces the need to better integrate the entrances to campus with the surrounding urban context. Fewer gateways were identified along the edges of East Campus, which signals the need to improve connections between the Central and East Campus sectors generally.

The campus wide mode split for faculty, staff and students is taken from a U-Pass survey of travel modes to the campus in the morning. The 2015 survey results were consistent with survey results from the last decade, and showed the drive alone to campus rate was approximately 20%. However, the 2016 survey's results, which represent the conditions after the opening of the Husky Stadium light rail station, indicate a drive alone rate of only 17%. The Transportation Discipline Report describes the analysis and was based on the more conservative 20% drive alone mode split from 2015. The CMP is based on the 2016 mode split of 17%.

PEDESTRIAN CIRCULATION

As with previous campus master plans, preserving and improving the pedestrian nature of the campus continues to be a central goal of the CMP. The many and varied pedestrian paths within the campus provide a variety of experiences including the functional, day-to-day movements of large student populations between classes as well as more passive or leisure-related uses.

Pedestrian circulation routes on campus have been identified and categorized as major, minor, and connector routes. Major pedestrian routes reflect the most heavily trafficked pedestrian corridors such as Rainier Vista, Memorial Way, Campus Parkway and through the Liberal Arts Quad. Minor routes represent a second tier of pedestrian movement, such as the connection through Parrington Lawn, Denny Yard, and Denny Field. Connector routes complete the pedestrian network on campus.

Campus circulation is enhanced by the existing pedestrian bridges, which minimize pedestrian and vehicular conflicts and any negative impact on the flow of vehicular traffic through and around campus. An analysis of pedestrian operations and capacity is provided in the Transportation Discipline Report.

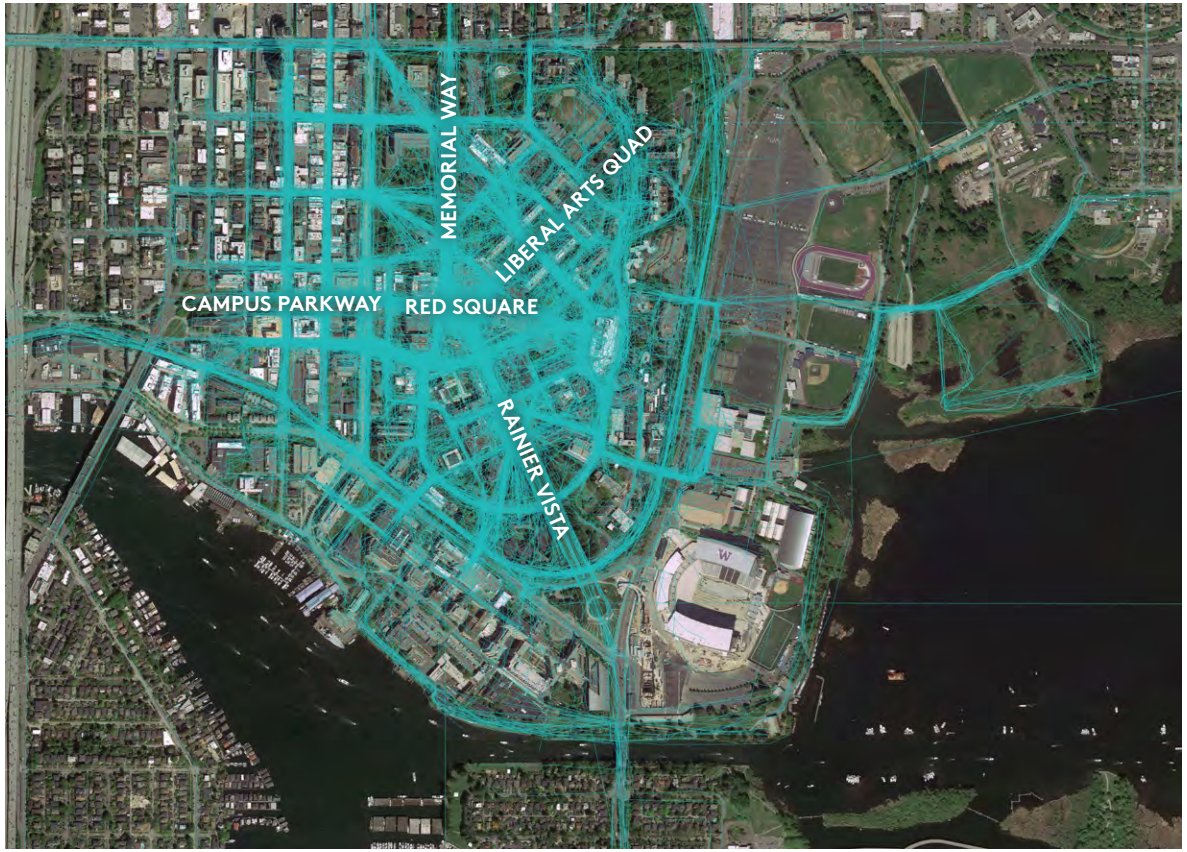


Figure 33. Walking Routes (Source: MyPlaces Survey, 2015 Campus Landscape Framework)

Existing Pedestrian Circulation

Figure 34.

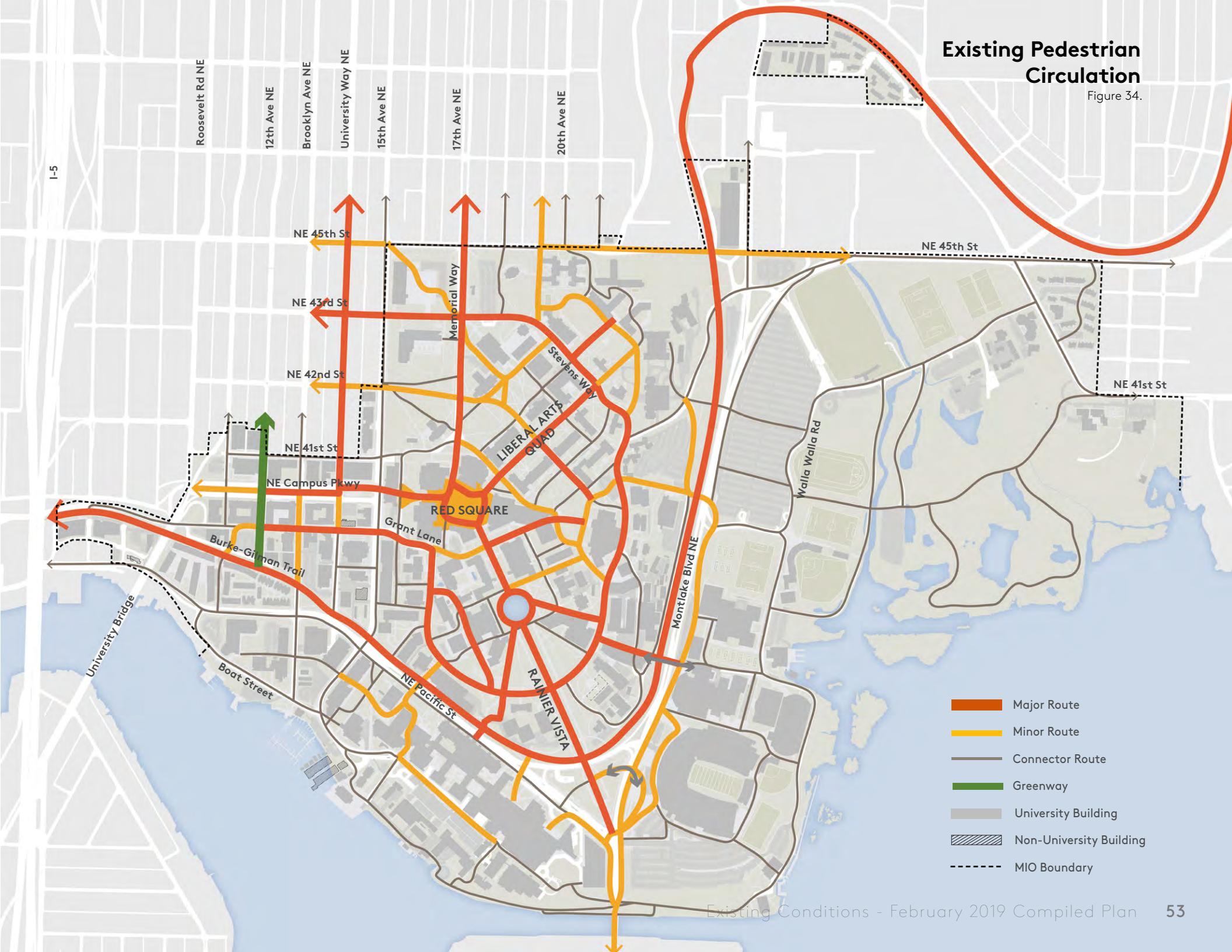


Figure 35. Pedestrian bridge connections between East Campus and Central Campus.

Figure 36. Pedestrian bridge connecting Schmitz Hall with George Washington Plaza.

Pedestrian Bridges

The University maintains five pedestrian skybridge rights-of-way that connect all of the campus sectors to Central Campus. All of the bridges are accessed by visitors, the community, students, staff, and faculty on a regular basis.

The pedestrian bridge at the intersection of Campus Parkway and 15th Avenue NE connects Schmitz Hall with George Washington Plaza and is a major entry into the campus.

Two pedestrian bridges form defined connections to East Campus from Central Campus over Montlake Boulevard and are used by a diverse set of individuals. Visitors, the greater campus community, students, staff, and faculty make use of the Wahkiakum Lane extension and the Whatcom Lane extension to access athletic and recreation spaces and amenities, the E-1 and E-18 parking lots, the Union Bay Natural Area, and residential amenities in East Campus.

There are also two pedestrian overpasses that lead from Central Campus to South Campus over NE Pacific Street, the T-wing/Garfield Pedestrian Bridge and the Kincaid/Hitchcock Pedestrian Bridge. These bridges also enhance connections to the Burke-Gilman Trail and to the South Waterfront.

Two additional pedestrian bridges are located in the area of the Sound Transit Station. One is a City of Seattle bridge and connects the Burke-Gilman Trail to the Alaska Airlines Arena at Hec Edmundson Pavilion and the other connects the Sound Transit station to the Burke-Gilman trail, the University of Washington, and the community at-large.

Please refer to the Transportation Discipline Report for information on pedestrian use of the bridges.

Existing University and Non-University Pedestrian Overpasses

Figure 37.

Figure 38. Fully accessible route through Parrington Lawn

Figure 39. ADA ramp to the Husky Union Building (HUB)

UNIVERSAL ACCESS

The UW is committed to providing equal access to all individuals, and addresses American Disability Association (ADA) accessibility standards through a campus-wide approach. This means that the UW removes barriers through both physical improvements as well as programmatic improvements such as Dial-a-Ride shuttle service. Existing accessibility challenges include:

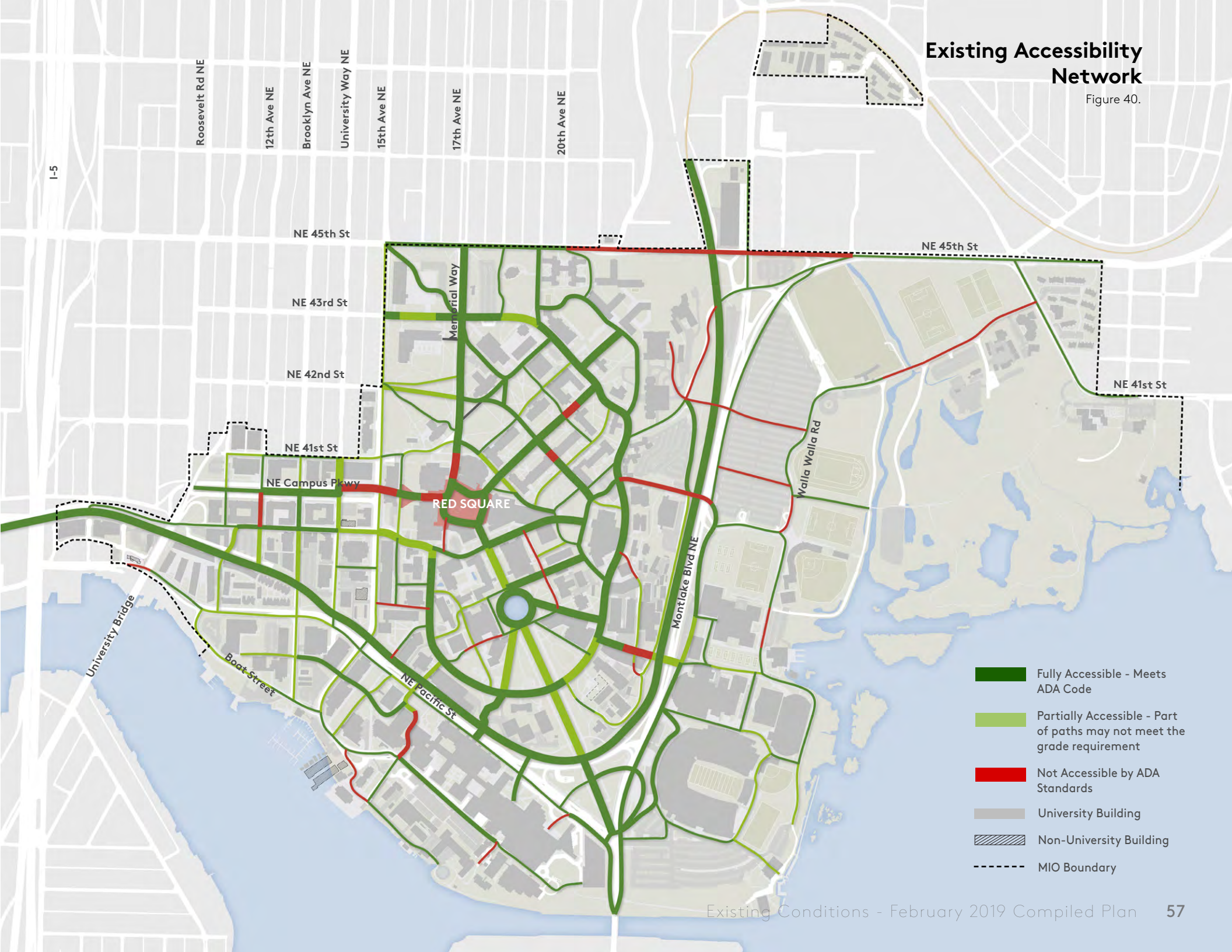
- Physical barriers on campus include paths that don't meet ADA requirements and/or paths without ADA accessible alternatives to staircases.
- Routes that provide access to Red Square, as well as routes that provide access between Central Campus from West, South and East Campus, currently present accessibility barriers.

As described in the Development Standards, ADA parking is not located building by building, but is assigned at the gatehouse or through U-PASS to be as close to the actual location as possible.

The accompanying map illustrates areas that have been identified with accessibility barriers by the Campus Landscape Framework. The UW has begun a multi-year process of developing an ADA self-assessment and transition plan which shall identify accessibility barriers in detail, and identify methods and a schedule for barrier removal. Discussions with users in the disability community have also identified consistency of surfaces, construction related reroutes, and wayfinding as mobility challenges.

Existing Accessibility Network

Figure 40.



BICYCLE CIRCULATION NETWORK

Bicycle travel has been an important mode of travel for the UW for many decades, even preceding the more recent emphasis on bicycle travel. The UW has encouraged bicycle travel through a variety of methods including through the provision of short-term and long-term secured bicycle parking. The following are key considerations with regard to the bike circulation network:

- The Burke-Gilman Trail, which is owned by the UW within the MIO, is a key mobility asset.
- Recent bicycle investments by the City of Seattle are primarily concentrated in City-owned right-of-ways within West Campus and include protected bike lanes.
- Beyond the Burke-Gilman Trail, which the UW is improving, on-campus bicycle facilities are limited to shared-use facilities. Shared lane markings, commonly known as "sharrows," are provided on Stevens Way.
- Reinforcing the UW's desire for a pedestrian oriented campus, bicyclists also use pedestrian pathways with a "dismount zone" enforced in the core of campus during peak periods.
- Bikeshare facilities on campus as part of the City-sponsored pronto system have been discontinued. As it has in the past, the UW would participate in future bike share systems including placing stations on campus.
- The UW provides bike parking with new developments to meet campus demands.

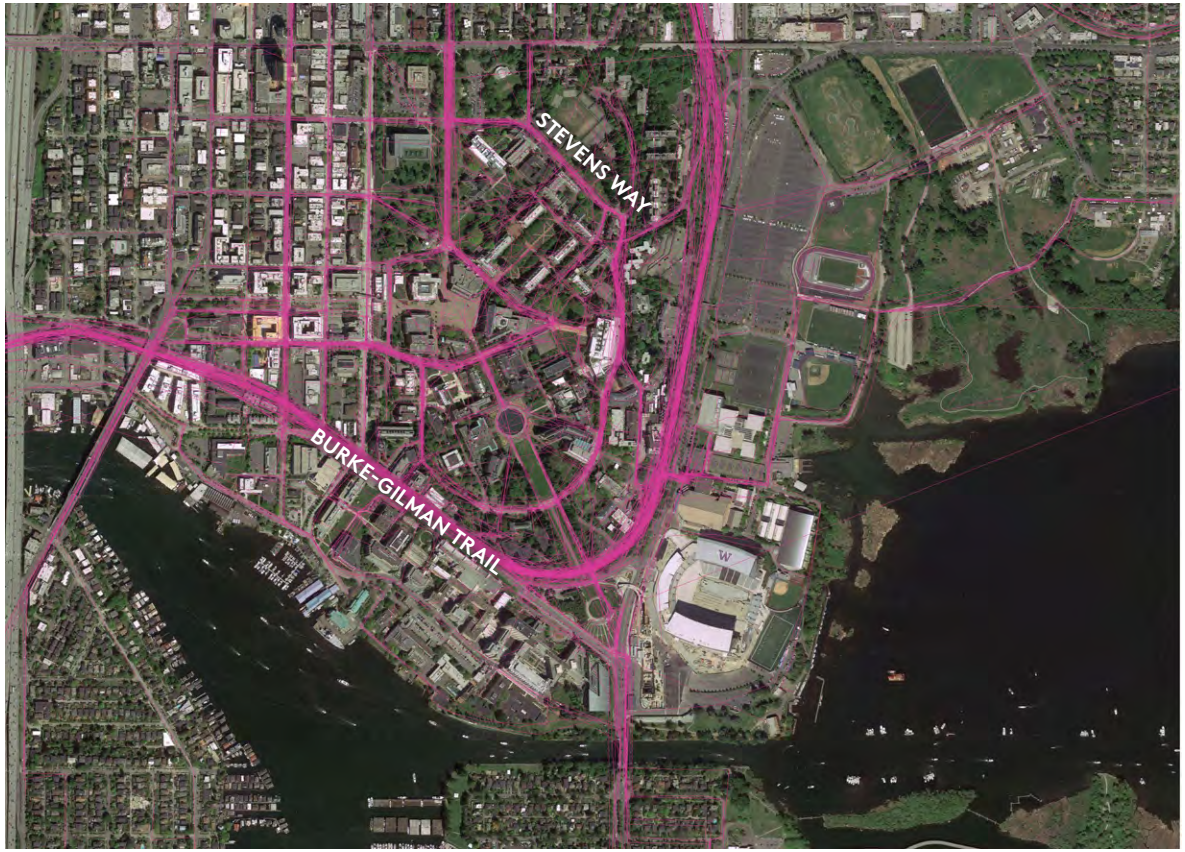


Figure 41. Routes Commonly Used by Bikes (Source: MyPlaces Survey, 2015 Campus Landscape Framework)

Existing Bike Network

Figure 42.

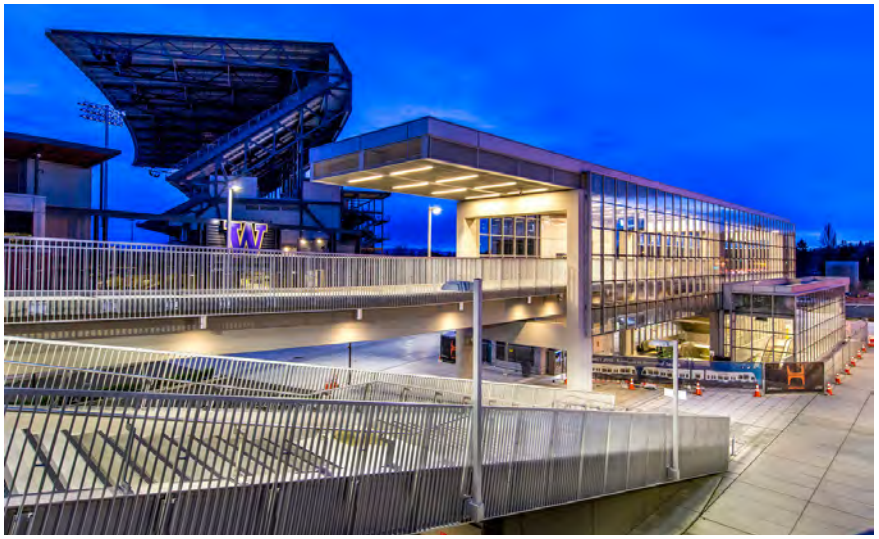


Figure 43. University of Washington Light Rail Station

Figure 44. King County Metro Transit

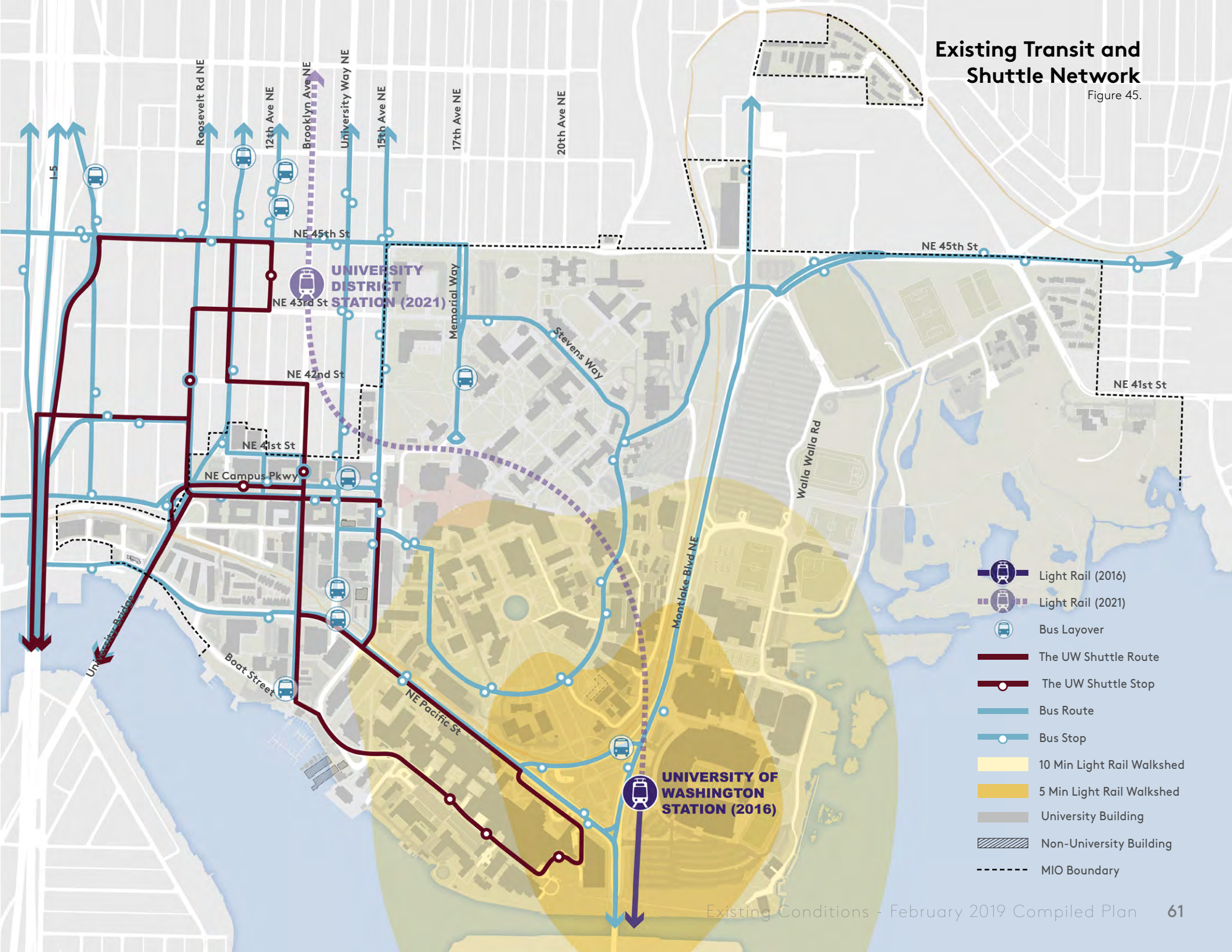
TRANSIT AND SHUTTLE NETWORK

As the University's population has grown, transit has played an increasingly large role in the campus' transportation system with roughly 40 percent of students, faculty and staff traveling to and from campus on transit. The following are key features of the vehicular circulation network:

- King County Metro, Community Transit, and Sound Transit operate extensive bus service to the UW.
- Metro provides a majority of the transit service to the campus with frequent, all-day service to the campus from destinations throughout the City of Seattle and county. This service travels along the edge of Central Campus as well as east-west through campus on Stevens Way.
- The UW operates a multi-route shuttle network between the UW Medical Center, the UW Tower, the UWMC Roosevelt Clinics, South Lake Union, and Harborview Medical Center for faculty, staff and students.
- The University of Washington Sound Transit Station at Husky Stadium provides regional light rail service to the southeast portion of campus. The U-District Station, located at 43rd Street and Brooklyn Avenue, shall open in 2021 and further enhance light rail service to campus.

Existing Transit and Shuttle Network

Figure 45.



VEHICULAR CIRCULATION NETWORK

Vehicular circulation has remained largely unchanged over the last decade. This stable vehicle gravitation pattern is consistent with City and regional transportation policies as well as the UW goals of developing the campus as a pedestrian-oriented environment. The following are key features of the vehicular circulation network:

- Regional access to campus is provided by I-5 and SR-520.
- Stevens Way, Memorial Way, Pend Oreille Road, and Grant Lane provide local access to Central Campus and have a large number of pedestrian crossings.
- Walla Walla Road and NE Columbia Road serve similar local access functions for East and South Campus and have a larger presence of adjacent parking lots and back of house type uses.
- West Campus, unlike the rest of the campus, is characterized by an urban street grid; vehicular access is limited along some corridors to reduce cut-through traffic.

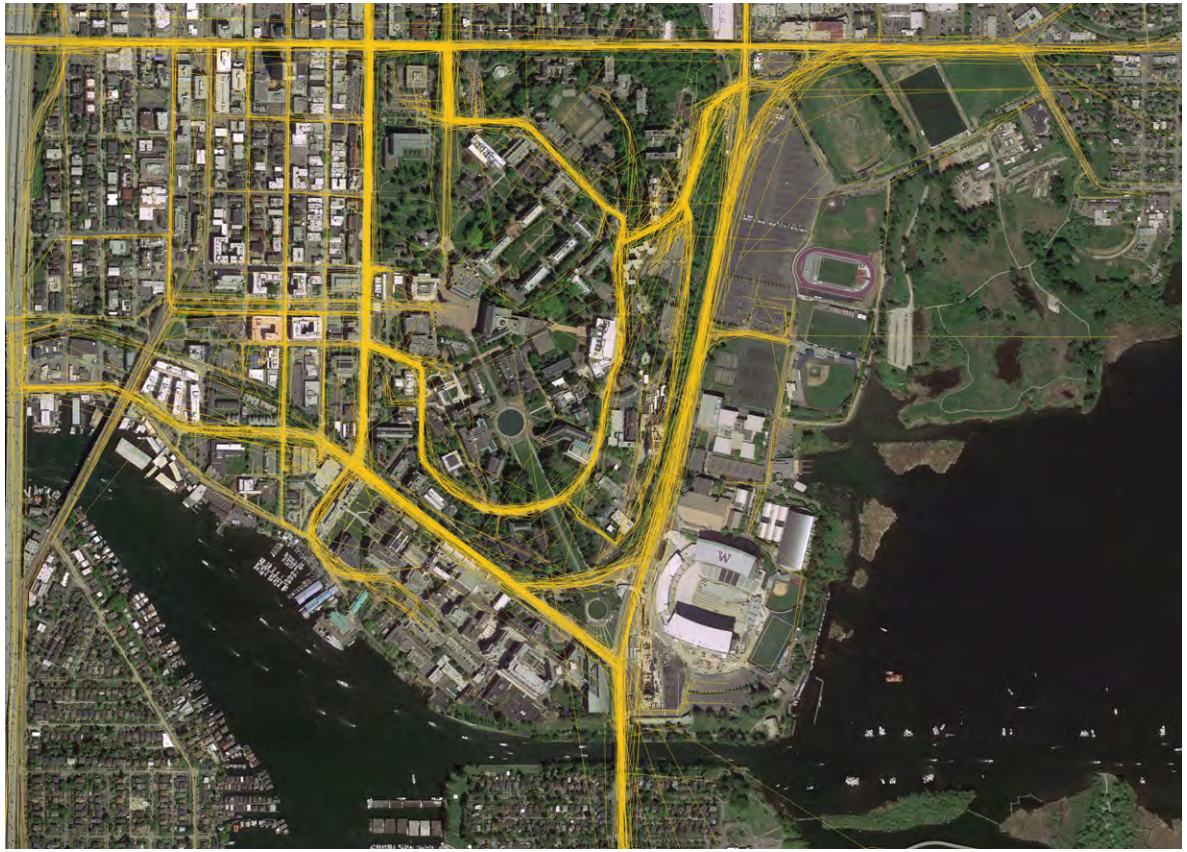


Figure 46. Vehicular Routes (Source: MyPlaces Survey, 2015 Campus Landscape Framework)

Existing Vehicular Network

Figure 47.

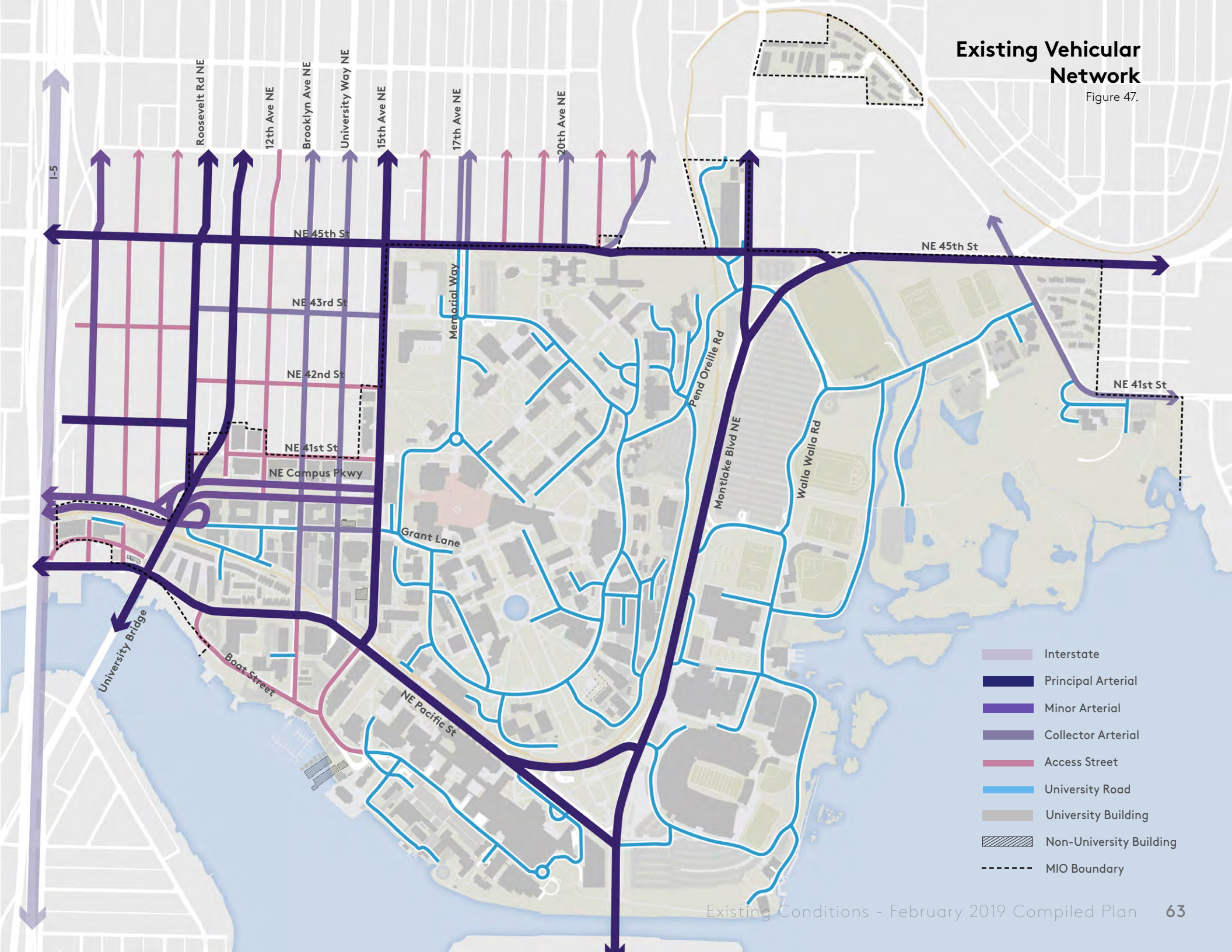


Figure 48. Service areas combined with parking

Figure 49. Vegetated screens create a buffer between pedestrian routes and HUB service access

SERVICE CIRCULATION AND LOADING ZONES

Proximate vehicular access to buildings throughout campus is necessary for servicing and routine operations, including mail delivery, garbage pickup, building maintenance, food delivery and other activities that require movement of items to and from buildings using vehicles. These activities are supported by a number of loading zones and loading docks throughout campus, often accessible via shared spaces that are also used by pedestrians and bicyclists. Load zones have varying levels of utilization, but are nevertheless essential to the functionality of the buildings. Many locations conflict with pedestrian routes and impact the desired look and feel of the campus.

The accompanying map identifies existing service routes, along with the number of general and specific loading zones. Specific loading zones are reserved for specified uses (e.g. Housing and Food Services, Facilities Services), while others are general.

Existing Service Routes & Loading

Figure 50.

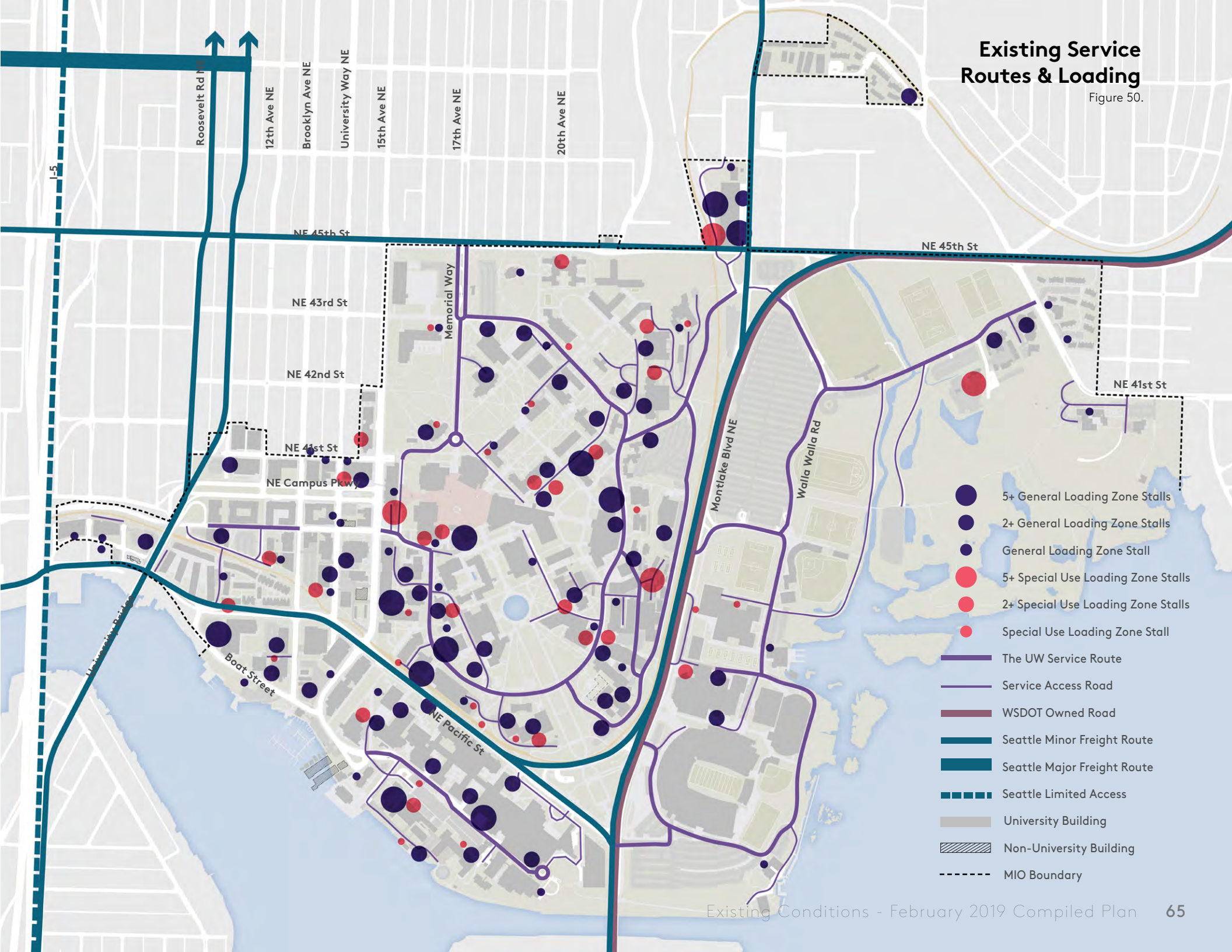


Figure 51. The UW-owned street at NE Stevens Way in Central Campus

Figure 52. City-owned street at NE 40th Street

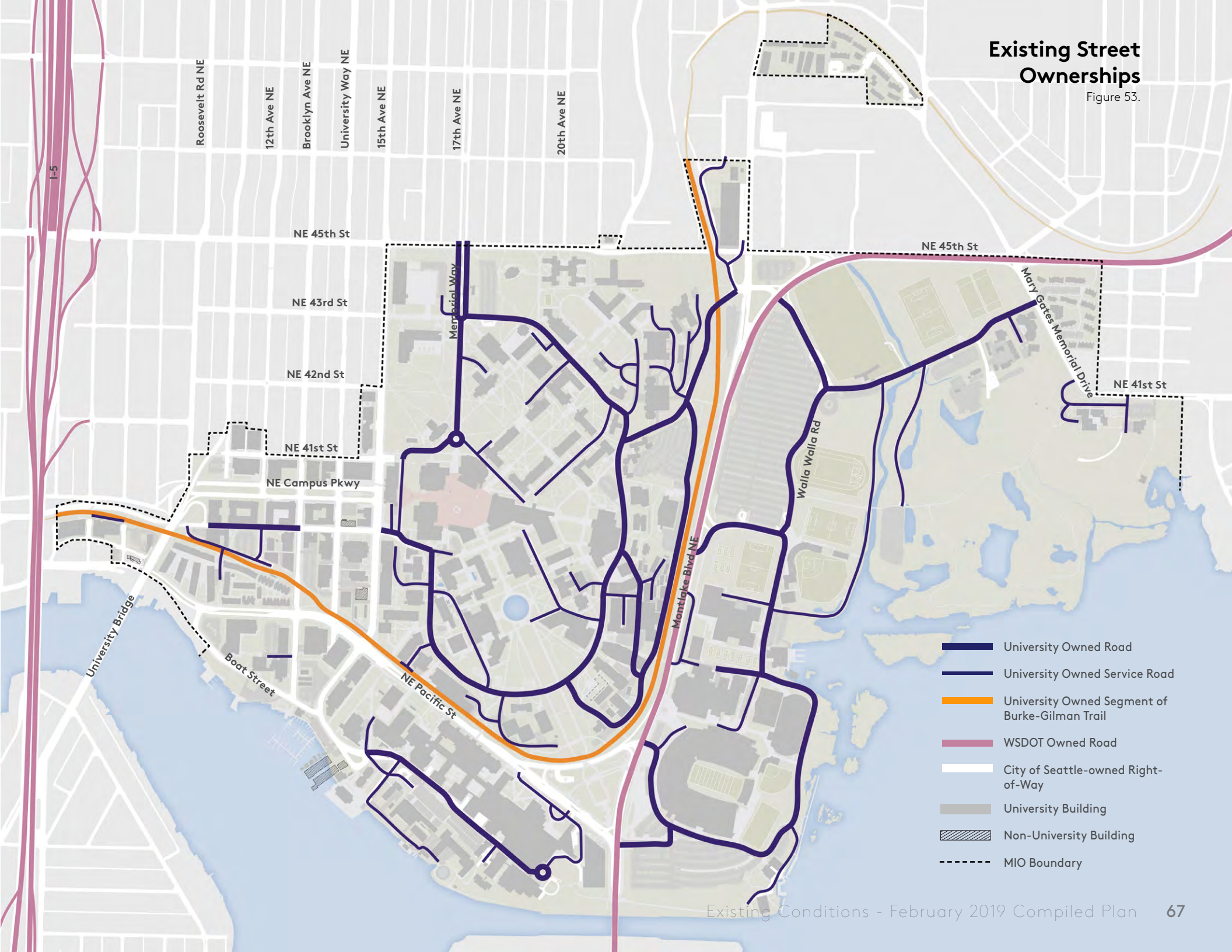
STREET OWNERSHIP

The UW owns most of the property within the MIO, including a number of streets.

- In Central and East Campus all internal streets are owned by the UW, with City of Seattle or WSDOT owning streets such as Montlake Blvd and Mary Gates Memorial Drive passing through the MIO.
- In South Campus, the UW owns NE Columbia Road, which connects to City-owned Boat Street at the South Campus gatehouse.
- In West Campus, most streets are owned by the City, with several of the UW-owned streets in the vicinity of the W10 parking lot.
- The Burke-Gilman Trail is also owned by the UW within the MIO.

Existing Street Ownerships

Figure 53.



PARKING LOT TYPOLOGIES

Parking on campus is provided through surface, structured, and underground parking lots of varying sizes. As the campus has grown, surface parking lots have increasingly been replaced by buildings, sometimes without replacing lost parking capacity on that site.

- Parking lots on Central Campus primarily consist of larger structured lots or small, building-adjacent surface lots, with strong parking demand for these lots.
- East Campus is characterized by large surface lots such as E1 and E18 which primarily meet the parking needs of Central and South Campus. Due to the longer distance of these lots from key destinations, parking demand is substantially lower than other areas of campus, except on game days.
- Parking in South Campus is primarily provided through structured and underground parking lots, reflecting the scarcity of land in this area. Parking utilization is highest in South Campus with excess parking demand shifting to lots like E12 and the Portage Bay Garage adjacent to South Campus.
- Parking in West Campus is provided via a mixture of lots including a number of residence hall lots.
- Some of the UW's key parking resources are aging, resulting in ongoing and increasing maintenance costs.

The following table identifies all parking spaces that were governed by the parking spaces cap as of 2016. Figures accounted for regular and small cars, disability, wheelchair, carpool, EV charge, Zipcar, miscellaneous reserved, pay by space, pay n display, and metered spaces. The following types of spaces were excluded from the parking space cap and the parking count in the table: bicycle, loading spaces, the UW vehicle, physical plant vehicle, shuttle, UCAR, miscellaneous restricted, and parking associated with residence halls. The 2019 CMP parking cap has decreased to 9,000 parking spaces, and now includes parking spaces associated with residence halls. Please refer to the Circulation and Parking Framework section in Chapter 5 for additional details.

Table 5. Existing Parking Lots within Parking Spaces Cap, 2016

PARKING LOT	# OF SPACES
N01	213
N02	19
N03	9
N05	170
N12	47
N16	118
N18	252
N20	151
N21	131
N22	33
N24	56
N25	36
N26	5
N28	201
C01	157
C02	93
C03	176
C04	145
C05	181
C06	201
C07	11
C08	13
C09	6
C10	51
C12	56
C14	16
C15	23

PARKING LOT	# OF SPACES
C17	28
C19	28
C20 (TRIANGLE UPPER)	218
C21 (TRIANGLE LOWER)	285
C23	1
S1	805
S5	7
S6	11
S7	6
S8	24
S9	4
S12	20
E1	1,312
E2	80
E3	23
E4	128
E6	14
E8	132
E8R	6
E9	62
E12	822
E14 (GDR)	54
E16	107
E17	33
E18	1,584
E19	259
E97 (GRAVES)	15

PARKING LOT	# OF SPACES
E98 (IMA)	18
W10	90
W11	15
W12	90
W13	6
PORTAGE BAY GARAGE	895
W24	28
W27 (UTC)	30
W28(GRAVEL)	41
W35	78
W40 TOTAL	34
W41	37
W42	0
W43 (BEN HALL UPPER)	22
W44 (BEN HALL LOWER)	39
PARRINGTON	2
FRONTAGE ROAD (S99)	0
SPOKANE LN. (SAVERY)	1
SURGERY PAVILION	281
FISHERIES DOCK	3
STADIUM GARAGE	199
CHELAN LN. (RAITT)	1
SKAGIT LN. (MUSIC)	0
MARINA 1 (1409 NE BOAT ST)	52
MARINA 2 (3537 12TH AVE NE)	67

TOTAL - 10,667 SPACES

Existing Parking Lot Typologies

Figure 54.

- Surface Parking Lot
- Structured Parking
- Underground Parking
- PUDA Parking Spaces (Spaces Do Not Contribute to the Parking Cap)
- Student Residential Spaces (Spaces Do Not Contribute to the Parking Cap)
- University Building
- Non-University Building
- MIO Boundary

BUILT ENVIRONMENT FRAMEWORK

RATIONALE FOR DEVELOPMENT SITES

A comprehensive assessment of the built environment informed the identification of potential development sites. Building age, building condition, deferred maintenance, density and building heights, along with existing maximum building heights were assessed. This information, coupled with feedback from stakeholder interviews, and an understanding of development sites identified in the 2003 Campus Master Plan and from recent planning, was used to generate the development sites identified in the CMP. These sites were subsequently reviewed and updated over several work sessions, and resulted in the final set of development sites documented in the CMP.

DEVELOPMENT SITES FROM THE 2003 CAMPUS MASTER PLAN AND RECENT PLANNING

The University has successfully acted upon a number of development sites from the 2003 Campus Master Plan. As the University approaches its allowable growth limit, a number of development sites remain and have been revisited as part of the current master planning effort. In recent years, the University has also prepared several sector studies focused on West Campus, South Campus, and East Campus.

- In many cases, development sites proposed within those studies align with the remaining development sites from the 2003 Campus Master Plan.
- The sector studies have also proposed additional development sites beyond those remaining from the 2003 Campus Master Plan.
- Collectively, the development sites proposed within the sector studies, along with the remaining 2003 development sites, served as a starting point for discussions related to future development sites. In some cases, the development sites in the CMP vary from those in the previous studies.
- For 2019 CMP development sites see pages 124 to 125.

Development Sites from 2003 Campus Master Plan

Figure 55.

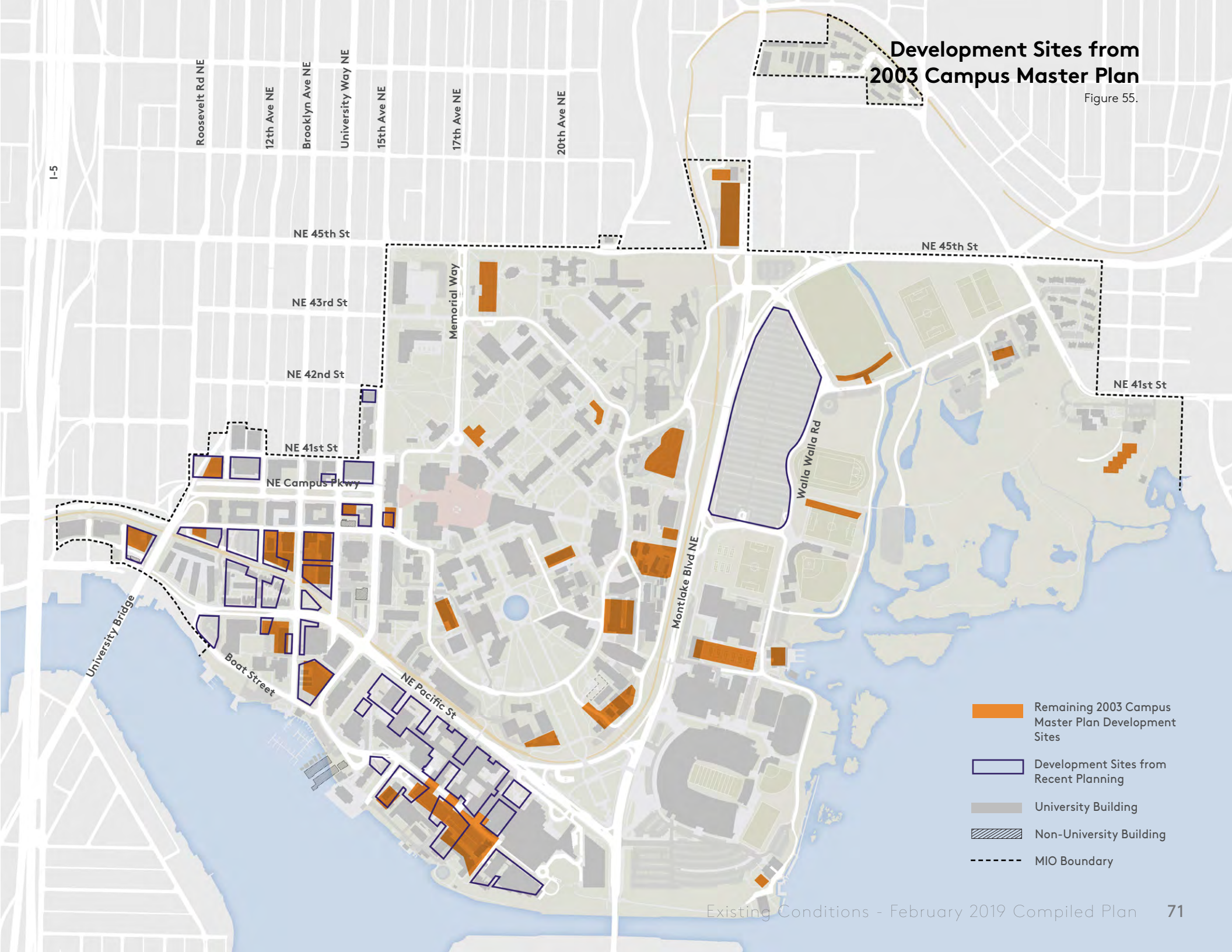


Figure 56. Bird's Eye Views of Campus looking west (above)
Figure 57. (right) looking north

UNDERUTILIZED SITE CAPACITY

Building heights vary throughout campus, and align with the building height limits identified in the 2003 Campus Master Plan. The 2003 CMP identified eight building height zones on campus, ranging from 37 feet along the waterfront to 240 feet in South Campus. The City's Shoreline Master Program generally limits building height to 30 feet for all development within 200 feet of the shoreline or associated wetlands. In many instances, especially for buildings constructed in prior decades, building heights are significantly lower than what is allowed, highlighting the potential for additional capacity on those sites.

Maximum heights of 2003 CMP zones are identified on the following page.

Figure 58. Bird's Eye View of Campus looking west

2003 Campus Master Plan Maximum Building Heights

Figure 59.

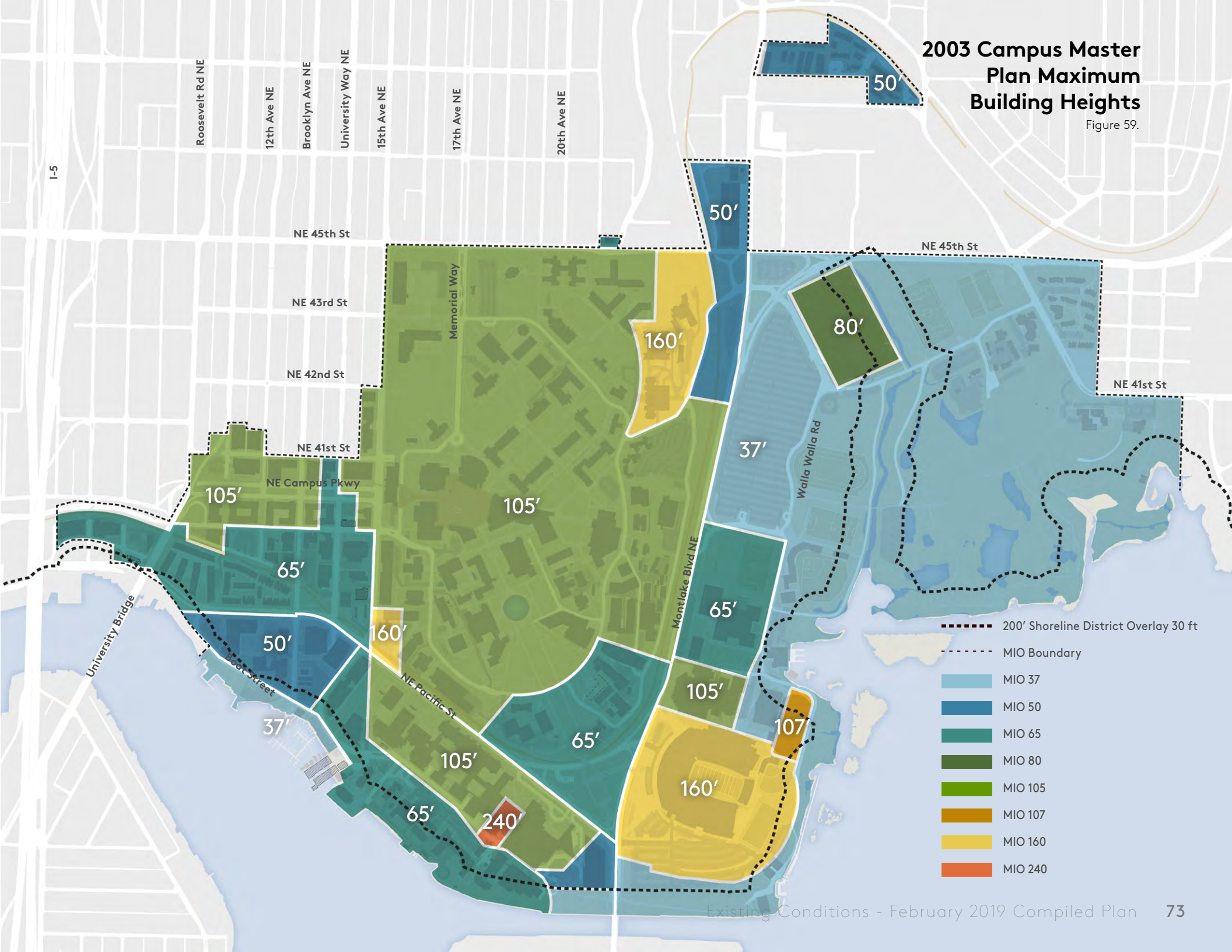


Figure 60. Ocean Teaching Building in South Campus, 35′

Figure 61. Maple, Lander, and Alder Halls, 75′

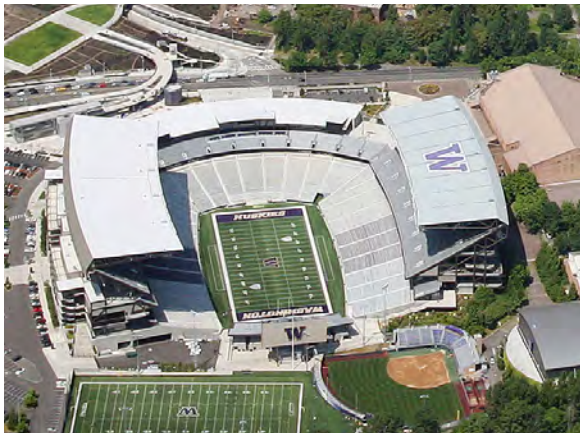
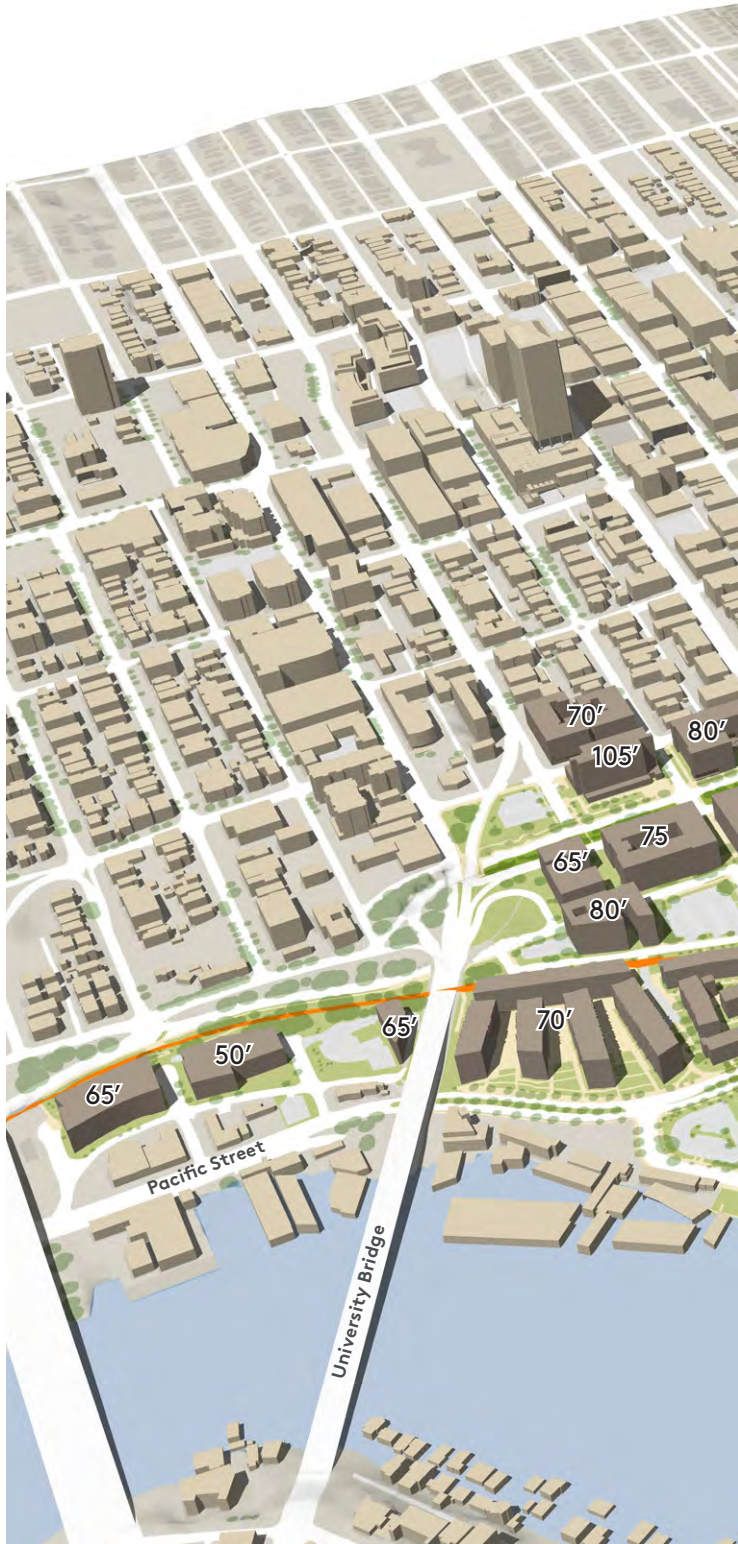


Figure 62. Husky Stadium in East Campus, 160′

Figure 63. William H. Gates Hall in Central Campus, 100′



Existing Building Heights

Figure 64.

Building Age

The University of Washington has made significant investment in its building stock, evidenced by the number of new buildings distributed throughout all campus sectors, notably West Campus. Older buildings surround the Health Sciences complex, facilities buildings on Central Campus, and throughout the North Campus housing.

Building Conditions

Building age tends to align with building condition, and reinforces the need to address the Health Sciences complex, facilities buildings on Central Campus, and North Campus housing. A number of smaller structures including Thomson Hall, Smith Hall, and Sieg Hall, also need to be addressed.

Deferred Maintenance

The University maintains information on maintenance needs, and has mapped the deferred maintenance burden on a dollars per square foot basis. Analyzing buildings from this perspective highlights significant deferred maintenance throughout the Health Sciences complex, Mechanical Engineering, Wilcox, and the old Burke Museum.

INCLUSIVE INNOVATION FRAMEWORK

HISTORY OF INNOVATION ACTIVITY AT THE UW

The University of Washington has been and continues to be an innovator. Every day, pioneers on the UW campus are developing ground-breaking ways to make people's lives better. In fact, people around the world depend on the UW to tackle big issues like technology and disruption, curing cancer, disease prevention, climate change, clean technologies, wage inequality, and affordable housing. Inclusive Innovation is a holistic interdisciplinary approach to understanding and working with the forces that create both innovation and disruption in a manner that benefits all.

In 2015, the UW was ranked as the most innovative public university by Thomson Reuters. The UW regularly is the top recipient of federal research dollars in the nation, among public universities, and second overall. Collectively, the University spurs $12.5 Billion annually in economic impact for the State of Washington and ranks among the top universities for tech startups. In 2014 alone, the UW helped launch more than 100 new companies, eighteen of which were a direct result of its research technologies; its CoMotion Labs incubators now house more than 80 active start-ups. In 2016, the UW also had the most actively licensed technologies amongst all universities.

Throughout it's over 150-year history, schools and departments within the University have collaborated with other departments, organizations, and companies; facilitated or incubated many successful startups and accelerators; and connected, educated, intelligent, and valuable talent to some of the most innovative organizations and businesses in the region and the world. The diversity of research funding and the UW's record of partnering reveal this strength and ability to bring people and organizations together for a common purpose. A few examples of such collaborations follow:

Boeing

One of the longest and most collaborative partnerships started with a gift from the then fledgling Boeing Company. William Boeing made a large donation to the UW in 1917 to construct a wind tunnel for testing plane models. In return, the University offered courses within the engineering department to develop skills that would be valuable to aeronautics companies, and The Boeing Company in particular. Through much of the 20th century, the popularity of engineering and technology-related courses at the University grew alongside the success of the young aerospace company. Numerous research collaborations, partnership opportunities and grants were made possible by the continued support of The Boeing Company. The investment of the company led to larger innovations and opportunities in astronautics, aerospace, and government-sponsored research.

Microsoft

Microsoft has contributed to the growth of computer science-related education over the past several decades. In 2017, Paul Allen and Microsoft established a $40 million endowment which shall provide $2 million per year in seed funding for new initiatives in the Paul Allen School of computer science and engineering. Microsoft has also provided significant early funding of $39M to the Global Innovation Exchange that partners the UW, Tsinghua University, and other corporations and universities.

Gates Foundation and Population Health Initiative

Launched in 2016 by the UW President Ana Mari Cauce, Population Health addresses challenges in human health, environmental

Figure 65. Nifty cup is an novel way for infants, that cannot breastfeed, to sip. Image source: Laerdal Global Health.

Figure 66. One Busy Away is a real-time application that provides meaningful information to both the rider and transit provider. Image source: onebusaway.org.

resilience, and social and economic equity through partnerships with local, national, and global communities. The executive council includes faculty and staff from across the University of Washington system. The initiative has significant support from the Gates Foundation in the form of a $280M gift.

PATH and Nifty Cup

The University worked with the non-profit global health organization PATH, and Seattle Children's Hospital to design a feeding cup to prevent starvation among premature or high-risk babies in developing countries.

One Bus Away

Created by PhD students, the One Bus Away open source project is a real time application that provides a user-friendly interface built on existing bus route data from Sound Transit. The application provides bus arrival times and produces meaningful data about the attitudes and behaviors of transit users. Various non-profit, government, and business entities contributed to the development and continued research behind transit use in the greater Seattle region.

The West Coast Poverty Center

The West Coast Poverty Center is an antipoverty collaborative started by the UW School of Social Work, the Daniel J. Evans School of Public Affairs, and the College of Arts and Sciences. The Center encourages meaningful exchange between professionals in the realms of research, policy, and action in the west coast region. The Center enables the next generation of poverty researchers and practitioners through grant funding, research opportunities and training. Outside of the campus, the West Coast Poverty Center works to bring poverty-relevant knowledge to policymakers and practitioners and to engage researchers and policy practitioners in dialogue through outreach, communications, and events.

Figure 67. Boeing Wind Tunnel on the University's campus. Image source: The Seattle Times.

Figure 68. StartUp Hall in Condon Hall in the UW's West Campus

Figure 69. CoMotion and Urban@UW

INNOVATION DISTRICT MOMENTUM

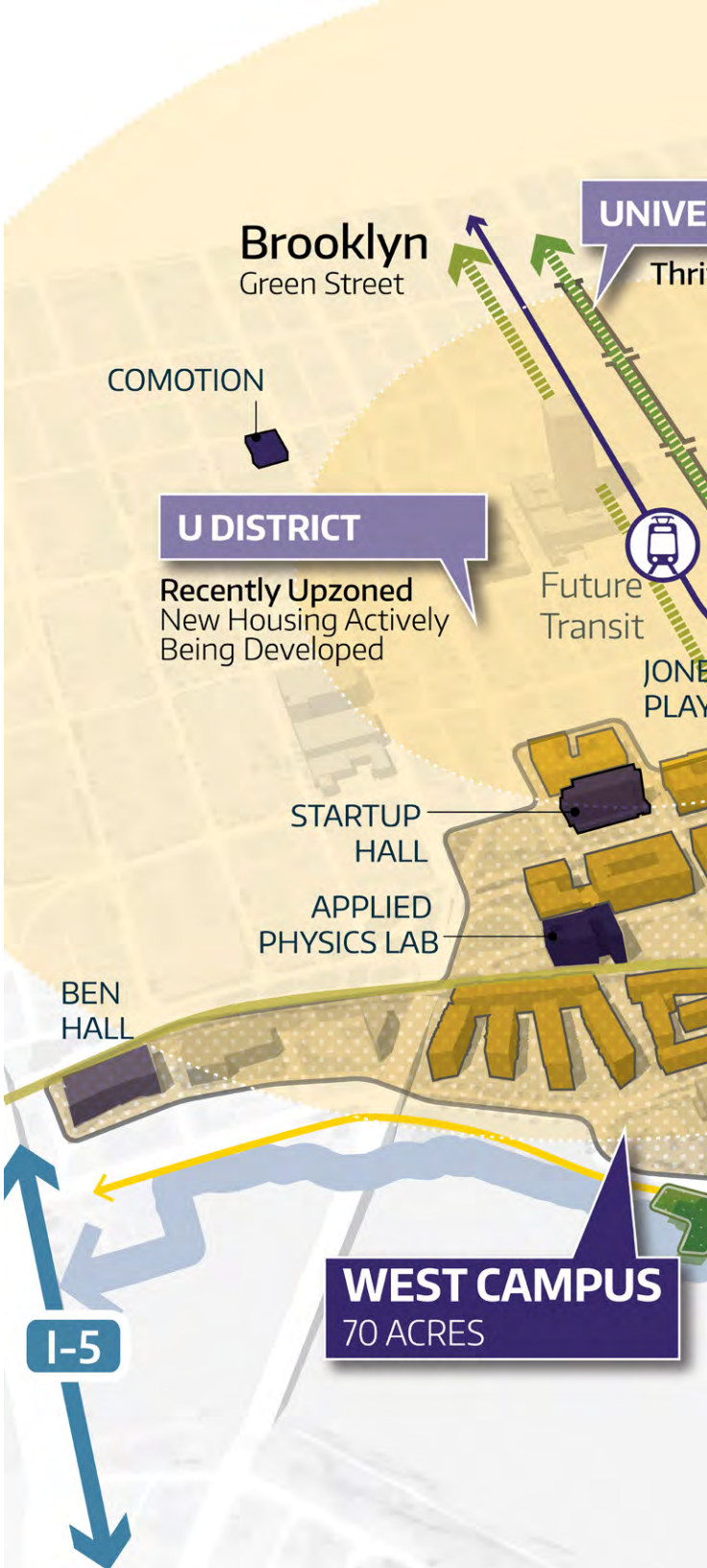
Three years ago, the University appointed a Vice President for Innovation Strategy to facilitate innovation transfer, training, and strategy and to direct CoMotion, a collaborative hub for expanding the economic and societal impact of the UW's work. CoMotion Labs three incubators at Roosevelt, Fluke Hall, StartUp Hall, Urban@ UW, along with the future Earth Lab, exceptional educational experiences in the Foster school of Business' Buerk Center, and collaborative innovation experiences across multiple units– also express and strengthen the University's commitment to innovation and entrepreneurship.

Today, the University is at an important milestone as a research institution. New opportunities have emerged for the UW to take an active role in the development of an innovation district that will continue its legacy as an innovator, spur connections, and facilitate the production of ideas in a cross-disciplinary and dynamic manner.

As a nationally recognized innovation anchor that propels research and drives startups in the Seattle-region, the UW is uniquely positioned to create a cutting edge innovation district. Seattle is the economic heart of its region, with a highly educated workforce, making it easier to attract new partnerships, expand research efforts and create jobs.

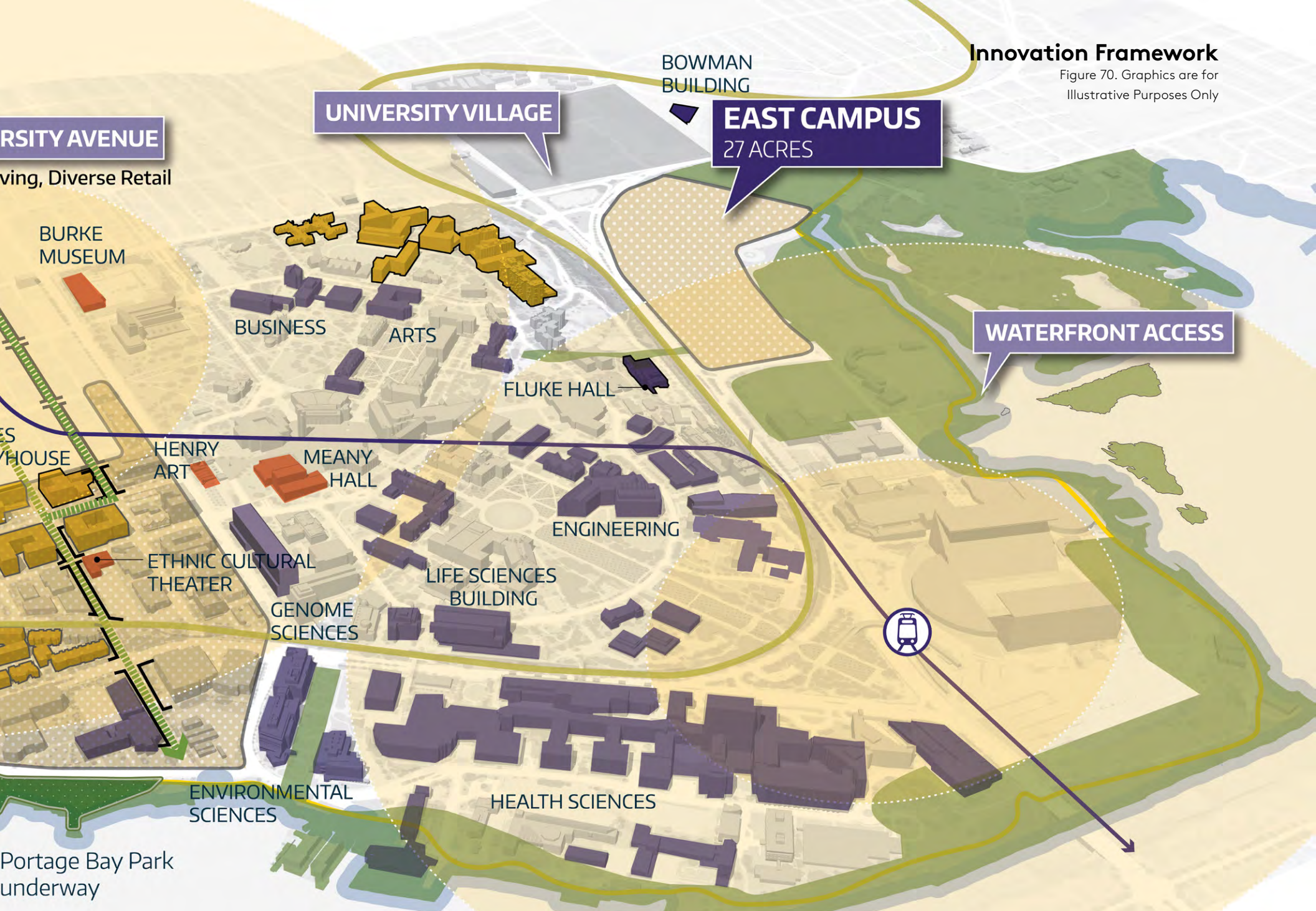
The UW's proximity to regional connections and light rail transit, high quality student housing, cafes, retail and jobs all support its identity as a center for innovation.

- Innovation Center
- Cultural Asset
- Academic Research
- Innovation District
- Residence Hall
- Retail Corridor
- Light Rail Stop
- Burke-Gilman Trail
- 5 Min Walkshed
- 10 Min Walkshed



Innovation Framework

Figure 70. Graphics are for Illustrative Purposes Only



INNOVATION DISTRICT ELEMENTS

What exactly is an "innovation district"? The Brookings Institute defines it as a physical place that promotes collaboration. The University sees an innovation district as a place where experts across multiple fields including but not limited to, social work, public health, engineering, life sciences, the humanities, and the performing arts can partner with government, business, non-profit organizations and the Seattle community to solve critical challenges. From public safety to homelessness to curing diseases – it is intended to be a place to find answers to big questions for the people of Seattle and around the world, and to create an inclusive spirit and culture of entrepreneurial thinking and innovation mindsets. Inclusive innovation is a holistic interdisciplinary approach to understanding and working with the forces that create both innovation and disruption in a manner that benefits all.

To better understand the program elements and types of spaces that support innovation districts, the UW prepared case studies of other innovation districts as part of the campus master planning process, including Massachusetts Institute of Technology and Kendall Square; Drexel University, University of Pennsylvania, and the Keystone Innovation District; Washington University – St. Louis, St. Louis University, and University of Missouri St. Louis and the Cortex Innovation Community, and the University of California San Francisco-Mission Bay campus.(See Appendix A for link to more information about each of these districts.) The study looked at the amount of land used, the square footage, programmatic elements, the mix of tenants, and the development process. Many innovation districts provide a diverse mix of programmatic elements including prototyping spaces, manufacturing facilities, incubators, social spaces, and event spaces that are shared by start-ups, research labs, incubators and accelerators within a typically dense, mixed-use environment.

Placemaking and identity are central themes for each of the districts that were analyzed. In West Philadelphia and Cambridge, flexible and inexpensive pop-up parks are designed with social programming in mind. The goal is to physically connect people through public spaces, where people can serendipitously and informally bump into one another. Those public spaces are typically integrated within innovation district clusters or close to mobility options.

The study also showed that each innovation district is closely tied to a particular industry: biotech for Kendall Square, technology for CORTEX and Drexel, and health sciences for UCSF Mission Bay. What is different about an innovation district at the UW is that it can include many fields of study, all with critical ties to our institutional mission. Arts and sciences, technology, health sciences, and engineering are all welcome in order to find the most creative solutions to local, national and global problems.

The University plans to focus development space on campus to create an inclusive innovation district. The Campus Master Plan envisions between 500,000 to 1,000,000 net new gsf of space to support the development of an innovation district. These spaces will serve both the University community and its partners. The majority of employees working in this space will be UW students, staff and faculty with the balance being employees of partner organizations. For more information about partnership space needs, please refer to the space needs section on page 35.

Innovation Ecosystem Elements

Figure 71. Graphics are for
Illustrative Purposes Only

5 VISION, PRINCIPLES, AND FRAMEWORKS

- LONG-TERM VISION INFORMS 10-YEAR CONCEPTUAL PLAN
- GUIDING PRINCIPLES
- PLANNING FRAMEWORKS
    - PUBLIC REALM FRAMEWORK
    - CIRCULATION & PARKING FRAMEWORK
    - BUILT ENVIRONMENT FRAMEWORK
    - INCLUSIVE INNOVATION FRAMEWORK
    - SUSTAINABILITY FRAMEWORK
    - UTILITY FRAMEWORK

LONG-TERM VISION INFORMS THE 10-YEAR CONCEPTUAL PLAN

This Campus Master Plan (CMP) accomplishes two objectives. It establishes a bold, long-term vision, and guides the development that shall occur over its 10-year planning horizon, as required by the City-University Agreement.

The CMP identifies approximately 12.0 million net new gross square feet of development capacity. It also identifies the growth allowance that the University is planning to develop over the 10-year planning horizon. The growth allowance is 6.0 million net new gross square feet of development. The CMP shall remain in effect until the growth allowance is used up. The CMP identifies potential development sites that could:

- Accommodate the growth allowance and provide room for continuous growth in student enrollment and research demands.
- Guide creation of an active public realm.
- Complement the existing lexicon of higher education spaces on campus with new settings for collaboration and research partnerships.

The CMP creates a progressive and sustainable framework that shall enable UW's continued evolution as a 21st century institution. The CMP balances the preservation of historic campus assets with increased density; and integrates the University's strategic goals and academic, research, and service missions with capital plan objectives to guide the physical development of the campus.

Long-Term Vision - Illustrative Plan

Figure 72. Long-Term Vision, Graphics are for Illustrative Purposes Only

Table 6. Development Capacity and Permitted Development by Campus Sector

	POTENTIAL NET NEW DEVELOPMENT (GROSS SQUARE FEET)	NET NEW MAXIMUM DEVELOPMENT (GROSS SQUARE FEET)	MAXIMUM DEVELOPMENT LIMIT (%)
CENTRAL	1,631,941	900,000	15%
WEST	3,762,199	3,000,000	50%
SOUTH	2,208,735	1,350,000	23%
EAST	4,293,885	750,000	12%
TOTAL	11,896,760	6,000,000	100%

10-Year Conceptual Plan

Figure 73. Graphics are for Illustrative Purposes Only

GUIDING PRINCIPLES

GUIDING PRINCIPLES

The CMP serves as a long-term aspirational framework for future development, and is founded on five underlying principles:

1. Flexible Framework

2. Learning Based Academic and Research Partnerships

3. Sustainable Development

4. Connectivity

5. Stewardship of Historic and Cultural Resources

GUIDING PRINCIPLE #1 FLEXIBLE FRAMEWORK

Create a lasting and flexible planning framework to guide development of University projects during the identification of a development site and implementation of development guidelines and standards in support of the University of Washington's education, research, and service missions.

In the absence of a definitive future, the CMP needs to respond to changing conditions, new pedagogies, evolving technology, and increasingly scarce resources in a flexible manner. The CMP may reinforce strategic decision-making in a manner that is responsive to its mission, potential growth, and that benefits the community. Identifying multiple development sites—more than what is needed for the growth allowance—throughout each of the four campus sectors provides the University with flexibility in responding to changing needs.

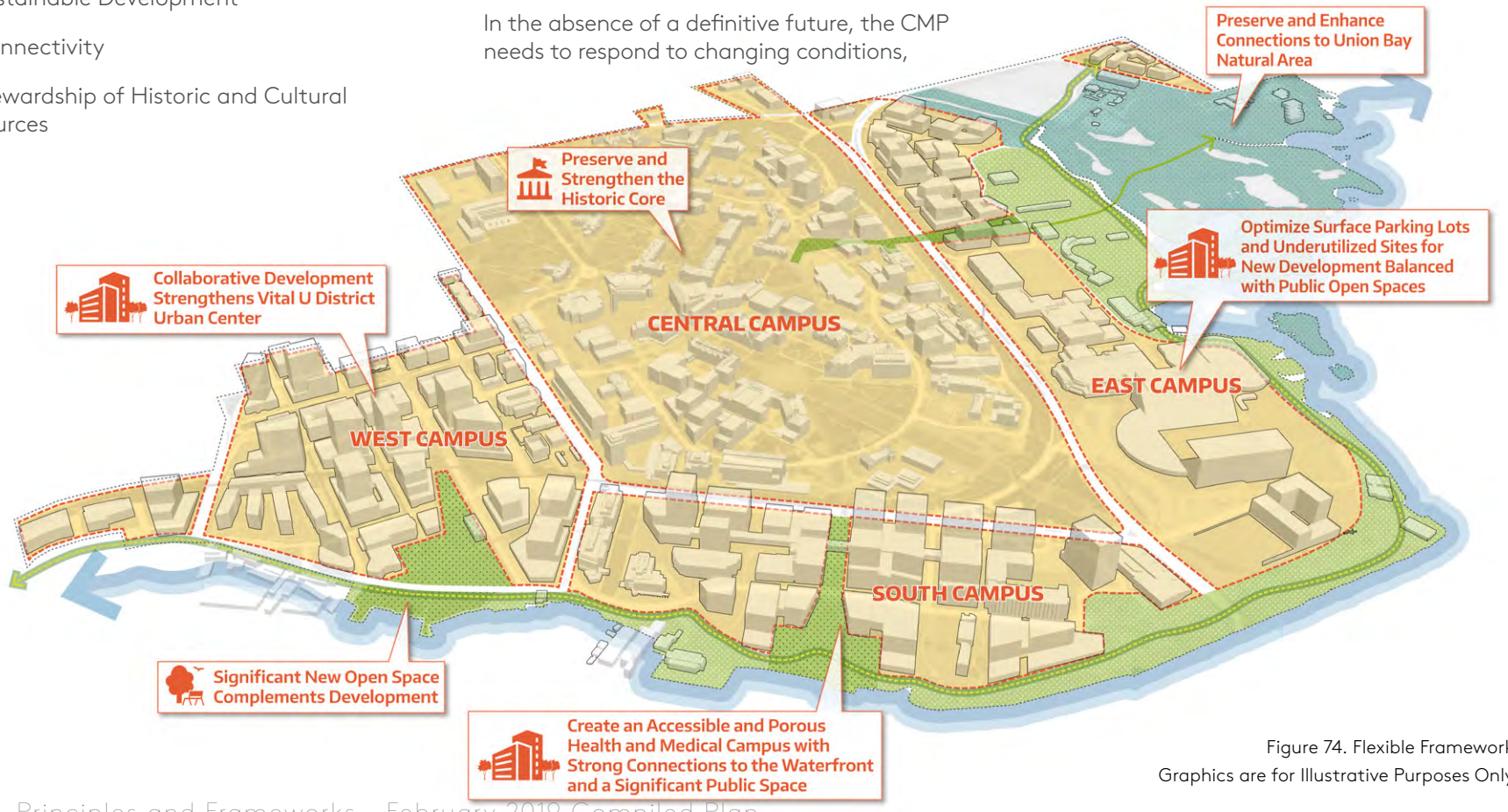


Figure 74. Flexible Framework
Graphics are for Illustrative Purposes Only

GUIDING PRINCIPLE #2
LEARNING-BASED ACADEMIC AND RESEARCH PARTNERSHIPS

Support and catalyze academic and teaching research partnerships with allied industries, contribute to a highly livable innovation district, and stimulate job growth and economic development.

The CMP embraces new modes of teaching and learning to create a flexible and dynamic framework that accommodates the need for growth in student enrollment and research demands. It complements the existing lexicon of higher education spaces with new settings for collaboration and multiple opportunities for innovative learning that extend beyond the classroom. The University is part of a growing network of industries in Seattle and beyond that support the local, regional and state economies. The CMP creates a structure to catalyze academic and research partnerships within UW and allied external entities, stimulate job growth, and economic development in the larger University District, and transform UW into a global hub for cutting edge thinking and entrepreneurship.

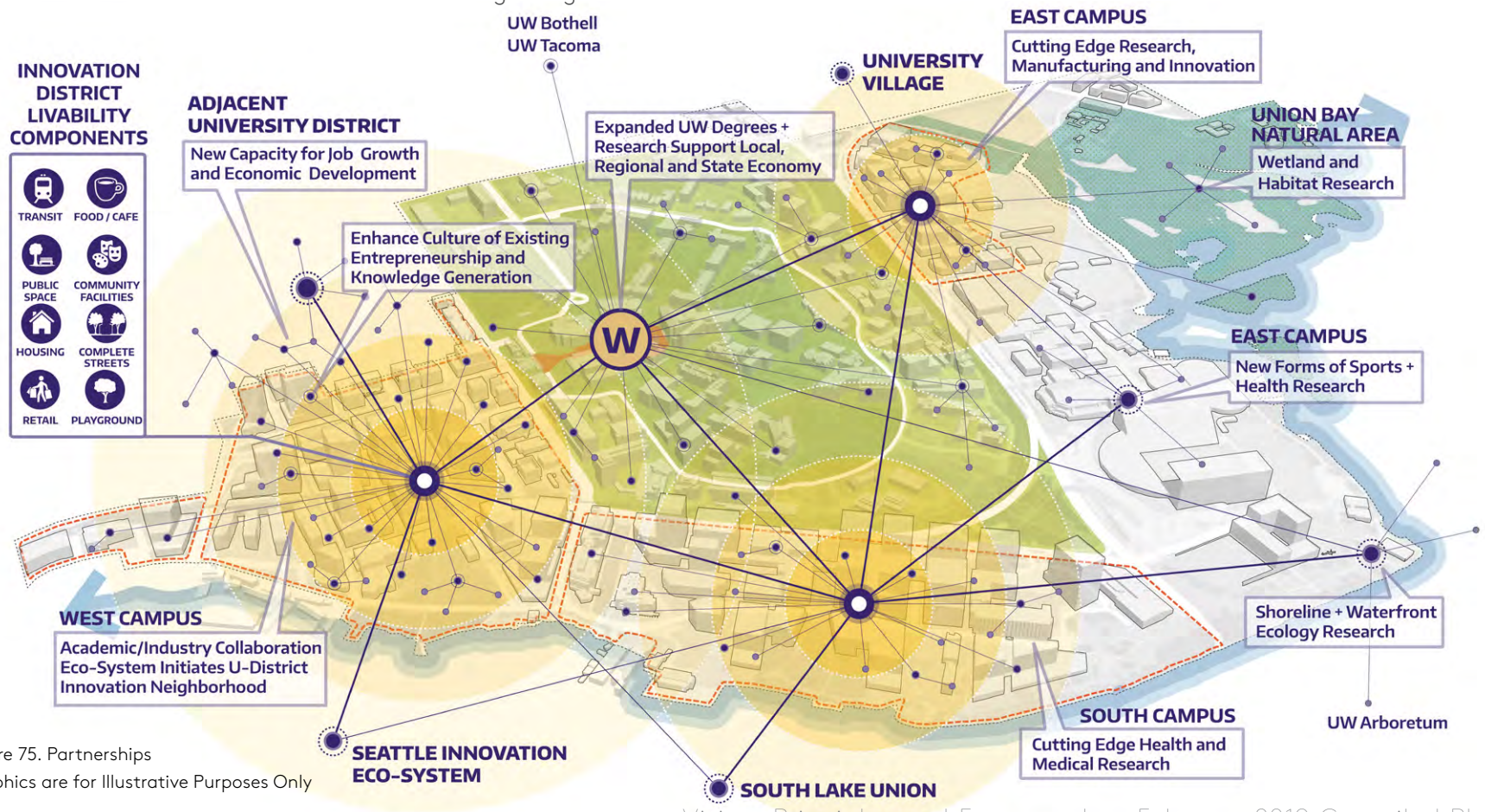


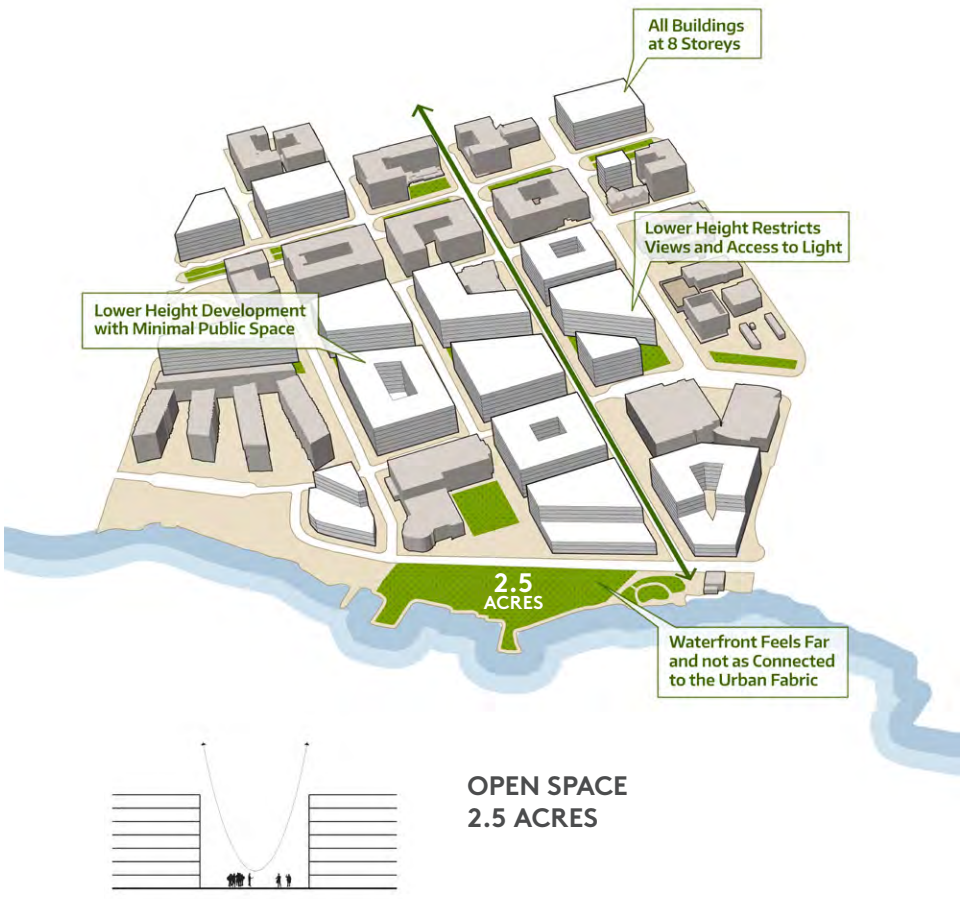
Figure 75. Partnerships
Graphics are for Illustrative Purposes Only

GUIDING PRINCIPLE #3
SUSTAINABLE DEVELOPMENT

Implement UW's commitment to sustainable land use through the preservation and utilization of its existing property and the balance of development, open space, and public use.

The University is at the national forefront of campus sustainability related to tracking, education, and campus outreach. The CMP supports existing sustainability efforts and extends those efforts to future development.

Open spaces and parks are amenities that are integral to creating an active and vibrant public realm and urban form.



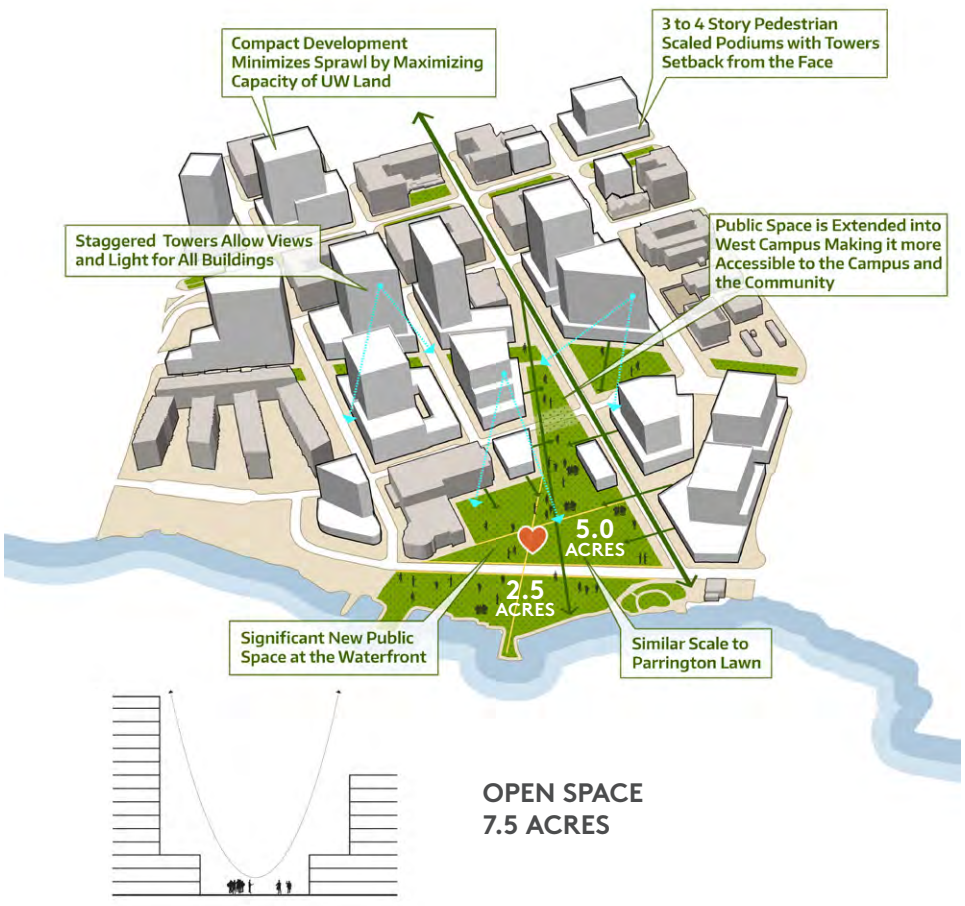


Figure 76. Sustainable Development
Graphics are for Illustrative Purposes Only

GUIDING PRINCIPLE #4
CONNECTIVITY

Extend UW's commitment to better connect the University internally and with its broader context.

The CMP embraces UW's urban identity, seamlessly integrating it with its surrounding community. The University plays an important role as a regional connector and destination. The CMP prioritizes pedestrian movement and establishes strong synergies between UW and its neighboring communities by creating an extensive and accessible public realm with multiple connections to the waterfront, improving regional access through the two new light rail stations, introducing significant new outdoor spaces, integrating the City's Green Street initiatives and leveraging the unique natural setting of UW to create a continuous and active shoreline. Street level interventions strengthen major pathways on campus, while 15th Avenue and Brooklyn Avenue are re-characterized as connectors between the community and University with active street level uses.

Figure 77. Connectivity
Graphics are for Illustrative Purposes Only

GUIDING PRINCIPLE #5 STEWARDSHIP OF HISTORIC, CULTURAL AND ECOLOGICAL RESOURCES

Continue responsible and proactive stewardship of UW's campus assets through preservation of its historic, cultural, and ecological resources and managed strategy of property development.

UW strives to be a good steward of its historic, natural, economic, cultural and built resources. The CMP positions the campus as a living lab for research and learning by adopting a holistic systems-thinking approach to sustainability, structured around five themes - ecological systems, mobility, engagement, built environment, and economic development. The CMP creates a balanced approach to future growth on campus by adopting a compact, high density approach to development that enables the preservation of historic campus assets, the creation of new public spaces and an integrated pedestrian and bike network. The University is working with the City and State to complete a Historic and Cultural Resources Survey that shall be common reference material for historic preservation implementation.

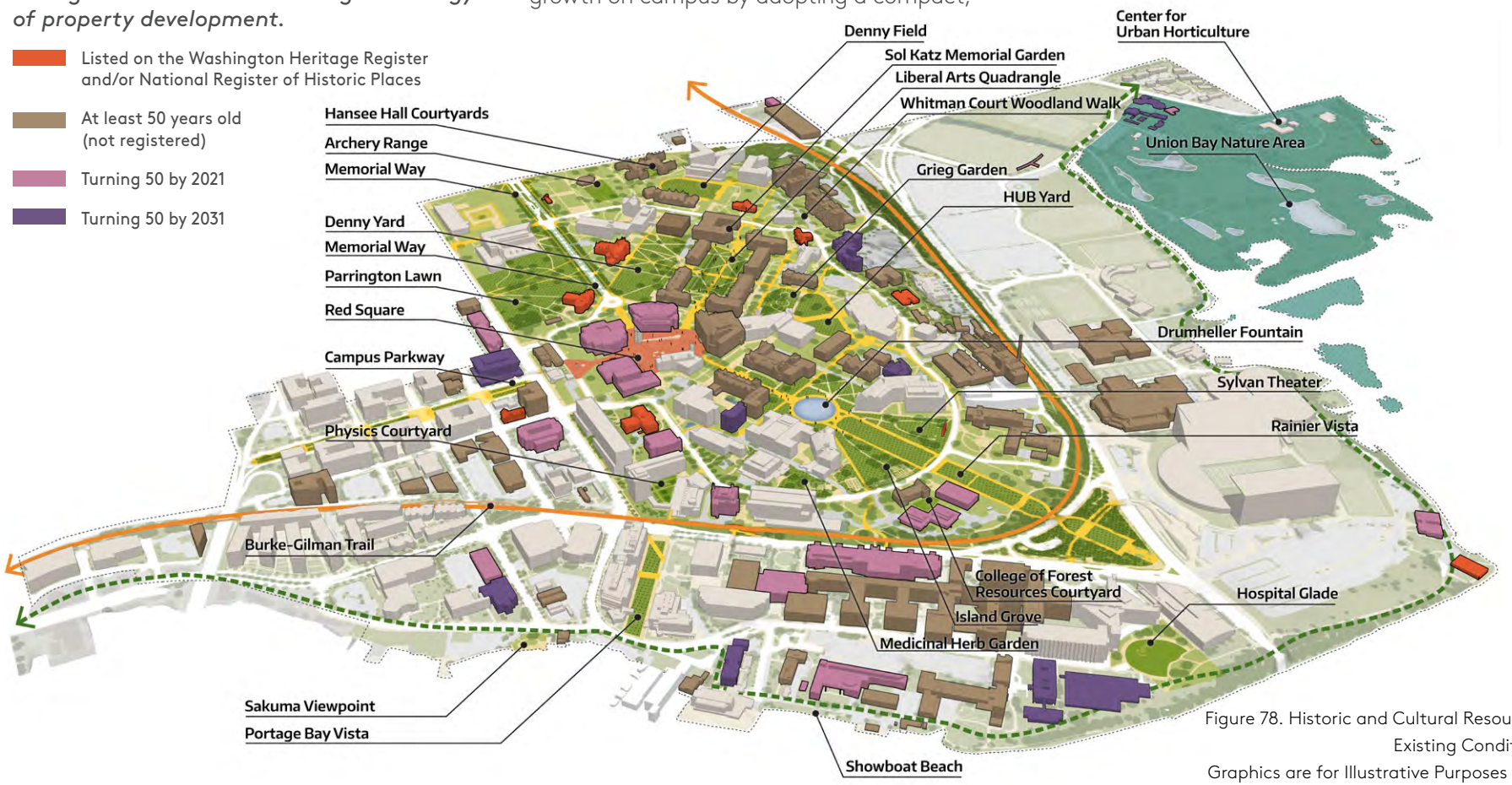


Figure 78. Historic and Cultural Resources, Existing Conditions
Graphics are for Illustrative Purposes Only

PLANNING FRAMEWORK

The Planning Framework that follows describes the various aspects of the Campus Master Plan from a campus-wide perspective. Recommendations related to each of the four campus sectors are described in greater detail in Chapter 6 – Project Review and Design Guidance. The Planning Framework includes the following:

- Public Realm Framework
- Shoreline Public Access Plan
- Circulation and Parking Framework
- Built Environment Framework
- Inclusive Innovation Framework
- Sustainability Framework
- Utility Framework

PUBLIC REALM FRAMEWORK

CONCEPTUAL STRATEGIES

The CMP preserves and builds upon the campus' existing four radial axes—Rainier Vista, the Liberal Arts Quad, Memorial Way and Olympic Vista / Campus Parkway—and plans for more spaces and connections that enhance the organization of the campus and provide the context for future development. Areas with increased density are balanced with access to open space, either distributed among multiple sites, or through the creation of larger open space amenities. Commitments and timing of open space improvements can be found on page 240.

- Brooklyn Avenue NE helps connect the City and University with the waterfront through the introduction of a bike lane and activated pedestrian realm.
- An enhanced open space connector links South Campus to both Central Campus and the waterfront.
- Multiple pedestrian connections stitch together the four campus sectors into a comprehensive and connected network, and are part of a larger, integrated street grid that seamlessly connects with the broader community (See Figure 84).
- Active uses create a comprehensive and dynamic campus environment. (See Figure 83 - dashed lines represent active building edges). Please reference the Design Guidance section on page 156.

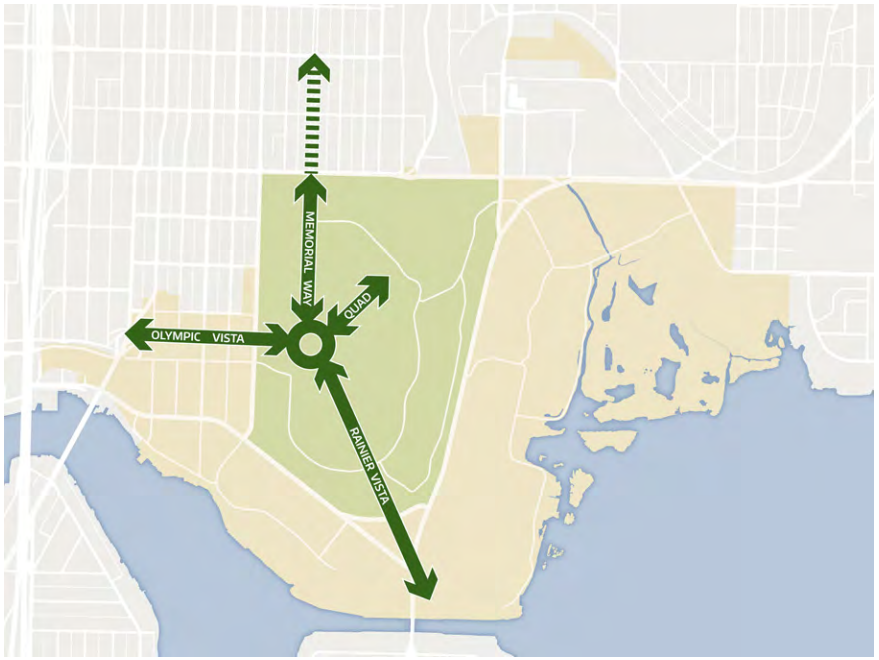


Figure 79. Major Organizational Axes

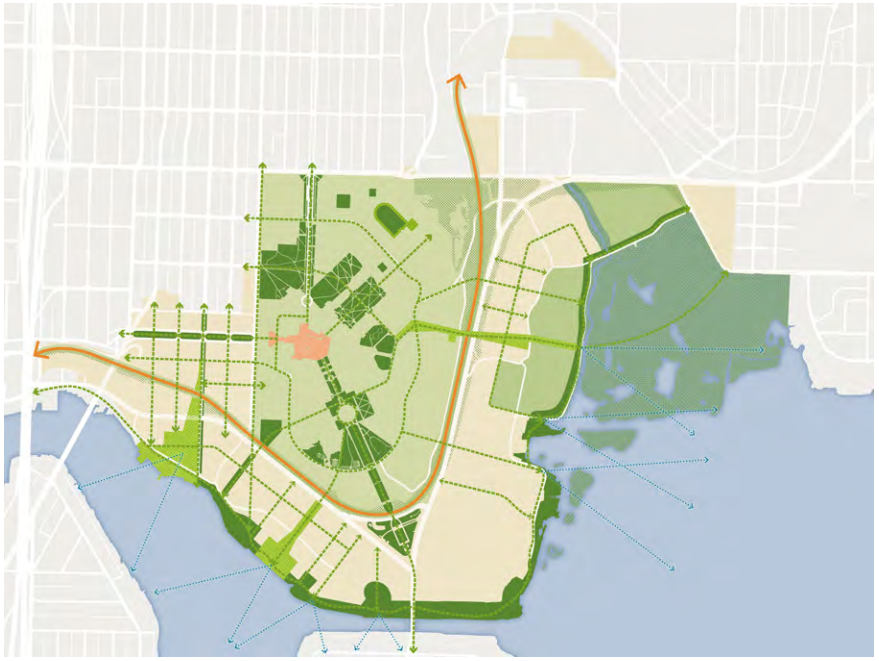


Figure 80. Illustrative Plan for Future Connected Campus

Figure 81. Existing Primary Open Spaces

Figure 82. Identified Areas for Future Open Space Additions

Figure 83. Active Public Realm

Figure 84. Integrated with Broader Neighborhood

OPEN SPACE ORGANIZATION

The CMP identifies a number of publicly accessible, significant open spaces. The CMP supplements existing historic and culturally significant open spaces, primarily located on Central Campus with a range of new civic-scaled open spaces in West, South and East Campus.

New significant open spaces connect the campus sectors together into a continuous landscape network, establish a strong sense of place, and reinforce the proposed organizational axes. These spaces represent seven percent growth in primary and significant open spaces, adding 44 acres of primary open spaces, creating a total of 156-acres of primary open space within the long-term vision for campus.

The primary open spaces additions include:

- West Campus Green and Plaza
- South Campus Green
- Connection between East and Central Campus
- Continuous Waterfront Trail
- North Campus Housing landscape

These spaces form key structuring elements for campus development. The open spaces identified on the Unique and Significant Landscapes Graphic on page 97 should be preserved and protected.

Figure 85. Existing primary open space, Liberal Arts Quad

Figure 86. Existing primary open space, Rainier Vista (Credit: Loyd Heath Photography)

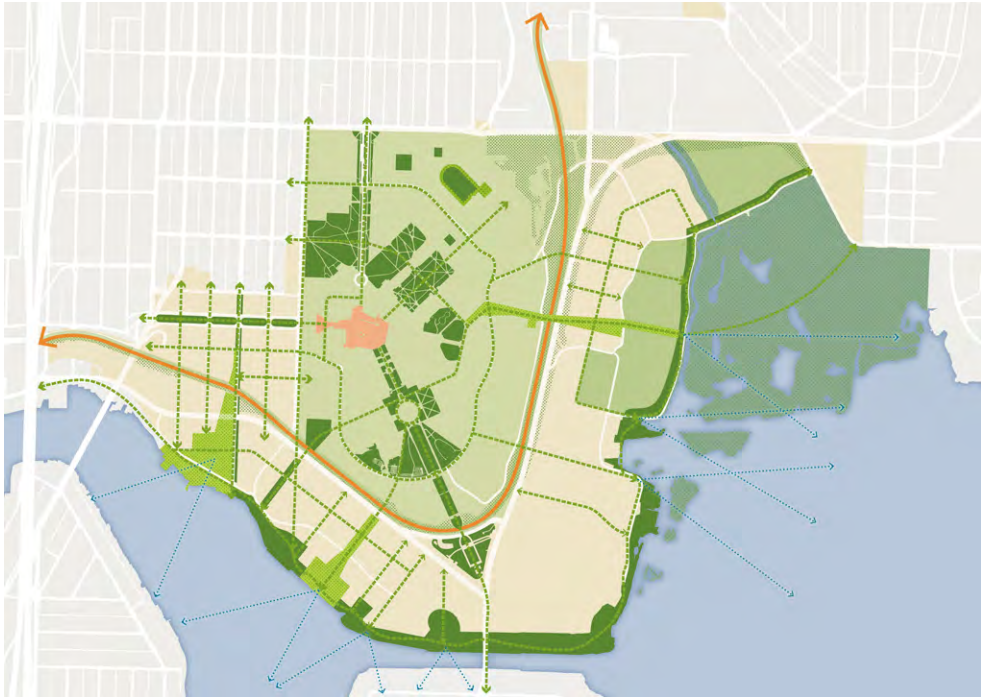
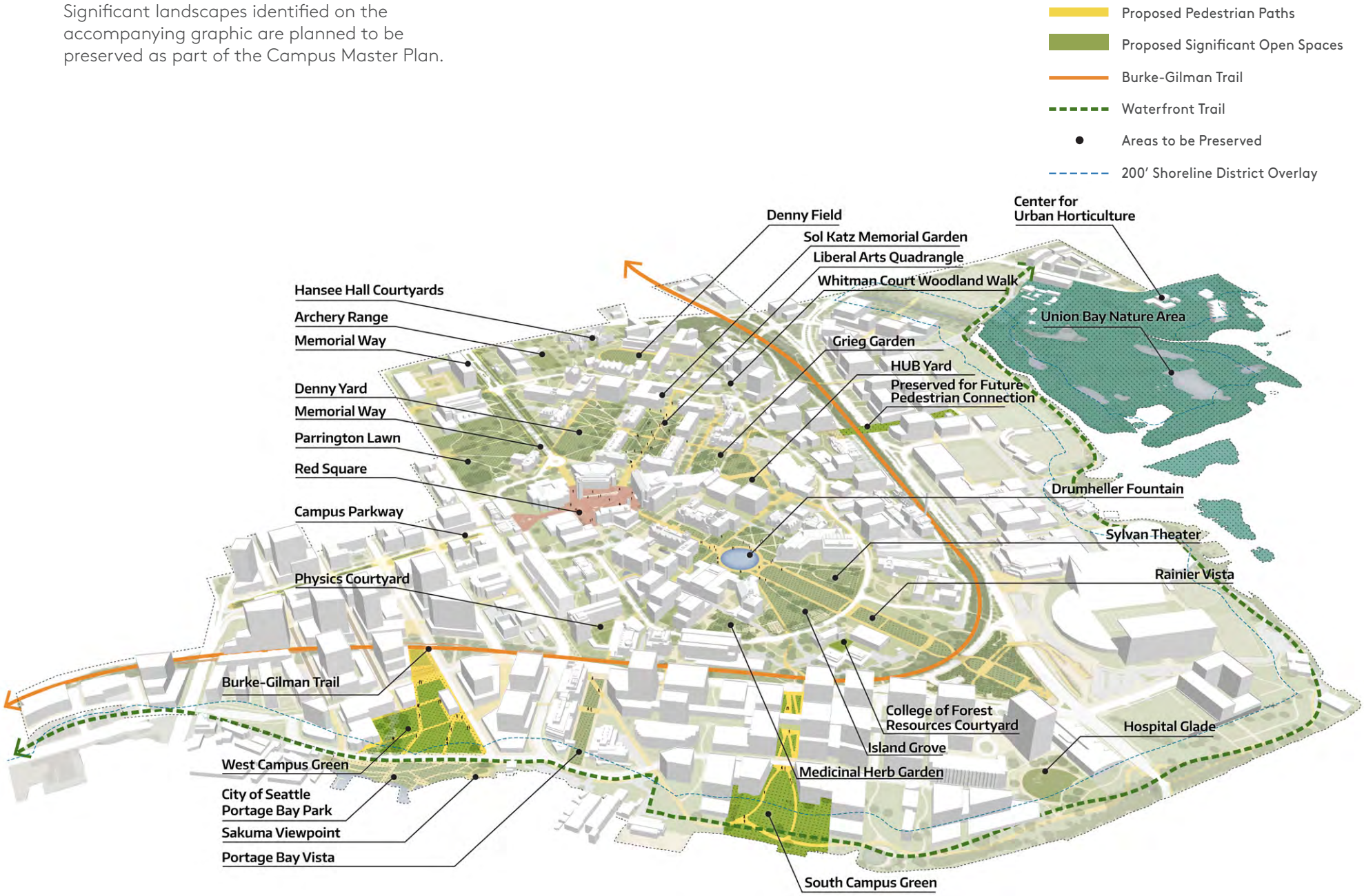


Figure 87. Potential Primary Open Spaces. Graphics are for Illustrative Purposes Only

Unique and Significant Landscapes

Figure 88. Graphics are for Illustrative Purposes Only

Significant landscapes identified on the accompanying graphic are planned to be preserved as part of the Campus Master Plan.



West Campus Green and Plaza

West Campus Green strengthens connections to the waterfront, the surrounding University District, and adjacent campus sectors, and serves as the heart of West Campus. The Green is envisioned to:

- Establish an urban and green public realm character in West Campus, which was missing.
- Tie into the City of Seattle's new Portage Bay Park.
- Provide needed outdoor relief from the added density throughout West Campus.
- Integrate with and improve outdoor space that provides a sense of place for Fishery Science.
- Activate the ground floor through two new pavilions to create a destination open space that is expressive of the University's activities and welcomes the larger community.
- Include a stepped terrace to the north of Pacific Street that ties into both the Burke-Gilman Trail and the mid-block connector back to Central Campus, affording sweeping views of Portage Bay.
- Provide an origin for the continuous waterfront trail.
- Enhance access and the features along the waterfront including Agua Verde and Sakuma viewpoint.

West Campus Green is similar in scale to Parrington Lawn and provides vistas in a similar capacity to the Olympic Sculpture Park and South Lake Union Park.

OPEN SPACE COMMITMENT

Over the life of this CMP, the approximately 4-acre area designated as the "West Campus Green" shall be reserved for open space, except that minor structures supporting the open space function are allowed. Structures and improvements required for utility infrastructure are also allowed. A design and implementation plan for West Campus Green and the West Campus section of the continuous waterfront trail shall be completed by the earlier of: the time 1.5 million square feet of net new development in the West Campus sector is completed; or the time

Figure 89. West Campus Green, Plaza, and City of Seattle Portage Bay Park.
Graphics are for Illustrative Purposes Only

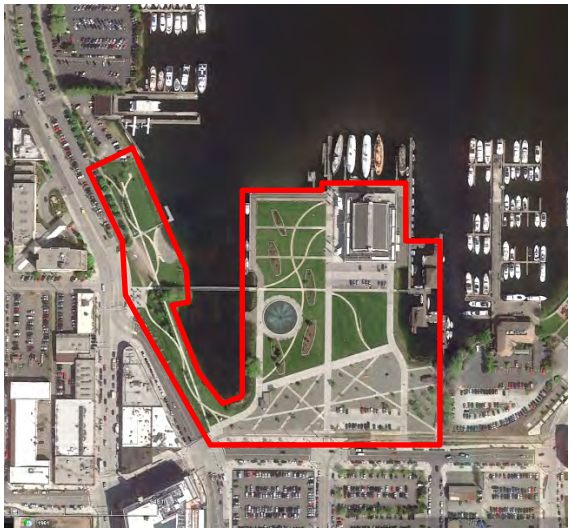


Figure 90. Lake Union Park - 10.0 acres

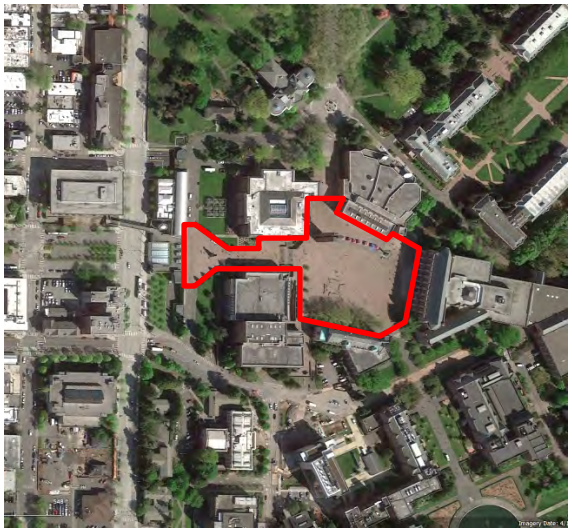


Figure 91. Red Square - 3.2 acres

Figure 92. Parrington Lawn - 7.8 acres

Figure 93. Olympic Sculpture Park – 11.0 acres

Figure 94. Gas Works Park – 20.0 acres

Figure 95. West Campus Green and City of Seattle Portage Bay Park (including Pacific Street) – 7.5 acres


CITY OF SEATTLE
PORTAGE BAY PARK
Boat Street

West Campus Green and Plaza

Figure 96. Graphics are for Illustrative Purposes Only

the University submits its first permit application for development of Site W27, W29, W33, W34, or W35. A concept plan for all three sections of the Continuous Waterfront Trail—West, South, and East—shall also be completed at this time. At the latest, construction of the West Campus Green and the West Campus section of the Continuous Waterfront Trail shall occur when 3.0 million square feet of net new development is completed in the West Campus sector. Figure 89 reflects the 10-year conceptual plan and the long term vision for open space in West Campus.

The University shall complete separate pathways for bicyclists and pedestrians on the Burke-Gilman Trail between Brooklyn Avenue NE and 15th Avenue NE, and install lighting following the University's Facilities Design Guidelines and Campus Illumination Study, or successor documents. This should be accomplished by the earlier of the first day of 2028 or when site W27 develops. The University shall widen the trail north of Rainier Vista when sites C8 or C10 develop, or as opportunities permit.

South Campus Green

Development in South Campus currently presents several physical barriers between the waterfront and Central Campus. As part of the redevelopment strategy for the sector, the CMP proposes to enhance the connectivity and accessibility of the existing pedestrian bridge between South Campus and Central Campus over NE Pacific Street. The pedestrian bridge opens out onto the proposed upper South Campus Green framed by new Health Sciences facilities and the waterfront, and connects to the continuous waterfront trail.

Figure 97. South Campus Green
Graphics are for Illustrative Purposes Only

OPEN SPACE COMMITMENT

Over the life of this CMP, the approximately 4-acre area designated as the "South Campus Green" and the "Upper South Campus Green" shall be reserved for open space.

A design and implementation plan for the Greens, as well as the South Campus section of the continuous waterfront trail shall be completed by the time the University submits the first permit application for development of Sites S50, S51, S52, S41, S42, S45, or S46.

Construction of the South Campus Green shall occur when construction of development sites S50, S51, S52, and S53 are all completed. Construction of the Upper South Campus Green shall occur when construction of development sites S41, S,42, S45, and S46 are all completed.

East Campus Connection

To enhance connections between Central and East Campus, the CMP introduces a connection that could replace the existing pedestrian bridge to the existing E1 parking lot and connects from the HUB across Montlake Boulevard, and beyond to the Union Bay Natural Area.

Figure 98. East Campus Connection
Graphics are for Illustrative Purposes Only

OPEN SPACE COMMITMENT

The land inside the dotted line in Figure 98 is preserved for a future open space in Central Campus and East Campus, but is not intended to be completed within the 10-year conceptual plan.

Continuous Waterfront Trail

A potential continuous trail proposed along the shoreline connects the West Campus Green, Portage Bay Vista, the South Campus Green, the Glade, and Union Bay Natural Area and the East Campus Connection, and emphasizes the University's connection to the water. The trail facilitates unique and dynamic activities and features for community and University use. Numerous opportunities exist to invest in new connections to and along the waterfront, preserve natural resources, and encourage a diversity of waterfront uses and cultural attractions.

OPEN SPACE COMMITMENT

The continuous waterfront trail shall align with future development in West, South and East Campus sectors, as follows:

- In addition to the design and implementation plans for West and South Campus sections of the trail described earlier, the design and implementation plan for the East Campus section of the continuous waterfront trail shall occur at the time of completion of development of site E58.
- Completion of the East Campus section of the continuous waterfront trail shall align with the earlier of: completion of construction of the 750,000 gross square

Figure 99. Proposed Continuous Trail

Figure 100. South Campus Existing Condition

feet of net new development allowed in East Campus under the CMP; or exhaustion of the 6 million square foot growth allowance.

- The University has proposed a Shoreline Public Access Plan as part of the CMP that incorporates and supports the continuous waterfront trail. The trail's design will incorporate the Access Plan improvements that relate to the trail shown on pages 108 to 111. Refer to those pages for more information about the Shoreline Public Access Plan.

North Campus Housing Landscape

Significant open space investments are conceived as part of the transformation of the student housing precinct on North Campus. Denny Field serves as the signature open space for recreation; Lewis Grove provides shaded relief for informal gatherings; and the adjacent Town Square plaza functions as the crossroads of activity for the residential precinct. This highly trafficked area provides access to services and amenities, and accommodates events. Denny Field and Lewis Grove shall be implemented when development site C5 (Oak Hall) is developed.

Figure 101. North Campus Housing Area Existing Condition

Figure 102. North Campus Housing Precinct
Graphics are for Illustrative Purposes Only

ADDITIONAL LANDSCAPE IMPROVEMENTS

The following additional potential landscape improvements are identified in the 2015 Campus Landscape Framework and inform the long-term vision but may not occur during the life of this CMP.

Red Square Universal Access Connections

The construction of the multilevel Central Parking Garage, with the Red Square Plaza above it, was hugely successful in reducing the need for surface parking in the core campus, but created complex accessibility challenges due to the inflexible grade datum set by the top of the garage structure. The scale of the square and its centrality to campus life is sufficient to warrant accessibility and environmental improvements in a few key locations.

Stevens Way improvements

As the sole remaining loop road through a largely pedestrianized campus, Stevens Way is an access route, service route, pedestrian route, bus loop, and campus drive all rolled into one. The narrowness of the roadway in certain areas, combined with steep grades in parts, can contribute to conflicts between bicyclists and general purpose traffic. Stevens Way shall be considered for potential bike improvements.

Olympic Vista/Campus Parkway Improvements

Olympic Vista provides some visual connection between Central and West Campus neighborhoods, but all types of pedestrian connections, including pedestrian, accessible, bicycle, and automobile, are difficult to navigate.

43rd Street Entrance

The NE 43rd Street pedestrian entrance onto campus from 15th Avenue NE and the University District leads to the key intersection between Memorial Way and Stevens Way. The use of this entrance shall be magnified by the light rail transit station opening in 2021.

The Liberal Arts Quad

The Liberal Arts Quad is one of the most photographed iconic open spaces on campus and in the city. The spring clouds of cherry blossoms draw many thousands of visitors annually. Pathways throughout the Liberal Arts Quad may be made more accessible and preservation of the trees a high priority.

Denny Yard, Parrington Lawn, and Memorial Way

Denny Yard, surrounded by construction and renovation projects for over ten years, has only seen minimal restoration itself. Parrington Lawn and Memorial Way have had small areas restored, but a comprehensive overhaul of these three significant open spaces as one continuous landscape is warranted.

The importance of these large open spaces in greeting visitors and providing a first impression is significant. Care may be taken to ensure they represent the values of the University through the quality of the landscape and accessibility. A concept plan developed in 2015 envisions these improvements.

Pend Oreille Entrance

Pend Oreille has often been referred to as a back door to campus given the utilitarian expression of parking lots, minimal sidewalks, no signage, a lackluster landscape, and expanse of asphalt. The growth of University Village across the street with high quality landscape emphasizes, by contrast, the need to bring this campus entrance up to a higher standard. A detailed estimate and phasing plan was generated to identify costs to realign the road and create a better functioning intersection at NE 25th Street, adding bike lanes and sidewalks along Pend Oreille, removing the visible parking lots, and celebrating the sense of arrival with landscaping and signage.

Burke-Gilman Trail Improvements

The University completed the first phase of the "neighborhood reach" section of planned improvements to the Burke-Gilman Trail in 2016.

The Concept Plan for the Burke-Gilman Trail Improvements is organized into five distinct segments. The "campus reach" was completed in 2016, with the remaining segments to be completed as funding becomes available. The "neighborhood reach", which is partially complete, is designed to better connect student housing on both the north and south sides of the trail, and includes several mixing zones below the University Bridge, at Adams Lane, and at Cowlitz Place NE. See page 102 for timing of the Garden Reach.

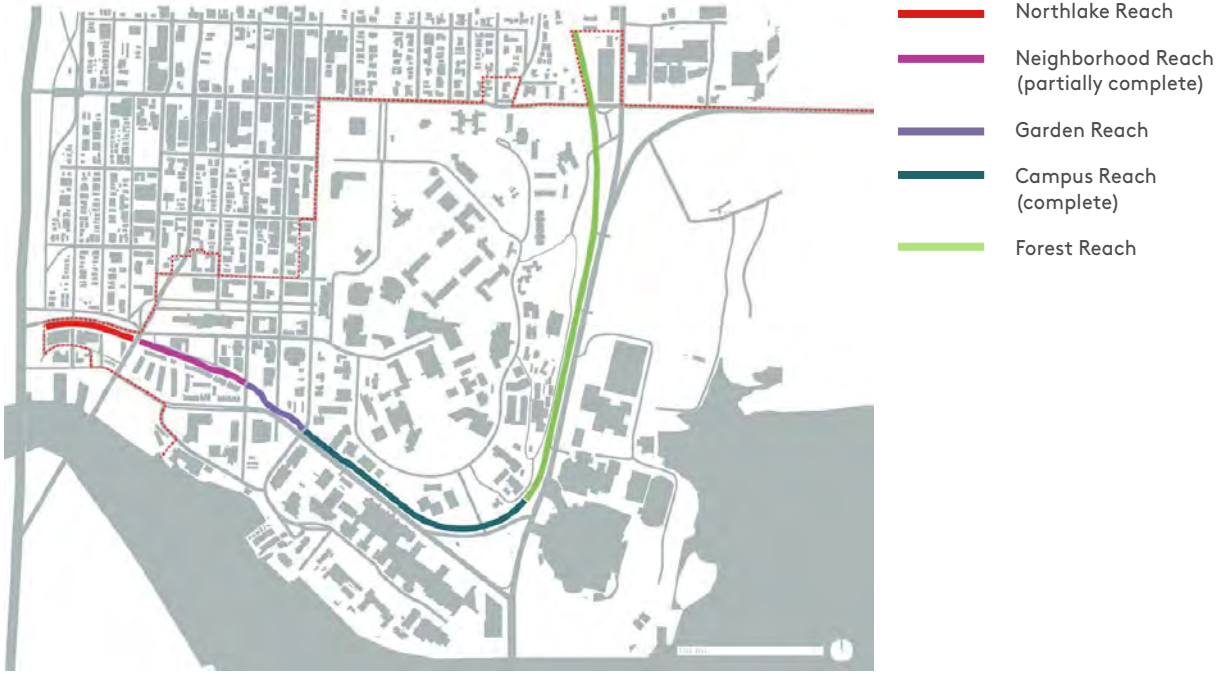


Figure 103. Concept Plan for the Burke-Gilman Trail Improvements. "Reaches" are areas with distinct characters.

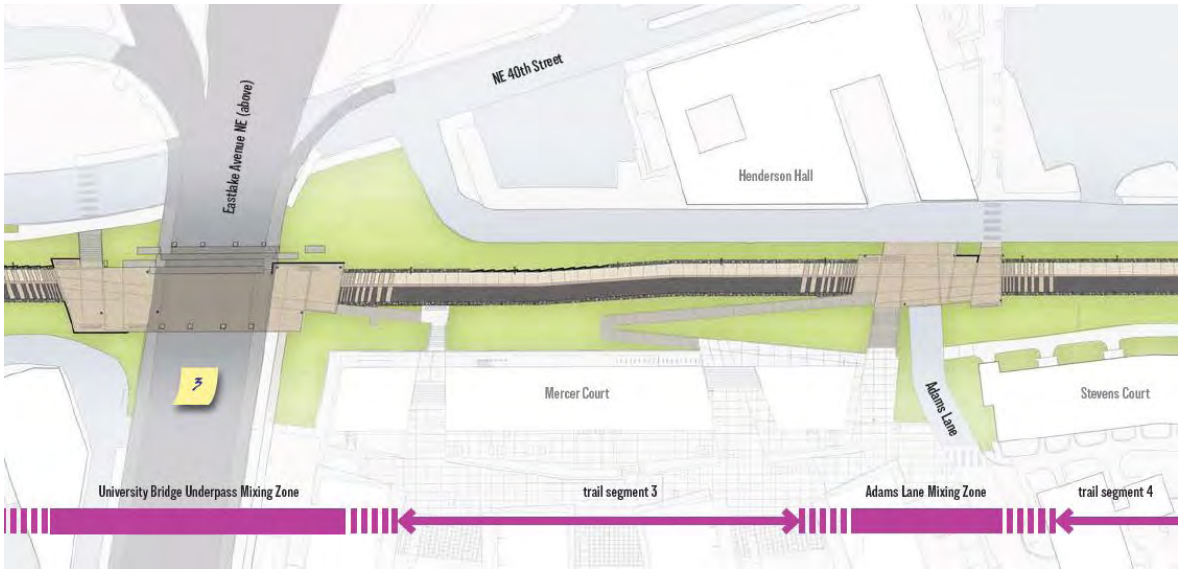


Figure 104. Neighborhood Reach Improvements Plan

SHORELINE PUBLIC ACCESS PLAN

Introduction

This section provides the University's Shoreline Access Plan. It is a combination of both existing and new elements. Please refer to pages 48 and 49 for information on existing shoreline access conditions. It shall be binding upon University development within the shoreline district when the City approves the Access Plan pursuant to SMC 23.60A.164.K. Any modifications to the Shoreline Access Plan will be evaluated against provisions of the City-University Agreement related to amendments to the CMP.

West Campus

West Campus is situated within the Urban Commercial environment, and includes the W1 shoreline segment as identified on the accompanying graphic. Throughout the majority of this segment, the City of Seattle's Portage Bay Park provides direct access to the waterfront, but is not University of Washington property. The City of Seattle's Portage Bay Park shall connect into the University's new West Campus Green, a programmed open space, expanding the public realm and enhancing connections to the water. The view from NE Pacific Street to the waterfront serves is one of the two view corridors identified.

The W1 shoreline segment also includes the Portage Bay Vista, which serves as the second view corridor as well as a programmed open space. The University's marina on the east edge of the W1 waterfront segment includes both a dock and a marina. The W1 waterfront segment shall largely rely upon and integrate with the pedestrian pathways / trail network from the completed City of Seattle Portage Bay Park. A new trail segment has been identified that would link the trail from the City of Seattle's Portage Bay Park to South Campus. Six through-walkways are also identified in W1, along with two docks and two boat launches/marinas.

Some boat moorage facilities in the Urban Commercial shoreline environment shall be available for public use. Priority shall be given to transient boat moorage and moorage, which would provide the fewest restrictions for public access.

South Campus

South Campus includes segments situated within both the Urban Commercial and Conservancy Management environments. The S1 segment includes land and waterfront access associated with the Jensen Motor Boat Company (non-University property) and is not accounted for within the Shoreline Public Access Plan. The S2 waterfront segment spans the majority of the South Campus waterfront and includes the waterfront trail, along with five through-walkways that connect the waterfront to the street right-of-way along NE Pacific Street. The South Campus Green forms a new signature programmed open space and includes a view corridor.

The final waterfront segment through South Campus, S3, occupies the easternmost section of South Campus and falls within the Conservancy Management Zone. This area includes a continuation of the waterfront trail, along with two additional through-walkways. Also located in this segment is a second programmed open space, the Hospital Glade.

East Campus

East Campus is situated in both the Conservancy Management and Conservancy Preservation Zones. The E1 segment spans from the Montlake Bridge to the area west of the Canoe House. Similar to S3, the area includes a continuation of the waterfront trail, along with one through-walkway. The E2 waterfront segment starts at the Canoe House, includes the Waterfront Activities Center, and extends north to the Conibear Shellhouse. This area includes the continuation of the waterfront trail, three through-walkways, three docks, and one boat launch.

The largest segment of East Campus waterfront is E3, which is largely defined as the Union Bay Natural Area (UBNA), which falls within the Conservancy Preservation environment. No modifications shall be made to the trail network within the UBNA.

Access in the Conservancy Preservation shoreline environment and associated wetlands shall be limited to boats and

pedestrians utilizing designated foot paths, view points, and boat access points. Access shall be available to the general public, provided that such access does not degrade the wildlife habitat. Bicycling, jogging, and dog walking shall be discouraged. Temporary restrictions on access may be required during nesting periods or to restore habitat. Except for a few dead-end pathways terminating at viewpoints, pedestrian access within the Conservancy Preservation shoreline environment shall not be provided directly on the shoreline, but shall be set back to protect wetland areas. No access shall be provided to the peat islands in Union Bay.

Boat Launch Access Points

The design and implementation plan will evaluate and consider the need for new handcarry boat launch access points and will provide additional signage for all existing and proposed boat launch access points.

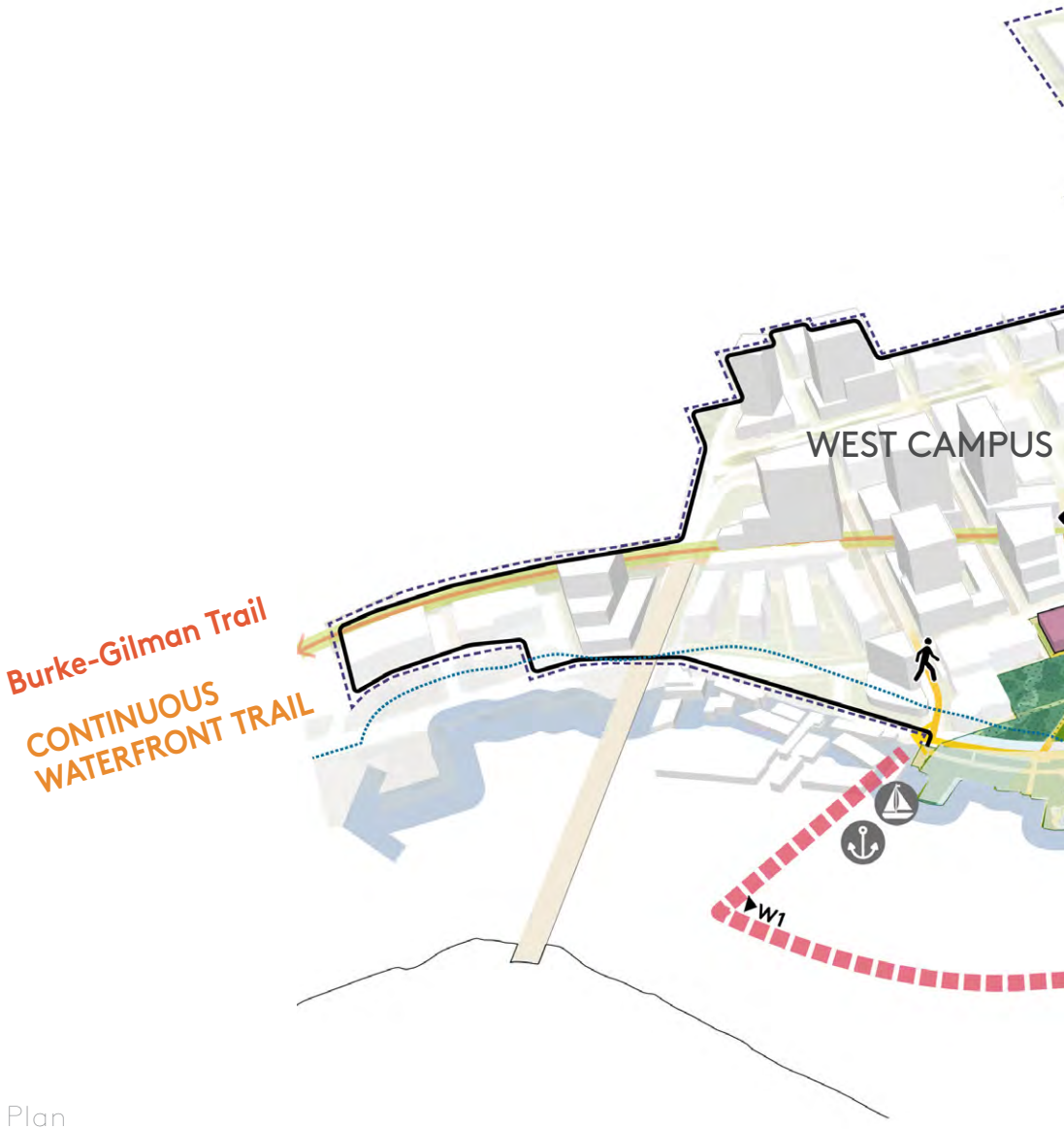
Table 7. Shoreline Public Access Plan

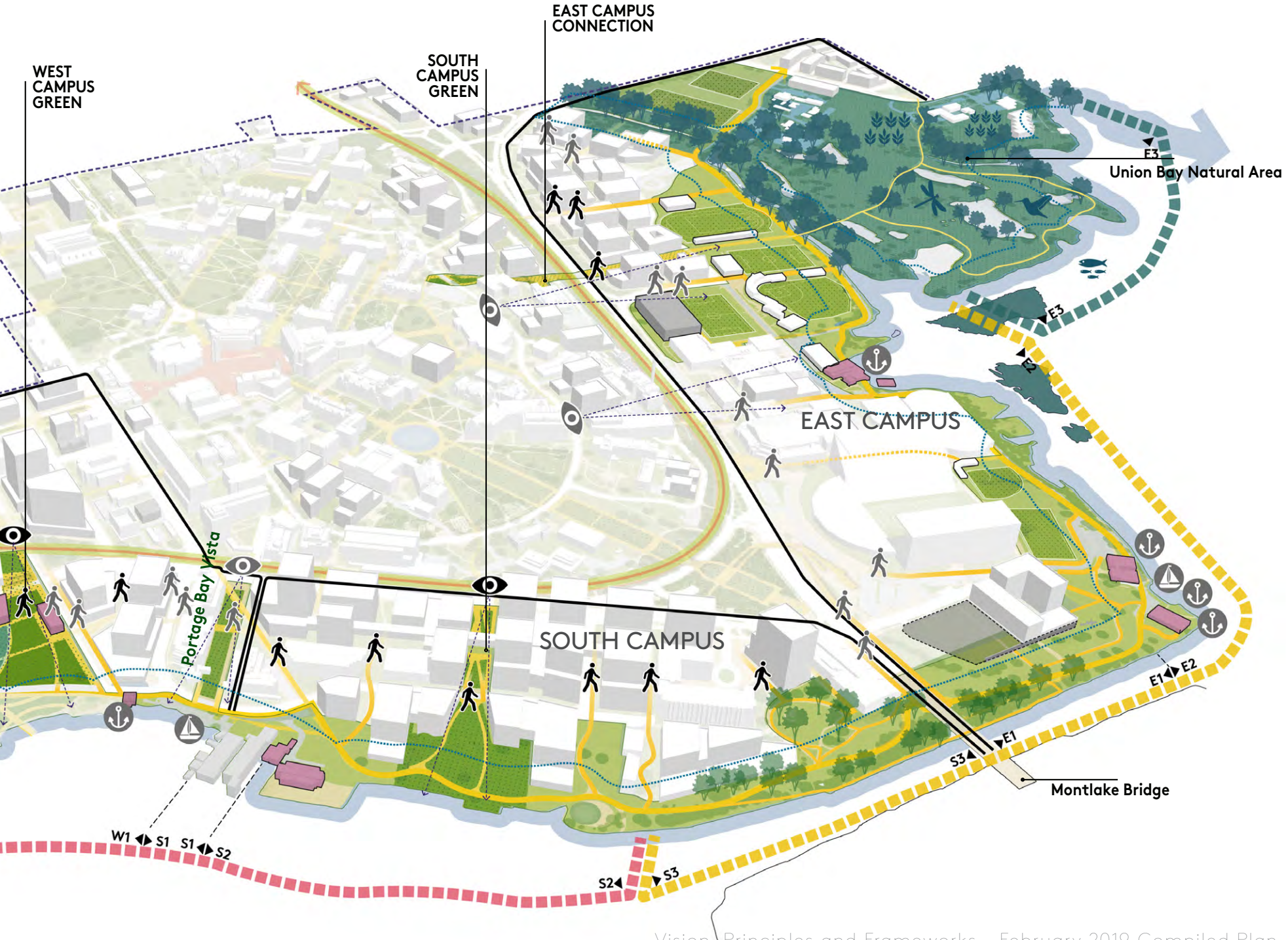
CAMPUS SECTOR	SHORELINE MANAGEMENT ZONES	SHORELINE SEGMENT	SHORELINE LINEAR FEET	PARK/ OPEN SPACE				BOAT LAUNCH/ MARINA	PUBLIC DOCK	VIEW CORRIDORS	NATURAL HABITAT AREAS (approx. acreage)
				Trails (linear feet)	Through Walkways	Programmed Open Space (approx. acreage)	Unprogrammed Open Space (approx. acreage)				
WEST	URBAN COMMERCIAL	W1	700′	640′	8	1.3	0	2	2	2	0
SOUTH		S1	-	-	-	-	-	-	-	-	-
SOUTH		S2	1,590′	1,600′	5	4.0	2.9	0	0	1	0
SOUTH	CONSERVANCY MANAGEMENT	S3	950′	1,930′	2	1.9	3.9	0	0	0	0
EAST		E1	1,020′	2,320′	1	-	4.5	0	0	0	0
EAST		E2	3,990′	3,500′	9	12.1	20.8	1	4	2	0
EAST	CONSERVANCY PRESERVATION	E3	4,200′	5,400′	1	-	0	0	0	0	74 Acres
			12,450′	15,390′	26	19.3 ACRES	32.1	3	6	5	74 ACRES

Shoreline Public Access Plan

Figure 105. Graphics are for Illustrative Purposes Only

- Existing Public Dock
- Existing Marina and/or Boat Launch
- Existing Through Walkways
- Existing View Corridors
- Existing Programmed Open Space
- Unprogrammed Open Space
- Natural Habitat Area
- 200' Shoreline District Overlay
- Proposed Through Walkways
- Proposed View Corridors
- Proposed Programmed Open Space
- Urban Commercial
- Conservancy Management
- Conservancy Preservation




EAST CAMPUS CONNECTION
WEST CAMPUS GREEN
SOUTH CAMPUS GREEN
E3
Union Bay Natural Area
E3
E2
EAST CAMPUS
Portage Bay Vista
SOUTH CAMPUS
E1
E2
E1
S3
Montlake Bridge
W1
S1
S1
S2
S2
S3

CIRCULATION AND PARKING FRAMEWORK

PEDESTRIAN CIRCULATION

Consistent with the UW's goal of developing a pedestrian-oriented campus, the CMP identifies a number of interventions that shall enrich the pedestrian quality of the campus environment and reduce pedestrian-vehicular conflicts. The University shall continue to be a good steward of its pedestrian network through well-designed, strategic investments such as improved wayfinding, lighting, maintenance and removal of ADA barriers.

Pedestrian circulation is envisioned to be concentrated and enhanced in the following locations:

- A mid-block connection south of Gould Hall
- Adjacent to and within the West Campus Green
- Along key north-south alignments in West Campus including 11th Avenue and 12th Avenue. These are shared ways that prioritize pedestrian and bike movement, and limit vehicular access to emergency and service vehicles
- A mid-block connector that extends east from the West Campus Green along Skamania Lane and north to connect with University Way
- Between Central Campus and the waterfront via the South Campus Green
- North of the Computer Science and Engineering II Building along Snohomish Lane between Stevens Way and the Hec Edmundson pedestrian bridge
- Between the Golf Driving Range area and the IMA in East Campus
- Between Denny Yard and North Campus Housing's town square
- Enhanced connection between Memorial Way and 15th Avenue NE at 43rd Street
- On the Burke-Gilman Trail
- Creation of a continuous waterfront trail from Boat Street to NE Clark Road
- On Rainier Vista to provide continuous universal access
- At existing and proposed light rail stations and along campus edges where RapidRide is proposed including Montlake Boulevard, 15th Avenue NE, NE 45th Street, and Pacific Street
- Between Central Campus and West Campus and the University District

Proposed Pedestrian Circulation

Figure 106. Graphics are for Illustrative Purposes Only

BIKE CIRCULATION

Improvements to bicycle circulation and parking are identified as a key way to encourage and increase bicycling. Improving the quality of bicycle travel by reducing conflicts with vehicles on city streets and conflicts with pedestrians on campus is a desired outcome. Improvements to bike circulation include:

- Improvements to bicycle parking to increase supply of longer-term and higher-security bicycle parking in buildings or other contexts. Ongoing monitoring and adjustment of short-term parking supply to meet demand and improvements like covered parking and lighting.
- In West Campus, Brooklyn Avenue provides a continuous and direct connection between the West Campus Green, Burke-Gilman Trail, and U-District Station at NE 43rd Street.
- Improvements to the Burke-Gilman Trail, especially where these improvements help reduce conflicts between bicyclists and other modes, are important, and shall be implemented as funding becomes available.
- Connections to City-proposed investments as part of the Bicycle Master Plan (BMP) are noted. The BMP includes an implementation plan for near term investments, which is evaluated in the Transportation Discipline Report (TDR) of the CMP EIS.

Proposed Bike Circulation

Figure 107. Graphics are for Illustrative Purposes Only

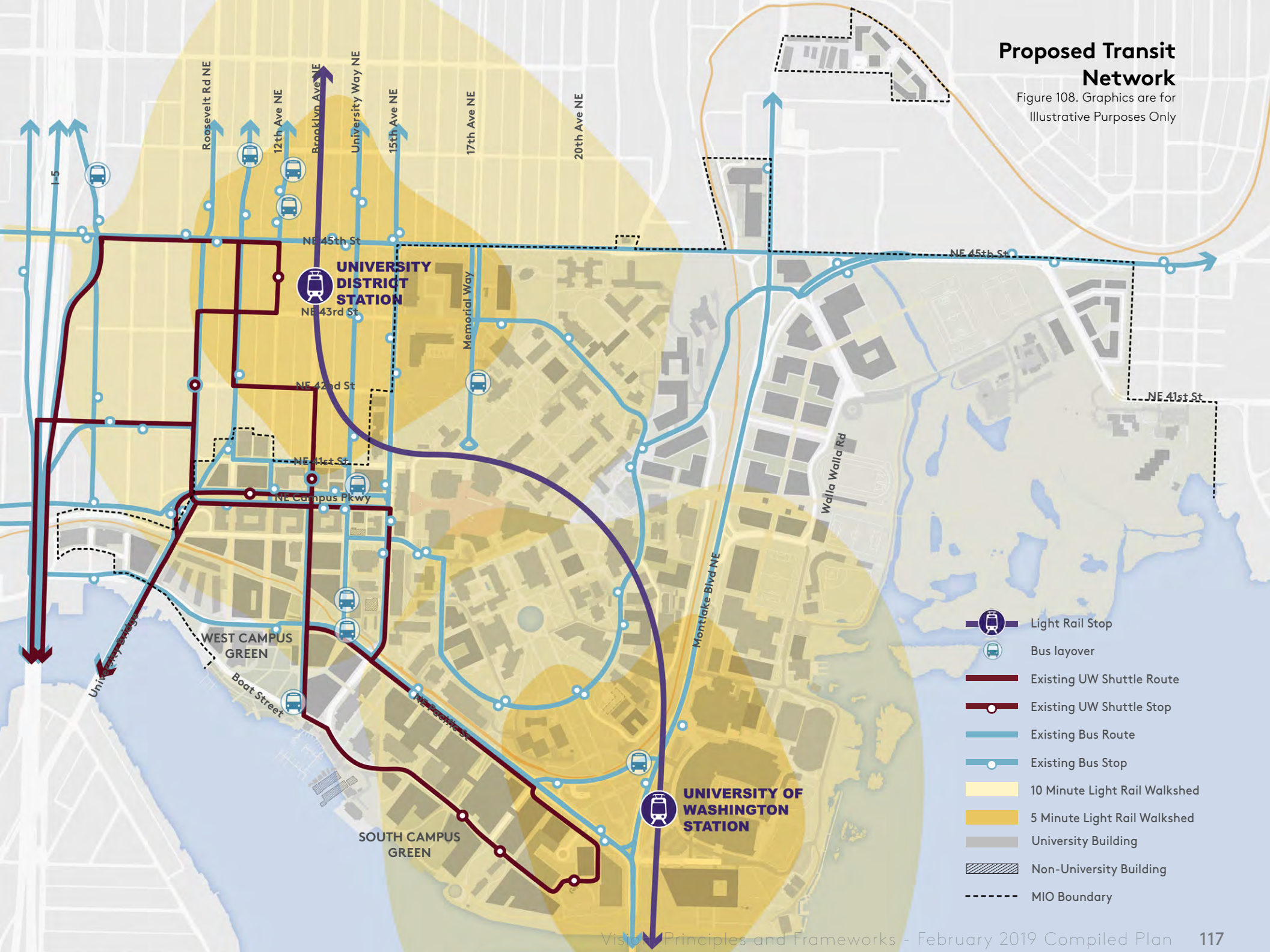
TRANSIT NETWORK

In 2016, while planning for this 2019 CMP was underway, regional light rail began serving the University, with the second station to open in 2021.

- Sound Transit Link light rail stations are major destinations for all modes of movement. Sidewalks may be designed to meet capacity needs and to visually and aesthetically connect to campus.
- Stevens Way, 15th Avenue NE, NE Pacific Street, Montlake Boulevard and Campus Parkway are anticipated to continue to accommodate buses in the future. Location of bus stops and shelters shall change over time as transit needs evolve.
- Bus improvements along multiple corridors shall be explored including Roosevelt/11th Avenue, University Way NE, 15th Avenue NE, NE Pacific Street. Expanded bus lanes or signal priority along these corridors may improve the speed and reliability of transit service during congested periods. Improvements along NE 45th Street and Montlake Boulevard NE may also be explored. The University shall continue to work with transit agencies regarding improvements on non-University owned streets.
- The City of Seattle has described mobility hubs as strategically placed, integrated transportation options. While the City is in the process of defining the parameters and priorities of mobility hubs, they have suggested that these types of hubs might occur around the University at each Link light rail station, at Montlake over SR 520, and between 11th and Roosevelt near NE 45th Street.
- Analysis of current and future transit operations are provided in the Transportation Discipline Report of the CMP EIS.

Proposed Transit Network

Figure 108. Graphics are for Illustrative Purposes Only



VEHICULAR CIRCULATION

Improvements to bike, pedestrian, and transit networks encourage decreased reliance on single occupancy vehicle access to campus. Current major and minor rights-of-way largely remain intact, with possible changes noted below. Opportunities for new and enhanced vehicular circulation are suggested below.

The proposed vehicular network is identified on the accompanying graphic. Specific recommendations have been organized into two categories including the UW Right-of-Way Changes and Potential Street and Aerial Vacations.

UW Right-of-Way Changes

WEST CAMPUS

- NE Cowlitz Road is removed to allow for added development.
- 11th and 12th Avenues south of Campus Parkway are treated as shared streets with minimal vehicular access. Their intended use is for pedestrian, bike, and service vehicles only. They functionally extend the public realm from Lincoln Way to NE Pacific Street and Boat Street. Service vehicles shall be able to access buildings from the north and south without crossing the Burke-Gilman Trail.

CENTRAL CAMPUS

- Possible improvements to Stevens Way, could position Stevens Way as the primary bike circulator with increased access to nearby bike storage.

SOUTH CAMPUS

- Transformation of South Campus relies upon the removal of NE San Juan Road in order to improve access to the waterfront.
- Introduces a new street that connects NE Pacific and NE Columbia, west of the UW Medical Center. The new road uses the existing curb cuts from the current Frontage Road.
- Access to the Marine Studies Building is enhanced along a spur from NE Columbia Road.

EAST CAMPUS

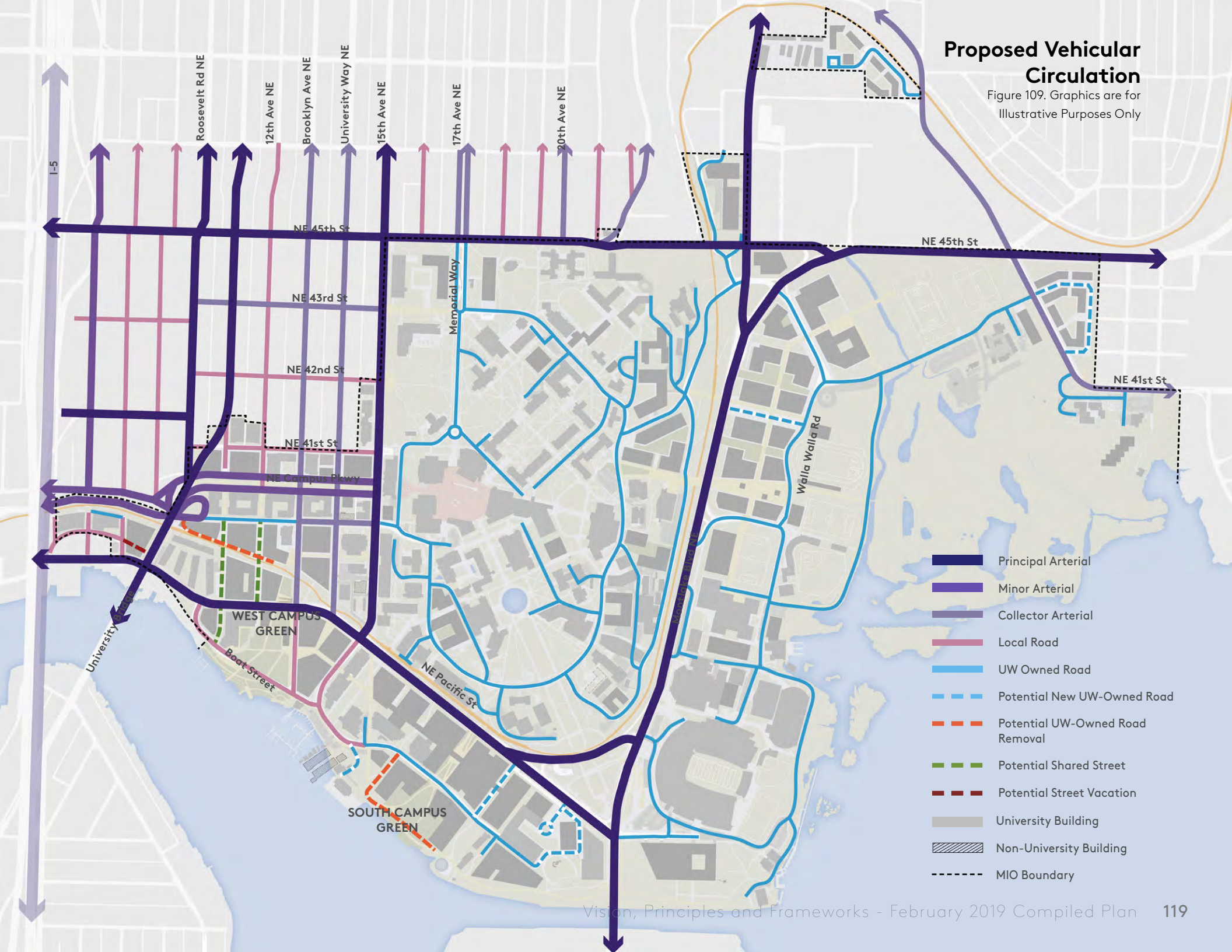
- Introduces a new street south of the Whatcom Lane pedestrian overpass.
- The redevelopment of Laurel Village includes a new internal road network that does not integrate with the adjacent city grid.
- The circulation throughout the redeveloped Blakeley Village remains the same.

Proposed Street Vacation

One potential City of Seattle street vacation has been identified along NE Northlake Place, east of 8th Avenue NE. This is a dead-end street, and would improve the layout of potential development sites.

Proposed Vehicular Circulation

Figure 109. Graphics are for Illustrative Purposes Only



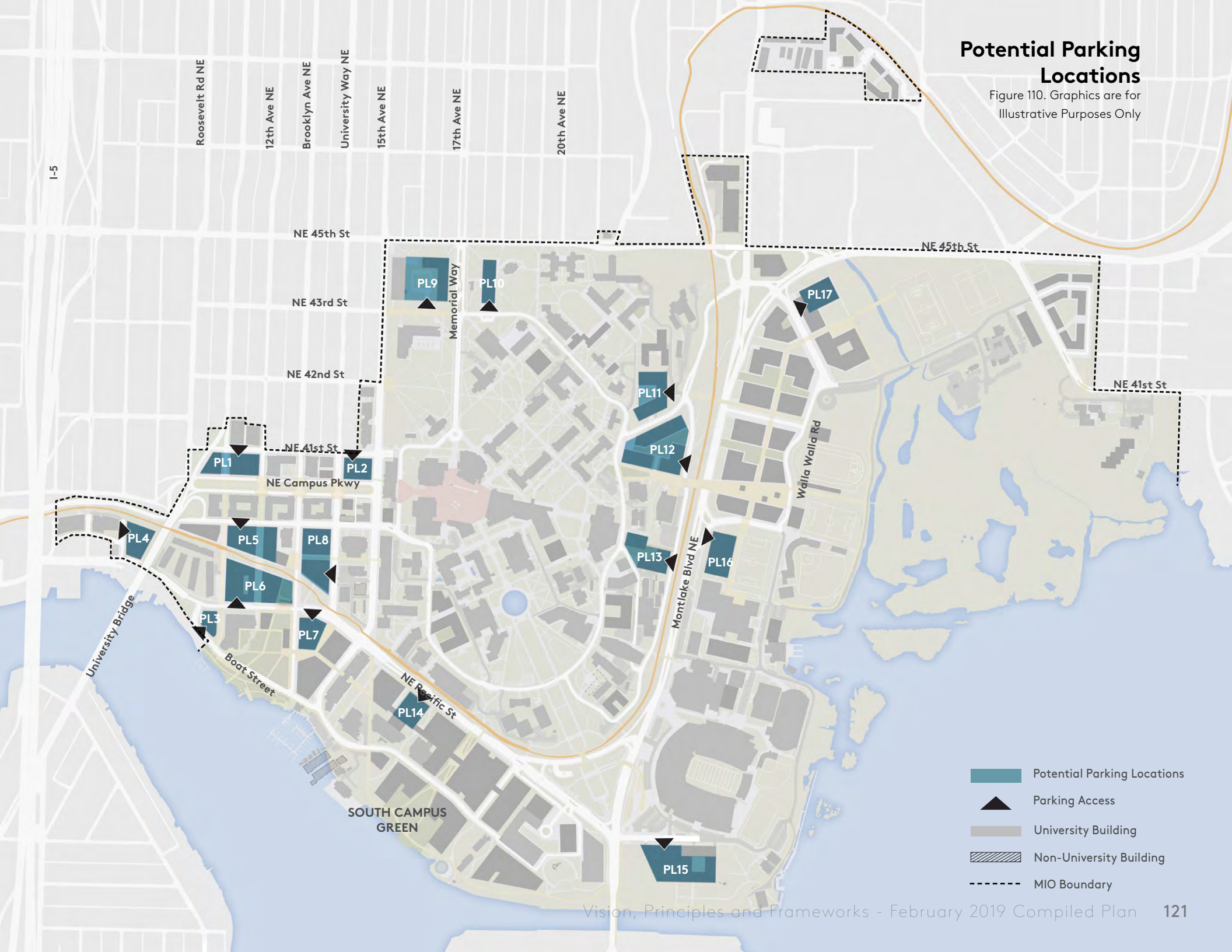
PARKING

The previous parking cap of 12,300 parking spaces has been reduced to 9,000 parking spaces. All new parking shall remain within the 9,000 parking spaces cap. Please refer to the Development Standards on page 241 for a description of defined spaces included/ excluded in the parking cap.

- Parking supply needs to be calibrated with demand. As development is planned, the University shall monitor the need for parking replacement or additional stalls to meet the demand throughout the four campus sectors. The University shall remain under the parking cap, and shall optimize the utilization of parking facilities.
- The accompanying map identifies possible parking locations and access points. These are preferred locations for parking, although all development sites can be considered for parking locations as development occurs. Parking sites were identified based upon topography, access to primary roads, and dimensional qualities of the site. Additional parking sites could be considered beyond those identified on the map. In general, access to parking facilities occurs along primary or secondary roadways. For more information, refer to the Development Standards on page 228.
- The methodology applied to estimate parking capacity (caps) and adequacy are described in the TDR of the CMP EIS. The parking cap was subsequently reduced by City Council conditions.

Potential Parking Locations

Figure 110. Graphics are for Illustrative Purposes Only



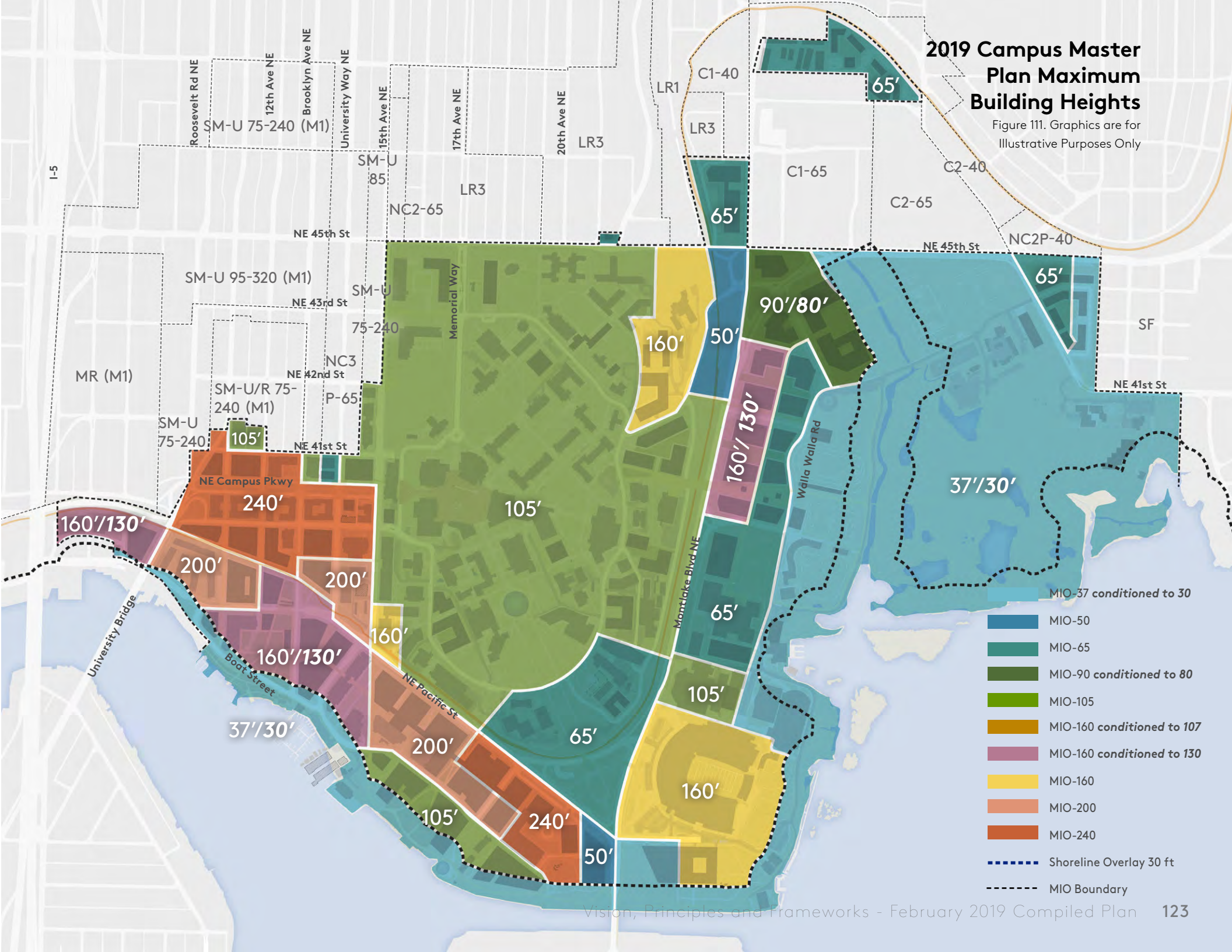
BUILT ENVIRONMENT FRAMEWORK

PROPOSED MASSING AND BUILDING HEIGHTS

The 2019 CMP includes ten building height zones that range from 30 feet along the waterfront to 240 feet in West and South Campuses. The City's Shoreline Master Program generally limits building height to 30 feet for all development within 200 feet of the shoreline or associated wetlands. The proposed building heights in Central Campus maintain the existing 2003 Campus Master Plan heights, while the proposed building heights in East, West and South Campuses have been increased to support a diversity of functions.

As indicated on Figure 111, building heights proposed by the University in several areas are being conditioned down from the heights allowed by the City's MIO height designations. In addition, the height limits for several development sites have been further conditioned to lower maximum building heights, please refer to the development site tables on pages 234 to 237.

There are a variety of zoning types adjacent to the University. The City's University District zoning changes (March, 2017) are included in Figure 111.


2019 Campus Master Plan Maximum Building Heights
Figure 111. Graphics are for Illustrative Purposes Only
SM-U 75-240 (M1)
SM-U 95-320 (M1)
MR (M1)
SM-U/R 75-240 (M1)
SM-U 75-240
SM-U 85
SM-U
NC2-65
NC3
P-65
LR1
LR3
C1-40
C1-65
C2-40
C2-65
NC2P-40
SF
Roosevelt Rd NE
12th Ave NE
Brooklyn Ave NE
University Way NE
15th Ave NE
17th Ave NE
20th Ave NE
I-5
NE 45th St
NE 43rd St
NE 42nd St
NE 41st St
Memorial Way
Montlake Blvd NE
Walla Walla Rd
NE Campus Pkwy
NE Pacific St
Boat Street
University Bridge
65′
90′/80′
50′
160′
160′/130′
105′
240′
200′
37′/30′
MIO-37 conditioned to 30
MIO-50
MIO-65
MIO-90 conditioned to 80
MIO-105
MIO-160 conditioned to 107
MIO-160 conditioned to 130
MIO-160
MIO-200
MIO-240
Shoreline Overlay 30 ft
MIO Boundary

PROPOSED DEVELOPMENT

Potential Development Sites

The 2019 CMP has identified 86 potential development sites within the MIO boundary. The building footprints and massing shown visualize one possible version of future development. As buildings are designed, the actual building footprints and massing may vary from those shown, within the total allowed building envelope (see page 233).

The recommended footprint of a potential development site is based on several criteria including, but not limited to, access to open space, circulation, proximity to adjoining buildings, impact on the landscape, opportunities for development on sites to contribute to larger compositions or groupings of buildings and open spaces, and alignment with existing buildings.

Several projects and their square footage are not yet complete, but are not included as development sites because their square footage was accounted for within the growth allowance of the 2003 Campus Master Plan. Those projects include:

- Sites related to North Campus Housing
- The Computer Science Engineering II building
- Population Health building

The University shall act upon and develop some combination of the 86 sites listed on page 124 to page 125 until the growth allowance authorized by this CMP is reached (the impacts of a variety of development alternatives were tested within the EIS).

Potential Development Capacity

The Development Site Spreadsheets in Development Standards chapter list the calculated net gross square footage for each development site, determined by identifying conceptual footprints and applying maximum building height limits. The area calculations do not include potential new construction below grade. The tables also identify the number of floors, the maximum building height limit, proposed general uses, associated square footage and number of parking spaces removed as part of the redevelopment of the site. The number of floors is based on an average 14 foot floor-to-floor estimate. The actual floor-to-floor height may vary based on the design of the building, but the overall height of the building shall remain within the maximum building height limit.

Based on the conceptual footprints, conceptual massing, and building heights, the campus may accommodate approximately 12.0 million net new square feet of additional space in new buildings on the 86 potential development sites.

- In total, the CMP identifies roughly 17.0 million square feet of potential new development.
- This development potential would require the demolition of roughly 5.0 million gross square feet of space, generating a total net new development figure of 11.9 million gross square feet (16.9 - 5.0 = 11.9 million net new gsf).

Illustrative Plan Long-Term Vision

Figure 112. Graphics are for Illustrative Purposes Only

Growth Allowance

The University may grow by 6.0 million net new gross square feet over the next 10 years, or the life of the CMP; this represents the University's growth allowance.

The growth allowance is allocated to the four campus sectors as shown in the table below as the maximum development permitted in each campus sector. The growth allowance shall be utilized through build-out of some combination of the 86 development sites, but it is unknown at this time what particular development sites shall be developed.

Transfer of Development Capacity

The growth allowance may be moved between development sites and between sectors as outlined on page 232 of the Development Standards chapter. Gross square footage may be moved within a campus sector. Any new gross square footage added to a structure or proposed project must be accompanied by a decrease in gross square footage elsewhere within the sector.

Development Areas

A vibrant public realm is created incrementally through many individual projects.

"Development areas" not only refers to the built structure, but also indicates responsibility for the development of the landscape and public realm on that site. Figure 113 shows the general development area associated with each identified development site for the purposes of project design and planning. Development areas do not reflect parcel boundaries. Projects, budgets and plans may address all goals for the entire development area.

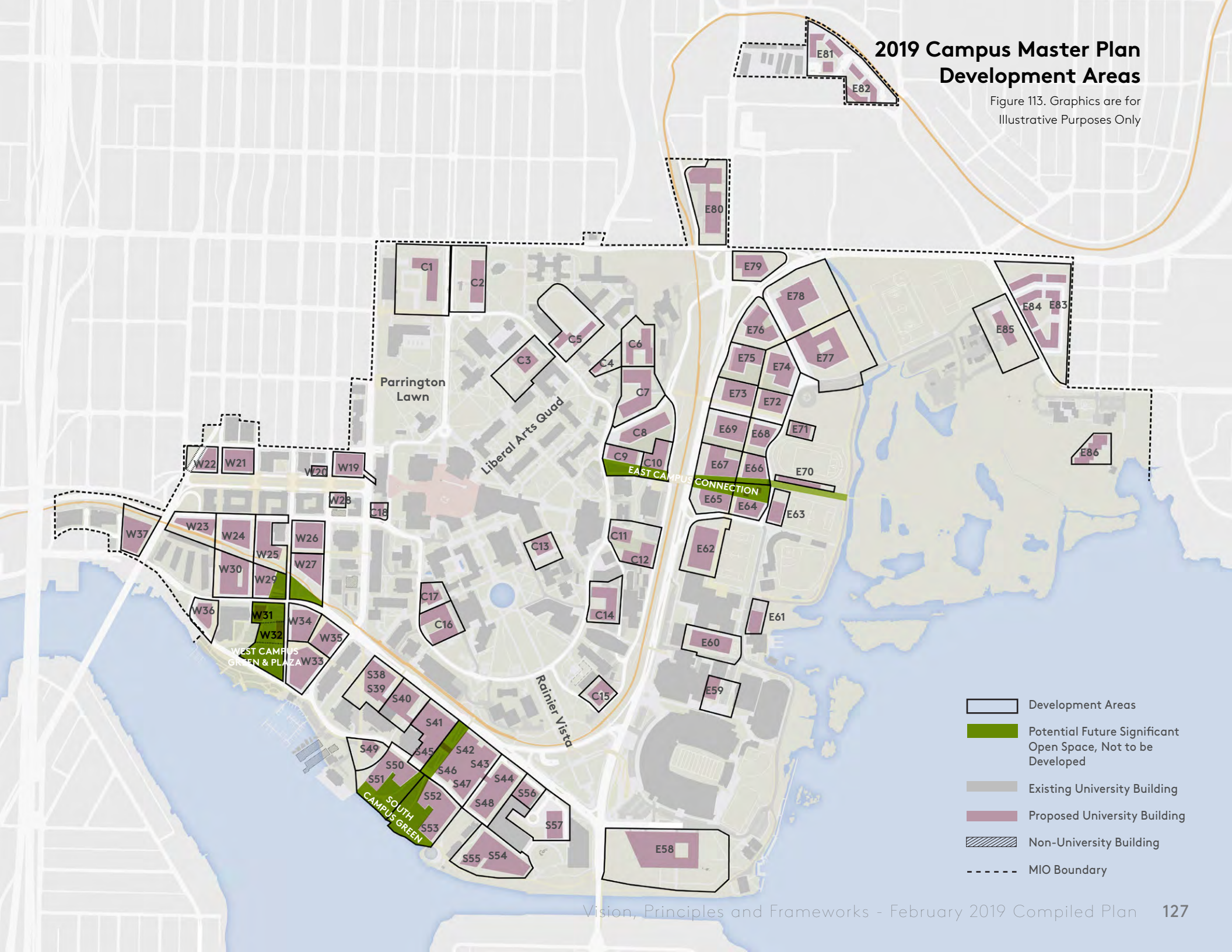
Development and planning for the new significant open spaces identified in this CMP and shown in green on Figure 113 shall be consistent with the commitments identified in the Development Standards chapter on page 240. Development projects adjacent to significant open spaces shall be designed to reserve space and set the stage strategically for their construction.

Table 8. Potential Development Capacity & Permitted Development by Campus Sector

	TOTAL GROSS SQUARE FEET OF NEW DEVELOPMENT ON ALL 2018 SITES	TOTAL DEMOLISHED GROSS SQUARE FEET ON ALL 2018 SITES	POTENTIAL NET NEW DEVELOPMENT (GROSS SQUARE FEET) ON ALL 2018 SITES	NET NEW MAXIMUM DEVELOPMENT (GROSS SQUARE FEET)	MAXIMUM DEVELOPMENT LIMIT (% OF TOTAL)
CENTRAL	2,765,000	1,133,059	1,631,941	900,000	15%
WEST	4,555,000	792,801	3,762,199	3,000,000	50%
SOUTH	4,985,000	2,776,265	2,208,735	1,350,000	23%
EAST	4,655,000	361,115	4,293,885	750,000	12%
TOTAL	**16,960,000**	**5,063,240**	**11,896,760**	6,000,000	100%

2019 Campus Master Plan Development Areas

Figure 113. Graphics are for Illustrative Purposes Only



INCLUSIVE INNOVATION FRAMEWORK

The creation of an inclusive innovation district is important for a number of reasons. It shall position and sustain the UW as a leader in innovation and maintain its relevance to the students and the community it serves. Every day, the pioneering work of the UW faculty and students is growing along with the partnerships needed to make it happen. Government, business, and the public are increasingly reliant upon academic institutions, including the UW, to conduct research and clinical trials. Federal funding for research is limited so collaboration is critical. Private companies know that partnering with research-focused institutions is the best way to develop new ideas and work with a pool of exceptionally talented people. Students know that they need access to new ways of learning in order to find a job and have the tools needed to solve real world problems. Hands-on learning, the demand for real world uses of research, and the rise in entrepreneurship show us that traditional learning and research methods need to evolve.

Taking the UW's innovative work to the next level requires changing the way education is delivered to better reflect how students learn, teachers teach, and researchers work. Traditional campus buildings and lecture halls shall give way to spaces where students, faculty, researchers and others can easily connect and work together. The UW is committed to creating an inclusive innovation district within its campus that shall give students the hands-on experiences and tools they need to succeed, and shall reinforce the UW as a major innovation and economic hub in region and a top-tier place for learning and professional growth.

The UW Campus Master Plan accounts for the space needed to create a robust innovation district. Both West and East Campuses have benefits that can support a thriving innovation district connected to the University's institutional mission, encourage collaboration, and give students the tools they need to solve big problems. West Campus has roughly 70-acres and a development capacity of over 3.3 million square feet. East Campus is much larger, however, much of the land is preserved as part of the Union Bay Natural Area. East Campus has the capacity to house 4.4 million square feet on 27-acres of mostly undeveloped land. While overall development capacities are significant on both West and East Campuses,

the growth allowance for West Campus is larger at 3.0 million net new gross square feet, versus 750,000 net new gross square feet for East Campus.

West Campus is the most urban of the four campus sectors and already includes many functions that emerging innovation districts around the country either have or are working to include. West Campus is easily accessible by car or public transportation, and is well-served by bike lanes and a walkable public realm. The vision for West Campus is anchored by a large open space that provides views to Portage Bay and abuts most of the proposed development in this campus sector.

The inclusive innovation framework for West Campus also seeks to encourage exploration and engage social connectedness. The CMP envisions activated ground floor functions and programmed public spaces to showcase inventions and developments in research. The public realm is supported by flexibility in development opportunities that can accommodate a range of functions, including academic and research partnerships, discovery centers, fabrication and prototyping spaces, incubators and startup accelerators, and University research. The long-term future of West Campus is envisioned with a rich new open space network that reinforces its diverse urban context, enhances the pedestrian experience within West Campus, and connects to South and Central Campus.

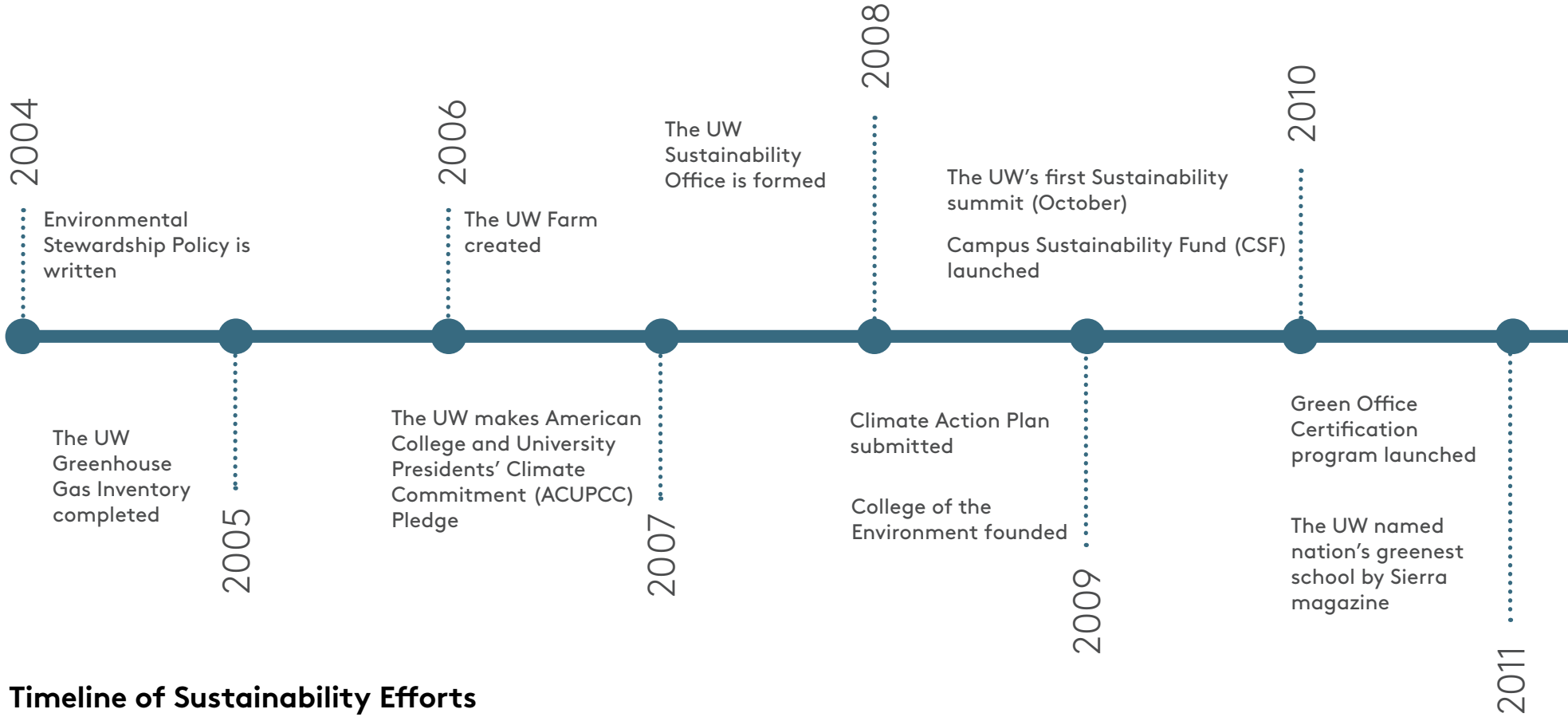
Although both West Campus and East Campus can support significant development capacity, only a small percentage of that overall capacity is earmarked for partnership spaces. The Campus Master Plan allocates between 500,000 to 1,000,000 net new gross square feet of space to facilitate the development of an innovation district within the 10-year plan. For more information about partnership space needs, please refer to the space needs section on page 35.

Figure 114, on the right, is for illustrative purposes only. It does not modify the right-of-way (R.O.W.) and accommodates all forms of transportation, including large trucks.

Brooklyn Avenue

Figure 114. Graphics are for Illustrative Purposes Only

SUSTAINABILITY FRAMEWORK



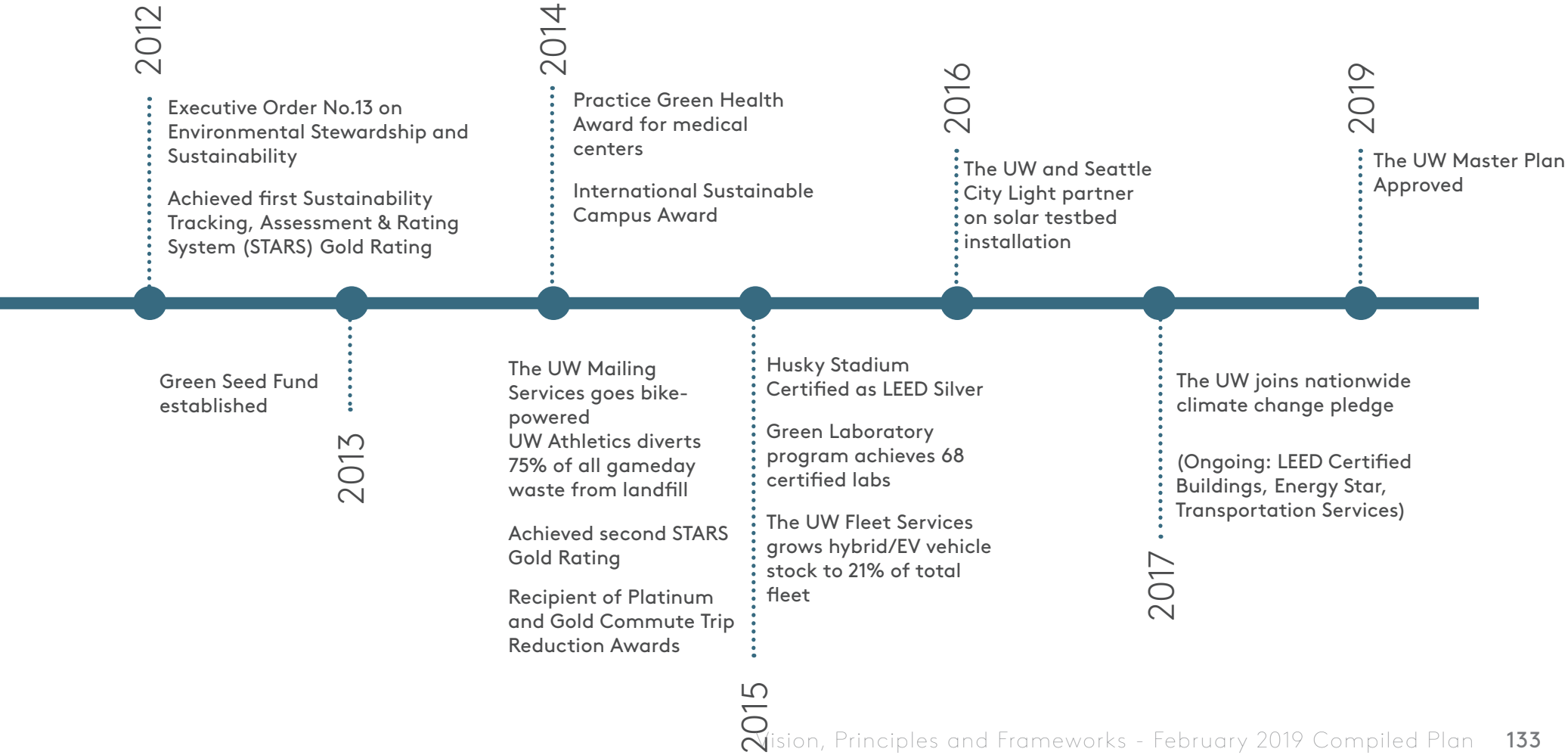
Timeline of Sustainability Efforts

Figure 115.

SUMMARY OF EXISTING SUSTAINABILITY EFFORTS

Sustainability is at the core of the University of Washington's mission, values, and ongoing culture. The University has been at the forefront of campus sustainability since before the Environmental Stewardship Policy was written in 2004. In 2007, the University signed the American College and University President's Climate Commitment (ACUPCC), which prompted the creation of the Climate Action Plan. Since then, the University launched the College of the Environment, adopted a Leadership in Energy and Environmental Design (LEED) standard for all new development, and won multiple sustainability awards. The UW maintains an active membership in the Association for the Advancement of Sustainability in Higher Education (AASHE), a consortium of academic institutions that are working to create a more sustainable future. In 2012, the University earned the first Sustainability Tracking, Assessment and Rating System (STARS) gold rating, which is in commendation of the UW's comprehensive achievements related to sustainability in education and research, planning, engagement, maintenance and operations, and innovation.

The CMP provides an opportunity for the University to integrate current sustainability efforts and goals into a sustainability framework for the future of the campus.



The purpose of the sustainability framework is to ensure that sustainability is integrated into the CMP guidelines for future development. Five major sustainability goals include campus engagement, built environment, economic sustainability, mobility, and surrounding ecological systems. The goals influence decisions made regarding future development at both macro and micro scales and impact the University's "triple bottom line" accounting for social, environmental and financial considerations.

The five sustainability goals guide campus-wide decision-making, building on significant work by the University in sustainability planning and benchmarking, increasing awareness of environmental issues and making the UW one of the most sustainable campuses in the country, effectively a campus that is a sustainability learning lab.

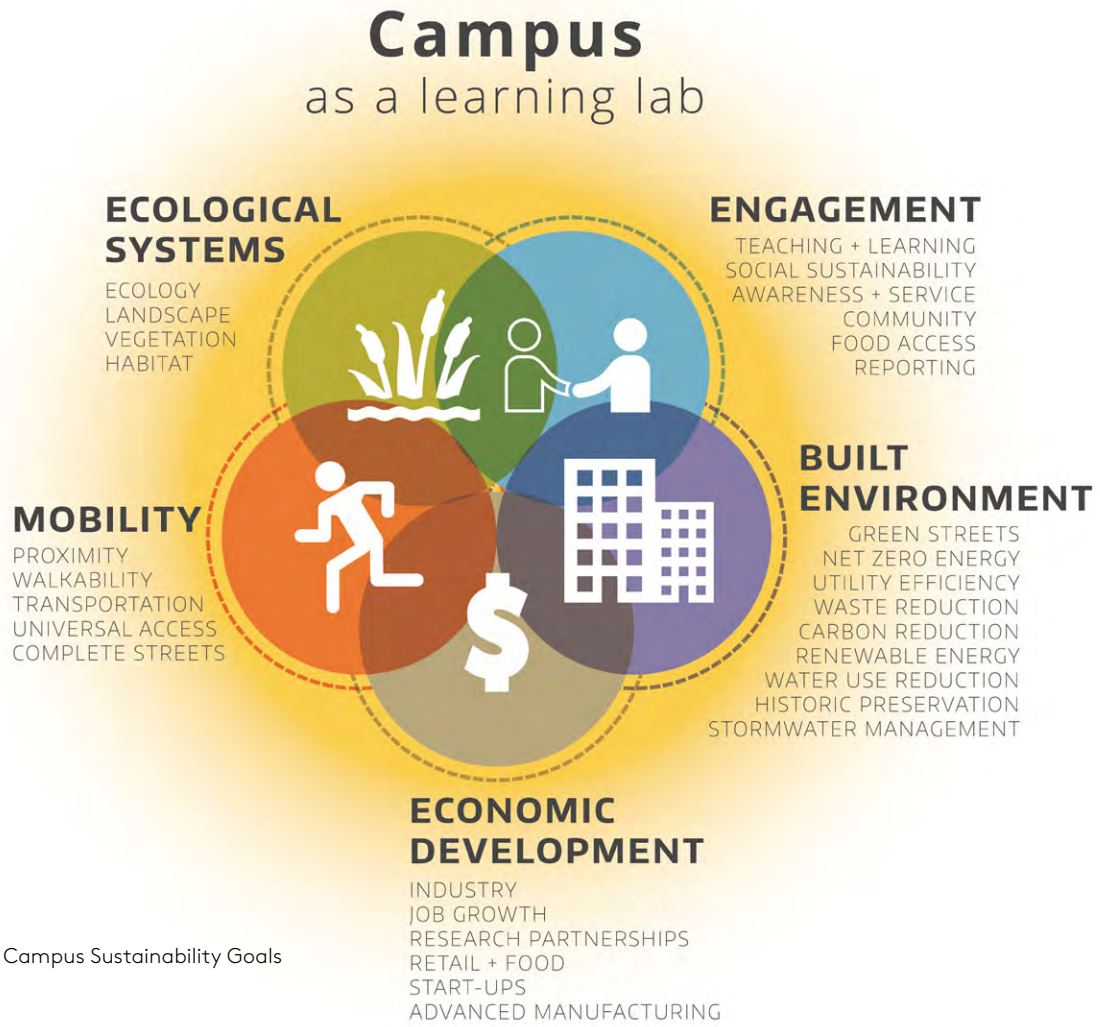
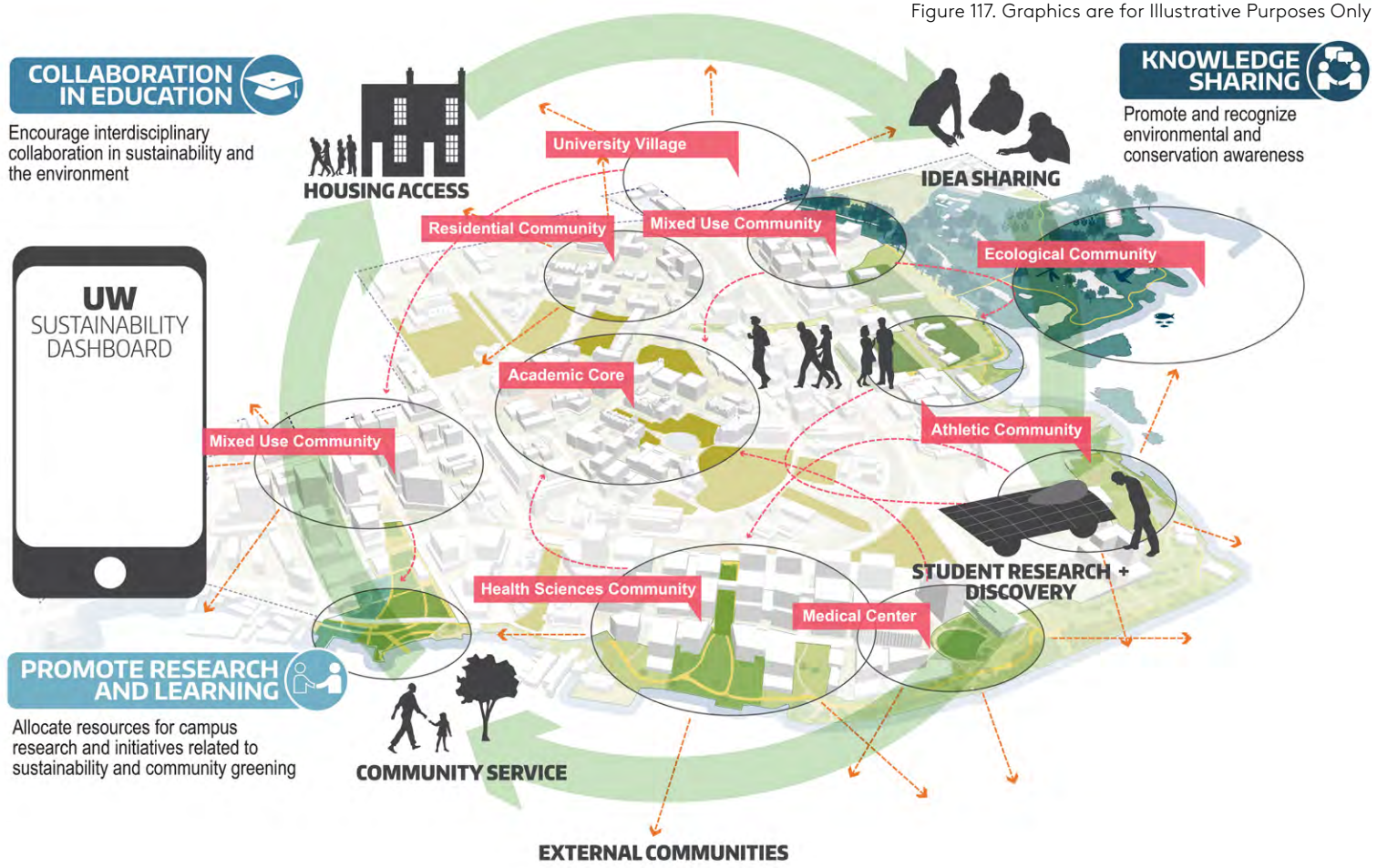


Figure 116. Campus Sustainability Goals

Figure 117. Graphics are for Illustrative Purposes Only

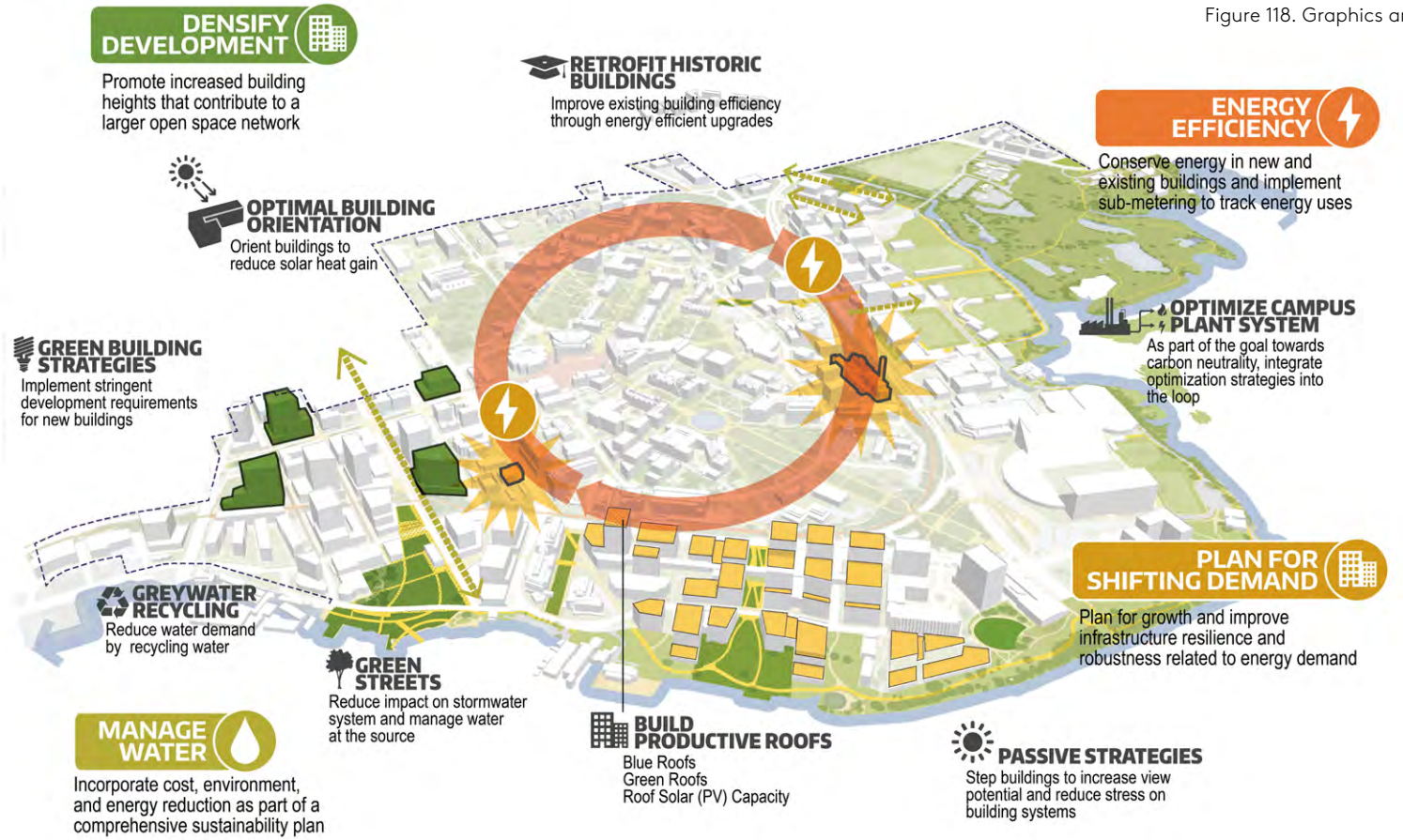


ENGAGEMENT

The University's sustainability summit in 2010 led to a student-initiated fund for the University community to create sustainability-focused projects in surrounding neighborhoods that shall:

- Increase sustainability engagement internally and externally
- Encourage interdisciplinary collaboration in education and research
- Continue to fund and promote sustainability research and activism
- Continue to report sustainability metrics
- Foster transparency in decision-making
- Strive for excellence in sustainability research, education and service
- Encourage community participation in campus events
- Share knowledge generated from sustainability research and education
- Promote environmental and conservation awareness, e.g. WCUP interpretive element that shall display the UW's sustainability programs and activities
- Advance the quality of study, work and life for our campus community

Figure 118. Graphics are for Illustrative Purposes Only

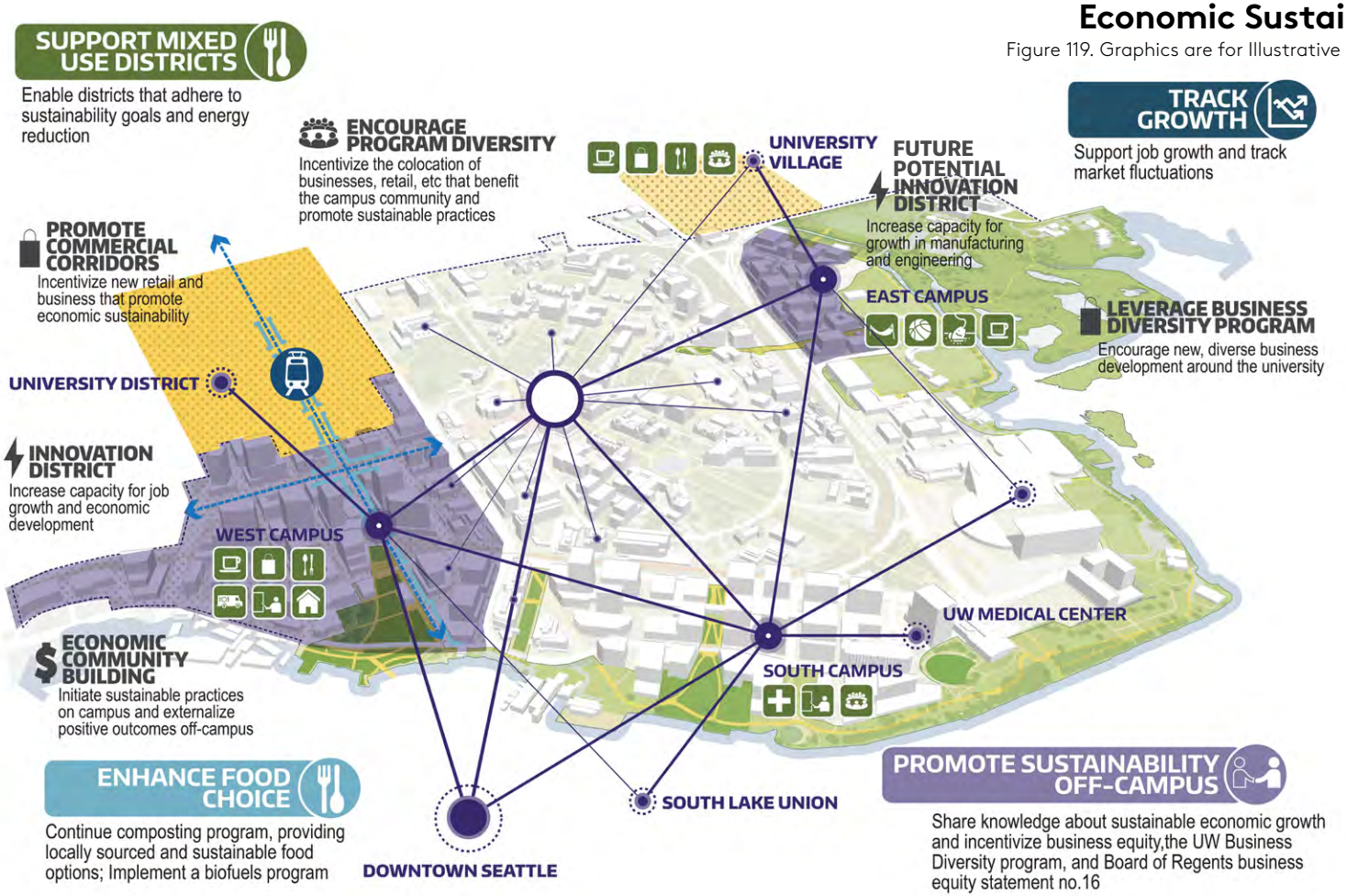


BUILT ENVIRONMENT

With a growth allowance of 6.0 million net new gross square feet, opportunities for built environment strategies shall have a profound and positive impact on the future campus. The following strategies apply system-wide policies and building level interventions to reduce the University's carbon footprint and create a robust development program. Related goals include:

- Encourage more dense development on campus to limit building outside of the MIO boundary
- Encourage the installation of building energy demand-side management programs
- Consider incorporating the Climate Action Plan into a campus-wide Sustainability Plan
- Strive to achieve LEED silver certification or better for on-campus building construction or renovation
- Continue awareness of state of the art building construction best practices

Figure 119. Graphics are for Illustrative Purposes Only



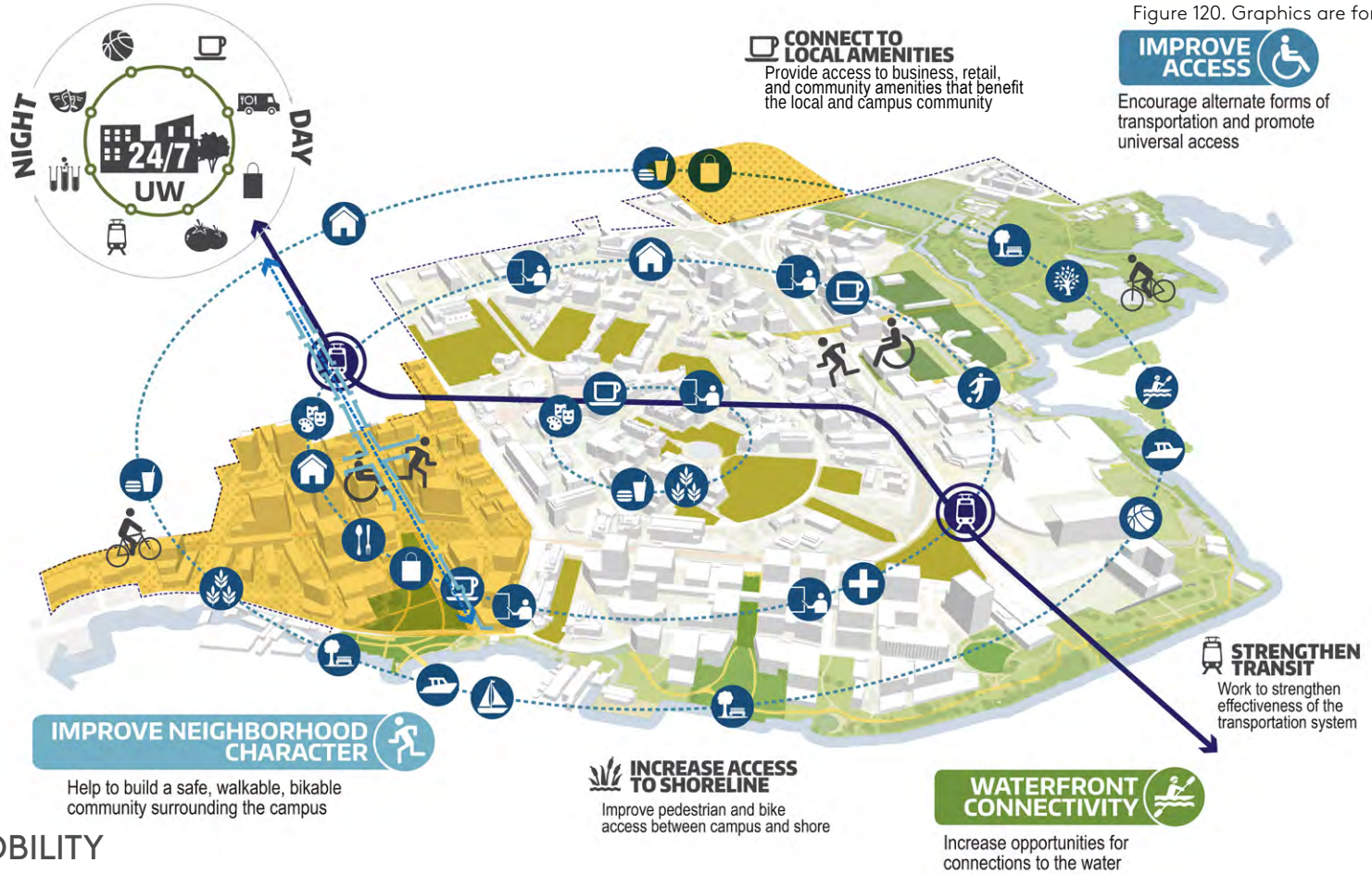
ECONOMIC SUSTAINABILITY

The UW is one of largest employers in the City, and generates hundreds of new business ventures and research developments. The UW's selective and competitive academic programs produce a highly educated workforce that is sought after by corporations located in Seattle and the region. The University has identified the following strategies to strengthen economic development locally as well as regionally:

- Incentivize research partnerships
- Collaborate with businesses to provide educational opportunities
- Promote sustainability with campus partners and research institutions
- Maximize use of campus land through more dense development
- Encourage co-location of businesses, retail, food, etc. that serve the campus community

Most importantly, the University shall continue to collaborate with the City to encourage growth and economic development for the benefit of the community.

Figure 120. Graphics are for Illustrative Purposes Only

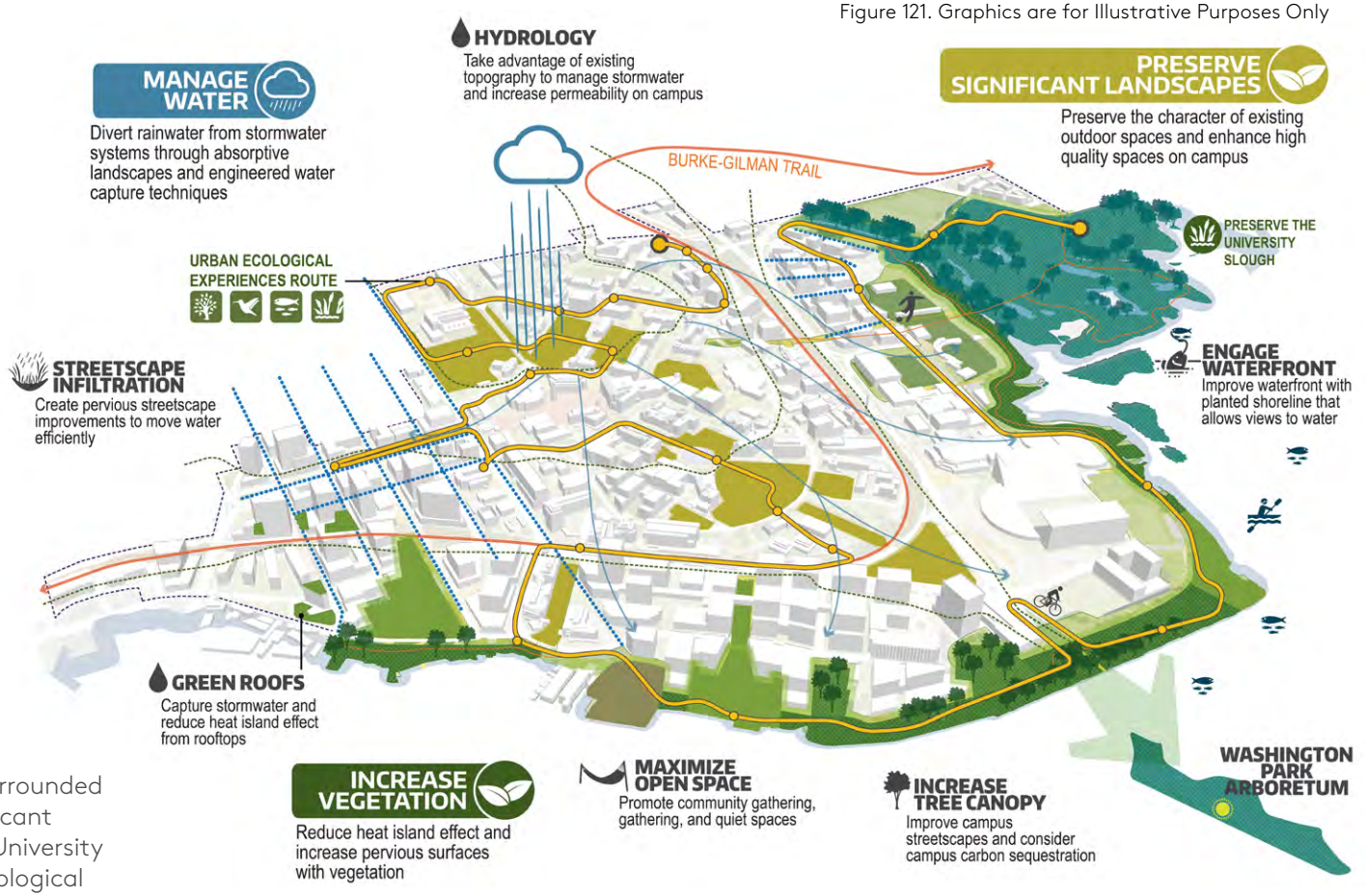


MOBILITY

Mobility is central to the multi-modal nature of the UW campus. In 2015, only 20 percent of the UW community drove alone to campus. A 2016 survey suggests that the drive alone rate declined to approximately 17.3 percent as a result of improved access to transit including light rail. With the addition of a second light rail station in 2021, there is an opportunity for the drive alone rate to further decrease. The University actively promotes strengthened pedestrian and public transit routes to encourage alternative modes of transportation and retain the low rate of SOV drivers. Sustainable mobility goes beyond commuting patterns, encompassing a range of issues related to access that include, but are not limited to, ADA, housing access, economic mobility, food access, etc. The following strategies strengthen the mobility goals within the sustainability framework:

- Support and increase near-campus housing for faculty and staff, and on-campus housing for students
- Integrate all modes of on-campus transportation
- Strengthen the effectiveness and relationship between King County Metro, City of Seattle, Sound Transit and the UW. Participate in planning around transit "hubs" to maximize their operation and effectiveness
- Work with community clubs and business organizations such as the University District Partnership to improve mobility to and from adjacent neighborhoods
- Accommodate mix of transportation modes including bike and car as these develop and provide potential to improve campus travel options
- Encourage complete streets, designed to enable safe access to all users of all abilities, to improve universal access around campus.

Figure 121. Graphics are for Illustrative Purposes Only



ECOLOGICAL SYSTEMS

The University of Washington is surrounded by and is an integral part of significant and vital ecological systems. The University strives to be a good steward of ecological systems throughout campus, a commitment that is illustrated in the Campus Landscape Framework (CLF). The University may strive to:

- Continue to use the Urban Forest Management Plan as a living document and framework
- Encourage more dense development that retains the UW open space network
- Pursue best practices for preserving and improving tree canopy, reducing impervious surfaces, and enhancing the open space network on campus
- Continue to engage local food initiatives and on-campus farming
- Consider campus carbon sequestration
- Consider complete streets as a tool for access and storm water mitigation
- Increase the number of shade trees and permeable surfaces where possible
- Look for opportunities to manage stormwater onsite
- Integrate stormwater management needs into the campus landscape in a manner that enhances biodiversity balanced with University uses
- Utilize best practices for integrated pest management to maintain landscape and control invasive plants
- Provide opportunities for education and research using the landscape

UTILITY FRAMEWORK

OVERVIEW

The discussion that follows provides an evaluation of the capacities of existing energy and utility systems - both plants and distribution systems - to support the growth allowance of 6.0 million net new gross square feet as outlined in this CMP. Based on past development trends, the University could build between 400,000 gsf to 600,000 gsf per year over the life of the CMP, as funding is available.

- Campus steam, compressed air, water supply and sanitary sewer systems can accommodate the growth allowance.
- The University shall continue conversations with Seattle Public Utilities (SPU) to better understand capacity issues related to SPU-owned facilities.
- Depending on the mix of uses, campus chilled water and emergency standby power systems and associated infrastructure shall likely have the ability or flexibility to accommodate this growth.
- Regardless of mix of uses, existing primary power can accommodate some of the growth but not all, which shall require the University to work with the City to plan for the full growth allowance.
- There are no known capacity issues related to water, sanitary sewer, and storm drainage, but each utility will be evaluated as new development occurs.
- Campus utility system capacities are generally understood for each campus sector. However, in order to improve system understanding and support growth for each campus sector, additional analysis shall be undertaken in conjunction with the identification of uses, building programs, and phasing of future campus development authorized by this CMP.

The capital investments described in this chapter are in addition to the University's current investment activity and plans, which address operational and deferred maintenance needs to serve the existing building stock.

PRIMARY CAMPUS UTILITIES

Steam

The current steam plant has the capacity to accommodate the entire growth allowance.

Central, South and portions of East and West Campus are served by steam (distributed at two pressures, 185 psi and 12psi) generated in the UW Power Plant and distributed via tunnel systems throughout campus. The plant has an installed capacity of 870 MMBtuh (Million Btu/hr.) and a capacity of 620 MMBtuh (million Btu/hr.) with its largest boiler out of service. The campus has a current peak load of approximately 300 MMBtuh. Load growth of up to approximately 175 MMBtuh can be accommodated within the current plant capacity.

Chilled Water

Chilled water for campus is currently provided at the UW Power Plant for 12,000 tons of installed capacity. The 2016 first phase of the West Central Utility Plant (WCUP) construction has a capacity of 4,500 tons. As demand growth justifies it, construction of the second phase shall be triggered adding an additional 6,000 tons of installed capacity to phase 1, within the long-term vision, a

capacity of 10,500 tons. Between the two plants the campus shall have an installed capacity of 22,500 tons and an available capacity of approximately 20,000 tons with the largest chiller out of service.

The current chilled water plant capacity (UW Power Plant and WCUP long-term vision) shall support approximately 4.0 million to 6.0 million gsf of net space growth. This broad estimate depends on the program mix of growth. This combined capacity serves the entire campus. When campus growth nears the limits of the University's chilled water plants' shared capacity (a more cautious approach could start that planning as early as 2017), additional growth can be provided through a combination of:

- Additional capacity at the UW Power Plant.
- Development of an additional single or multiple chilled water plant(s) if the mix of uses requires it.
- Installation of chillers in individual (new) buildings.

Compressed Air

The existing central air compressor plant was recently upgraded with two 2400 cfm air compressors which shall provide sufficient capacity to meet the entire growth allowance. The UW Power Plant generates compressed air for use in the plant, in building environmental control systems and in labs. Future demand for compressed air is expected to increase only gradually as new buildings tend to be less reliant on compressed air. Renewal and capacity upgrades in 2017 / 2018 ensure sufficient capacity to meet future campus growth.

Primary Power

Primary power on the campus is provided by Seattle City Light (SCL) through two receiving stations; the East Receiving station located at the Main Plant and the West Receiving station located in West Campus adjacent to the WCUP. 13.8 kV distribution provides power to campus buildings. Some buildings, primarily in areas near the campus boundaries of West Campus are served directly from the SCL grid and have building-level metering. The present primary firm peak capacity for the campus is 66MVA. The existing peak load is approximately 55MVA.

Depending on the use mix in new buildings, the current primary power capacity has the ability to accommodate approximately 1.5 to 2.0 million net new gross square feet across the campus.

Additional growth above 1.5 to 2.0 million net new gross square feet shall require further investments. District-specific growth projections, the SCL perspective (its analysis and longer-term plans) and a cost-benefit analysis shall determine the best way to provide for the total planned campus growth at a new substation fed directly from SCL's transmission system, through expansion of one or both of the existing substations fed from SCL's distributions system, and/or by serving additional buildings directly from the existing SCL grid (exclusively a West Campus response). It is reasonable to assume that multiple new circuits shall be required from the West Receiving Station and/or from the East Receiving Station to accommodate growth.

In addition to capacity, power reliability on campus is an ongoing problem. The UW Plant Operations staff is working with SCL and others to evaluate a series of options to increase the reliability of the existing service to and within the campus. New electrical infrastructure on campus may be developed to work with those improvements and enhance them where feasible.

Emergency and Standby Power

Emergency and standby power systems on campus serve life safety and optional standby power loads respectively. Power is generated primarily from diesel-driven engine generators located at the UW Power Plant and recently installed at the WCUP. There is also a steam turbine generator located in the UW Power Plant which runs continuously (when not being serviced) and provides an uninterruptible supply of non-life safety power to the plant. This turbine generator is aged and is anticipated to be decommissioned in the near future. Since it currently serves as the emergency standby power supply for the central Power Plant, it shall be necessary to provide local emergency standby power through addition of a local dedicated generator. Its service shall be absorbed into that provided by other elements of the emergency and standby power network (largely the WCUP). In addition, there are numerous stand-alone diesel generators located throughout the campus.

The current emergency and standby capacity for the generators at the UW Power Plant and the WCUP (long-term vision) is 22MVA.

Depending on whether the new construction shall have a significant component of technical buildings with moderate-to-large standby power requirements, accommodating the full load growth may require additional capacity. Any new construction that warrants substantial emergency standby power, may consider local generators.

A reliable calculation of need can be established with better understanding of the new program. Assuming this estimate is in the range of 10-15 MVA, options for providing this additional capacity include a combination of:

- Additional capacity at the UW Power Plant (limited space available).
- Single or multiple (regional) new emergency/standby power plant(s).
- Local generation installed in each new building.

Water

Water is supplied to campus by Seattle Public Utilities. Based on available water meter data, the campus has a current water demand of approximately 12 gal/bldg gsf/year. This is based on a sample of representative metered buildings, as many of the old buildings on campus do not have water meters and the addition of new conserving systems. With a long-term vision of the CMP at 6.0 million net new gsf, the campus can expect demand to increase by approximately 200,000 gal/day.

There are currently no known capacity issues with the water system, but during the development of each project the relative connection point to the City's system may be evaluated to see if additional lines are required.

Sanitary Sewer

The University-owned sanitary sewer system varies based on campus location. The majority of Central Campus and portions of West Campus flow to the KC Metro trunk line, while East Campus flows directly to City-owned sanitary sewer lines. Buildings in the south flow to either a University- or City-owned lift station, before connecting to the KC Metro trunk line. Based on available water meter data, and known irrigation demands, the current sewer demand is approximately 11 gal/bldg gsf/year. With the long-term vision of the CMP at 6.0 million net new gsf, the campus can expect sewer demand to increase by approximately 190,000 gal/day. This is equivalent to 132 gal/min, distributed throughout the whole campus, without accounting for a peak demand.

There are currently no known capacity issues with University-owned lift stations, but each lift station may be evaluated as new development occurs. There are no known capacity issues associated City-owned systems except for the SPU owned lift station at Brooklyn Avenue and Boat Street. The University shall work with SPU to plan for additional capacity for the future.

Storm Drainage

The UW is Salmon-Safe Certified and follows Low Impact Development (LID) practices as a matter of policy or standard practice to reduce rainwater/stormwater runoff volume and improve outgoing water quality for new construction, major renovation, and other projects. Salmon-Safe is an independent non-profit whose mission is to transform land management practices so Pacific salmon can thrive in West Coast watersheds.

Under federal and state guidelines, the UW is classified as a Phase I Permit Secondary Permittee, and shall comply with applicable Phase I Permit requirements. The University also complies with City of Seattle storm water regulations.

The University of Washington has a series of initiatives to handle stormwater:

- Public education and outreach on the impacts of stormwater pollution.
- Public involvement and participation.
- Detection and elimination of illicit discharges.
- Stormwater treatment infrastructure techniques including catch basin filtration as new development occurs (particularly in West Campus).
- Construction site stormwater runoff control.
- Post-construction stormwater management for new development and redevelopment.
- Pollution prevention and good housekeeping for facilities operations.

The majority of stormwater on campus either flows to University- or City-owned storm drain lines, before discharging into a nearby water body. Per the City of Seattle's 2016 regulations, on-site stormwater management practices shall be implemented to control the flow rate of the runoff and achieve water quality standards before the water is discharged.

A portion of Central Campus flows to the University-owned sanitary sewer system, which connects to the KC Metro trunk line. In large storm events, this line reaches capacity and KC Metro allows the combined storm and sanitary water to overflow into Portage Bay.

Throughout the implementation of the CMP, storm drain separation shall take place, where possible, to avoid such overflows.

In addition, stormwater shall be used for irrigation and other grey water practices, when possible, to reduce the water demand on campus.

There are currently no known capacity issues with the University's storm drainage systems, but storm drainage shall be evaluated as new development occurs. If capacity issues are identified, the University will use best management practices to reduce stormwater overflows and discharges into waterways, to the extent practical.

DISTRIBUTION SYSTEMS

Campus steam, chilled water, compressed air, and emergency power are most frequently distributed in tunnels.

Upgrades and enhancements shall be required in those distribution systems to support the growth allowance identified in the CMP. Once the CMP's illustration of physical growth allowance by district is accompanied by an understanding of program and phased development, the University shall have the key ingredients to launch a utility master plan. The utility master plan shall leverage existing knowledge of the capacities and limitations of its distribution systems with updated information and modeling.

Central Campus

2019 CMP growth of Central Campus includes 900,000 gsf of net new space.

STEAM AND CONDENSATE

- Upgrades are required in the piping in the west and northwest trunks.
- Piping extensions shall be required to new building sites.

CHILLED WATER

- Upgrades and enhancements to piping in multiple tunnel locations shall be needed to provide adequate flow/pressure to Central Campus (and, with that, to adjacent areas of campus). As the University prepares to undertake this investment, a capital plan shall be developed based on a then-current analysis that identifies specific locations with flow/pressure limitations and assesses tunnel conditions.

COMPRESSED AIR

- An assessment of current loads is necessary to determine whether upgrades to the distribution system are required.

PRIMARY POWER

- New feeder sets may be required to be routed in the tunnels or through duct banks to support the proposed growth.

EMERGENCY AND STANDBY POWER

- New feeder sets shall be required to be routed in the tunnels or through duct banks to support the proposed growth.

COMMUNICATIONS

- New fiber and cabling shall be required to support connection of the new buildings to the campus backbone.

South Campus

2019 CMP growth of South Campus includes 1,350,000 gsf of net new space. Redevelopment of South Campus is envisioned to involve the long-term phased demolition and replacement of the buildings in the Health Sciences Center, the S-1 Garage and some of the buildings to the south of the garage. These structures are replaced with new buildings with underground parking that displaces the existing utility tunnels in the sector. New tunnels and associated utilities shall be constructed below these parking levels to support utility distribution. This transformative scale development – with or without the trigger of underground garages forcing utility relocations – necessitates system-scale investments in energy and utility infrastructure which can be phased to complement a building/redevelopment phasing plan. Following are the growth impacts anticipated for each utility.

STEAM AND CONDENSATE

- The replacement and upgrade of existing steam and condensate distribution shall be needed to accommodate phased growth.

CHILLED WATER

- Upgrades and enhancements to piping in multiple tunnel locations shall be needed to provide adequate flow/pressure to South Campus and adjacent sectors of campus.

COMPRESSED AIR

- Replacement and upgrade of existing compressed air distribution are needed to accommodate phased growth.

PRIMARY POWER

- Replacement and upgrade of existing primary power distribution are needed to accommodate the anticipated growth. Feeder sets shall be calibrated to support the power requirements associated with the specific program of this district which is anticipated to have high power intensity needs (related to its density of lab space, vivaria, etc.)

EMERGENCY AND STANDBY POWER

- Replacement and upgrade of existing emergency and standby power distribution shall be needed to accommodate the anticipated growth. Feeder sets shall be calibrated to support the power requirements associated with the specific program of this district which is anticipated to have high power intensity needs (related to its density of lab space, vivaria, etc.)

COMMUNICATIONS

- New fiber and cabling shall be required to support connection of the new buildings to the campus backbone.
- New router rooms shall be required to serve the increased density of space.

West Campus

2019 CMP growth of West Campus includes 3,000,000 gsf of net new space. It is planned that development of West Campus be supported through a tunneled distribution system to offer the University buildings the best reliability of service. Located under city streets, this approach offers the best longevity for those systems within the tunnels, which translates into the least disruptions to the functioning of the City grid when system maintenance or repair is needed. The University shall coordinate with the City to design and construct this city streets strategy. Following are the growth impacts anticipated by each utility.

STEAM AND CONDENSATE

- Upgrades to piping in the Campus Parkway trunk are required to support the growth allowance.
- New piping, either in dedicated tunnels or in building service corridors, shall be required to support loads and new building locations. In capital planning for the growth articulated in the CMP for West Campus, the University shall consider the cost and benefit of looping new piping with the west trunk to increase reliability in this part of campus.
- Significant upgrades shall be required to support growth in this sector. New piping, either in dedicated tunnels or in building service corridors shall be required to support loads and new building locations. This work may be coordinated with the new piping and design parameters associated with the WCUP.
- Potential locations for direct buried piping serving this sector of campus, shall be identified through further analysis.

CHILLED WATER

- Significant upgrades shall be required to support growth in this sector. New piping, either in dedicated tunnels or in building service corridors shall be required to support loads and new building locations. This work may be coordinated with the new piping and design parameters associated with the WCUP.
- Potential locations for direct buried piping serving this sector of campus, shall be identified through further analysis.

COMPRESSED AIR

- Upgrades, extension and replacement of piping in the Campus Parkway trunk shall be required to support growth.
- Careful evaluation may occur on whether compressed air shall be required as a utility for the buildings slated for this sector of campus.

PRIMARY POWER

- Replacement and upgrade of existing primary power distribution is required to accommodate phased growth. This is anticipated to include additional feeder sets to support the power requirements associated with increased square footage as well and high power intensity building

programs. Alternatively, some of the new building sites could be served directly from the existing SCL grid in the sector.

EMERGENCY AND STANDBY POWER

- There is adequate emergency and standby distribution in West Campus. New distribution is required to connect to capacity in the WCUP, or buildings could be served by on-site generators.

COMMUNICATIONS

- New fiber and cabling are required to support connection of each new building to the campus backbone.

East Campus

2019 CMP growth of East Campus includes 750,000 gsf of net new space. East Campus has very limited distribution due to its lack of current development. New tunnels and/or direct buried distribution systems are required to enable expanded utility distribution in this sector. Given the relative isolation of this sector, the scale of the development that is being contemplated and in relationship to a subsequent phasing plan for this growth, it may be prudent to provide a satellite plant in the sector with some or all of the primary utilities identified below:

STEAM AND CONDENSATE

- East Campus has limited steam/ condensate distribution which is located in the south end of East Campus serving the Intramural Activities Building and the Alaska Airlines Arena at Hec Edmundson Pavilion.
- To accommodate geographically dispersed growth in the long-term vision, two new connections to the Central Campus system are recommended: one at the south end connecting at or near the UW Power Plant and the second at the north end. Within East Campus a gridded distribution system is required to respond to the design of the long-term vision illustrated in the CMP.

CHILLED WATER

- There is currently no chilled water distribution in East Campus. Buildings are served by local chillers.
- To accommodate the growth envisioned for this sector, two new connections to the Central Campus system are recommended, one at the south end connecting at or near the UW Power Plant and the second at the north end. Within East Campus a gridded distribution system shall be required to respond to the design of the CMP.

COMPRESSED AIR

- Currently there is limited compressed air distribution in this sector.
- Careful evaluation may occur on whether compressed air is required as a utility for the buildings slated for this sector of campus.

PRIMARY POWER

- There is limited distribution of primary power in this sector. Significant additional distribution is required to support the substantial growth identified for this sector as part of the long-term vision. Multiple new feeder sets shall be required to be brought from an existing or new substation.

EMERGENCY AND STANDBY POWER

- This sector of campus is served by a single emergency/ standby feeder. Given the significant growth anticipated in this sector, additional feeders and a gridded distribution network are required

COMMUNICATIONS

- New fiber and cabling are required to support connection of each new building to the campus backbone.
- New router rooms are required to serve the increased density of space.

6 PROJECT REVIEW AND DESIGN GUIDANCE

- INTRODUCTION
- PROJECT REVIEW
- DESIGN GUIDANCE
- CENTRAL CAMPUS
- WEST CAMPUS
- SOUTH CAMPUS
- EAST CAMPUS

INTRODUCTION

Chapter 6 contains detailed information on the 10-year conceptual plan for campus, including sector-by-sector descriptions of the design goals for each area. This Chapter further provides information on the University's Project Review Processes, and includes non-binding design guidance. Although non-binding, design guidance will be implemented through capital project design and environmental review carried out by the Architectural Commission, the University Landscape Advisory Committee, the Design Review Board (all as applicable), and project design teams. Several figures reference development standards; these standards of the underlying zoning are set out and explained further as mandatory requirements in Chapter 7.

PROJECT REVIEW

DEMOLITION

Demolition may be permitted prior to future development where authorized by any required permit. Demolition permits may be submitted in advance of a building site being selected for development and any grading work is reviewed under the Grading Code (SMC Chapter 22.170).

DEVELOPMENT PROCESS AND PHASING

The process of identifying projects and priorities for capital budgets is initiated by the University and involves several steps beginning with an assessment of academic need. Capital facilities needs are reviewed for academic need and priority assessment by the University administration.

The capital budget priorities are reviewed and developed through discussion with the University administration, the UW Senate Committee on Planning and Budgeting, the Faculty Committee on University Facilities and Services, the Board of Deans, and numerous other campus constituents. These committees provide advice to the Provost before presentation to the Board of Regents of the proposed six year facilities plan which is called the "One Capital Plan". The Board of Regents is charged with the final adoption of capital and operating budget proposals prior to submittal to the Governor's Office of Financial Management (OFM) and the State Legislature for approval.

Each major capital project is reviewed for feasibility, priority, timing, site and cost in the context of the Campus Master Plan. The functional program for each new building is of critical importance to the site selection process. Identification of the specific potential development sites that will be developed over the life of the Campus Master Plan depends on the prioritizing of major capital projects as driven by academic need and funding availability. Capital projects funding can depend upon one or more sources of funds including funds from the State Legislature for specific projects, the use of University debt, gifts and grants. Specific capital projects scope and timing are not possible to predict in detail due to the changes in academic need and funding sources. As sites are being considered for development by the University, the University will consult with UW departments, CUCAC, and stakeholders in the area of the sites being considered and include that information in the site selection report.

Based on analysis of past development trends, need, and funding sources, it is anticipated that during the life of this Plan the University will build on average 600,000 gross square feet of net new buildings annually for a total development of 6.0 million net new gross square feet over the life of the 2018 Campus Master Plan. However, there may be some years where development is more or less than 600,000 net new gross square feet.

The University prepares an annual report pursuant to the City-University Agreement. The Annual Report contains information on the University's capital facillities development program as identified in the "One Capital Plan" and Capital Budget Request, changes to these requests, new projects, on-going projects, and major and minor plan changes. The Annual Report contains information on new projects, identifies sites chosen for development, provides a description of the program or structure proposed (including gross square footage), and provides the anticipated schedule for development.

DESIGN AND ENVIRONMENTAL REVIEW PROCESS

The University's processes for design and

environmental review encourage better design and site planning to help ensure that new development enhances the character of the campus, while allowing for functionality and creativity. The University's processes provide for flexibility in the application of design guidance to meet the intent of the CMP, effective mitigation of a proposed project's height, bulk, and scale impacts, and improved communication and mutual understanding among the University, neighbors, CUCAC, and the City of Seattle.

Major and minor projects with the potential for impacts on the visitor experience of the campus setting are reviewed by the UW Architectural Commission, the University Landscape Advisory Committee and/or the UW Design Review Board. The University's design review processes foster good stewardship of the campus setting.

University of Washington Architectural Commission

For projects that are generally over $5 million dollars and that may result in a significant change to campus in terms of setting, public realm, visual aesthetics or pedestrian experience, the University of Washington Architectural Commission (UWAC), established in 1957, reviews and evaluates the selection of building sites, design of new buildings and public spaces, major additions and modifications to these elements, and campus plans. The Commission advises the Regents and President in the selection of architects and design team principals for projects that influence the campus setting, and periodically reviews the design of such projects through all design phases. The Commission advises the University administration on environmental issues as they may arise, including historic preservation, new construction, additions to existing buildings, major interior public space, renovations of existing significant buildings, and development of the campus grounds including landscape features and plantings and conformance with the CMP. In making recommendations involving the campus grounds, the Commission shall seek consultation of the University Landscape Advisory Committee (ULAC). The Commission considers the design guidance provided in the CMP during its review.

University Landscape Advisory Committee

The University Landscape Advisory Committee (ULAC) plays a key role in helping to preserve and enhance the unique character of the University's outdoor spaces and attain high quality campus environments. The Committee, established in 1970, is advisory to the Architectural Commission and the University adminstraion concerning design review of projects proposed for construction in relation to their influence on the outdoor environment.

The Committee is charged with the responsibility of reviewing significant matters relative to University planning and landscape design for new construction or renovation. Issues reviewed include, but are not limited to: site circulation for vehicles and pedestrians; parking location, screening and development; placement and selection of site furnishings, signage, and lighting; the location of landscape features; open space development and connectivity; preservation of existing and selection of new trees and vegetation; irrigation performance; and conformance with the CMP.

Design Review Board

The primary purpose of the UW's Design Review Board (DRB) is to maximize the functionality and desirable experiential qualities of the Seattle campus, its facilities and setting. The DRB reviews projects with budgets less than $5 million, and/or projects that either individually or cumulatively have temporary or permanent visual and/or functional impacts on the campus setting, including any historic resources. The campus setting is defined for DRB purposes as the campus landscape, plantings, circulation corridors and gathering places, building exteriors, public spaces and rights-of-way, signage, and significant interior public spaces. The Board conducts multi-discipline review of project plans at the earliest possible time in a project so that the project may achieve its goals and those of the University within budget and schedule parameters. The DRB considers the design guidance provided in the Plan during its review and advises on conformance with the CMP.

UW Facilities Asset Management

The UW Facilities Asset Management group is the University's physical and capital planning office. Its staff of planners, designers, and

policy analysts provides leadership, counsel and oversight regarding campus planning, landscape and architectural design, historic resource stewardship, strategic transportation, environmental planning, sustainability and energy planning, and space and capital resource planning. Oversight and integration of these various disciplines is managed by staff who participate in many campus committees including the University of Washington Architectural Commission (UWAC), the University Landscape Advisory Committee (ULAC) and the University of Washington Public Arts Commission (UWPAC), the Environmental Stewardship Committee, the University Transportation Committee (UTC), the Grounds Improvement Advisory Committee (GIAC), and the SEPA Advisory Committee.

SEPA Advisory Committee

As lead agency for State Environmental Policy Act (SEPA) review, the University prepares environmental documents, conducts environmental review, and makes final environmental determinations. Because the environmental impacts of University development in this CMP are studied in a non-project EIS that accompanies this Plan, environmental review for specific projects authorized by the CMP will rely on that document and the University will complete additional environmental review where appropriate, in compliance with SEPA.

The University's SEPA Advisory Committee reviews preliminary environmental documents and makes recommendations regarding their adequacy, identifies environmental issues and concerns of a campus-wide nature, and suggests mitigating measures. Under the City-University Agreement, environmental documents are provided to the City University Community Advisory Committee for review and comment.

HISTORIC PRESERVATION REVIEW, POLICIES AND PRACTICES

History of Stewardship by the Board of Regents

Over the last century, the University of Washington Board of Regents has been the steward of the University of Washington campus. The Regents recognize the value of the campus setting to the University, the greater University area community, the City of Seattle, the State of Washington, and future generations. The University is a state institution of higher education and a state agency, Pursuant to RCW 28B.20.130. the Regents "have full control of the university and its property of various kinds, except as otherwise provided by law." Pursuant to RCW 36.70A.103 and .200, "[s]tate agencies shall comply with the local...development regulations and amendments thereto adopted pursuant to this chapter," but "[n]o local... development regulation may preclude the siting of essential public facilities," including "state education facilities." The Washington Supreme Court has ruled that the University is a state agency and the Regents' "full control" under RCW 28B.20.130 is limited by RCW 36.70A.103. Today, as in the past, the campus provides a sense of permanency and place. It is a place of civic pride and beauty. The buildings and landscapes demonstrate and preserve the accomplishments of the past while providing for the future and allowing development of architectural innovations. The campus layout is based on a series of plans which began when the campus moved from downtown Seattle to its present location in 1895.

Campus planning and historic preservation and innovation have been continuous for over 100 years and will continue to provide the context for campus development in the future. The University regards building preservation, reuse, and rehabilitation as a continuium with new construction undertaken when other options are not reasonably feasible. Major landscape features established over many years, including formal and informal open spaces, views, vistas, and axes, continue to be preserved and strengthened. The University's physical setting continues to satisfy academic, social and cultural requirements of students, faculty, and staff consistent with its primary mission.

Historic Features the Campus Master Plan

In this Campus Master Plan, the significant buildings sited as part of the Oval Plan of 1898, the 1904 Olmsted Plan, the 1909 Plan's Rainier Vista, the 1915 Plan's Liberal Arts Quadrangle, Memorial Way, Drumheller Fountain (Denny, Parrington, Lewis and Clark Halls; original buildings making up the Quad; and the original portion of Suzzallo Library) and accompanying radials will all remain prominent features of the campus. These important features, axes, and open spaces are part of the historic structure of the campus and will continue to be recognized as essential components of the University campus.

In addition to these well-known features, there are other prominent features for which the University is recognized. Many of these are unique and significant landscapes and are identified on page 97. Registered State and Federal Historic Buildings are identified on page 92 (Figure 78).

Project Review to Insure Historic Context

While fostering continuous use, improvements and innovations to significant buildings, the University works to insure that historic significance, value and association of the campus is preserved for the community, City, State and nation. To insure this occurs on a comprehensive project-by-project basis, the University utilizes a multi-step process for historic preservation review, outlined in the University President's Executive Order No. 50 (or a successor order), involving several reviewing bodies including:

- University of Washington Architectural Commission
- Campus Landscape Advisory Committee
- Design Review Board
- University of Washington's SEPA Advisory Committee
- UW Facilities Asset Management
- Board of Regents (the ultimate decision maker)

Each reviewing body is responsible for raising issues for consideration and balancing the desirability and means of protecting, enhancing, and perpetuating historic (person, event or structure), cultural, engineering and architectural campus resources in terms of buildings, spaces and elements of the environment, with the desirability of fostering continuous use, required improvements and innovations for significant buildings.

To aid the reviewing bodies and further ensure that historic resources are respected, the University prepares a Historic Resources Addendum (HRA) for any project that makes exterior alterations to a building or landscape more than 50 years of age, or that is adjacent to a building or landscape feature more than 50 years of age (excluding routine maintenance and repair). The HRA is an attachment to all project documentation and is considered by the appropriate decision makers as well as shared with and considered by the project team. The required contents of the HRA are defined further below.

The information and analysis provided in the HRA provides a framework and context to ensure that important elements of the campus, its historic character and value, environmental considerations and landscape context are preserved, enhanced, and valued. The HRA further insures that improvements, changes and modifications to the physical environment may be clearly analyzed and documented.

The University also conducts related processes that ensure consideration of historic resources, including the University's implementation of the State Environmental Policy Act. Through the SEPA process, the University considers the potential impacts of development on historic and cultural resources, including buildings and sites less than 50 years old. The University's SEPA process is set forth in chapter 478-324 WAC. Ultimately, the University's Executive Vice President and the Associate Vice President for UW Facilities Asset Management (or their successor positions) review the SEPA determination, any HRA's related to the project and any recommendations from the bodies reviewing the project to determine the appropriate action that should be taken to balance all the issues raised by the reviewing bodies. The Executive Vice President consults with the Associate Vice President for UW Facilities Asset Management to ensure the HRA is addressed before determining the appropriate course of action to recommend to the Board of Regents for the project. The

Board of Regents makes the final decision on the project.

The review of historic resources on the campus utilizes the process stated above. In 2017, the Washington State Supreme Court concluded:

> The plain language of the current statutes provide that the Regents' authority is subject to limitation by applicable state statues, including the GMA's provision that state agencies must comply with local development regulations adopted pursuant to the GMA. UW property that is located in Seattle is thus potentially subject to the [the City's Landmarks Preservation Ordinance] absent a specific, directly conflicting statute.

University of Washington v. City of Seattle, 188 Wn. 2d 823, 845, 399 P. 3d 519 (2017).

The Historic Resource Addendum (HRA)

In preparing the HRA, the following information shall be provided to the extent known. Information regarding these considerations may or may not be available or relevant for a particular proposed development. The HRA shall be appropriately updated as the project evolves prior to final Regent action. For proposed construction that makes exterior alterations to a building or landscape more than 50 years of age or that is adjacent to a building or landscape older than 50 years, information described in the bullets below shall be addressed in the HRA to the extent it is available.

- Age of project building, adjacent buildings and open spaces. (See Appendix on page 292 for the age of campus features.)
- Information regarding architect, engineers and contractors (as available) of the original building.
- Description of interior and exterior, and site surroundings of the building or campus feature, including the traditional views of the site, if any.
- Information regarding the distinctive visible characteristics of an architectural style, or period, or of a method of construction, if any.
- Information regarding the roles of the structure, site and surroundings have played on campus and in the community, if any.
- Information regarding the character, interest or value as part of the development, heritage or cultural characteristics of the campus, city, state, or nation, if any.
- Information regarding any association with an historic event with a significant effect upon the campus, community, city, state, or nation, if any.
- Information regarding the association with the life of a person important in the history of the campus, city, state, or nation, if any.
- Information regarding the association with a significant aspect of the cultural, political, or economic heritage of the campus, community, city, state or nation, if any.
- Information regarding the prominence of the spatial location, contrasts of siting, age, or scale that makes it an easily identifiable visual feature of the campus and contributes to the distinctive quality or identity of the campus.
- Information regarding the location of the new project, entrances, service, access and circulation, front/back, bulk, scale, materials, architectural character, profile, open space and landscape siting, relative to the building or feature older than 50 years, including opportunities to complement the older surroundings and buildings literally or through contrast.
- Potential mitigation measures, such as facade treatment, street treatment and design treatment sympathetic to the historic significance of the development site or adjacent campus feature, if any.
- Information in historic resource surveys prepared by outside consultants, if any, and found on the DAHP WISAARD online database.

OFF-CAMPUS LEASING AND ACQUISITION

The University limits its real property leasing outside the MIO to spaces or land as necessary to carry out the University's educational, research, and service missions that cannot reasonably be accommodated within existing University facilities. The University follows the requirements of the City-University Agreement related to off-campus leasing and acquisition.

DESIGN GUIDANCE

ACTIVE EDGES

The CMP supports the goal of activating the ground floor of buildings, along both public right-of-way, as well as on University streets. Ground floor uses may include offices, commercial, academic, housing, mixed-uses, lounges and multi-use lobbies, cafes, retail, hands-on collaboration spaces, convening spaces and meeting rooms. Such spaces may be thoughtfully placed and configured. The intent is to locate functions that attract pedestrian traffic in buildings along a street edge and that contribute to the liveliness and attractiveness of the vicinity.

All development sites with active edges may have well-placed clearly identified and accessible pedestrian entry points, and ground level facades that make visible interior amenities and activities. The design may contribute to and enhance the quality of streetscape and neighborhood character with multi-functional landscapes and pedestrian-environment amenities. Efforts should be made to minimize blank facades. Where possible, parking entrances on active edges should be minimized.

GATEWAYS

The University's Seattle campus is embedded within the larger urban fabric of the city and has multiple points of access. Gateways, including NE 45th Street at 15th Avenue NE, the "landing" of the University Bridge at NE 40th Street, and NE 45th Street at 25th Avenue NE, serve as important access points for pedestrians, bikes, and vehicles, and may provide a welcoming and clear sense of arrival on campus. Gateways also form key points of connectivity between campus sectors. Gateways should include visual enhancements that signify entries into the community, such as landscaping, signage, artwork, or architectural features that will be installed at the discretion of the University.

GREEN FACTOR

The University leverages its Urban Forestry Management Plan, best practices, and Design Review processes as it designs campus landscapes. The University shall make best efforts to be consistent with the City of Seattle's Green Factor requirements.

MODULATION

The design of buildings shall strive to incorporate measures that provide for appropriate variety, break down massing, express varying functions of the building and respect the pedestrian scale at the ground level.

PARKING LOCATION

Where physically and financially possible, new parking shall be accommodated underground with minimal visual impact on or conflict with the public realm. Where physically and financially not possible, above grade parking is allowed. Above grade parking shall be wrapped with non-parking uses to the maximum extent possible on the active edges.

PRIORITY PEDESTRIAN CONNECTORS

Buildings, site improvements, infrastructure and landscapes may support and reinforce legible and safe pedestrian movement; promote connections to major transit nodes; create a functional pedestrian circulation network; reinforce connections to the waterfront; and embrace best practices with regard to universal design. Development may promote urban design best practices regarding streetscapes, green streets, parking, lighting, landscape, street furniture, signage, and pedestrian and bike integration.

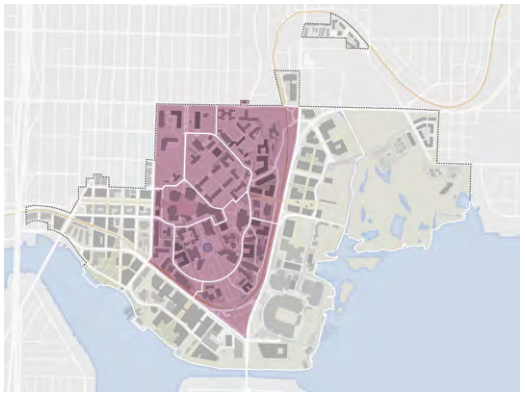
The maps on pages 174, 195, 208, and 226 (Figures 137, 157, 169, and 185) identify priority pedestrian connectors associated with new development, and are intended to function as central locations for pedestrian movement. Generally, the connectors may maintain a minimum width of 8 feet and could include pedestrian-oriented amenities, such as benches, paving, and landscape features.

SERVICE AND EMERGENCY VEHICLE ACCESS

Loading, emergency access, and other service points may be located strategically, and away from major pedestrian thoroughfares and intersections to the greatest extent feasible. Where it is possible to share service areas and access with more than one site, this may be desirable to limit impacts.

CENTRAL CAMPUS

Figure 122. Central Campus Existing Aerial, 2016



Central Campus Key Map

10-YEAR CONCEPTUAL PLAN

Central Campus is a hub of learning activity and knowledge sharing, and it accommodates most academic and research facilities. Central Campus is home to the historic academic core and is characterized by significant open spaces framed by a mix of historic and recent buildings. The 10-year conceptual plan for Central Campus is designed to:

- Preserve and enhance the character of the historic setting and its significant buildings and open spaces.
- Maintain existing building height limits.
- Concentrate development along the periphery of Campus sector to minimize interference with the existing campus character.
- Provide additional capacity to support the University's educational, research and service missions.

Figure 123. **CENTRAL CAMPUS 10-YEAR CONCEPTUAL PLAN.** Graphics are for Illustrative Purposes Only

Central Campus Long-Term Vision

Figure 124. Graphics are for Illustrative Purposes Only

Existing Building

Potential Building

Central Campus Boundary

PUBLIC REALM AND CONNECTIVITY

Central Campus is characterized by major organizational axes, significant open spaces, and a multi-level pedestrian network interlaced with bikes and motor vehicle movement. The CMP proposes to:

- Reinforce important connections and improves universal access by locating buildings along major pedestrian circulation paths.
- Improve gateways into Central Campus as visual enhancements that signify entries into the community, including improved landscaping, signage, artwork, or architectural features.
- Enhance pedestrian connections through Parrington Lawn to 15th Avenue NE, onto North Campus Housing, Population Health, and on existing pedestrian bridges over NE Pacific Street and NE Montlake Boulevard.
- Build a new connection to East Campus from the Husky Union Building (HUB) in the form of the East Campus Connection over NE Montlake Boulevard to the north of the existing pedestrian bridge into what is now the E-1 Parking Lot, and beyond into the Union Bay Natural Area.
- Strengthen pedestrian connections across NE Pacific that extend to the waterfront.
- Preserve and strengthen Rainier Vista and other sightlines to Union Bay, Mt. Rainer and Portage Bay.

Public Realm and Connectivity Diagram

Figure 125. Graphics are for Illustrative Purposes Only

BUILT ENVIRONMENT

Building Height

Development sites throughout Central Campus maintain the existing building height limits and are concentrated along the perimeter of the campus sector. Development sites are concentrated:

- Between NE Stevens Way and NE Montlake Boulevard to the east
- Framing Memorial Way entrance at 45th
- Along Stevens Way to the south
- Along 15th Avenue NE south of the 40th Street entrance

Most of the University's historic building stock is located in the heart of Central Campus. New development shall respect the scale of the surrounding historic context and adhere to established University policies regarding historic preservation.

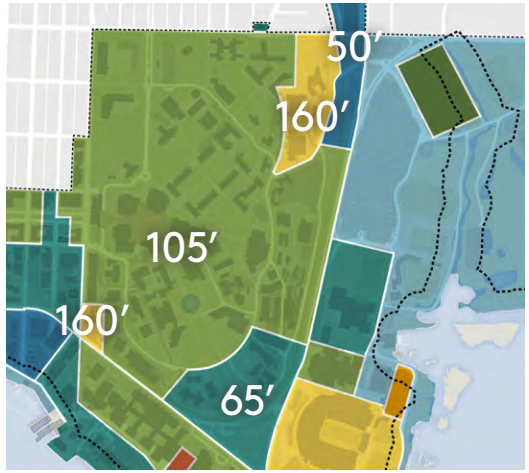


Figure 126. Central Campus 2003 CMP Building Heights

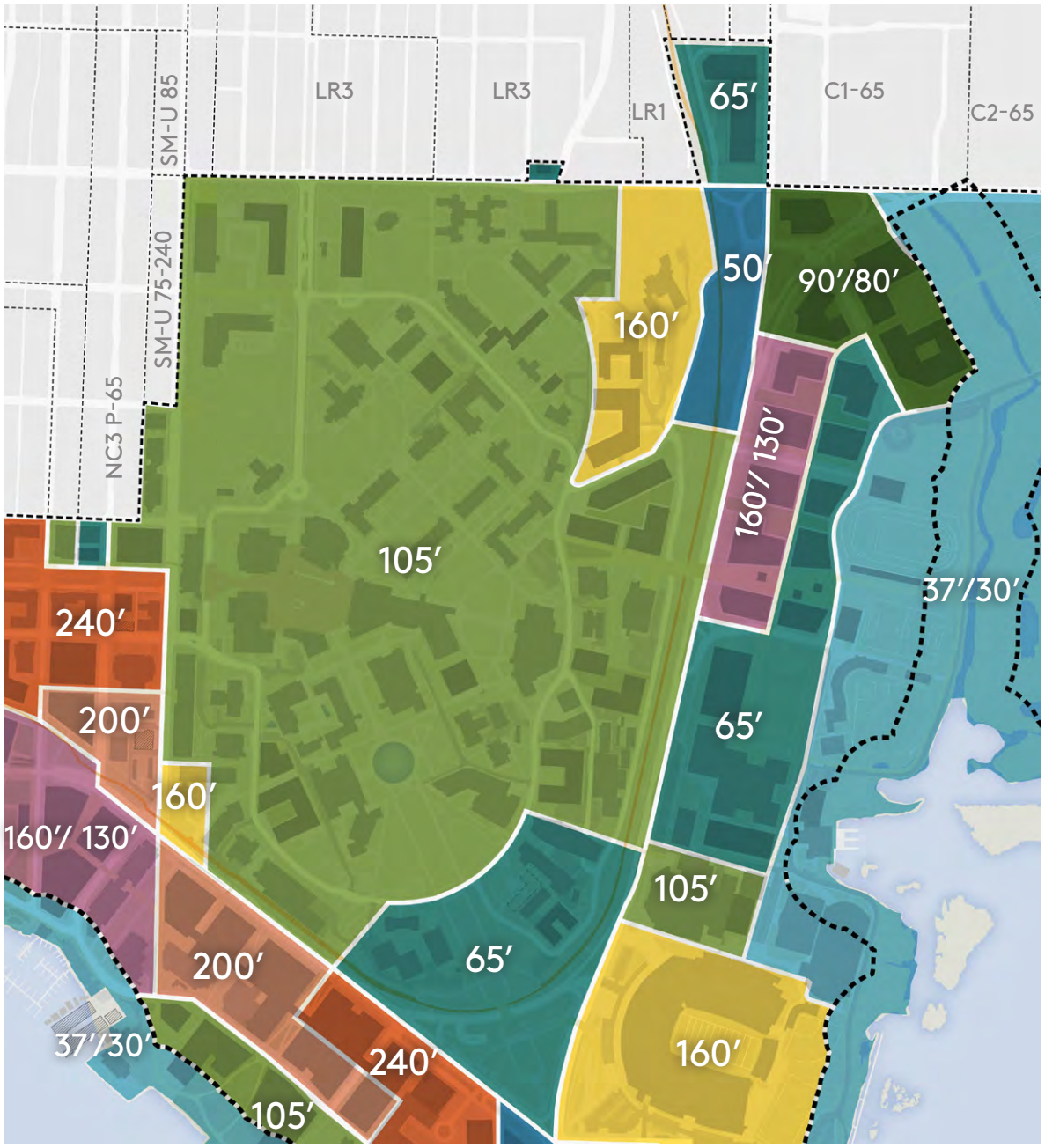
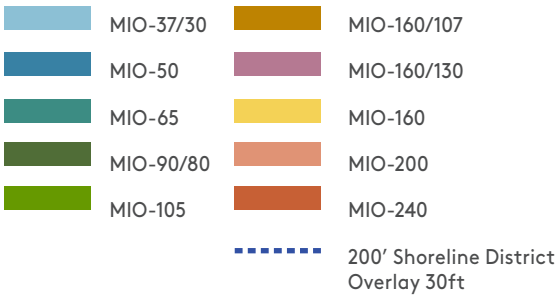


Figure 127. Central Campus 2019 CMP Maximum Building Heights

Development Capacity

The development sites map and detailed capacity figures are identified on pages 164 to 165.

- The CMP identifies a total of roughly 2.7 million gross square feet of potential development throughout Central Campus.
- To achieve the long-term vision would necessitate the replacement of roughly 1.1 million gross square feet of existing space, resulting in a total net new development area of 1.6 million gross square feet.
- The CMP development limit for Central Campus is 900,000 net new gross square feet, a little over half of the projected Central Campus growth capacity, or 15 percent of the total 6 million net new gross square feet growth allowance. This allows for flexibility in siting building projects over time.



* Parking spaces evenly split among the development sites
** Gross square feet are accounted for within the 2003 Campus Master Plan
*** Total incorporates gross square feet that are already accounted for under the 2003 CMP related to sites C5 and C6
****Please reference Appendix for specific names of buildings and year constructed associated with demolished area
***** Growth Allowance refers to Net New Gross Square Feet column

Table 9. Central Campus Development Sites Spreadsheet

SITE ID	SITE NAME	TOTAL ENVELOPE GROSS SQUARE FEET	TOTAL MAXIMUM GROSS SQUARE FEET	PERCENT OF ENVELOPE	DEMO GROSS SQUARE FEET****	NET NEW GROSS SQUARE FEET*****	APPROX# OF FLOORS	MAXIMUM BLDG HT LIMIT	CONDITIONED DOWN BUILDING HEIGHTS	EXISTING PARKING SPACES	ACADEMIC USES
C1	West of Memorial Way / N1 Parking Lot	290,000	200,000	69%	68,916	131,084	7	105		213	A/MU/T
C2	East of Memorial Way / N5 Parking Lot	265,000	135,000	51%		135,000	5	105	70	170	A/MU/T
C3	Mackenzie Replacement / N3 Parking Lot	165,000	145,000	88%	43,099	101,901	7	105		9	A/MU
C4	Intellectual House Phase 2	40,000	5,000	13%		5,000	1	105			A/MU
C5	North Campus Housing 1 (Building A)**/***	170,000	110,000	65%		110,000	5	105			A/H
C6	North Campus Housing 2 (Building E) / Haggett Hall Site / N9, 10, 11 Parking Lots **/***	535,000	290,000	54%	206,114	83,886	6	160		77	A/H
C7	McMahon Hall Site / N13, 14, 15 Parking Lots	600,000	400,000	67%	288,352	111,648	11	160		177	A/MU/H/T
C8	Padelford Garage North Site / N16, 18, 20, 21*	315,000	245,000	78%	138,555	106,445	8	105		217*	A/MU/T
C9	Padelford Hall South Site*	185,000	155,000	84%		155,000	8	105		217*	A/MU/T
C10	Padelford Garage South Site*	230,000	145,000	63%		145,000	7	105		218*	A/MU/T
C11	Facility Services Admin Bldg / University Facilities Bldg and Annex 1	120,000	85,000	71%	20,125	64,875	7	105			A/MU/T
C12	Plant Op Annexes 2-6 / University Facilities Annex 2 / C23 Parking Lot	230,000	115,000	50%	18,860	96,140	6	105		1	A/MU/T
C13	Sieg Hall Replacement	145,000	130,000	90%	57,180	72,820	7	105			A/MU
C14	Mechanical Eng / Eng Annex / C15 Parking Lot	300,000	215,000	72%	125,896	89,104	8	105		23	A/MU
C15	Wilcox / Wilson Ceramics Lab Site / Wilson Annex	90,000	60,000	67%	50,328	9,672	4	65		56	A/MU
C16	Benson Hall / C7 Parking Lot	320,000	210,000	66%	76,271	133,729	7	105		11	A/MU
C17	Chem Library Site	130,000	85,000	65%	39,363	45,637	7	105			A/MU
C18	South of Henry Art Gallery	70,000	35,000	50%		35,000	4	105			A/MU
	TOTAL - CENTRAL***	4,200,000	2,765,000	64%	1,133,059	1,631,941				1,389	

Academic General Uses: A - Academic; H - Housing; MU - Mixed Use; T - Transportation; OS - Open Space; IP - Industry Partnership/Manufacturing; ACC - Academic Conference Center

"Maximum Building Height Limit" refers to the height limit allowed under the MIO zoning height.

Development Sites

Figure 128. Graphics are for Illustrative Purposes Only

Central Campus Design Guidance

Design guidance related to the seven development zones throughout Central Campus is provided on the following pages.

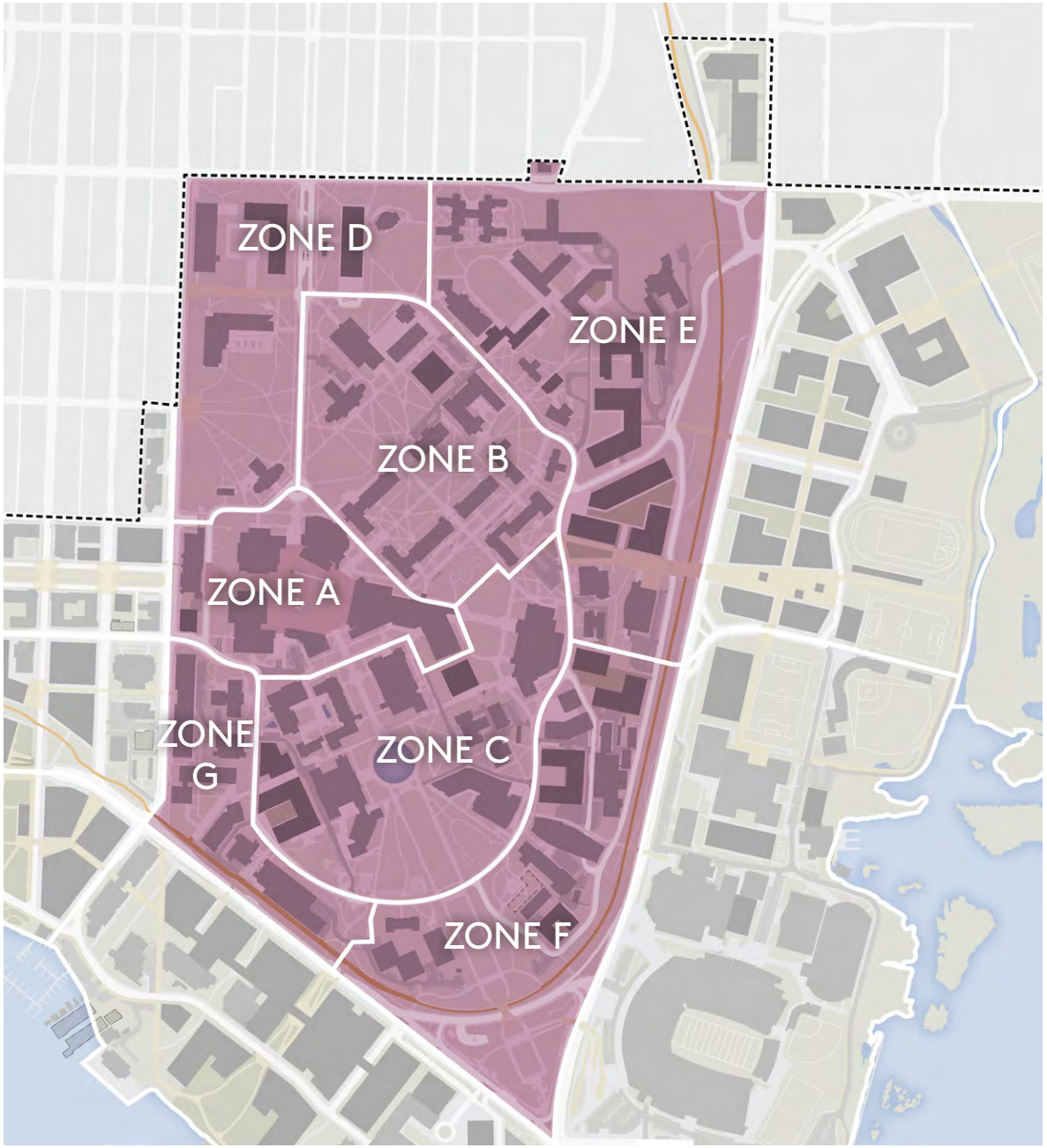
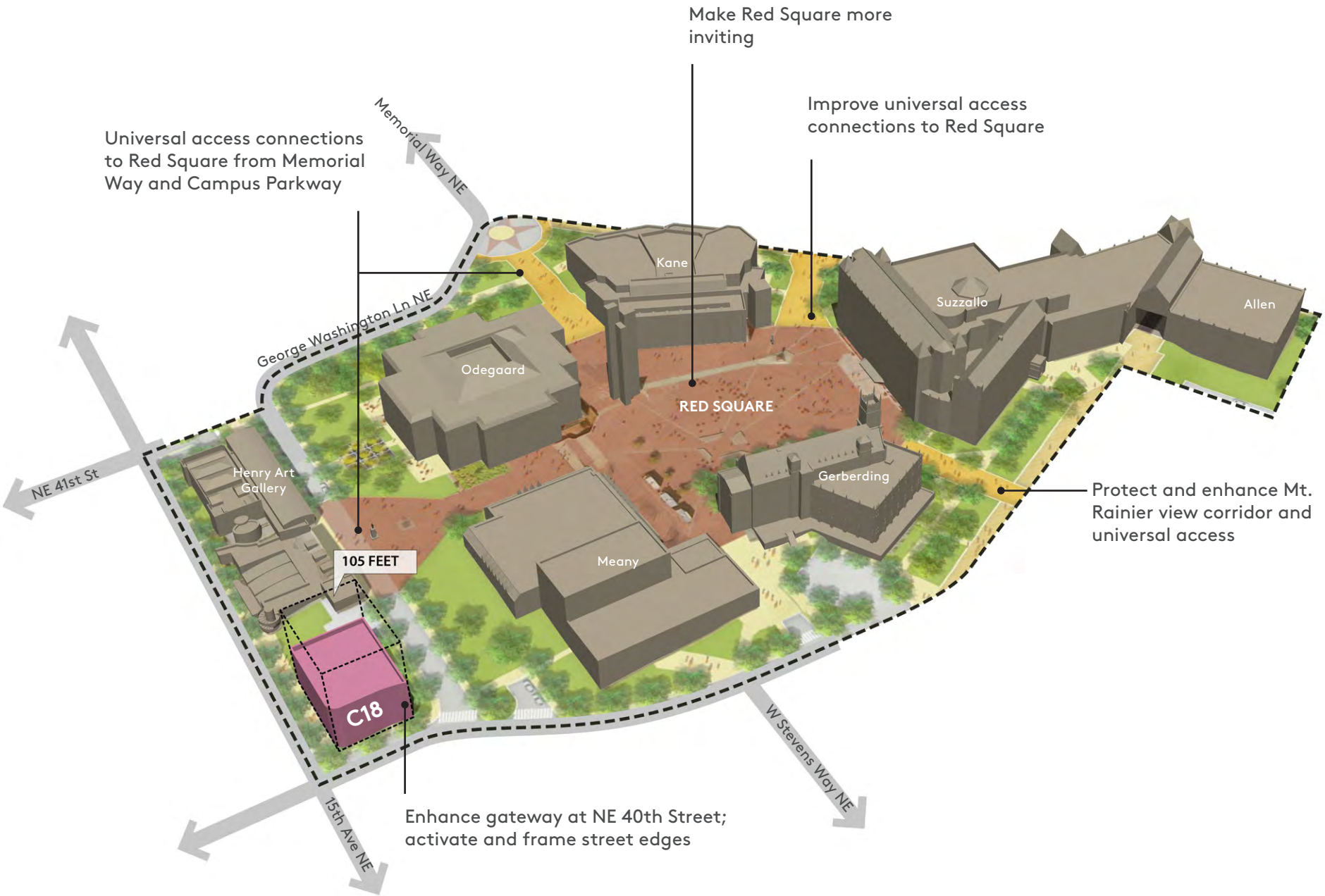


Figure 129. Central Campus Development Zones

DEVELOPMENT ZONE A

Figure 130. Graphics are for Illustrative Purposes Only

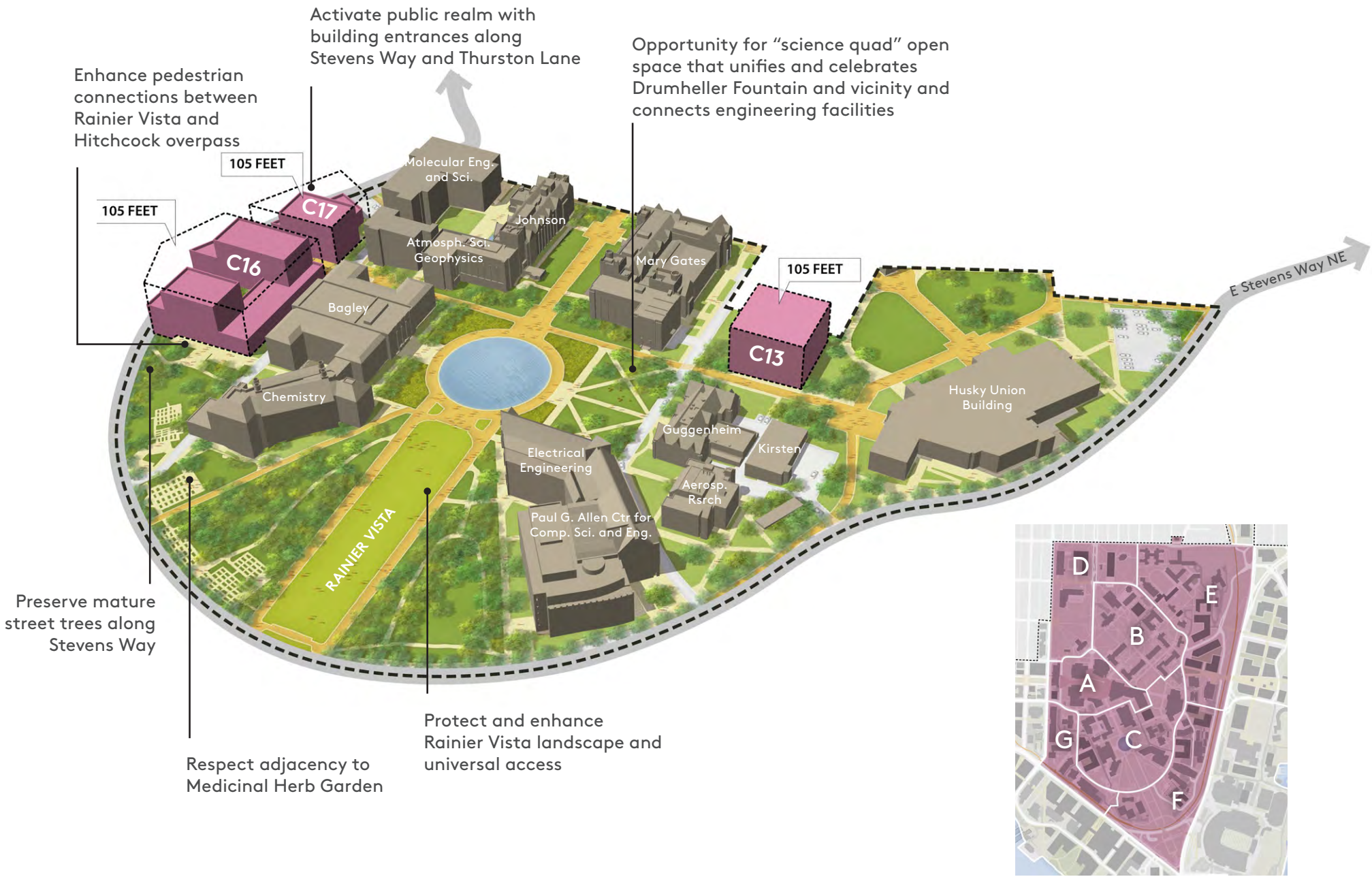


DEVELOPMENT ZONE B

Figure 131. Graphics are for Illustrative Purposes Only

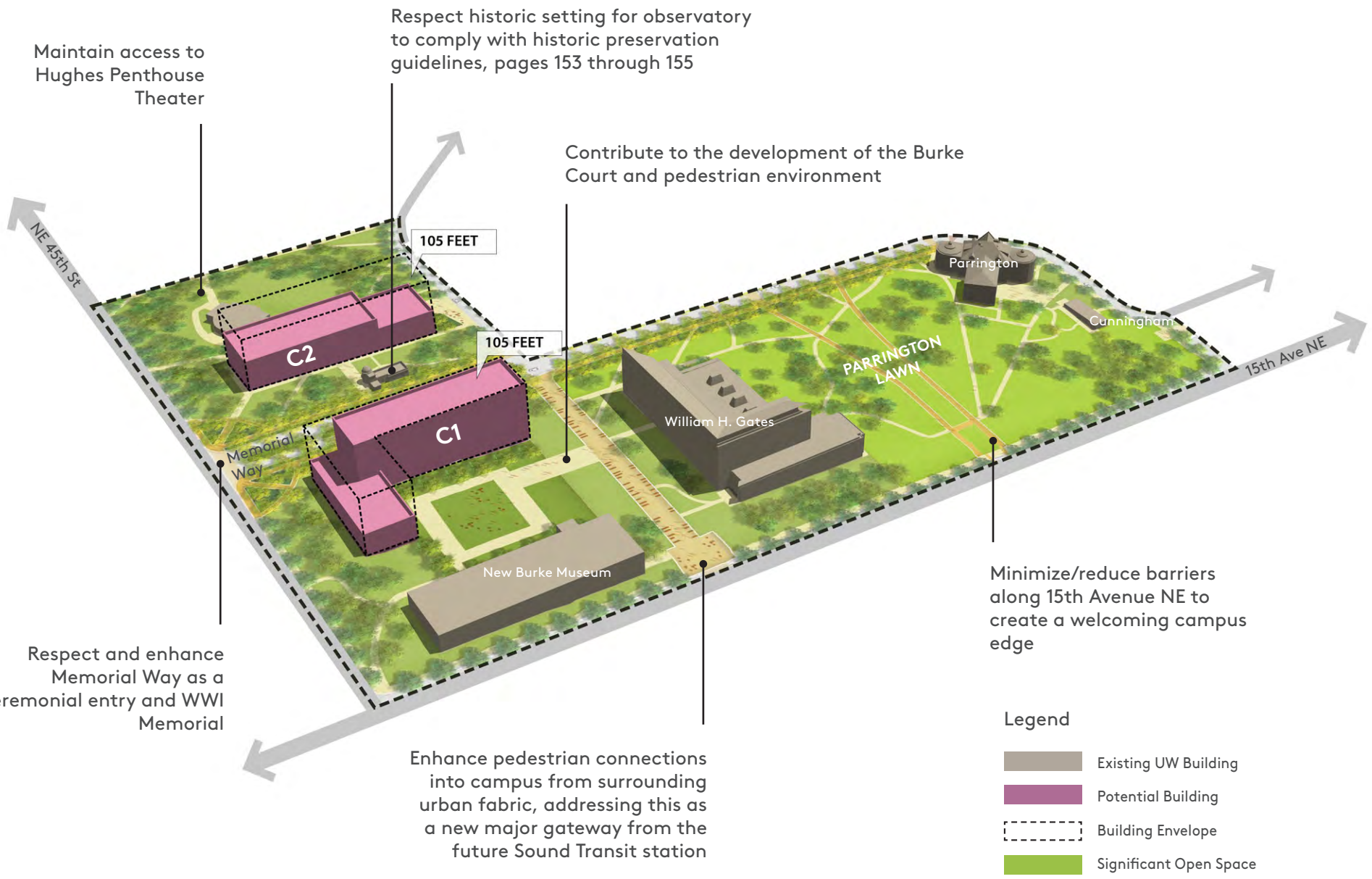
DEVELOPMENT ZONE C

Figure 132. Graphics are for Illustrative Purposes Only



DEVELOPMENT ZONE D

Figure 133. Graphics are for Illustrative Purposes Only

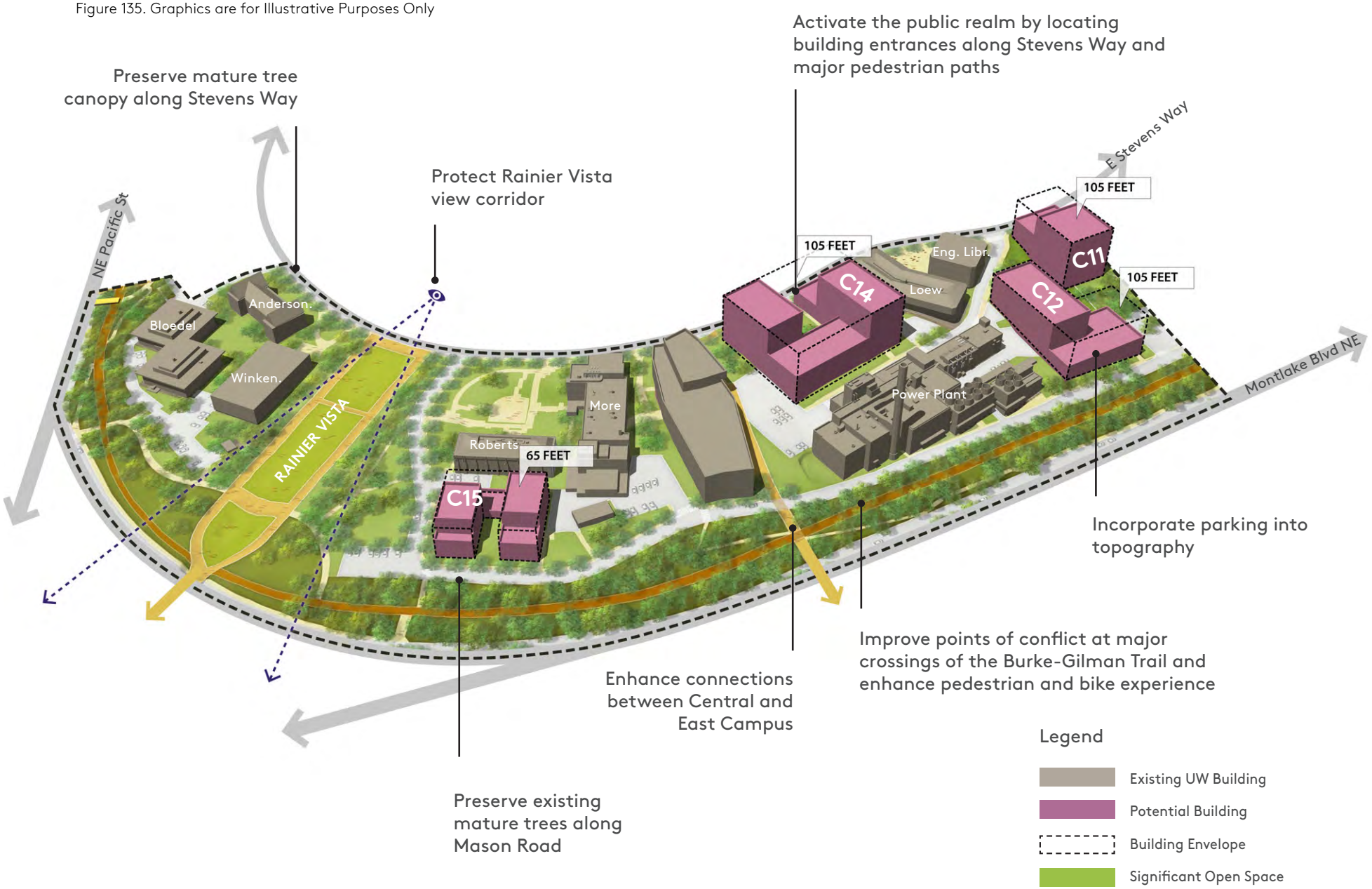


DEVELOPMENT ZONE E

Figure 134. Graphics are for Illustrative Purposes Only

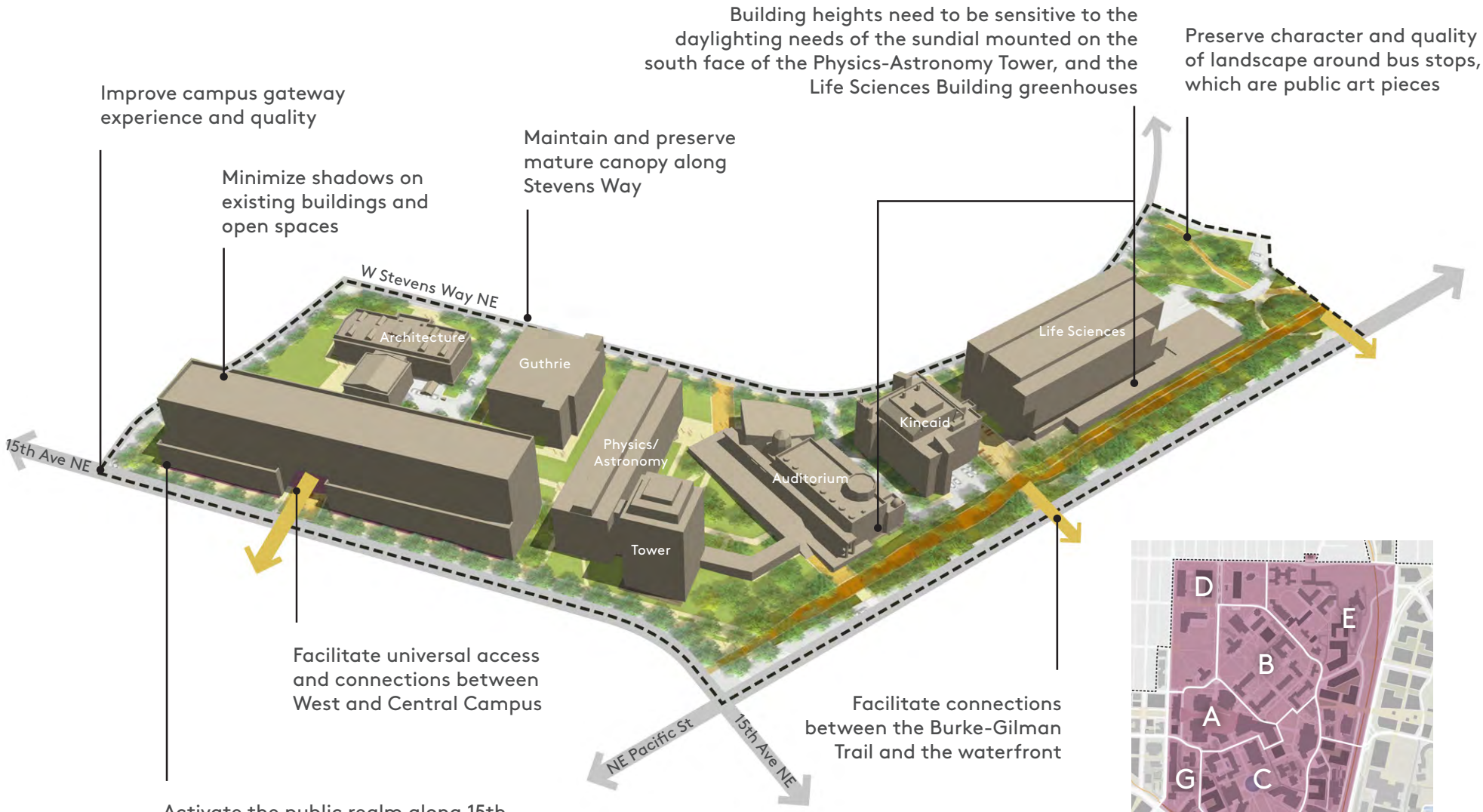
DEVELOPMENT ZONE F

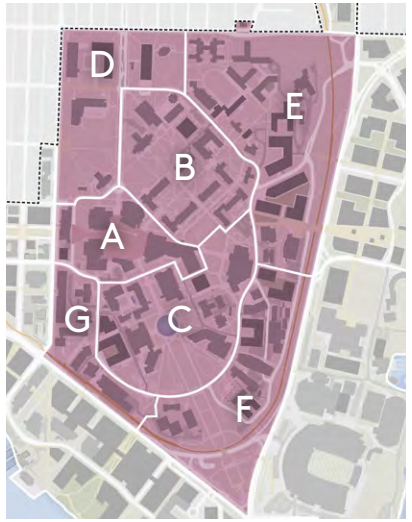
Figure 135. Graphics are for Illustrative Purposes Only

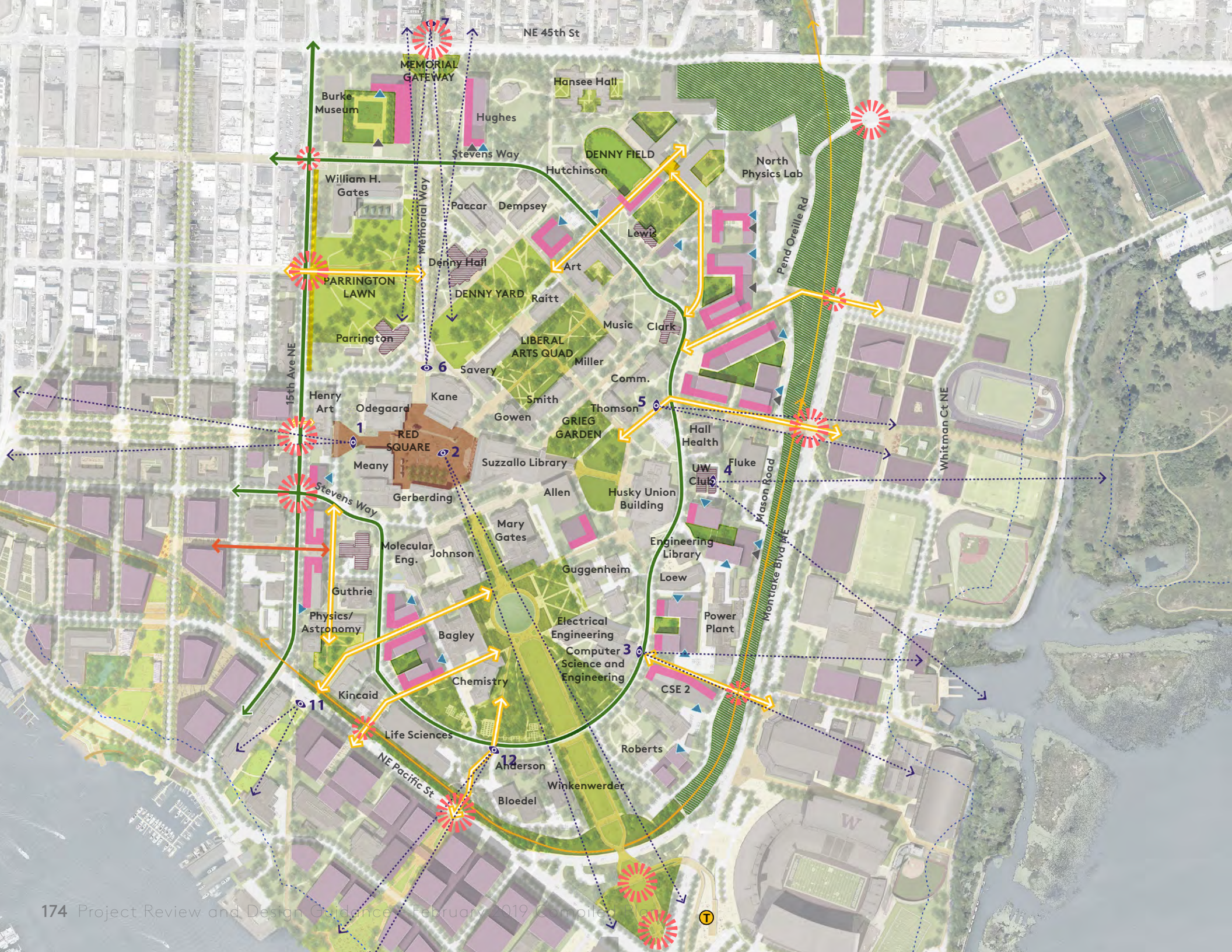


DEVELOPMENT ZONE G

Figure 136. Graphics are for Illustrative Purposes Only





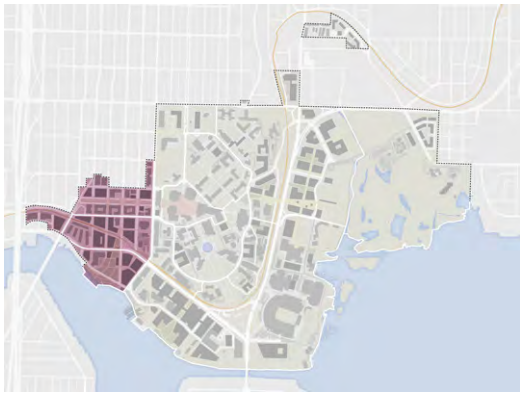

NE 45th St
MEMORIAL GATEWAY
Burke Museum
Hansee Hall
Hughes
Stevens Way
DENNY FIELD
Hutchinson
North Physics Lab
William H. Gates
Memorial Way
Paccar
Dempsey
Lewis
Pend Oreille Rd
Denny Hall
Art
PARRINGTON LAWN
DENNY YARD
Raitt
Music
Clark
Parrington
LIBERAL ARTS QUAD
Miller
Savery
Comm.
15th Ave NE
Henry Art
Odegaard
Kane
Smith
Thomson
Gowen
GRIEG GARDEN
Hall Health
RED SQUARE
Meany
Suzzallo Library
UW Club
Fluke
Whitman Ct NE
Stevens Way
Gerberding
Allen
Husky Union Building
Mason Road
Mary Gates
Molecular Eng.
Johnson
Engineering Library
Guggenheim
Loew
Guthrie
Physics/ Astronomy
Bagley
Electrical Engineering
Power Plant
Computer Science and Engineering
Montlake Blvd NE
Chemistry
CSE 2
Kincaid
Life Sciences
Roberts
NE Pacific St
Anderson
Winkenwerder
Bloedel
1
2
3
4
5
6
7
11
12

Central Campus Development Standards and Design Guidance

Figure 137. Graphics are for Illustrative Purposes Only

WEST CAMPUS

Figure 138. West Campus Existing Aerial, 2016



West Campus Key Map

10-YEAR CONCEPTUAL PLAN

West Campus is the most urban of the four campus sectors and accommodates a range of uses including student housing, academic, research, and cultural programs. Given its regional transportation access from I-5, transit services, retail, research in numerous fields, as well as cafes, industry and a significant supply of student housing, West Campus is uniquely positioned to become an innovation district within the broader Seattle region. The 10-year conceptual plan for West Campus is designed to:

- Balance dense development with access to open space.
- Structure proposed development around a new proposed green, which shall function as the heart of the district.
- Activate ground floor functions.
- Extend and re-establish the street grid, while improving pedestrian connections to South and Central Campus.
- Provide flexible building footprints and massing to accommodate a range of functions, including academic and research partnerships.
- Connect the University District to the waterfront.

Figure 139. **WEST CAMPUS 10-YEAR CONCEPTUAL PLAN.** Graphics are for Illustrative Purposes Only

West Campus Long-Term Vision

Figure 140. Graphics are for Illustrative Purposes Only

Existing Building

Potential Building

West Campus Boundary

200' Shoreline District Overlay 30ft

PUBLIC REALM AND CONNECTIVITY

The quality of the public realm varies throughout West Campus. Campus Parkway provides an example of a streetscape that integrates open space and programmatic amenities with high levels of transparency, creating an active and desirable public realm. New student housing has improved the pedestrian realm along the exterior Campus Parkway sidewalks. Other areas remain underdeveloped and grittier in character. Urban development around a traditional street grid, a defining feature of West Campus, has not been accompanied with integrated open space.

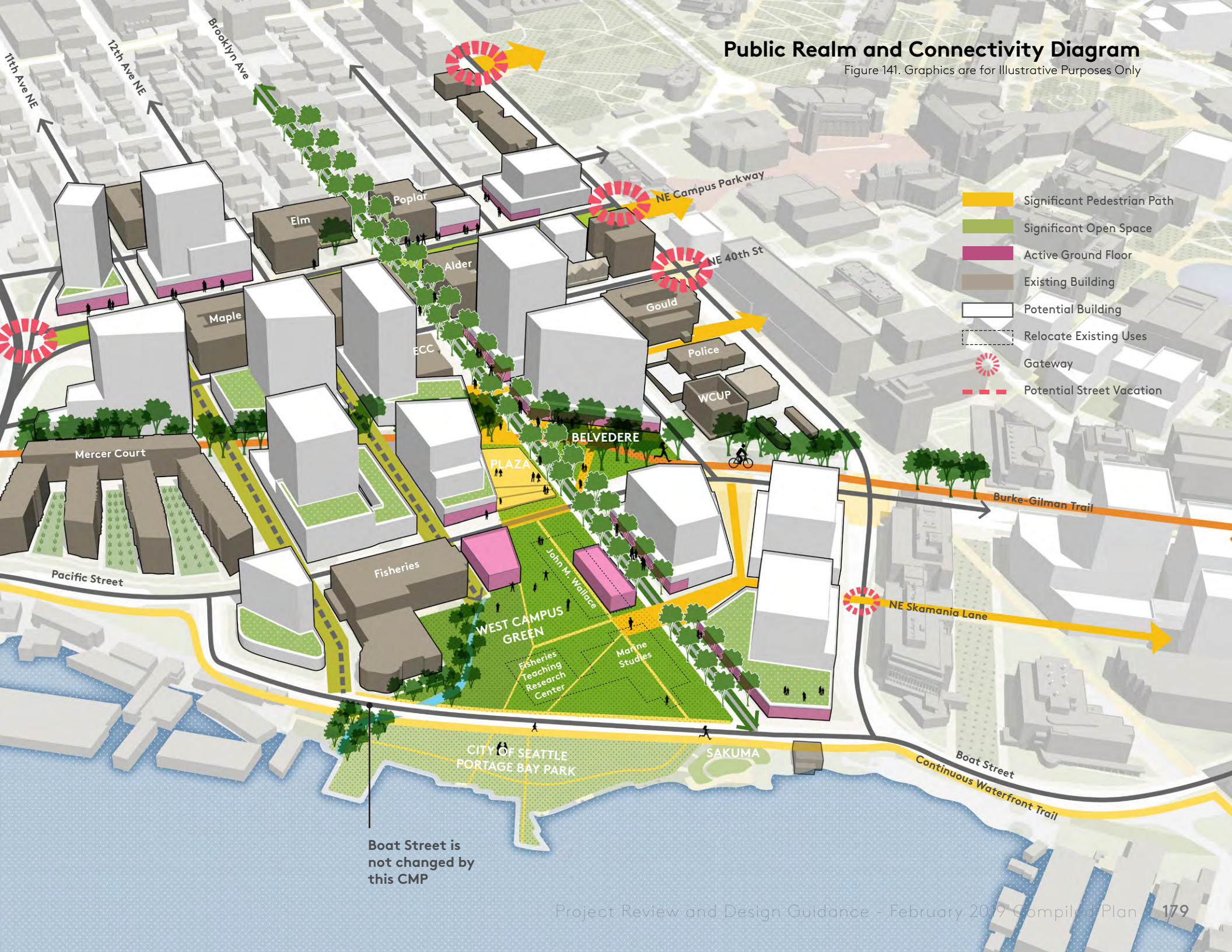
The long-term future of West Campus is envisioned with a rich new open space network that reinforces its diverse urban context and enhances the pedestrian experience throughout the area.

In West Campus, the CMP proposes to:

- Strengthen north-south pedestrian connections to the waterfront and the City of Seattle's Portage Bay Park from the University District, and complete the continuous waterfront trail along the campus edge. 11th and 12th Avenues are extended as shared street corridors through redeveloped Stevens Court sites toward the West Campus Green.
- Introduce new east-west connections between West and South Campus along NE Skamania Lane and Boat Street and to Central Campus along NE 40th Street, NE Campus Parkway, and a new pedestrian path south of Gould Hall that link to University Way.
- Activate ground floors along major pedestrian routes with public destinations including Brooklyn Avenue and Campus Parkway.

Public Realm and Connectivity Diagram

Figure 141. Graphics are for Illustrative Purposes Only



West Campus Green and Plaza

Under the Long-Term Vision, West Campus is anchored by the new West Campus Green (north of Boat Street), which seamlessly integrates with the City of Seattle's new Portage Bay Park (south of Boat Street). The combined open spaces would provide seven acres of open space bordered by new development and small pavilion spaces with amenities for park visitors. A plaza at the north end of the Green atop a stepped terrace would provide a venue to highlight University activities and contributions through activated ground floor uses.

Figure 142. West Campus existing bird's eye view (above) and Figure 143. Illustrative rendering of the West Campus Green (opposite)

West Campus Green

Figure 143. Graphics are for Illustrative Purposes Only

Brooklyn Avenue

A lively and vital pedestrian environment is the vision for the West Campus public realm. The West Campus Green to the south and University District light rail station to the north shall increase pedestrian traffic along Brooklyn Avenue and other north-south connectors.

Brooklyn Avenue is envisioned as a street with active ground floor functions, high levels of transparency, landscape and streetscape improvements to promote safe and inviting movement. The City of Seattle has designated Brooklyn Avenue NE, 43rd Street, and NE 42nd Street neighborhood green streets.

Accordingly, the City has published a draft University District Green Streets Concept Plan that articulates a design intention for each street, and recommends materials for paving, planting, and furnishings. The provisions of the Concept Plan are voluntary. However, for the segments of Brooklyn Avenue NE, 43rd Street, and NE 42nd Street within the University's MIO, the University shall strive to follow the guidance provided in the Concept Plan for any improvements to those streets in order to provide a cohesive pedestrian environment. The draft Concept Plan is included in this CMP as an appendix on page 300.

Figure 144. Existing view of Brooklyn Avenue looking south toward the waterfront (above) and Figure 145. rendering of Brooklyn Avenue at NE 40th Street (opposite). Right-of-way of Brooklyn Avenue does not change and will accommodate service vehicles and trucks.

Brooklyn Avenue

Figure 145. Graphics are for Illustrative Purposes Only

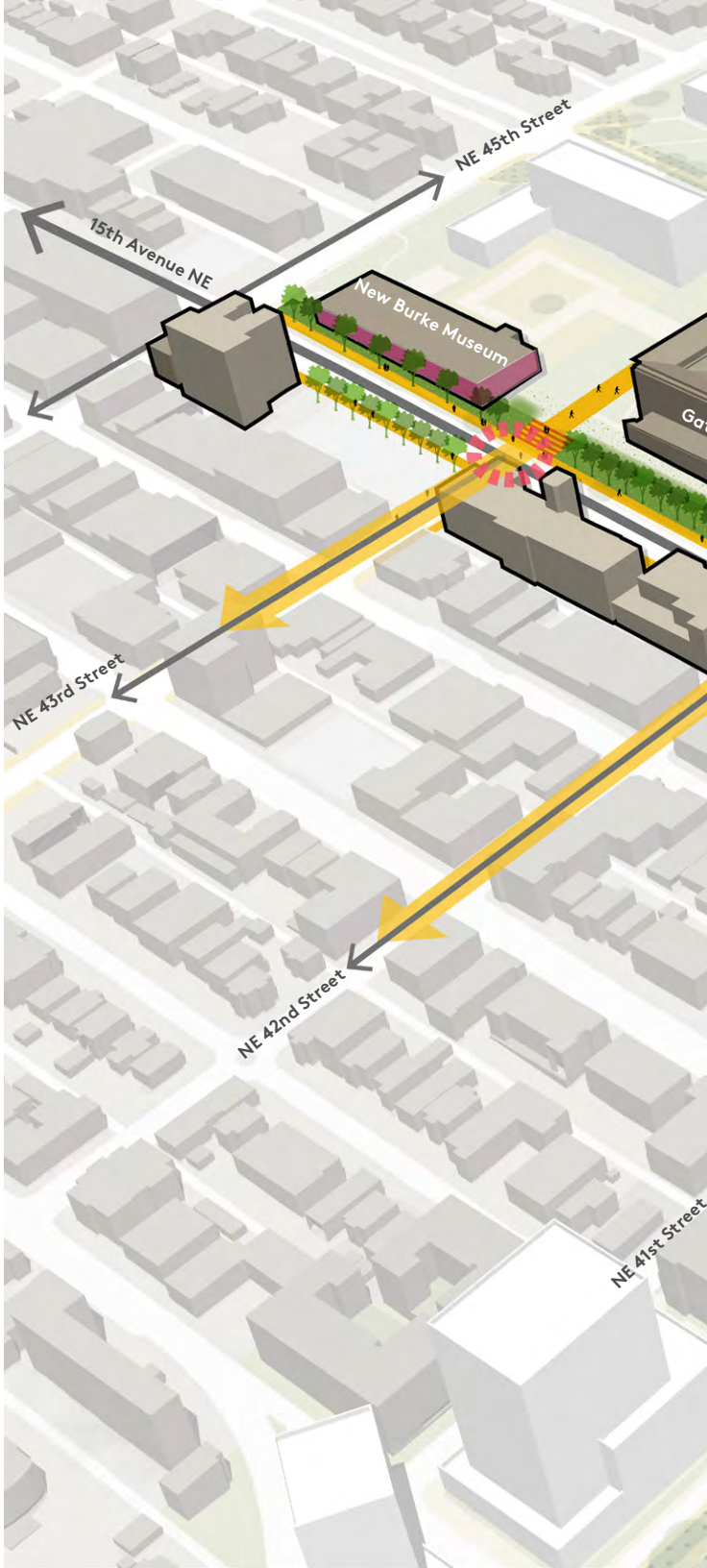
15th Avenue NE

The 15th Avenue corridor runs north-south between Central and West Campuses. The CMP re-imagines 15th Avenue as an activated pedestrian-oriented street with enhanced streetscapes and increased access between campus sectors, while retaining its functionality as a transit corridor. Specific recommendations include the following:

- Enhanced planting, lighting, and furnishings, and removal of retaining walls improves the permeability of the campus, notably at Parrington Lawn, NE 43rd Street, and the development site south of the 40th Street Gateway.
- The new Burke Museum activates the street edge, and locates an entrance at NE 43rd Street.
- Introduction of a street level plaza at NE 42nd Street improves universal access to Parrington Lawn and welcomes visitors.
- NE 42nd and 43rd are designated as "Green Streets".
- Active edges may be located along 15th Avenue.
- Pedestrian bridge overpass across 15th Avenue NE is improved and integrated with new development or relocated to maintain and enhance universal access.
- Population Health building replaces concrete wall with active transparent destination spaces and pedestrian connections and improved open spaces behind Architecture Hall.

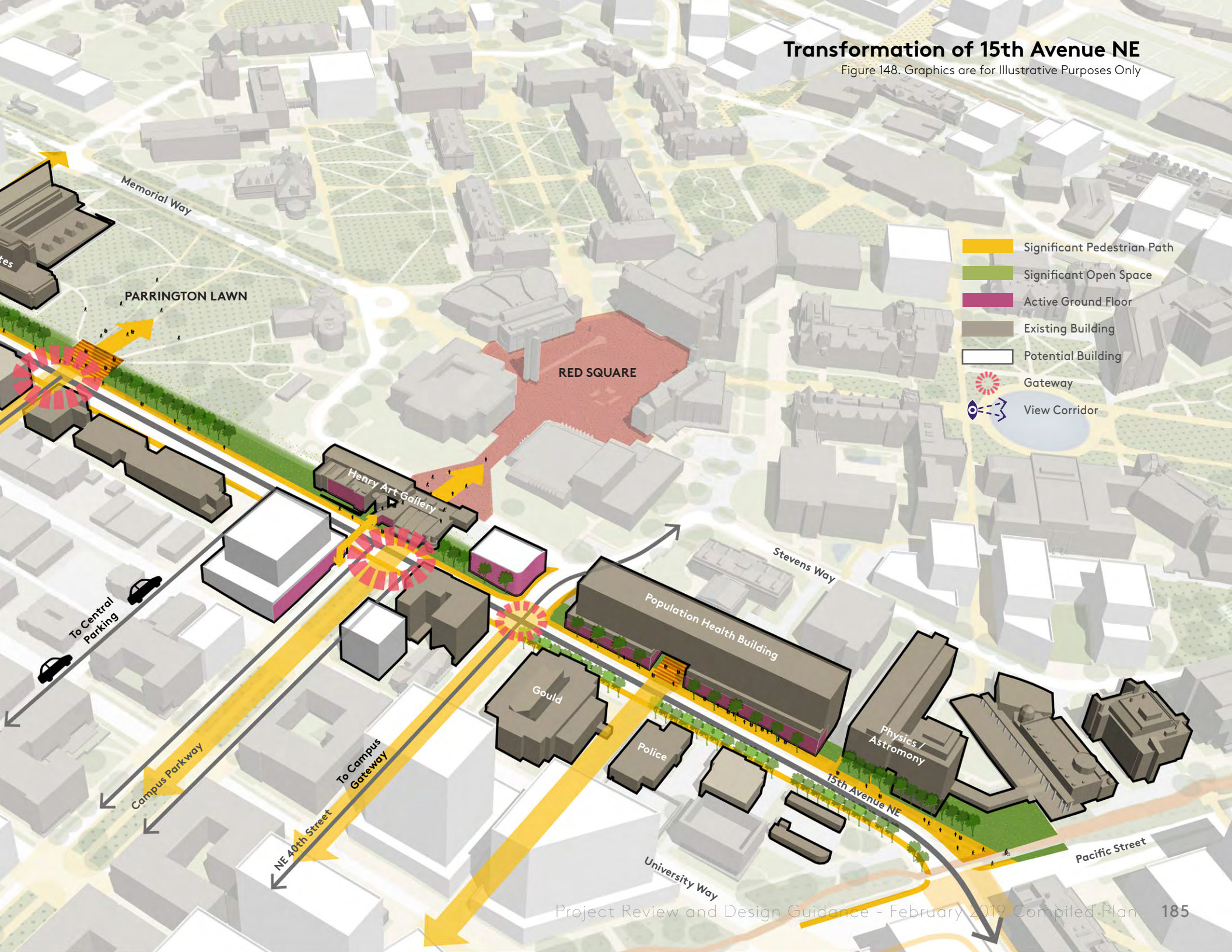
Figure 146. Former retaining wall along NE 15th Avenue at NE 43rd Street, removed north of 43rd by the New Burke Museum

Figure 147. Rendering of proposed Burke Museum at the corner of 15th Avenue NE and NE 43rd Street (Source: Olson Kundig)



Transformation of 15th Avenue NE

Figure 148. Graphics are for Illustrative Purposes Only



BUILT ENVIRONMENT

Building Height

Surface parking lots and underdeveloped parcels provide West Campus with significant redevelopment potential.

New building height limits in West Campus relate to the adjacent zoning in the University District. Building height limits step down toward the waterfront to allow waterfront views and access to light and air.

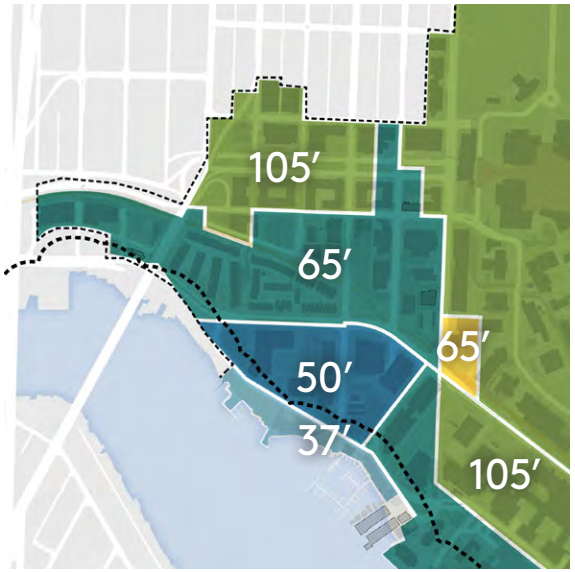


Figure 149. West Campus 2003 CMP Existing Building Heights

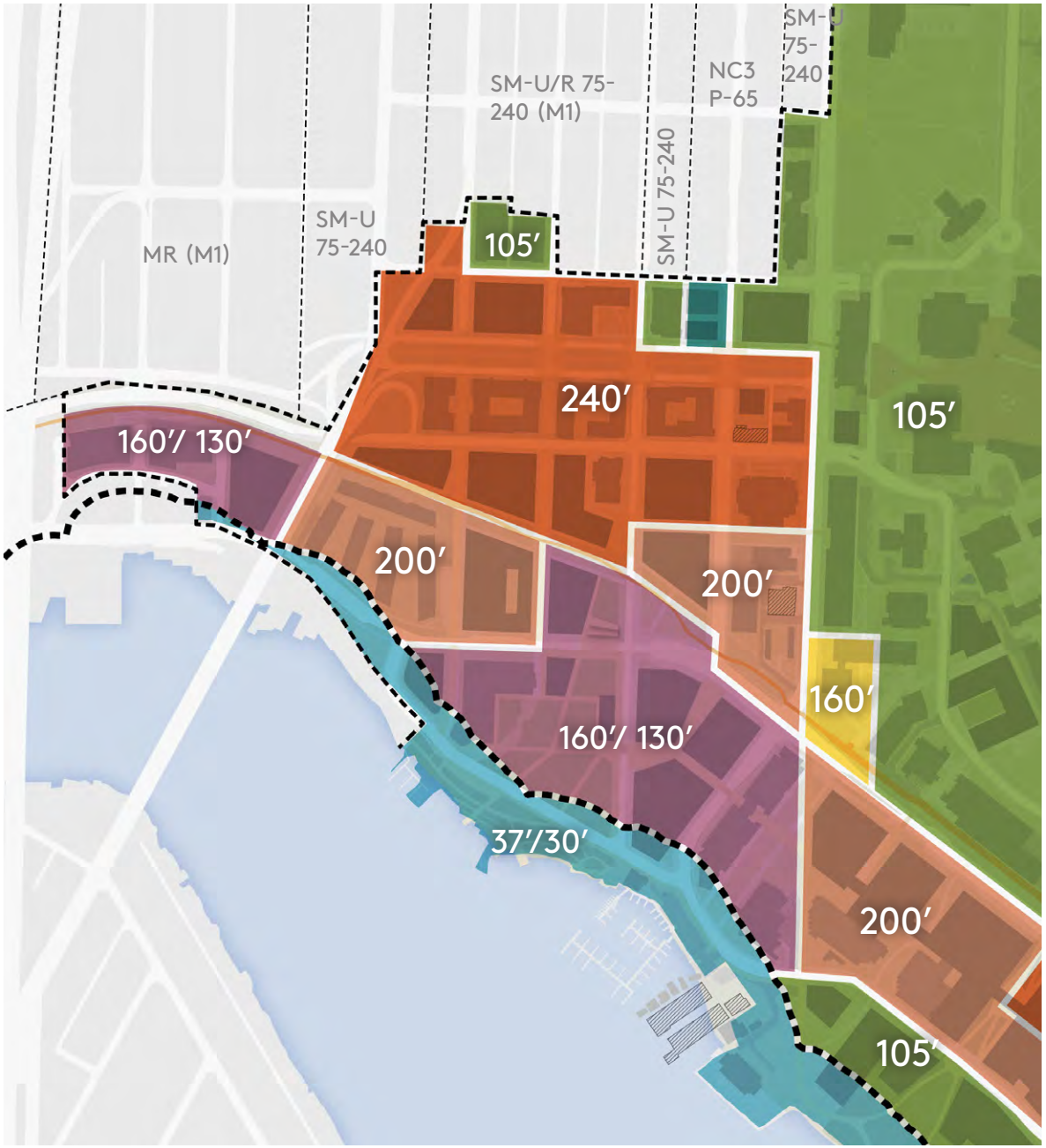
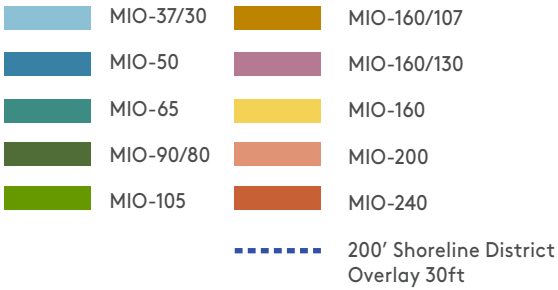


Figure 150. West Campus 2019 CMP Maximum Building Heights

Development Capacity

The development sites map and detailed capacity figures are identified on pages 188 to 189.

- The CMP identifies a total of roughly 4.4 million gross square feet of potential development throughout West Campus.
- To achieve the long-term vision would necessitate the replacement of roughly 800,000 gross square feet of existing space, resulting in a total net new development area of 3.6 million gross square feet.
- The CMP development limit for West Campus is 3.0 million net new gross square feet, about 83 percent of the full West Campus growth capacity, or 50 percent of the total 6.0 million net new gross square feet growth allowance.



* Parking spaces evenly split among the development sites
**Please reference Appendix for specific names of buildings and year constructed associated with demolished area
*** Growth Allowance refers to Net New Gross Square Feet column

Table 10. West Campus Development Sites Spreadsheet

SITE ID	SITE NAME	TOTAL ENVELOPE GROSS SQUARE FEET	TOTAL MAXIMUM GROSS SQUARE FEET	PERCENT OF ENVELOPE	DEMO GROSS SQUARE FEET**	NET NEW GROSS SQUARE FEET***	APPROX# OF FLOORS	MAXIMUM BLDG HT LIMIT	CONDITIONED DOWN BUILDING HEIGHTS	EXISTING PARKING SPACES	ACADEMIC USES
W19	Schmitz Hall Site	270,000	205,000	76%	99,691	105,309	8	105			A/MU/T/IP
W20	Staff / HR Building Site	30,000	25,000	83%	10,831	14,169	4	65			A/MU
W21	Condon Hall Site	615,000	390,000	63%	132,533	257,467	17	240			A/MU/T/IP
W22	W41 Parking Lot Site	315,000	175,000	56%		175,000	17	240		37	A/MU/T/IP
W23	W42 Parking Lot / Henderson Hall Site	430,000	345,000	80%	106,340	238,660	17	240		10	A/MU/IP
W24	W10 Parking Lot	690,000	405,000	59%		405,000	17	240		90	A/MU/T/IP
W25	Child Care / Brooklyn Trail /SW Maintenance / W11 Parking Lot	845,000	375,000	44%	23,497	351,503	17	240		15	A/MU/T/IP
W26	CDC / Ethnic Cultural Center Theater Site	680,000	390,000	57%	32,999	357,001	17	240			A/MU/T/IP
W27	Purchasing Accounting / W12, 13 Parking Lots	490,000	340,000	69%	39,576	300,424	14	200		96	A/MU/T/IP
W28	West of Commodore Duchess Site	110,000	40,000	36%		40,000	6	240	90		A/MU/IP
W29	Stevens Court East (A, B, C, H) / W29 Parking Lot	320,000	205,000	64%	79,104	125,896	9	160	130	81	A/MU/T/IP
W30	Stevens Court West (D, J, K, L, M) / W32, 33 Parking Lots	820,000	425,000	52%	138,340	286,660	14	200	200	42	A/MU/T/IP
W31	W35 Parking Lot Site Pavilion	105,000	20,000	19%		20,000	2	160	30	78	A/MU/IP
W32	Wallace Hall Pavilion / Marine Studies / Fish Teaching and Research	80,000	15,000	19%	96,546	-81,546	2	160	30		A/MU/IP
W33	Ocean Research 2 / NOAA / W24, 28 Parking Lots	345,000	235,000	68%	11,267	223,733	14	160	130	69	A/MU/IP
W34	Portage Bay Parking Garage	410,000	230,000	56%		230,000	14	160	130	895	MU/T/IP
W35	University Transportation Center	370,000	225,000	61%		225,000	14	160	130	30	A/MU/IP
W36	Fisheries Parking Lot (PUDA)	100,000	90,000	90%		90,000	9	160	130		A/MU/T/IP
W37	Northlake Building / W40 Parking Lot Site	455,000	245,000	54%	22,077	222,923	14	160	130	34	A/MU/T/IP
TOTAL - WEST		7,480,000	4,380,000	58%	792,801	3,587,199				1,477	

Academic General Uses: A - Academic; H - Housing; MU - Mixed Use; T - Transportation; OS - Open Space; IP - Industry Partnership/Manufacturing; ACC - Academic Conference Center

"Maximum Building Height Limit" refers to the height limit allowed under the MIO zoning height.

Development Sites

Figure 151. Graphics are for Illustrative Purposes Only

West Campus Design Guidance

Design guidance related to the four development zones throughout West Campus is provided on the following pages.

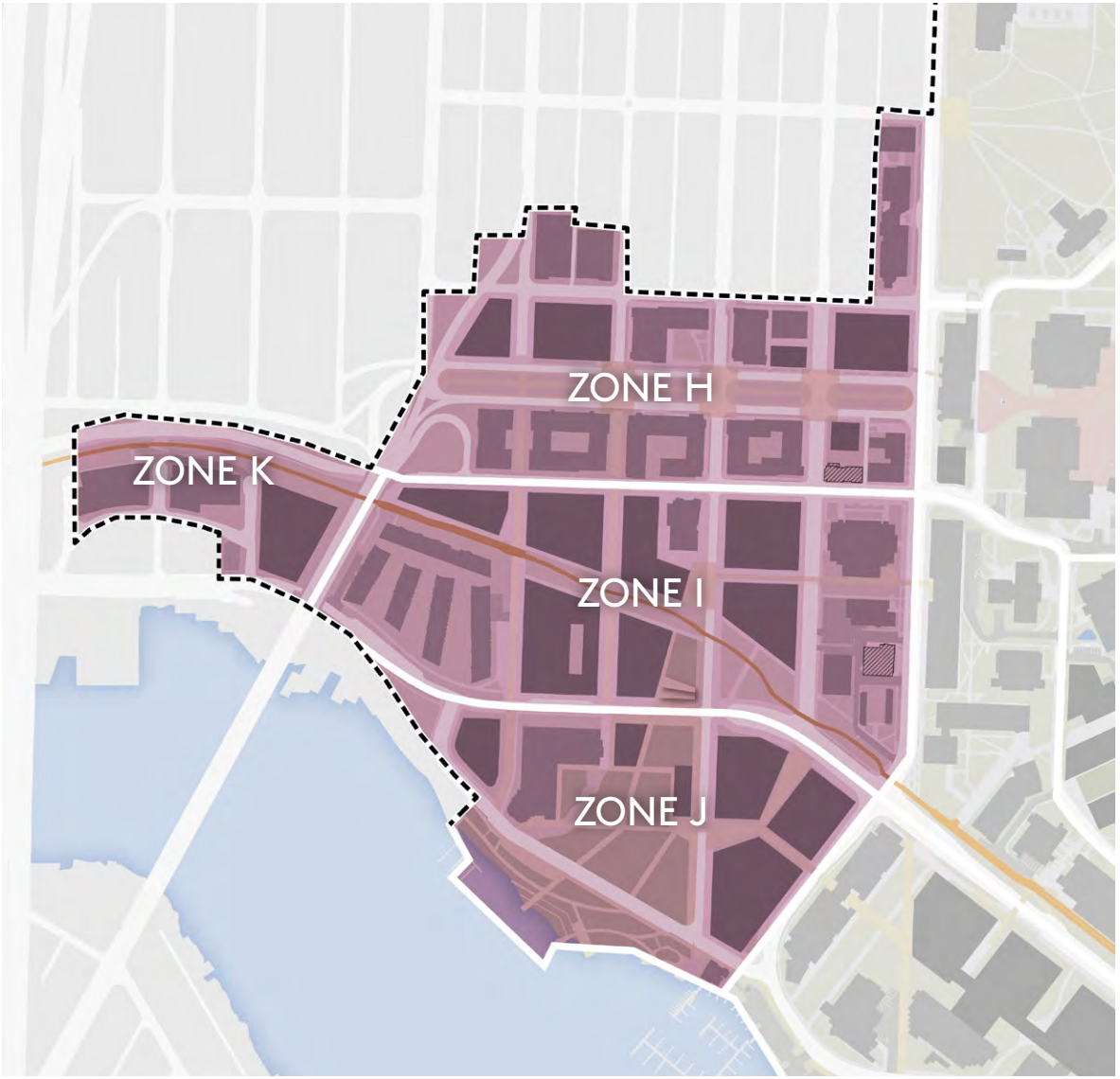
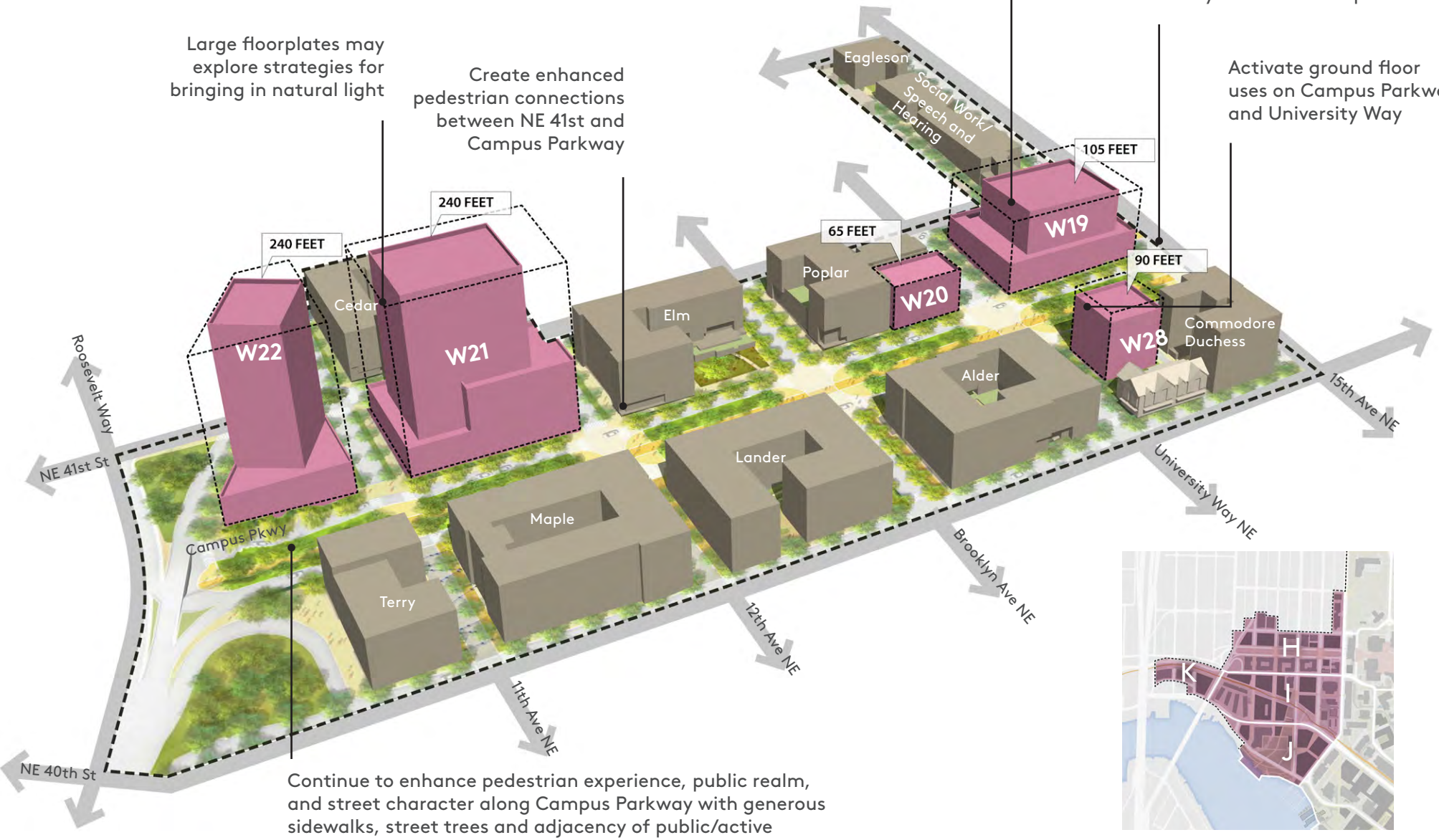


Figure 152. West Campus Development Zones

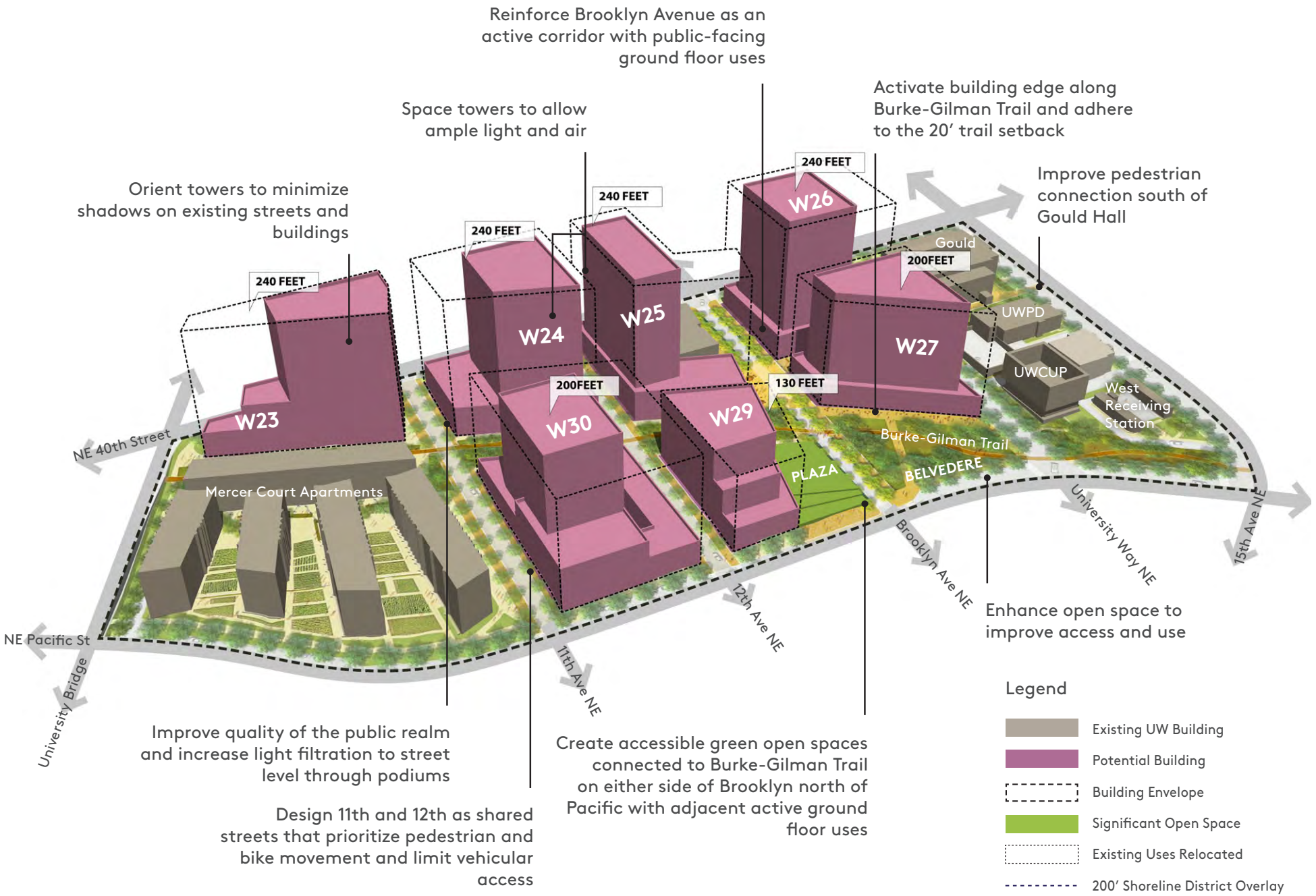
DEVELOPMENT ZONE H

Figure 153. Graphics are for Illustrative Purposes Only



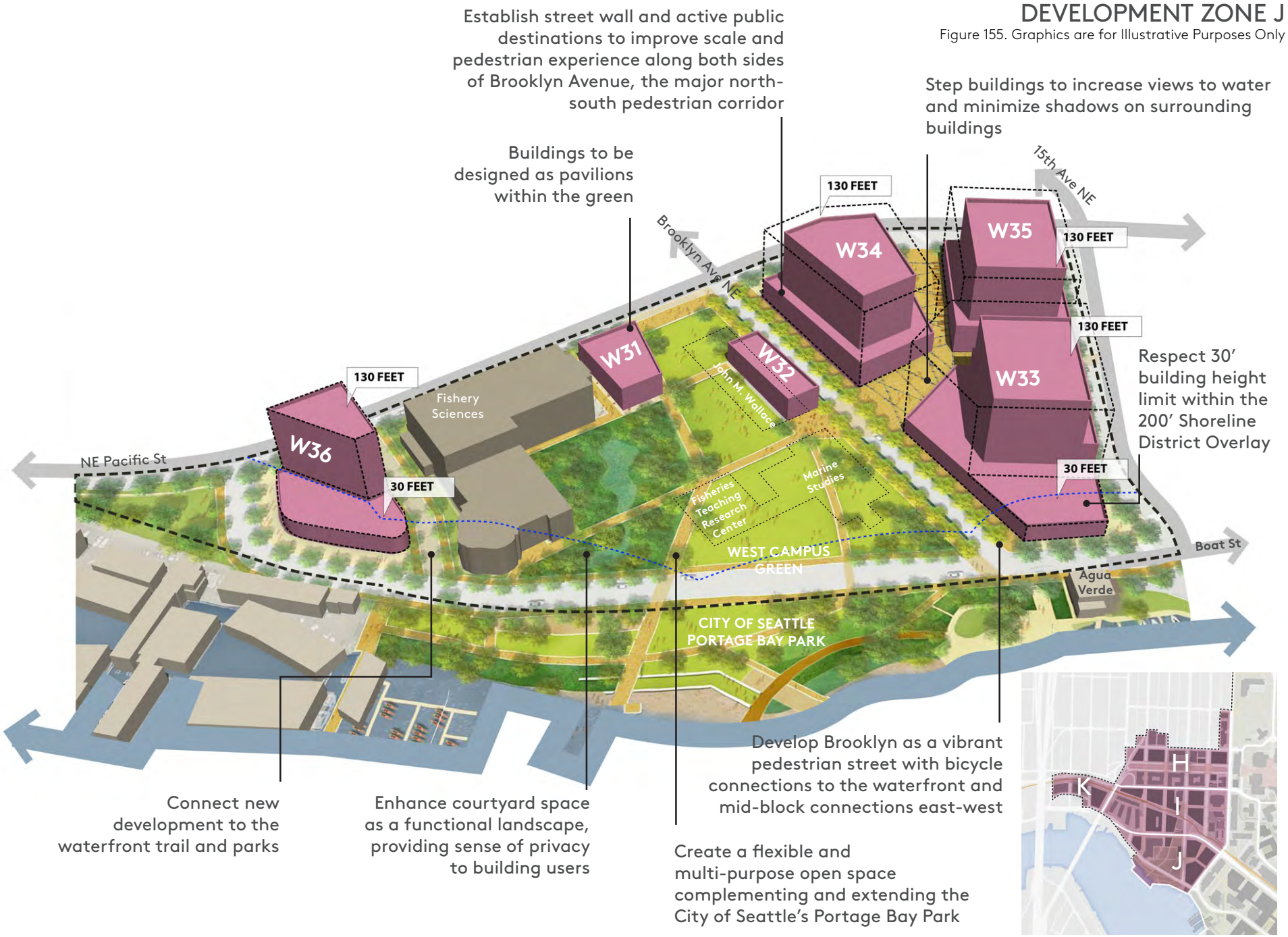
DEVELOPMENT ZONE I

Figure 154. Graphics are for Illustrative Purposes Only



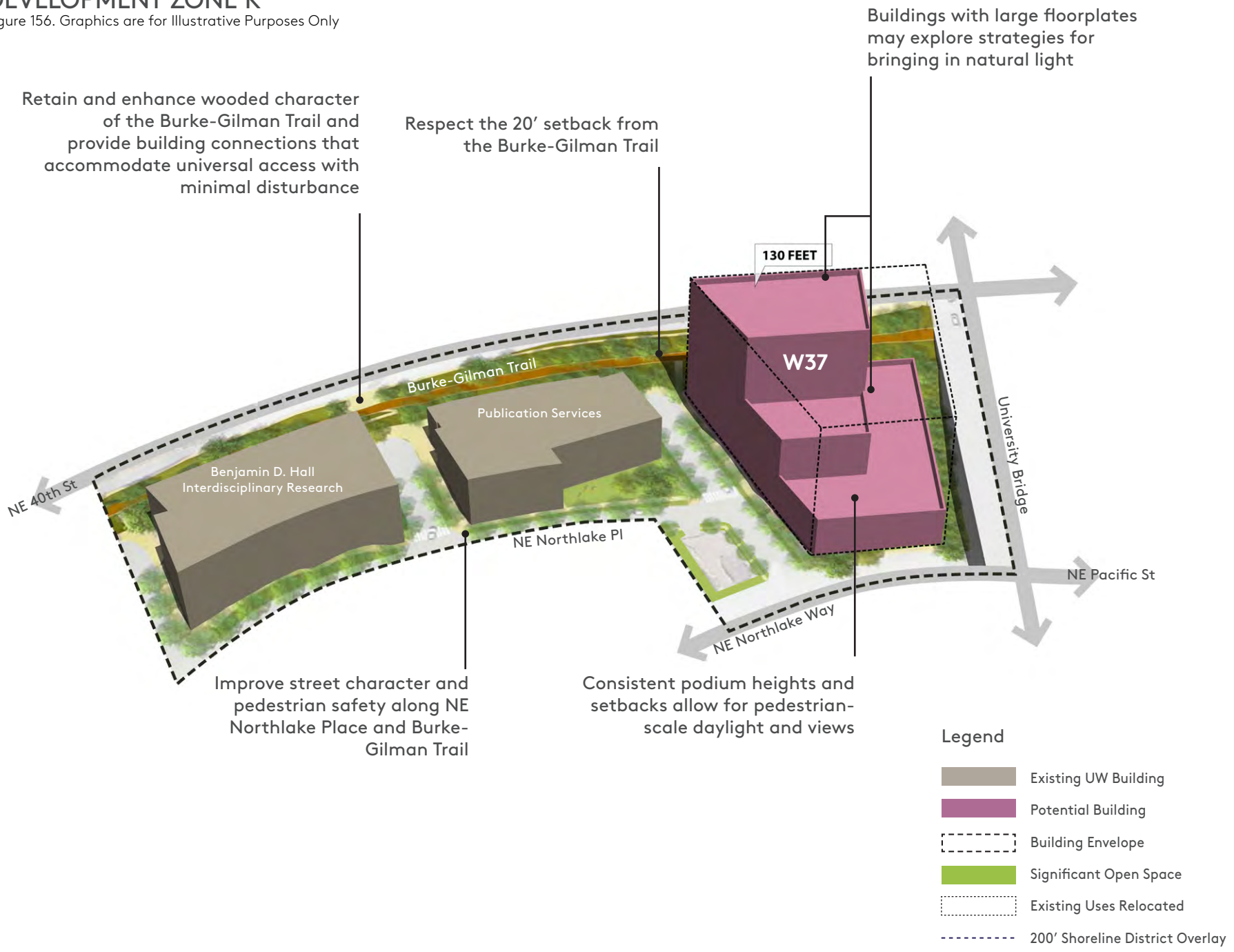
DEVELOPMENT ZONE J

Figure 155. Graphics are for Illustrative Purposes Only



DEVELOPMENT ZONE K

Figure 156. Graphics are for Illustrative Purposes Only



West Campus Development Standards and Design Guidance

Figure 157. Graphics are for Illustrative Purposes Only

SOUTH CAMPUS

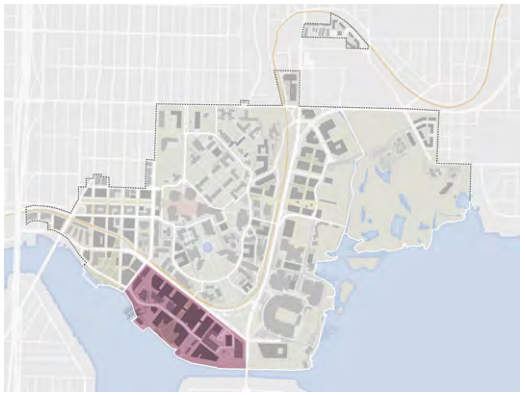
10-YEAR CONCEPTUAL PLAN

South Campus supports UW's Health Sciences functions and the Medical Center. It is home to academic, research, and clinical functions for six health sciences schools and assorted environmental and natural settings, along a continuous waterfront that is largely accessible. Its monolithic structure is dense and disorienting both inside and out.

In South Campus, the CMP proposes the redevelopment of much of the health sciences complex incrementally over time to:

- Increase development capacity, and create a state-of-the-art health sciences complex and academic medical center.
- Create an inviting, functional and attractive public realm.
- Reduce the monolithic character of development in a manner that promotes school identity, orientation and connectivity.
- Leverage and celebrate its prime location on the waterfront with a shared campus green, continuous waterfront trail, courtyards and upper terraces.
- Improve access to West, Central, and East Campus through enhanced pedestrian connections and a continuous waterfront trail.

Figure 158. South Campus Existing Aerial, 2016



South Campus Key Map

Figure 159. **SOUTH CAMPUS 10-YEAR CONCEPTUAL PLAN.** Graphics are for Illustrative Purposes Only

South Campus Long-Term Vision

Figure 160. Graphics are for Illustrative Purposes Only

Existing Building

Potential Building

South Campus Boundary

200' Shoreline District Overlay

PUBLIC REALM AND CONNECTIVITY

The public realm for South Campus is envisioned as a highly connected, porous and active environment.

- Transparent facades define edges of major pedestrian and vehicular streets, create an active public realm and improve safety while preserving the privacy of research and academic spaces above.
- The South Campus Green serves as the significant outdoor open space and gathering area for the UW and broader community.
- East-west connections along Skamania Lane and the continuous waterfront trail improve universal access and link the West Campus Green, Portage Bay Vista, the South Campus Green and the Glade.
- North-south connections including the Upper Green and smaller scale parcelization through specific development sites throughout South Campus provide porosity, and enhance physical and provide visual connections from upper campus sectors to the waterfront.
- Parking and service access are located away from or beneath significant new or enhanced landscape spaces.
- Enhanced landscape, active ground floor uses, and open space connections improve the quality of the pedestrian experience along Pacific Street.

Public Realm and Connectivity Diagram

Figure 161. Graphics are for Illustrative Purposes Only

Pedestrian Crossings

The CMP proposes to enhance and expand connections among South, Central, and West Campuses, and the waterfront. The primary pedestrian crossing would extend into the South Campus Green, and include active uses on the lower levels and afford views of the waterfront.

Figure 162. Existing pedestrian bridge to Magnuson Health Sciences Center (above) and rendering of view to Portage Bay along the South Campus Green (opposite)

Pedestrian Crossing over Pacific Street

Figure 163. Graphics are for Illustrative Purposes Only

BUILT ENVIRONMENT

Building Height

- Increased height and density throughout South Campus allows for more area to be dedicated to open space.
- The parcelization of development reduces the monolithic nature of the health sciences complex today, enhances visual and physical connections between Central Campus and the waterfront, and improves overall organizational clarity and legibility and individual identities of the health sciences schools and Medical Center area.
- Building masses are oriented north-south to increase light and reduce shadows on other buildings.
- Building heights step down toward the shoreline and increase views from buildings to the water.
- New development south of NE Columbia Road has a maximum development height of 105 feet; any structures within the Shoreline District Overlay are limited to 30 feet
- Buildings along the shoreline are scaled to maximize light and minimize shadows on the South Campus Green.

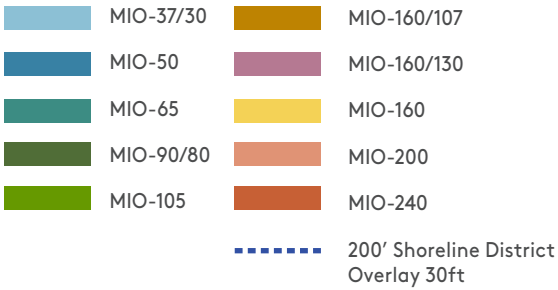
Figure 164. South Campus 2019 CMP Maximum Building Heights

Figure 165. South Campus 2003 CMP Building Heights

Development Capacity

The development sites map and detailed capacity figures are identified on pages 204 to 205.

- The CMP identifies a total of roughly 5.0 million gross square feet of potential development throughout South Campus.
- To achieve the long-term vision would necessitate the replacement of roughly 2.8 million gross square feet of existing space, resulting in a total net new development area of 2.2 million gross square feet.
- The CMP development limit for South Campus is 1.35 million net new gross square feet, about 61 percent of the South Campus growth capacity, or 23 percent of the total 6.0 million net new gross square feet growth allowance. This allows for flexibility in siting building projects.



*The potential number of new parking spaces for South Campus. Specific parking spaces per development site have not been identified, since the proposed parking is designed as a contiguous podium.
**Please reference Appendix for specific names of buildings and year constructed associated with demolished area
*** Growth Allowance refers to Net New Gross Square Feet column

Table 11. South Campus Development Sites Spreadsheet

SITE ID	SITE NAME	TOTAL ENVELOPE GROSS SQUARE FEET	TOTAL MAXIMUM GROSS SQUARE FEET	PERCENT OF ENVELOPE	DEMO GROSS SQUARE FEET**	NET NEW GROSS SQUARE FEET***	APPROX# OF FLOORS	MAXIMUM BLDG HT LIMIT	CONDITIONED DOWN BUILDING HEIGHTS	EXISTING PARKING SPACES	ACADEMIC USES
S38	SCSII B	370,000	160,000	43%		160,000	7	200			A/MU
S39	SCSII C / Hitchcock Hall Site	280,000	270,000	96%	116,416	153,584	17	200			A/MU
S40	SCSII D / J Wing	580,000	425,000	73%	170,719	254,281	11	200			A/MU/T
S41	SCSII E / I Wing and G Wing	685,000	280,000	41%	215,620	64,380	7	200			A/MU
S42	SCSII F / T Wing	500,000	340,000	68%	493,496	-153,496	17	240			A/MU
S43	SCSII G / A Wing and C Wing	375,000	320,000	85%	101,489	218,511	17	240			A/MU
S44	SCSII H	385,000	310,000	81%		310,000	17	240			A/MU
S45	SCSII I / F Wing	340,000	165,000	49%	122,767	42,233	3	200			A/MU
S46	SCSII J / D Wing	275,000	245,000	89%	183,975	61,025	14	200			A/MU
S47	SCSII K / B Wing	525,000	345,000	66%	117,619	227,381	14	200			A/MU
S48	SCSII L / RR Wing, BB Wing, SW Wing	520,000	415,000	80%	454,692	-39,692	3	200			A/MU
S49	SCSII M / Ocean Teaching / S5, S6 Parking Lot	100,000	100,000	100%	51,552	48,448	8	105		7	A/MU
S50	SCSII N / S1 Parking Garage	385,000	260,000	68%		260,000	6	105		805	A/MU
S51	SCSII O / Harris Hydraulics Lab / South Campus Center / S7, S12 Parking Lot	30,000	20,000	67%	92,785	-72,785	2	37	30	6	A/MU
S52	SCSII P	490,000	320,000	65%		320,000	6	105			A/MU
S53	SCSII Q / Portage Bay Building / Oceanography Bldg, Dock, and Shed / S8 Parking Lot	35,000	25,000	71%	128,712	-103,712	2	37	30	24	A/MU
S54	SCSII R / CHDD Clinic and School / S9 Parking Lot	440,000	350,000	80%	115,943	234,057	7	105		4	A/MU
S55	SCSII S / CHDD South Building	35,000	25,000	71%	12,378	12,622	2	37	30		A/MU
S56	SCSII T / NN Wing	385,000	280,000	73%	122,217	157,783	15	240			A/MU
S57	SCSII U / EA Wing and EB Wing	430,000	360,000	84%	275,885	84,115	16	240			A/MU
TOTAL - SOUTH		7,165,000	5,015,000	72%	2,776,265	2,208,735				846	

Academic General Uses: A - Academic; H - Housing; MU - Mixed Use; T - Transportation; OS - Open Space; IP - Industry Partnership/Manufacturing; ACC - Academic Conference Center

"Maximum Building Height Limit" refers to the height limit allowed under the MIO zoning height.

Development Sites

Figure 166. Graphics are for Illustrative Purposes Only

South Campus Design Guidance

Design guidance related to the single development zone for South Campus is provided on the following pages.

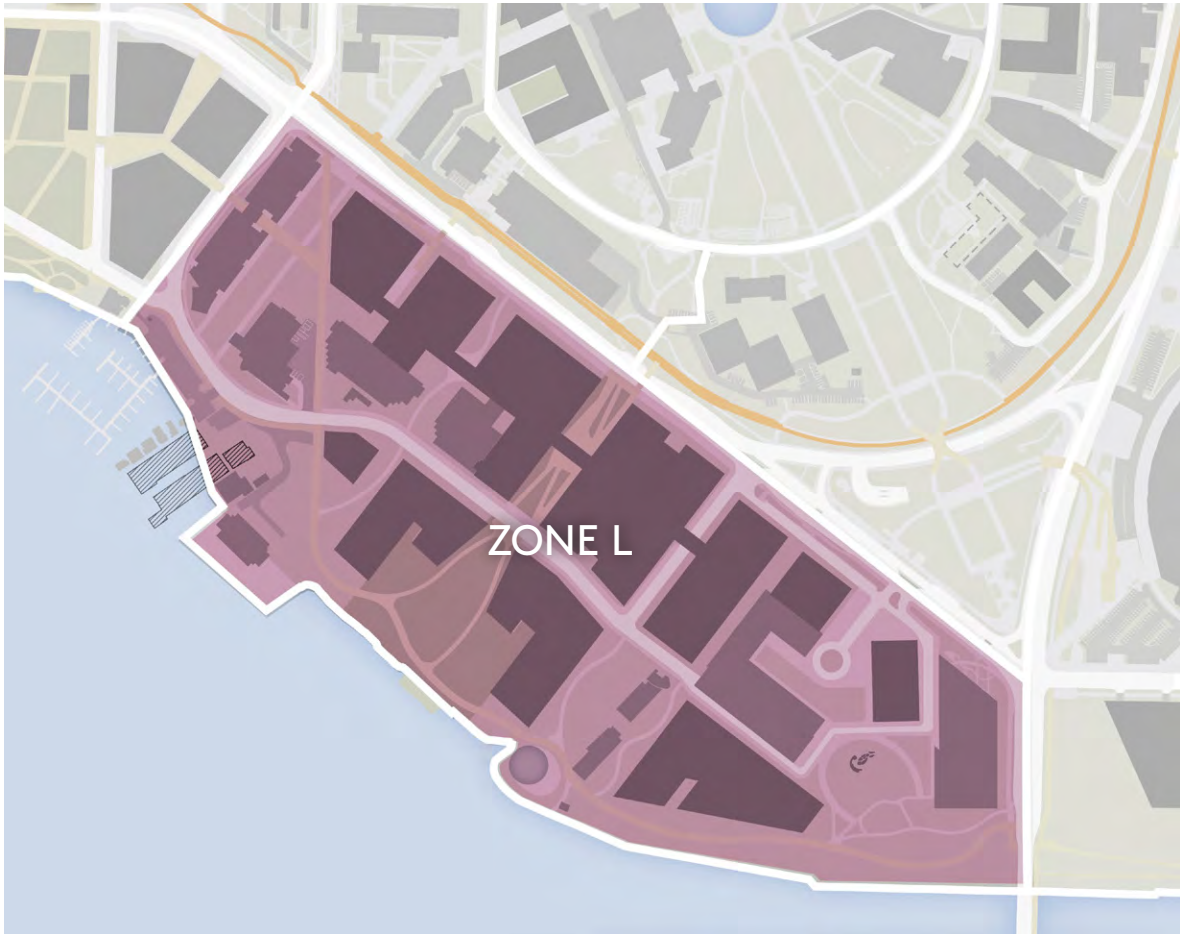


Figure 167. South Campus Development Zone

DEVELOPMENT ZONE L

Figure 168. Graphics are for Illustrative Purposes Only

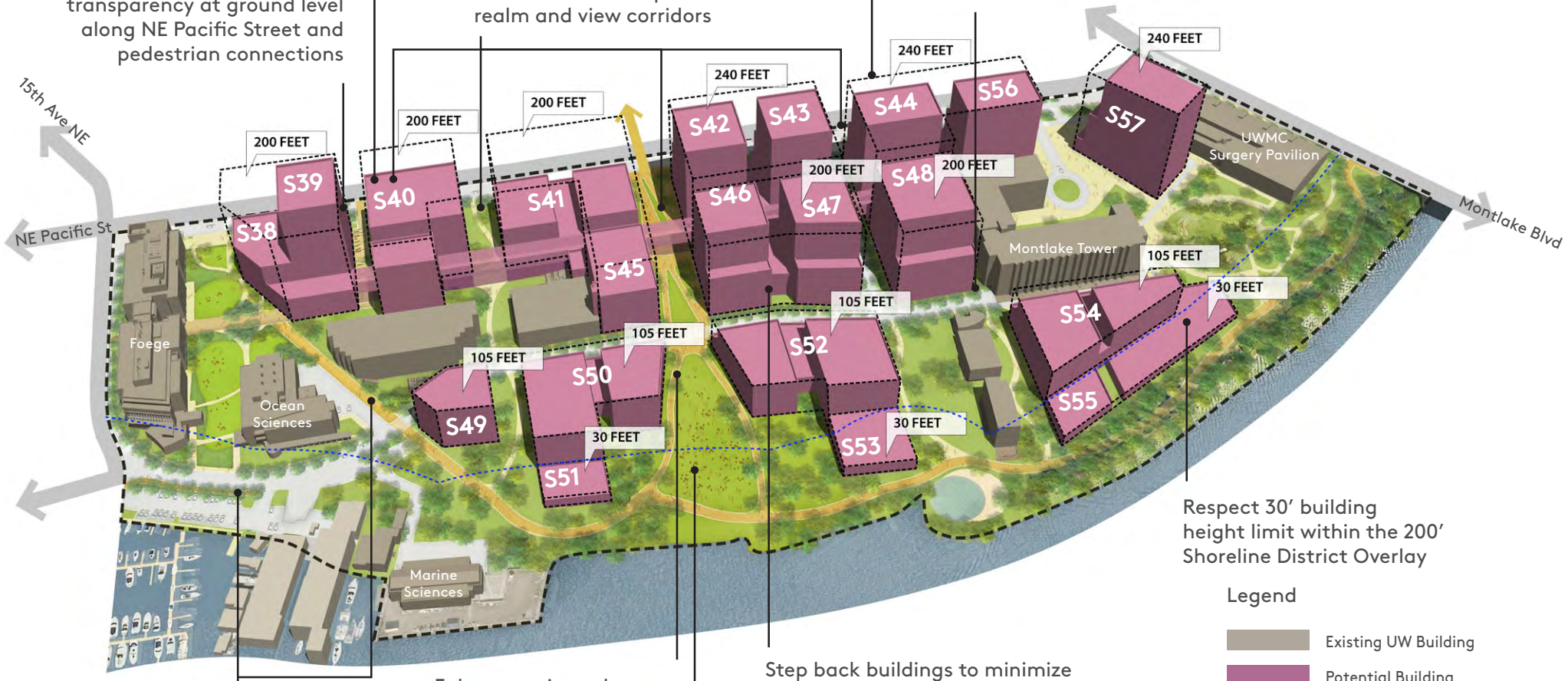
Development needs to be sensitive to the daylighting needs of the sundial and Life Sciences greenhouses

Promote variation and modulation in façades with second upper level setbacks on Pacific Street

Develop Columbia Road as an important connector within the pedestrian realm, as well as a route for service and access. Buildings may frame its "walls" and step back to allow light on the street. Building entries may be located to help activate the street-level public realm and integrate internal and external routes across campus

Create porosity and transparency at ground level along NE Pacific Street and pedestrian connections

Balance increased density with an enhanced public realm and view corridors



Reinforce connections to West Campus

Enhance universal access between Central and South Campus

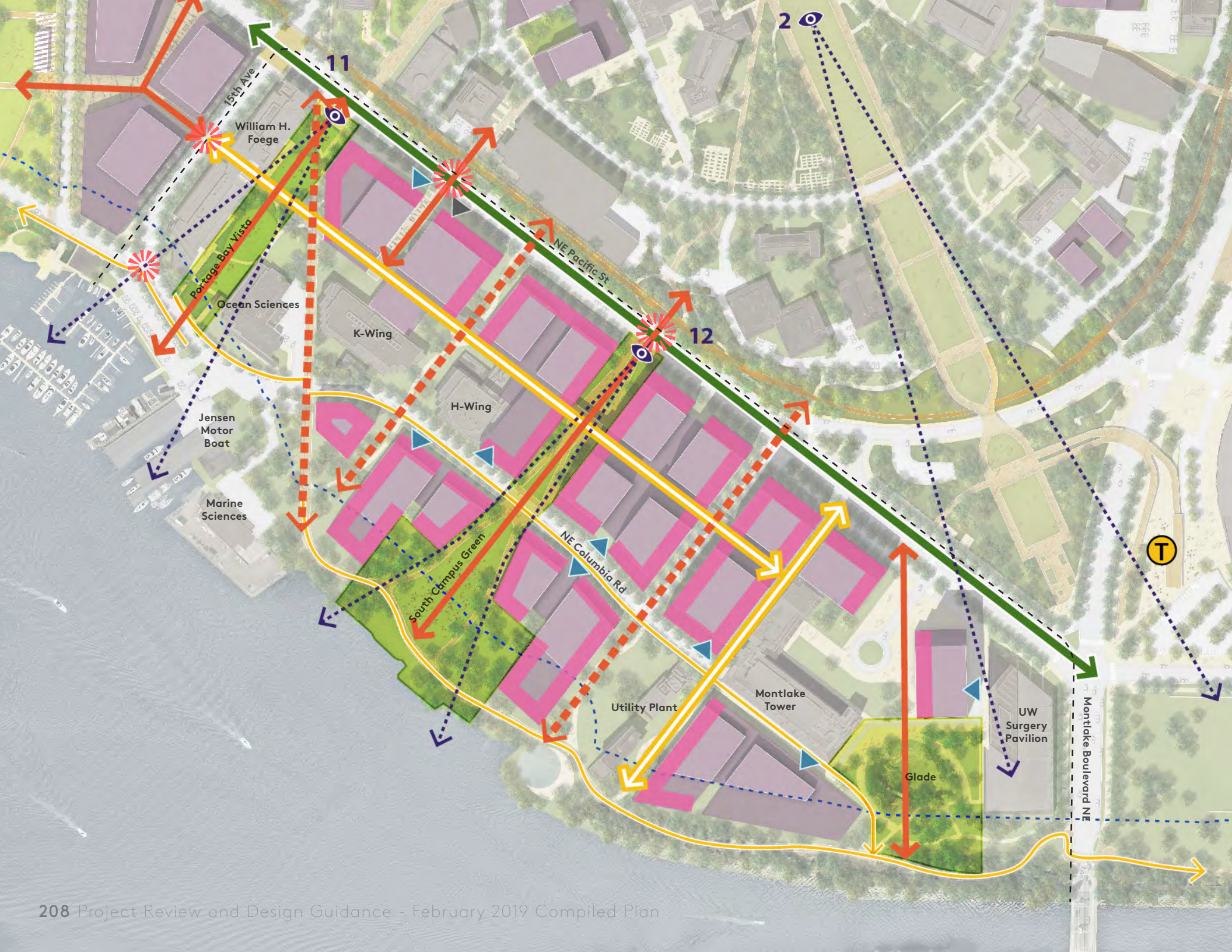
Step back buildings to minimize shadows, maximize natural light to individual buildings, and views of water

Create an accessible open space/ South Campus Green along the waterfront to serve as a public realm amenity

Respect 30' building height limit within the 200' Shoreline District Overlay

Legend

- Existing UW Building
- Potential Building
- Building Envelope
- Significant Open Space
- Existing Uses Relocated
- 200' Shoreline District Overlay

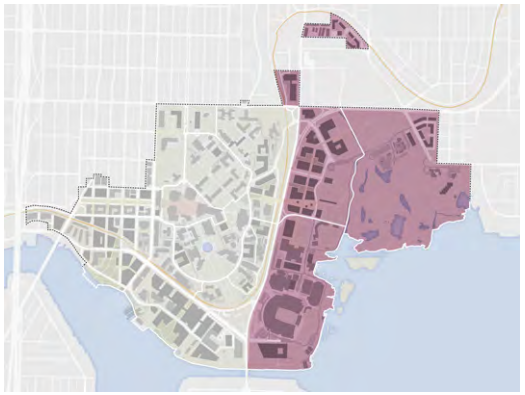

11
2
12
15th Ave
William H. Foege
Portage Bay Vista
Ocean Sciences
K-Wing
H-Wing
NE Pacific St
Jensen Motor Boat
Marine Sciences
South Campus Green
NE Columbia Rd
Utility Plant
Montlake Tower
Glade
UW Surgery Pavilion
Montlake Boulevard NE

South Campus Development Standards and Design Guidance

Figure 169. Graphics are for Illustrative Purposes Only

EAST CAMPUS

Figure 170. East Campus Existing Aerial, 2016



East Campus Key Map

10-YEAR CONCEPTUAL PLAN VISION

East Campus currently accommodates athletics and recreational activities with parking to support sporting events and campus commuters, along with the Union Bay Natural Area. Much of East Campus is built on a methane-producing landfill and seismic liquefaction zone, making building construction more expensive. The 10-year conceptual plan for East Campus is designed to:

- Focus potential new development in the south portion of East Campus.
- Preserve and expand intramural and intercollegiate athletic uses in East Campus.
- Balance public realm and open space along the waterfront with dense development maximizing productive land use.
- Improve connections to Central Campus.
- Transform a former brownfield site into a vibrant, productive and desirable campus sector.

Figure 171. **EAST CAMPUS 10-YEAR CONCEPTUAL PLAN.** Graphics are for Illustrative Purposes Only

East Campus Long-Term Vision

Figure 172. Graphics are for Illustrative Purposes Only

Existing Building

Potential Building

East Campus Boundary

200' Shoreline District Overlay

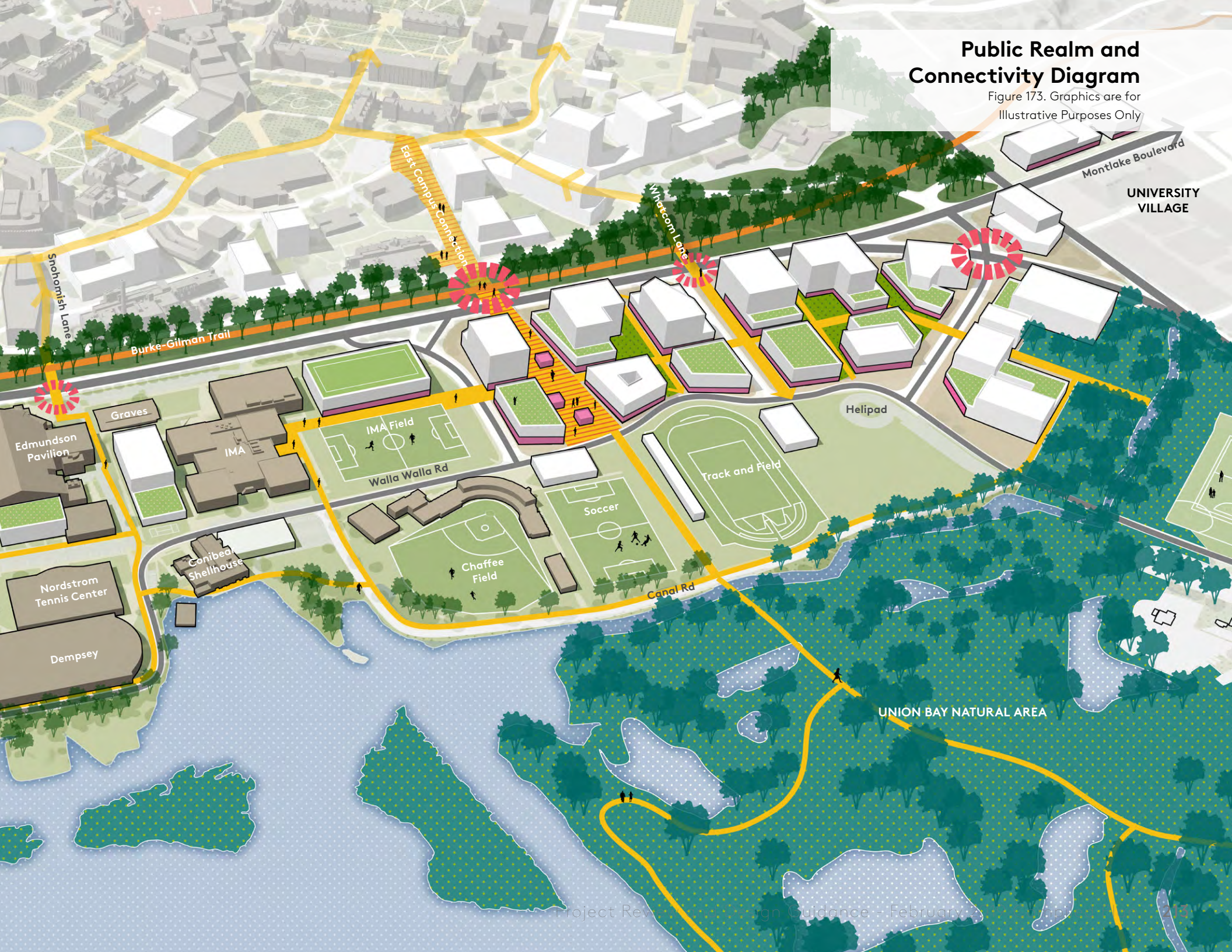
PUBLIC REALM AND CONNECTIVITY

Plans for the East Campus public realm focus on enhancing connectivity, improving the pedestrian experience, and creating desirable destinations.

- Siting of development may minimize continuous wall of buildings along Montlake and complement the forested edge along Central Campus.
- The existing road network remains, with a new east-west vehicular road addition introduced near Whatcom Lane between Montlake Boulevard and Walla Walla Road.
- East-west connections between Central and East Campus are strengthened and reinforced through the creation of new development and universally accessible pedestrian pathways. These connections occur at multiple crossings over Montlake at Snohomish Lane, along the East Campus Connection, and Whatcom Lane.
- A new north-south pedestrian-only connection reinforces movement from the Intramural Activities Building (IMA) through the potential development on the E1 lot, toward the intramural fields to the north and natural area to the east. Many of the development sites are concentrated on the E1 parking lot, with taller buildings located adjacent to Montlake Boulevard and shorter buildings to the east, allowing views to Union Bay.
- The Union Bay Natural Area includes preserved shoreline wetlands and areas for passive recreation and ecological tourism. This area continues to function as a key amenity, with greater access to the campus and community.

Public Realm and Connectivity Diagram

Figure 173. Graphics are for Illustrative Purposes Only



East Campus Connection

A connection is part of the long-term vision for the sector and is proposed to connect Central Campus to a redeveloped East Campus and the Union Bay Natural Area and is not contemplated to be part of the 10-year plan. The connection shall intersect the Burke-Gilman Trail, and shall replace the existing pedestrian bridge at Wahkiakum Lane. The significant change in topography between Central and East Campus creates a challenge for accessibility. Buildings framing the Central Campus side of the connection provide opportunities for elevator access. The connection would terminate in an active pedestrian plaza that frames the southern edge of the E1 development.

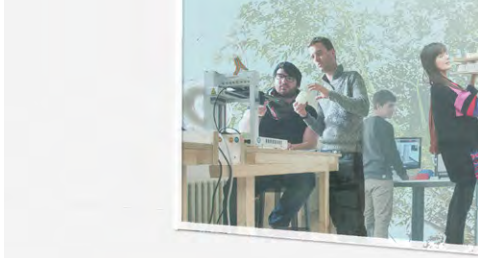


Figure 174. View along Wahkiakum Lane looking toward the E1 parking lot (above) and rendering of the East Campus Connection, which is a protected view corridor (Figure 175, opposite)

East Campus Connection

Figure 175. Graphics are for Illustrative Purposes Only

BUILT ENVIRONMENT

Building Height

- The 10-year conceptual plan shows potential development occurring in the area around current IMA and ICA development. However, the majority of the development capacity is on the northern E1 parking lot and golf driving range. Due to the cost of developing a former landfill site, it is unlikely that area shall be developed during the 10-year conceptual plan time-frame.
- Additional significant development occurs on two existing tennis court banks (tennis courts are replaced on the top of potential structures), south of the Stadium, and on the Golf Driving Range.
- Building heights in East Campus are restricted to 130 feet along Montlake Boulevard and 65 feet closer to the waterfront to preserve waterfront views from Central Campus.
- The Shoreline District Overlay allows building heights of 30 feet, although no development is proposed within the shoreline area, with the exception of E61.
- Development in Blakeley Village and Laurel Village shall increase the capacity for student housing through increased density on the periphery of campus.

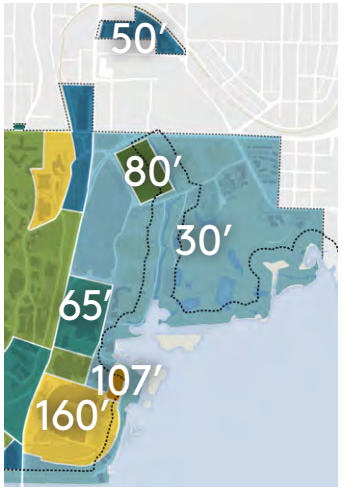


Figure 176. 2003 CMP Building Heights

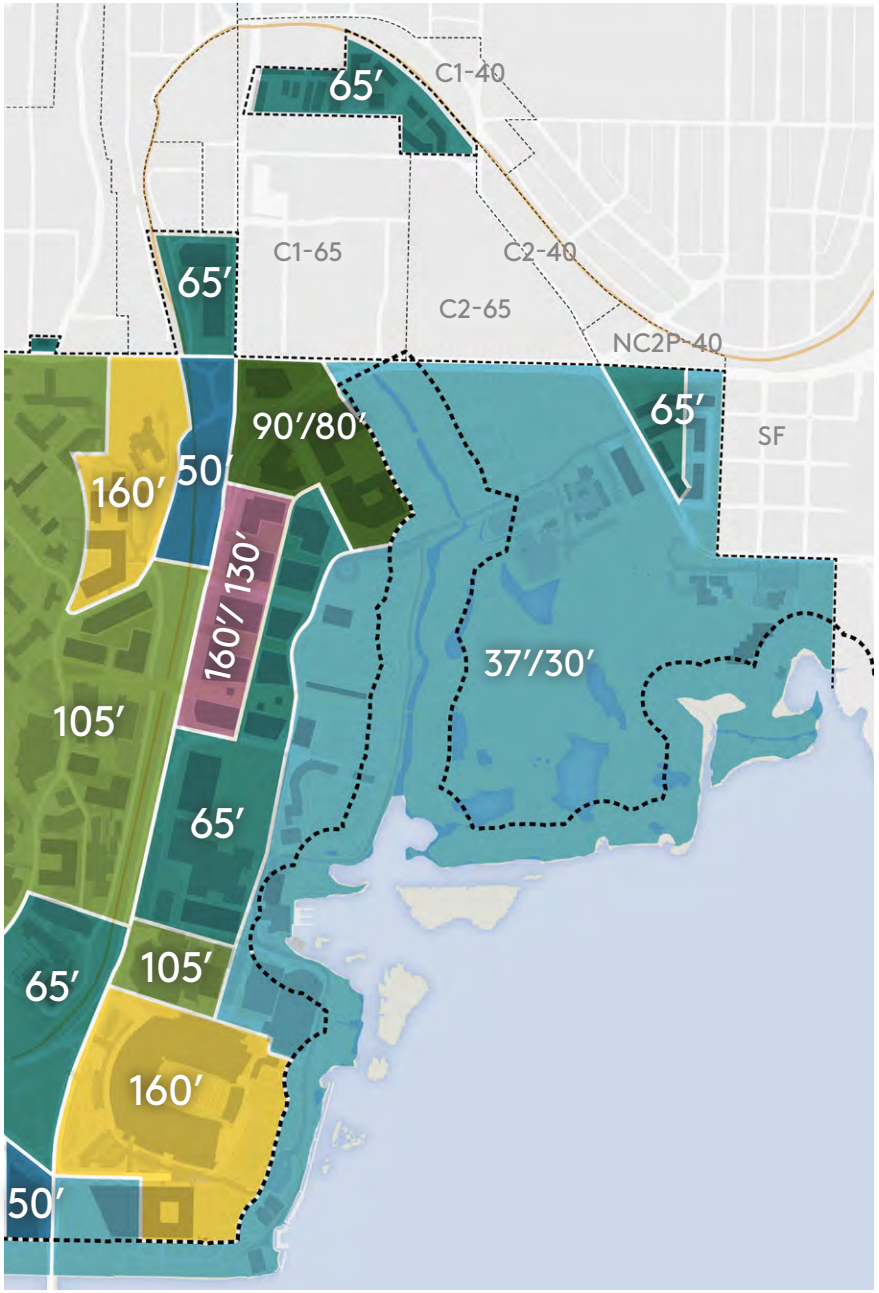
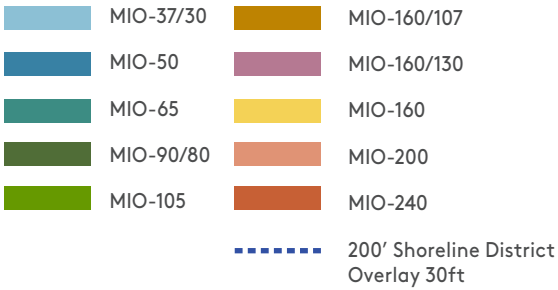


Figure 177. East Campus 2019 CMP Maximum Building Heights

Development Capacity

The development sites map and detailed capacity figures are identified on pages 218 to 219.

- The CMP identifies a total of roughly 4.7 million gross square feet of potential development throughout East Campus.
- To achieve the long-term vision would necessitate the replacement of roughly 361,000 million gross square feet of existing space, resulting in a total net new development area of 4.3 million gross square feet.
- The CMP development limit for East Campus is 750,000 net new gross square feet, about 17 percent of the East Campus growth capacity, or 13 percent of the total 6 million net new gross square feet growth allowance. This allows for flexibility in siting building projects.



* Parking spaces evenly split among the development sites
**Please reference Appendix for specific names of buildings and year constructed associated with demolished area
*** Growth Allowance refers to Net New Gross Square Feet column

Table 12. East Campus Development Sites Spreadsheet

SITE ID	SITE NAME	TOTAL ENVELOPE GROSS SQUARE FEET	TOTAL MAXIMUM GROSS SQUARE FEET	PERCENT OF ENVELOPE	DEMO GROSS SQUARE FEET**	NET NEW GROSS SQUARE FEET***	APPROX# OF FLOORS	MAXIMUM BLDG HT LIMIT	CONDITIONED DOWN BUILDING HEIGHTS	EXISTING PARKING SPACES	ACADEMIC USES
E58	E12 Parking Lot	660,000	360,000	55%		360,000	6	160		822	A/MU/T/IP/ ACC
E59	West of Hec Ed	145,000	75,000	52%	27,045	47,955	4	105			A/MU/IP/ACC
E60	Tennis Court Site	190,000	150,000	79%		150,000	2	65			A/MU/IP/ACC
E61	North of Conibear Shellhouse	50,000	35,000	70%		35,000	2	37	30	132	A/MU/IP/ACC
E62	Tennis Court Site West of IMA Field	290,000	235,000	81%		235,000	4	65			A/MU/T/IP/ ACC
E63	West of soccer field	50,000	35,000	70%		35,000	8	37	30		A/MU/IP/ACC
E64	E1 Site 1	125,000	100,000	80%		100,000	4	65		264*	A/MU/IP/ACC
E65	E18 Parking Lot - SW Site*	310,000	190,000	61%		190,000	3	160	130	264*	A/MU/IP/ACC
E66	E1 Site 3*	130,000	105,000	81%		105,000	4	65		264*	A/MU/IP/ACC
E67	E1 Site 2*	475,000	285,000	60%		285,000	9	160	130	264*	A/MU/IP/ACC
E68	E1 Site 5*	125,000	100,000	80%		100,000	4	65		264*	A/MU/IP/ACC
E69	E1 Site 4*	425,000	235,000	55%		235,000	9	160	130	264*	A/MU/IP/ACC
E70	South of Husky Track	45,000	35,000	78%		35,000	3	37	30		A/MU/IP/ACC
E71	North of Husky Track	50,000	35,000	70%		35,000	2	37	30		A/MU/IP/ACC
E72	E1 Site 7*	145,000	145,000	100%		145,000	5	65		262*	A/MU/IP/ACC
E73	E1 Site 6*	425,000	280,000	66%		280,000	9	160	130	262*	A/MU/IP/ACC
E74	E1 Site 9*	195,000	180,000	92%		180,000	5	65		262*	A/MU/IP/ACC
E75	E1 Site 8*	370,000	225,000	61%		225,000	9	160	130	262*	A/MU/IP/ACC
E76	E1 Site 10*	240,000	180,000	75%		180,000	6	90	80	264*	A/MU/IP/ACC
E77	Golf Driving Range Site South	445,000	330,000	74%		330,000	5	90	80		A/MU/IP/ACC
E78	Golf Driving Range Site North	420,000	355,000	85%		355,000	6	90	80		A/MU/T/IP/ ACC
E79	E2 Parking Lot Site	210,000	160,000	76%		160,000	6	90	80	80	A/MU/IP/ACC
E80	Plant Services Site / N26 Parking Lot	340,000	230,000	68%	144,198	85,802	4	65		5	A/MU/IP/ACC
E81	Blakeley Village West	135,000	105,000	78%	84,390	20,610	4	65			A/H/T
E82	Blakeley Village East	135,000	120,000	89%		120,000	4	65			A/H/T
E83	Laurel Village East	105,000	70,000	67%	88,536	-18,536	2	37	30		A/H/T
E84	Laurel Village West	240,000	195,000	81%		195,000	2	65			A/H/T
E85	Ceramic and Metal Arts	75,000	50,000	67%	16,946	33,054	2	37	30		A/MU/IP/ACC
E86	Urban Horticulture Site	80,000	55,000	69%		55,000	2	37	30		A/MU/IP/ACC
	TOTAL - EAST	6,630,000	4,655,000	73%	361,115	4,293,885				3,935	

Academic General Uses: A - Academic; H - Housing; MU - Mixed Use; T - Transportation; OS - Open Space; IP - Industry Partnership/Manufacturing; ACC - Academic Conference Center

"Maximum Building Height Limit" refers to the height limit allowed under the MIO zoning height.

Development Sites

Figure 178. Graphics are for Illustrative Purposes Only

East Campus Design Guidance

Design guidance related to the five development zones throughout East Campus is provided on the following pages.

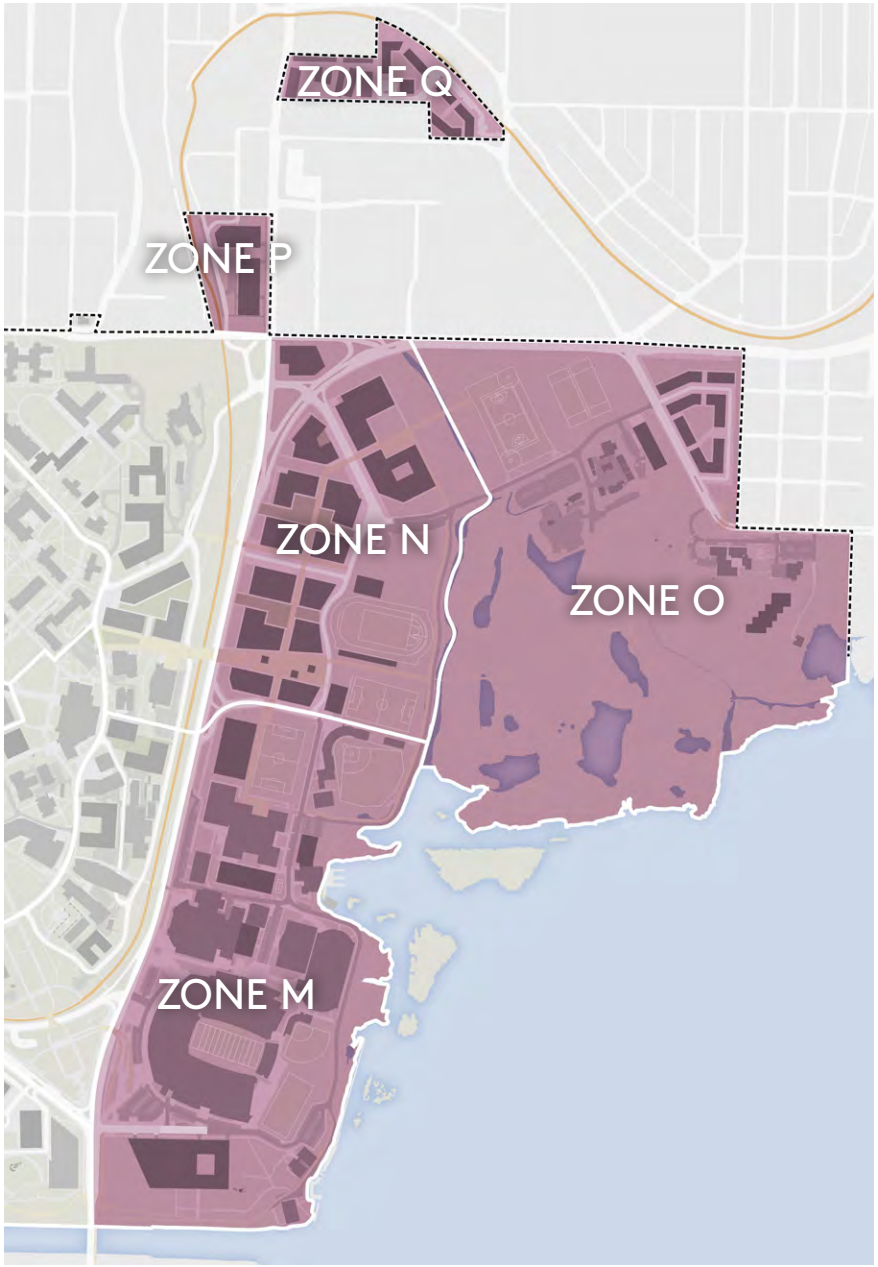
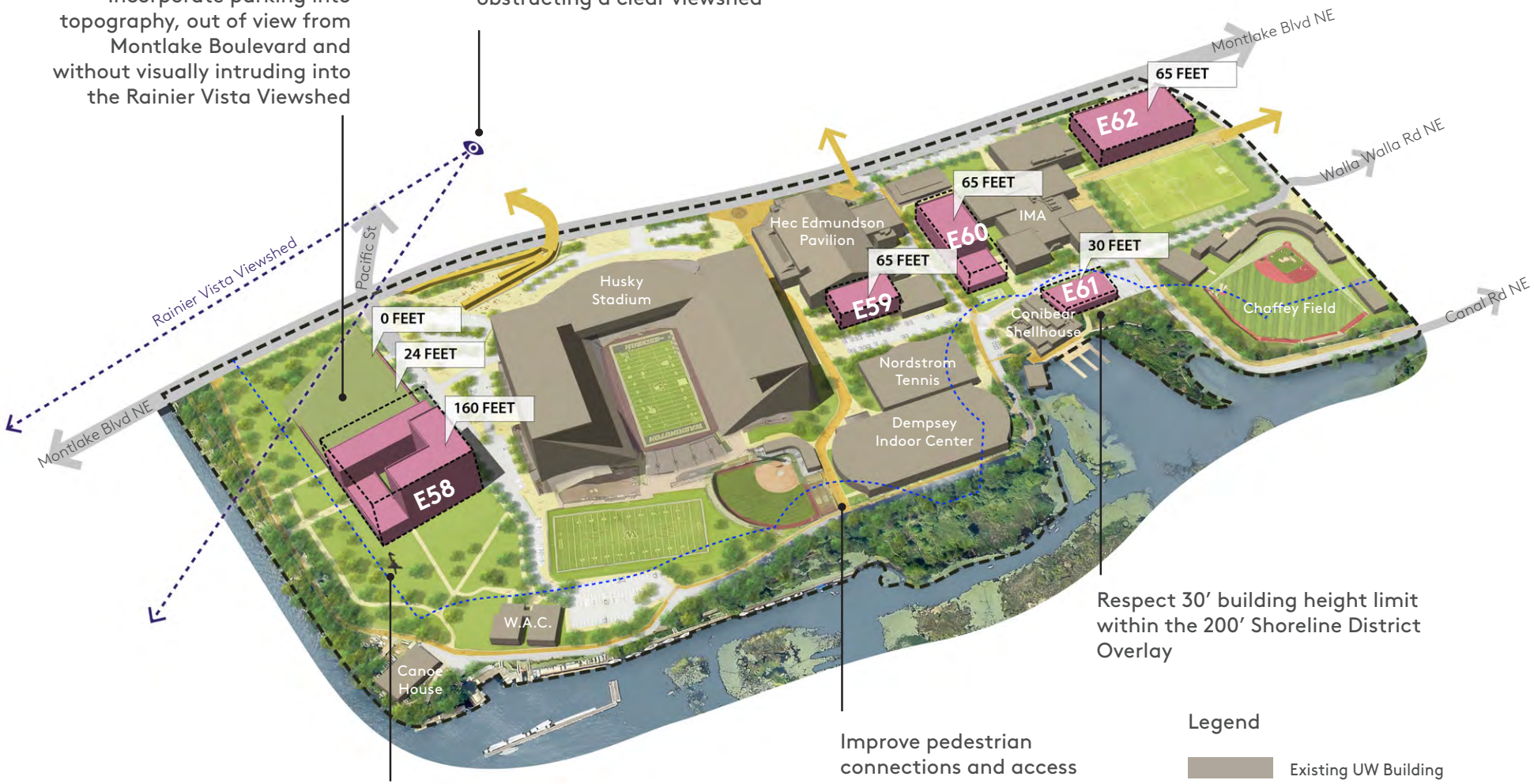


Figure 179. East Campus Development Zones.

DEVELOPMENT ZONE M

Figure 180. Graphics are for Illustrative Purposes Only

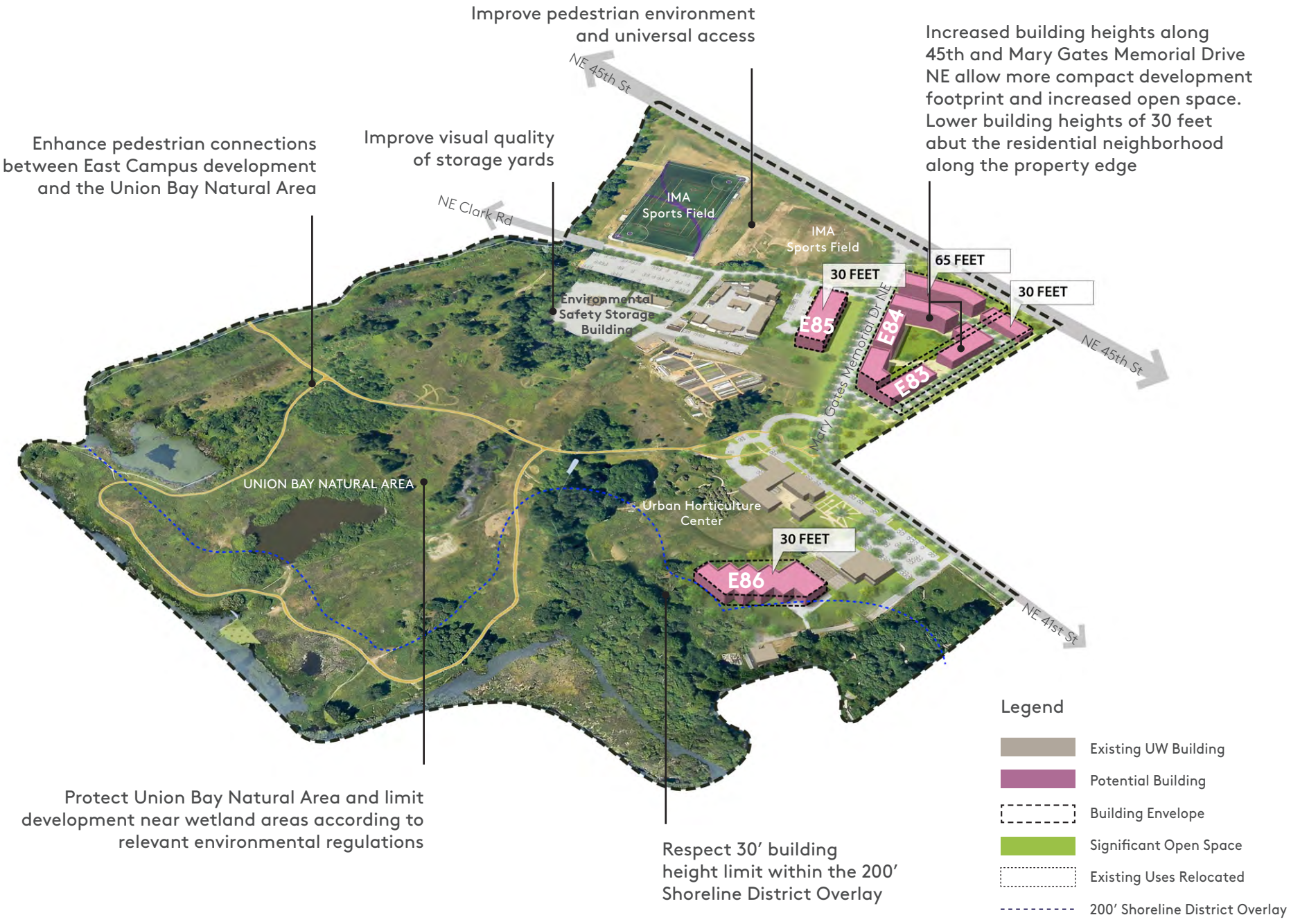


DEVELOPMENT ZONE N

Figure 181. Graphics are for Illustrative Purposes Only

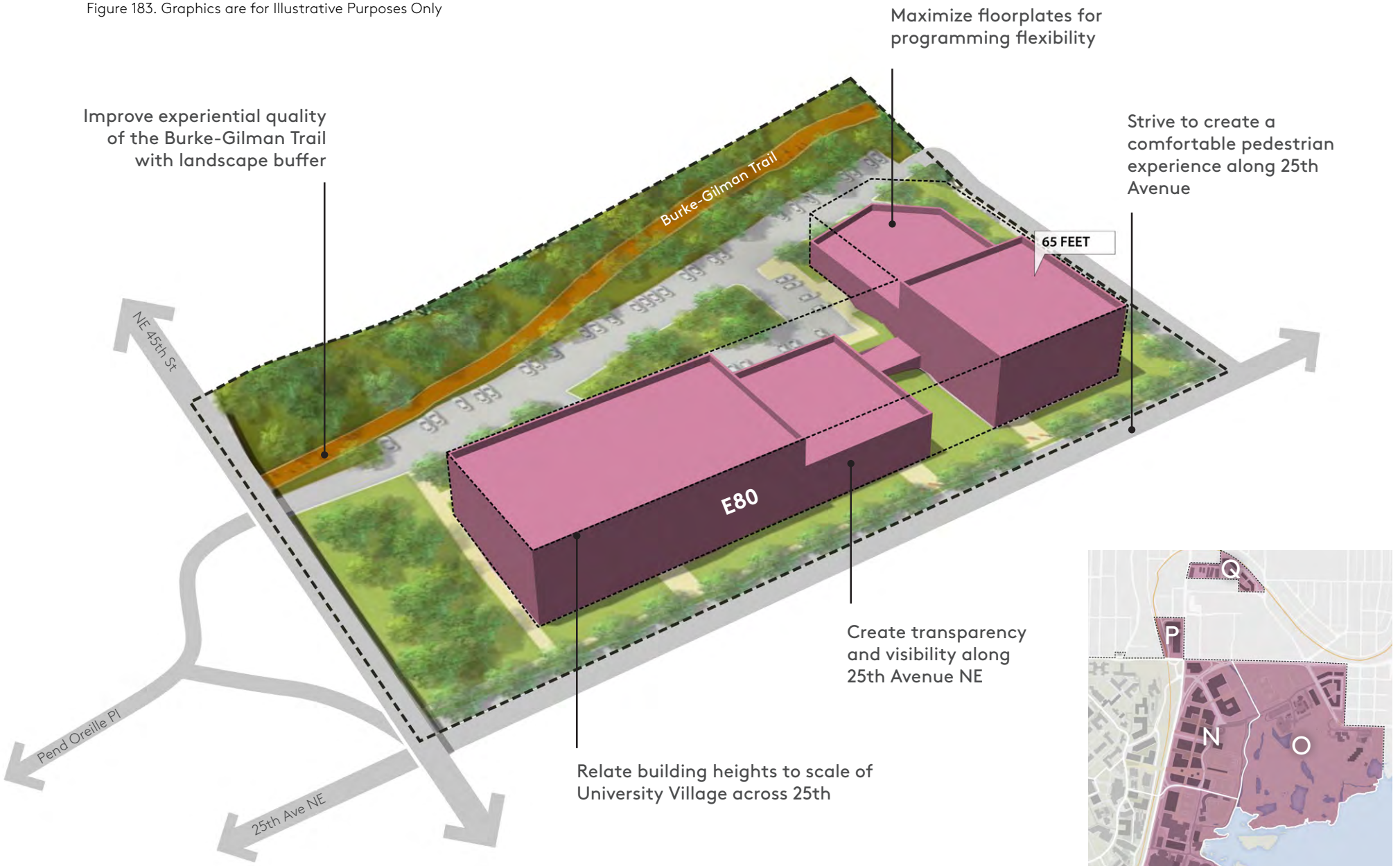
DEVELOPMENT ZONE O

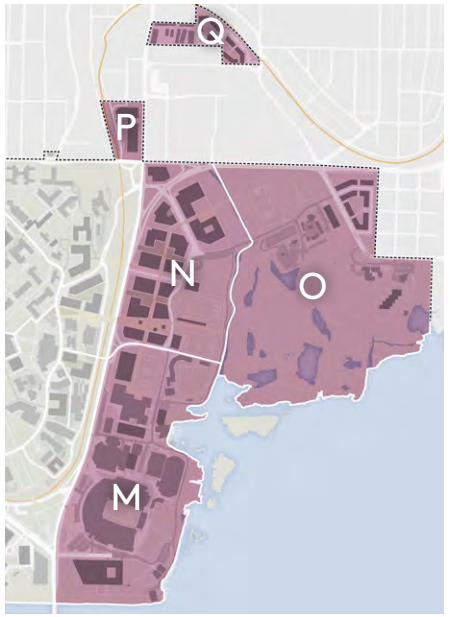
Figure 182. Graphics are for Illustrative Purposes Only



DEVELOPMENT ZONE P

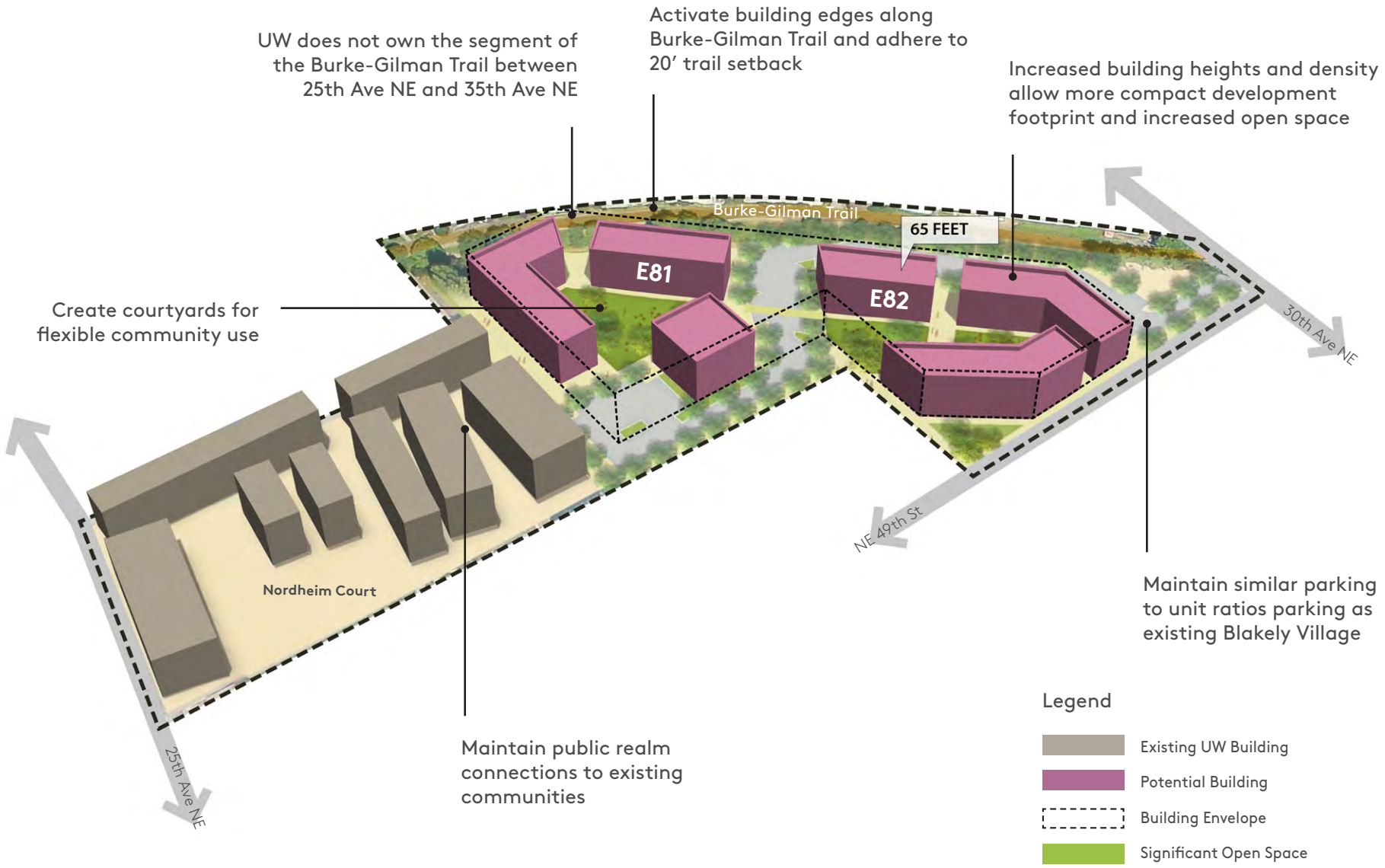
Figure 183. Graphics are for Illustrative Purposes Only





DEVELOPMENT ZONE Q

Figure 184. Graphics are for Illustrative Purposes Only




NE 45th St
IMA Field
IMA Field
IMA Field
NE Clark Rd
M. Gates Memorial Dr NE
Douglas Research Conservatory
Urban Horticultural Center
Husky Outdoor Track
Soccer Field
Chaffey Field
Canal Rd NE
Walla Walla Rd NE
Montlake Blvd NE
Intramural Activities
Graves
Conibear Shellhouse
Edmundson
Nordstrom
Dempsey
Husky Stadium
Softball
WAC
Union Bay
2
3
4
5
T

East Campus Development Standards and Design Guidance

Figure 185. Graphics are for Illustrative Purposes Only

DEVELOPMENT STANDARDS

- Mid-block Corridor
- View Corridor
- 200′ Shoreline District Overlay

DESIGN GUIDANCE

- Gateway
- Active Edge
- Significant Open Space
- Forested Edge
- Priority Pedestrian Connector
- Shared Street
- Streetscape Improvements
- Service Access
- Potential Parking Access

7 DEVELOPMENT STANDARDS

- INTRODUCTION
- DEVELOPMENT STANDARDS
- DEFINITIONS

INTRODUCTION

Consistent with SMC 23.69.006.B, this chapter outlines the development standards of the underlying zoning that guide proposed development within the campus boundaries. The City-University Agreement requires that all University of Washington development within the Major Institution Overlay (MIO) boundary follow the standards outlined in this chapter. While Chapter 6 includes design guidance to be used to achieve the design intent for the campus, this chapter includes the required development standards of the underlying zoning for campus development.

The purposes of the development standards in this Chapter are to:

- Protect and promote public health, safety and general welfare and to guide the use of land consistent with the goals and vision of the University of Washington's Campus Master Plan (CMP).
- Increase awareness of land use decisions and their impacts.
- Provide adequate light, air, access, and open space; conserve the natural environments and historic resources; maintain a compatible scale within a campus sector; and enhance the streetscape and pedestrian environment.
- Seek to achieve an efficient use of the University's property without major disruption of the natural environment and to direct development to campus sectors with adequate services and amenities.

DEVELOPMENT STANDARDS

The following development standards regulate the development of individual sites with the goal of creating an active, desirable and safe public realm. Development standards are mandatory requirements that shall be met by all campus development unless modified by the amendment process outlined in the City-University Agreement.

The total net new gross square feet of development permitted in this CMP shall be allocated to four campus sectors as defined on page 86, and as shown in Table 13. The four areas constitute "sectors" for the purposes of Section IIC of the City-University Agreement.

- Every development site has a building height limit and maximum square footage requirement, which can be found on the tables on pages 234 to 237. Potential building envelopes are identified within the sector by sector development capacity tables on pages 234 to 237. The building footprints as shown on page 124 through 127 are used to visualize a possible form for future development. Actual building footprints and massings shall vary from those shown. The percentage of each building envelope that is occupied by development varies on a site by site basis, and reinforces the degree to which light and air are introduced on each site. For a graphic depiction of the building envelope and maximum square footage per development site, please refer to Figure 186.
- A new development site: A proposal for a development site not previously approved under the Master Plan is considered a proposed change to the Master Plan and will comply with the City-University Agreement Section II. C.1-5, Changes to Master Plan. Please reference the Appendix for the City-University Agreement – CMP Exempt, Minor and Major Amendments.

Table 13. Development Capacity and Permitted Development by Campus Sector

	POTENTIAL NET NEW DEVELOPMENT (GROSS SQUARE FEET)	NET NEW MAXIMUM DEVELOPMENT (GROSS SQUARE FEET)	MAXIMUM DEVELOPMENT LIMIT (%)
CENTRAL	1,631,941	900,000	15%
WEST	3,762,199	3,000,000	50%
SOUTH	2,208,735	1,350,000	23%
EAST	4,293,885	750,000	12%
TOTAL	11,896,760	6,000,000	100%

Figure 186. Proposed Building Envelopes. Graphics are for Illustrative Purposes Only

* Parking spaces evenly split among the development sites
** Gross square feet are accounted for within the 2003 Campus Master Plan
*** Total incorporates gross square feet that are already accounted for under the 2003 CMP related to sites C5 and C6
****Please reference Appendix for specific names of buildings and year constructed associated with demolished area
***** Growth Allowance refers to Net New Gross Square Feet column

Table 14. Central Campus Development Sites Spreadsheet

SITE ID	SITE NAME	TOTAL ENVELOPE GROSS SQUARE FEET	TOTAL MAXIMUM GROSS SQUARE FEET	PERCENT OF ENVELOPE	DEMO GROSS SQUARE FEET****	NET NEW GROSS SQUARE FEET*****	APPROX# OF FLOORS	MAXIMUM BLDG HT LIMIT	CONDITIONED DOWN BUILDING HEIGHTS	EXISTING PARKING SPACES	ACADEMIC USES
C1	West of Memorial Way / N1 Parking Lot	290,000	200,000	69%	68,916	131,084	7	105		213	A/MU/T
C2	East of Memorial Way / N5 Parking Lot	265,000	135,000	51%		135,000	5	105	70	170	A/MU/T
C3	Mackenzie Replacement / N3 Parking Lot	165,000	145,000	88%	43,099	101,901	7	105		9	A/MU
C4	Intellectual House Phase 2	40,000	5,000	13%		5,000	1	105			A/MU
C5	North Campus Housing 1 (Building A)**/***	170,000	110,000	65%		110,000	5	105			A/H
C6	North Campus Housing 2 (Building E) / Haggett Hall Site / N9, 10, 11 Parking Lots **/***	535,000	290,000	54%	206,114	83,886	6	160		77	A/H
C7	McMahon Hall Site / N13, 14, 15 Parking Lots	600,000	400,000	67%	288,352	111,648	11	160		177	A/MU/H/T
C8	Padelford Garage North Site / N16, 18, 20, 21*	315,000	245,000	78%	138,555	106,445	8	105		217*	A/MU/T
C9	Padelford Hall South Site*	185,000	155,000	84%		155,000	8	105		217*	A/MU/T
C10	Padelford Garage South Site*	230,000	145,000	63%		145,000	7	105		218*	A/MU/T
C11	Facility Services Admin Bldg / University Facilities Bldg and Annex 1	120,000	85,000	71%	20,125	64,875	7	105			A/MU/T
C12	Plant Op Annexes 2-6 / University Facilities Annex 2 / C23 Parking Lot	230,000	115,000	50%	18,860	96,140	6	105		1	A/MU/T
C13	Sieg Hall Replacement	145,000	130,000	90%	57,180	72,820	7	105			A/MU
C14	Mechanical Eng / Eng Annex / C15 Parking Lot	300,000	215,000	72%	125,896	89,104	8	105		23	A/MU
C15	Wilcox / Wilson Ceramics Lab Site / Wilson Annex	90,000	60,000	67%	50,328	9,672	4	65		56	A/MU
C16	Benson Hall / C7 Parking Lot	320,000	210,000	66%	76,271	133,729	7	105		11	A/MU
C17	Chem Library Site	130,000	85,000	65%	39,363	45,637	7	105			A/MU
C18	South of Henry Art Gallery	70,000	35,000	50%		35,000	4	105			A/MU
	TOTAL - CENTRAL***	4,200,000	2,765,000	64%	1,133,059	1,631,941				1,389	

Academic General Uses: A - Academic; H - Housing; MU - Mixed Use; T - Transportation; OS - Open Space; IP - Industry Partnership/Manufacturing; ACC - Academic Conference Center

"Maximum Building Height Limit" refers to the height limit allowed under the MIO zoning height.

* Parking spaces evenly split among the development sites
**Please reference Appendix for specific names of buildings and year constructed associated with demolished area
*** Growth Allowance refers to Net New Gross Square Feet column

Table 15. West Campus Development Sites Spreadsheet

SITE ID	SITE NAME	TOTAL ENVELOPE GROSS SQUARE FEET	TOTAL MAXIMUM GROSS SQUARE FEET	PERCENT OF ENVELOPE	DEMO GROSS SQUARE FEET**	NET NEW GROSS SQUARE FEET***	APPROX# OF FLOORS	MAXIMUM BLDG HT LIMIT	CONDITIONED DOWN BUILDING HEIGHTS	EXISTING PARKING SPACES	ACADEMIC USES
W19	Schmitz Hall Site	270,000	205,000	76%	99,691	105,309	8	105			A/MU/T/IP
W20	Staff / HR Building Site	30,000	25,000	83%	10,831	14,169	4	65			A/MU
W21	Condon Hall Site	615,000	390,000	63%	132,533	257,467	17	240			A/MU/T/IP
W22	W41 Parking Lot Site	315,000	175,000	56%		175,000	17	240		37	A/MU/T/IP
W23	W42 Parking Lot / Henderson Hall Site	430,000	345,000	80%	106,340	238,660	17	240		10	A/MU/IP
W24	W10 Parking Lot	690,000	405,000	59%		405,000	17	240		90	A/MU/T/IP
W25	Child Care / Brooklyn Trail /SW Maintenance / W11 Parking Lot	845,000	375,000	44%	23,497	351,503	17	240		15	A/MU/T/IP
W26	CDC / Ethnic Cultural Center Theater Site	680,000	390,000	57%	32,999	357,001	17	240			A/MU/T/IP
W27	Purchasing Accounting / W12, 13 Parking Lots	490,000	340,000	69%	39,576	300,424	14	200		96	A/MU/T/IP
W28	West of Commodore Duchess Site	110,000	40,000	36%		40,000	6	240	90		A/MU/IP
W29	Stevens Court East (A, B, C, H) / W29 Parking Lot	320,000	205,000	64%	79,104	125,896	9	160	130	81	A/MU/T/IP
W30	Stevens Court West (D, J, K, L, M) / W32, 33 Parking Lots	820,000	425,000	52%	138,340	286,660	14	200	200	42	A/MU/T/IP
W31	W35 Parking Lot Site Pavilion	105,000	20,000	19%		20,000	2	160	30	78	A/MU/IP
W32	Wallace Hall Pavilion / Marine Studies / Fish Teaching and Research	80,000	15,000	19%	96,546	-81,546	2	160	30		A/MU/IP
W33	Ocean Research 2 / NOAA / W24, 28 Parking Lots	345,000	235,000	68%	11,267	223,733	14	160	130	69	A/MU/IP
W34	Portage Bay Parking Garage	410,000	230,000	56%		230,000	14	160	130	895	MU/T/IP
W35	University Transportation Center	370,000	225,000	61%		225,000	14	160	130	30	A/MU/IP
W36	Fisheries Parking Lot (PUDA)	100,000	90,000	90%		90,000	9	160	130		A/MU/T/IP
W37	Northlake Building / W40 Parking Lot Site	455,000	245,000	54%	22,077	222,923	14	160	130	34	A/MU/T/IP
	TOTAL - WEST	7,480,000	4,380,000	58%	792,801	3,587,199				1,477	

Academic General Uses: A - Academic; H - Housing; MU - Mixed Use; T - Transportation; OS - Open Space; IP - Industry Partnership/Manufacturing; ACC - Academic Conference Center

"Maximum Building Height Limit" refers to the height limit allowed under the MIO zoning height.

*The potential number of new parking spaces for South Campus. Specific parking spaces per development site have not been identified, since the proposed parking is designed as a contiguous podium.

**Please reference Appendix for specific names of buildings and year constructed associated with demolished area

*** Growth Allowance refers to Net New Gross Square Feet column

Table 16. South Campus Development Sites Spreadsheet

SITE ID	SITE NAME	TOTAL ENVELOPE GROSS SQUARE FEET	TOTAL MAXIMUM GROSS SQUARE FEET	PERCENT OF ENVELOPE	DEMO GROSS SQUARE FEET**	NET NEW GROSS SQUARE FEET***	APPROX# OF FLOORS	MAXIMUM BLDG HT LIMIT	CONDITIONED DOWN BUILDING HEIGHTS	EXISTING PARKING SPACES	ACADEMIC USES
S38	SCSII B	370,000	160,000	43%		160,000	7	200			A/MU
S39	SCSII C / Hitchcock Hall Site	280,000	270,000	96%	116,416	153,584	17	200			A/MU
S40	SCSII D / J Wing	580,000	425,000	73%	170,719	254,281	11	200			A/MU/T
S41	SCSII E / I Wing and G Wing	685,000	280,000	41%	215,620	64,380	7	200			A/MU
S42	SCSII F / T Wing	500,000	340,000	68%	493,496	-153,496	17	240			A/MU
S43	SCSII G / A Wing and C Wing	375,000	320,000	85%	101,489	218,511	17	240			A/MU
S44	SCSII H	385,000	310,000	81%		310,000	17	240			A/MU
S45	SCSII I / F Wing	340,000	165,000	49%	122,767	42,233	3	200			A/MU
S46	SCSII J / D Wing	275,000	245,000	89%	183,975	61,025	14	200			A/MU
S47	SCSII K / B Wing	525,000	345,000	66%	117,619	227,381	14	200			A/MU
S48	SCSII L / RR Wing, BB Wing, SW Wing	520,000	415,000	80%	454,692	-39,692	3	200			A/MU
S49	SCSII M / Ocean Teaching / S5, S6 Parking Lot	100,000	100,000	100%	51,552	48,448	8	105		7	A/MU
S50	SCSII N / S1 Parking Garage	385,000	260,000	68%		260,000	6	105		805	A/MU
S51	SCSII O / Harris Hydraulics Lab / South Campus Center / S7, S12 Parking Lot	30,000	20,000	67%	92,785	-72,785	2	37	30	6	A/MU
S52	SCSII P	490,000	320,000	65%		320,000	6	105			A/MU
S53	SCSII Q / Portage Bay Building / Oceanography Bldg, Dock, and Shed / S8 Parking Lot	35,000	25,000	71%	128,712	-103,712	2	37	30	24	A/MU
S54	SCSII R / CHDD Clinic and School / S9 Parking Lot	440,000	350,000	80%	115,943	234,057	7	105		4	A/MU
S55	SCSII S / CHDD South Building	35,000	25,000	71%	12,378	12,622	2	37	30		A/MU
S56	SCSII T / NN Wing	385,000	280,000	73%	122,217	157,783	15	240			A/MU
S57	SCSII U / EA Wing and EB Wing	430,000	360,000	84%	275,885	84,115	16	240			A/MU
TOTAL - SOUTH		7,165,000	5,015,000	72%	2,776,265	2,208,735				846	

Academic General Uses: A - Academic; H - Housing; MU - Mixed Use; T - Transportation; OS - Open Space; IP - Industry Partnership/Manufacturing; ACC - Academic Conference Center

"Maximum Building Height Limit" refers to the height limit allowed under the MIO zoning height.

* Parking spaces evenly split among the development sites
**Please reference Appendix for specific names of buildings and year constructed associated with demolished area
*** Growth Allowance refers to Net New Gross Square Feet column

Table 17. East Campus Development Sites Spreadsheet

SITE ID	SITE NAME	TOTAL ENVELOPE GROSS SQUARE FEET	TOTAL MAXIMUM GROSS SQUARE FEET	PERCENT OF ENVELOPE	DEMO GROSS SQUARE FEET**	NET NEW GROSS SQUARE FEET***	APPROX# OF FLOORS	MAXIMUM BLDG HT LIMIT	CONDITIONED DOWN BUILDING HEIGHTS	EXISTING PARKING SPACES	ACADEMIC USES
E58	E12 Parking Lot	660,000	360,000	55%		360,000	6	160		822	A/MU/T/IP/ ACC
E59	West of Hec Ed	145,000	75,000	52%	27,045	47,955	4	105			A/MU/IP/ACC
E60	Tennis Court Site	190,000	150,000	79%		150,000	2	65			A/MU/IP/ACC
E61	North of Conibear Shellhouse	50,000	35,000	70%		35,000	2	37	30	132	A/MU/IP/ACC
E62	Tennis Court Site West of IMA Field	290,000	235,000	81%		235,000	4	65			A/MU/T/IP/ ACC
E63	West of soccer field	50,000	35,000	70%		35,000	8	37	30		A/MU/IP/ACC
E64	E1 Site 1	125,000	100,000	80%		100,000	4	65		264*	A/MU/IP/ACC
E65	E18 Parking Lot - SW Site*	310,000	190,000	61%		190,000	3	160	130	264*	A/MU/IP/ACC
E66	E1 Site 3*	130,000	105,000	81%		105,000	4	65		264*	A/MU/IP/ACC
E67	E1 Site 2*	475,000	285,000	60%		285,000	9	160	130	264*	A/MU/IP/ACC
E68	E1 Site 5*	125,000	100,000	80%		100,000	4	65		264*	A/MU/IP/ACC
E69	E1 Site 4*	425,000	235,000	55%		235,000	9	160	130	264*	A/MU/IP/ACC
E70	South of Husky Track	45,000	35,000	78%		35,000	3	37	30		A/MU/IP/ACC
E71	North of Husky Track	50,000	35,000	70%		35,000	2	37	30		A/MU/IP/ACC
E72	E1 Site 7*	145,000	145,000	100%		145,000	5	65		262*	A/MU/IP/ACC
E73	E1 Site 6*	425,000	280,000	66%		280,000	9	160	130	262*	A/MU/IP/ACC
E74	E1 Site 9*	195,000	180,000	92%		180,000	5	65		262*	A/MU/IP/ACC
E75	E1 Site 8*	370,000	225,000	61%		225,000	9	160	130	262*	A/MU/IP/ACC
E76	E1 Site 10*	240,000	180,000	75%		180,000	6	90	80	264*	A/MU/IP/ACC
E77	Golf Driving Range Site South	445,000	330,000	74%		330,000	5	90	80		A/MU/IP/ACC
E78	Golf Driving Range Site North	420,000	355,000	85%		355,000	6	90	80		A/MU/T/IP/ ACC
E79	E2 Parking Lot Site	210,000	160,000	76%		160,000	6	90	80	80	A/MU/IP/ACC
E80	Plant Services Site / N26 Parking Lot	340,000	230,000	68%	144,198	85,802	4	65		5	A/MU/IP/ACC
E81	Blakeley Village West	135,000	105,000	78%	84,390	20,610	4	65			A/H/T
E82	Blakeley Village East	135,000	120,000	89%		120,000	4	65			A/H/T
E83	Laurel Village East	105,000	70,000	67%	88,536	-18,536	2	37	30		A/H/T
E84	Laurel Village West	240,000	195,000	81%		195,000	2	65			A/H/T
E85	Ceramic and Metal Arts	75,000	50,000	67%	16,946	33,054	2	37	30		A/MU/IP/ACC
E86	Urban Horticulture Site	80,000	55,000	69%		55,000	2	37	30		A/MU/IP/ACC
	TOTAL - EAST	6,630,000	4,655,000	73%	361,115	4,293,885				3,935	

"Maximum Building Height Limit" refers to the height limit allowed under the MIO zoning height.

APPLICABLE CITY CODE

Subject to a Major Institution Overlay (MIO), as shown on page 26, a variety of zoning designations make up the underlying zoning of the Campus. As of the date of this Master Plan, the development standards of the underlying zoning are found in the provisions of SMC Chapters 23.43 through 23.51B, SMC 23.54.016.B, and 23.54.030 relevant to those zones.

This Chapter contains the development standards that supplant the development standards of the underlying zoning within the MIO boundary as allowed by SMC 23.69.006.B and the City-University Agreement. The development standards in this Chapter are tailored to the University and its local setting, and are intended to allow development flexibility and improve compatibility with surrounding uses.

Development standards of the underlying zoning not addressed in the Master Plan may be developed in the future by the University, provided they are consistent with and guided by the goals and policies of the City-University Agreement, the goals and policies of this Master Plan, and the process for any amendments to the Plan required by the City-University Agreement. Lack of specificity in the Master Plan development standards shall not result in application of provisions of underlying zoning.

University development remains subject to all other City development regulations that do not constitute development standards of the underlying zoning and do not preclude the siting of an essential public facility within the meaning of RCW 36.70A.200. Prior to issuance of any demolition, excavation, shoring, or construction permit in West, South, or East Campus, provide a Construction Management Plan that has been approved by SDOT.

The submittal information and review process for Construction Management Plans are described on the SDOT website at: http://www.seattle.gov/transportation/cmp.htm

ACTIVE STREET-LEVEL USE AND TRANSPARENCY

Active street-level uses shall be located within buildings adjacent to City of Seattle right-of-way in the West Campus sector, mid-block corridors in all sectors, West Campus Green Plaza and Belvedere, South Campus Green, and the continuous waterfront trail. Active street-level uses include commercial uses, child care facilities, multi-use lobbies, lounges, study spaces, and active academic uses like classrooms, labs, libraries and hands-on collaboration spaces.

All buildings with required active street-level use and transparency shall provide active uses and transparency within 2-8 feet above sidewalk level along 60% of the building façade. Where active street level uses are required, street-level parking within structures, excluding driveway access and garage doors or openings, shall not be allowed unless separated from street-level street-facing facades by active street level uses complying with the use and transparency requirements in this paragraph.

GROUND LEVEL SETBACKS

There are no ground level building structure setbacks internal to campus. Setbacks shall only be required for new structures located on the boundary of the campus and along City of Seattle streets or alleys when the property located immediately across from the structure is not owned by the University.

Structures across a City street, from residential zones outside the MIO boundaries, with property not owned by the University shall be set back from the campus boundary according to façade height of the proposed University development and the designation of the facing zone, as shown in Table 18.

University structures across a City street or alley from commercial, mixed use, manufacturing, or industrial zones outside the MIO boundary have no required ground level setbacks. Pedestrian bridges, retaining walls, raised plazas, sculpture and other site elements have no required setbacks.

Minor communications utilities exceeding the maximum height of the MIO district shall be located a minimum of 100 feet within the campus boundary and outside view corridors. Underground structures may be located within setback areas. Covered and uncovered pedestrian walkways, skybridges, and amenities are permitted within setbacks.

LIGHT AND GLARE

The campus is active 24-hours-a-day. Lighting is important for the campus to function and to ensure the safety of students, faculty, staff and visitors. Lighting shall be done in a manner to conserve energy and mitigate significant adverse impacts of light and glare on campus buildings and spaces and adjacent residential areas, consistent with the needs of safety and security. Exterior lighting shall be shielded or directed away from structures in adjacent or abutting residential zoned areas and arterials.

Lighting shall be designed and managed to realize efficient use of energy and limit light pollution. Developments shall address pedestrian safety and proper outdoor lighting, including restricting up lighting. The maximum height limit for light poles is 100′. The height of light poles may be exceeded through the City-University Agreement amendment process. An engineer's report may be required to study light impacts if additional height is proposed.

Solar panels are permitted.

Table 18. Setback Requirements in Feet for Structures Across a City Street from Residentially Zoned Property Not Owned by the University

FACADE HEIGHT	SINGLE FAMILY	LOWRISE	MIDRISE	HIGHRISE
37′	20	15	10	0
50′	25	20	10	0
65′	30	25	15	0
85′	35	30	20	10
105′	40	30	20	20
107′	40	30	20	20
160′	45	35	30	20
240′	45	35	30	20

MID-BLOCK CORRIDORS

Mid-block corridors are publicly accessible (24-hours a day unless otherwise restricted and signed accordingly) pedestrian pathways that travel through the center of a block. Mid-block corridors help increase connectivity, enhance the pedestrian experience, and break down the scale of larger blocks.

Mid-block corridors are required where identified on pages 174, 195, 208, 226 (Figures 137, 157, 169, 185). Mid-block corridors, shall maintain a minimum width of 25′. Mid-block corridors must allow for a minimum vertical clearance of either two floors of height or the height required to preserve a protected View Corridor.

ODORS

Odors shall be vented a minimum of 10 feet above sidewalk grade and directed away from adjacent building and residential property.

OPEN SPACE COMMITMENTS

The University shall include updates about the progress of the planning and completion of the West Campus Green, the South Campus Green, and the continuous waterfront trail in the Annual report to the City.

West Campus Green and Plaza

Over the life of this CMP, the approximately 4-acre area designated as the "West Campus Green" shall be reserved for open space, except that minor structures supporting the open space function are allowed. Structures and improvements required for utility infrastructure are also allowed. A design and implementation plan for West Campus Green and West Campus section of the continuous waterfront trail shall be completed by the earlier of: the time 1.5 million square feet of net new development in West Campus sector is completed; or the time the University submits its first permit application for development of Site W27, W29, W33, W34, or W35. A concept plan for all three sections of the continuous waterfront trail—West, South, and East—shall also be completed by that time. The concept plan for the continuous waterfront trail shall be reviewed by SDCI for compliance with the City's Shoreline Management Master Program and the University's Shoreline Public Access Plan. The continuous waterfront trail design and implementation plan for the South and East campus sectors shall include convenient pickup and drop off facilities and signage throughout the length of the trail that reflects local Native American history. Construction of the West Campus Green and the West Campus section of the continuous waterfront trail shall occur by the earlier of: completion of 3.0 million gross square feet of net new development in the West Campus sector; at the completion of adjacent development sites W29, W33, and W34; or the exhaustion of the 6 million gross square feet growth allowance.

In addition, as the University completes development of Site W29, it shall complete the "Plaza," and as the University completes development of Site W27, it shall complete the "Belvedere," both identified on page 98.

South Campus Green

Over the life of this CMP, the approximately 4-acre area designated as the "South Campus Green" and the "Upper South Campus Green" shall be reserved for open space.

A design and implementation plan for the Greens, as well as the South Campus section of the continuous waterfront trail shall occur by the time the University submits the first permit application for development of Site S50, S51, S52, S41, S42, S45, or S46. The design and implementation plan for the Greens and South Campus section of the continuous waterfront trail shall include the final locations and dimensions of mid-block corridors, secondary access corridors and priority pedestrian connectors represented in Figure 169.

Construction of the South Campus Green shall occur when construction of development sites S50, S51, S52, and S53 are all completed. Construction of the Upper South Campus Green shall occur when construction of development sites S41, S42, S45, and S46 are all completed.

East Campus Connection

The land inside the dotted line in Figure 98 preserved for a future open space in Central Campus and East Campus, but is not intended to be completed within the 10-year conceptual plan.

Continuous Waterfront Trail

The continuous waterfront trail shall align with future development in West, South and East Campus sectors, as follows:

In addition to the design and implementation plans for West and South Campus sections of the trail described earlier, the design and implementation plan for the East Campus section of the continuous waterfront trail shall occur at the time of completion of development of site E58.

Completion of the East Campus section of the continuous waterfront trail shall align with the earlier of: completion of construction of the 750,000 gross square feet of net new development allowed in East Campus under the CMP; or exhaustion of the 6 million square foot growth allowance.

The University has proposed a Public Access Plan as part of the CMP that supports the continuous waterfront trail. Refer to pages 108 to 111 for more information about the Public Access Plan. The continuous waterfront trail design and implementation plans will show the existing and proposed shoreline public access plan improvements documented on pages 108-111 that are part of the trail.

North Campus Housing Landscape

Denny Field and Lewis Grove shall be implemented when development site C5 (Oak Hall) is developed.

PARKING

Parking is planned on a campus-wide basis, and needs for parking near new development are assessed concurrently with development planning. Parking spaces may be located in any sector to accommodate need. There is no parking minimum. Overall, motor vehicle parking is limited to a maximum of 9,000 spaces within the MIO (the "parking cap"). Parking spaces associated with residence halls are included in the parking cap. Bicycle loading spaces, UW vehicle spaces, physical plant vehicle spaces, shuttle, UCAR, miscellaneous restricted parking spaces, and accessory off-campus leased or owned spaces are not counted toward the parking cap. Above-ground parking is not counted against the net new 6 million square foot growth allowance in the CMP.

Minimum parking standards for new student housing will be one space per unit for family housing and spaces for up to 4 percent of total residents for single student housing.

Parking lots and garages may contain standard and small vehicle spaces. No minimum parking stall size is required. The standard size to use in design planning for standard vehicle spaces may be approximately 8.5 feet in width and 19 feet in length. The standard size to use in design planning for small vehicle spaces may be approximately 8 feet in width by 16 feet in length.

ADA compliant parking is distributed and assigned around campus to accommodate need. ADA parking is not located building-by-building but is assigned at the gatehouse or through U-PASS to be as close to the actual needed location as possible. Assigning parking for ADA access at the gatehouse instead of only at specific sites on campus, allows the University to better meet the needs of our faculty, staff, students and visitors.

Parking design shall be logical and easy to access with entry points concentrated along streets with low volumes of pedestrian and bike traffic. Development may minimize the number of access points for both vehicular and service access, and avoid, if at all possible, crossing heavily traveled pedestrian areas.

For parking access from streets owned by the University, the University has the discretion to locate parking access consistent with other standards in this Campus Master Plan.

Parking access is preferred from streets owned by the University. Where necessary, parking access from streets that are not owned by the University shall be allowed based on the following hierarchy of preference (from most preferred to least preferred). A determination on the final access location shall be made by SDCI, in consultation with SDOT, based on this hierarchy. The final access location shall balance the need to minimize safety hazards and the feasibility of the access location based on topography, transit operations, bike infrastructure, vehicle movement, and other considerations:

- Alley
- Local Access Road
- Minor Arterial
- Major Arterial Street
- Major transit street or street with bicycle facility
- A Designated Neighborhood Green Street

For parking access proposed from streets that are not owned by the University:

- Minimum width of driveways for two-way traffic shall be 22 feet and the maximum width shall be 25 feet. The curb cut may be as wide as the width of the driveway, except that the maximum width of the curb cut may be increased to 30 feet if truck and auto access are combined.
- Sight triangles are required on the side of the driveway used as an exit, and shall be kept clear of any obstruction for a distance of 10 feet from the intersection of the driveway and the sidewalk or curb intersection (if there is no sidewalk). The sight triangle shall be kept clear of obstructions in the vertical spaces between 32 inches and 82 inches from the ground. If a sight triangle is not possible, the sight triangle at a garage exit may be provided by mirrors and/or other approved safety measures.
- Entrance and exit lanes shall be clearly identified.

See page 67 for a depiction of streets owned by the University versus streets owned by the City of Seattle.

PODIUM HEIGHT

Podium height refers to the base of a building and is clearly differentiated from the spaces above by its physical form and extent. Podium height limits maintain a pedestrian friendly scale and minimize the impact of shadows on the public realm. Podiums shall be a maximum of 45′ in height, with development above stepping back according to upper level setbacks.

PUBLIC REALM ALLOWANCE

In the absence of parcel boundaries on campus, public realm allowances have been established to provide space for an adequate public realm between street right of ways and buildings. The public realm includes rights-of-way, streetscapes, sidewalks, street lighting, street furniture, bio-swales, pedestrian paths, trails, courtyards, plazas, parks, landscapes, skybridges and pedestrian bridges, and publicly accessible open spaces. Along the Burke-Gilman Trail, the public realm includes enhanced bicycle and pedestrian connectivity and circulation, including potentially wayfinding, lighting, bicycle parking, and separate facilities for bicyclists and pedestrians.

The public realm allowance refers to a minimum zone between the street curb and the edge of building facade, and is intended to provide space for a comfortable and desirable pedestrian experience. City of Seattle right-of-way widths are determined by SMC Chapter 23.53 and the Street Improvement Manual, or functional successor. Where required, improvements, to the public realm allowance shall be completed in accordance with the adopted Green Street Concept Plan. The

Figure 187. Section through Stevens Way. Graphics are for Illustrative Purposes Only.

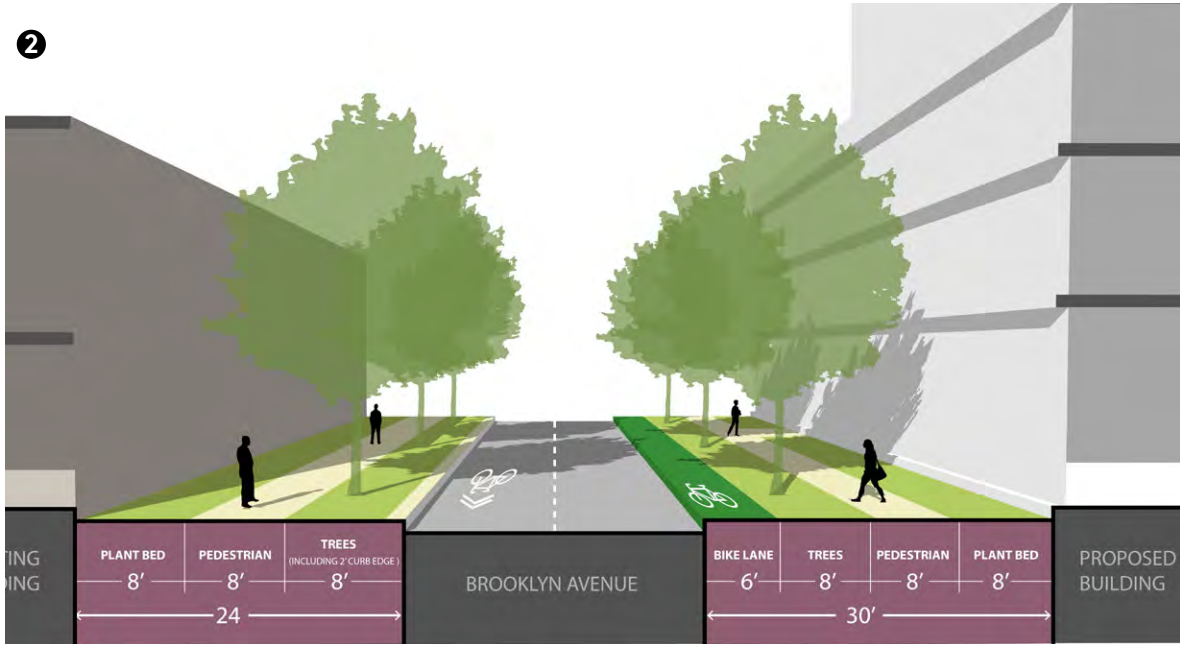


Figure 188. Section through Brooklyn Avenue. Graphics are for Illustrative Purposes Only.

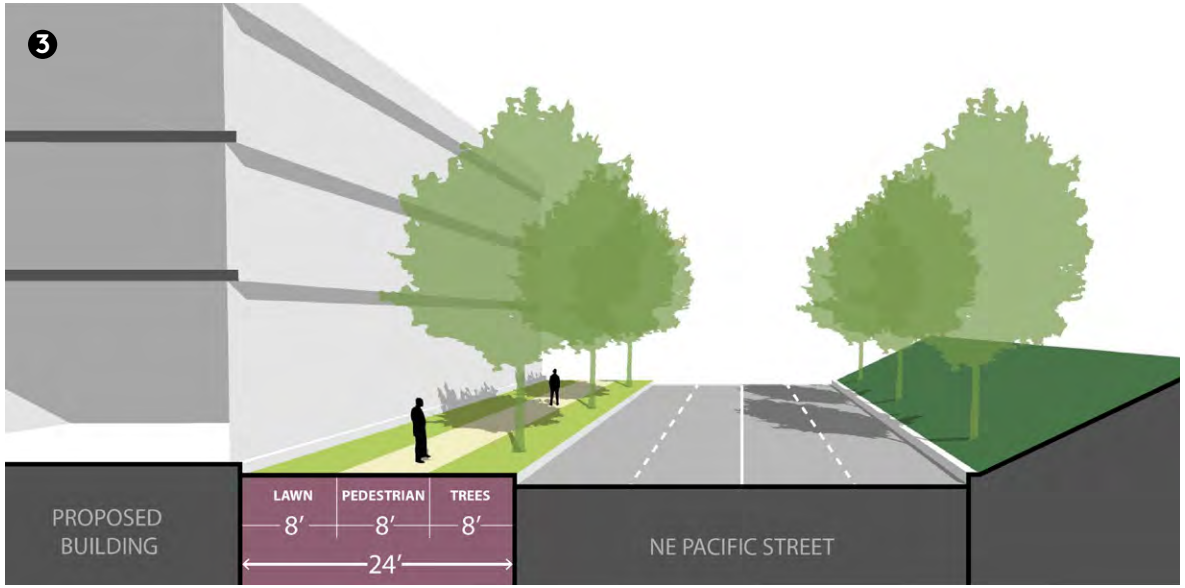


Figure 189. Section through NE Pacific Street. Graphics are for Illustrative Purposes Only.

Figure 190. Section through Montlake Boulevard. Graphics are for Illustrative Purposes Only.

existing curb-to-curb width, plus the linear square feet associated with the public realm allowance defines the extent of impact on development sites.

In order to maintain a pedestrian-oriented public realm the following public realm allowances are established from the curb line along public streets to the face of the façade of new proposed development:

- 28′ minimum along Stevens Way NE
- 30′ minimum along Brooklyn Ave NE
- 24′ minimum along NE Pacific Street
- 80′ minimum along Montlake Blvd NE
- 20′ minimum along the Burke-Gilman Trail (except as specified below)
- 16′ minimum for all other streets

For the public realm allowance along Stevens Way, the plant bed and sidewalk can be reversed.

The public realm allowance adjacent to the Burke-Gilman Trail shall be measured from the paved edges of the trail. In some special cases the average setback may be less than 20 feet from the trail. If there is an existing structure, significant landscaping, topography, and proximity of some other kind of structure such as a bridge abutment on the development site, then less than the 20′ allowance may be allowed. In these kinds of situations, project specific review shall be conducted in order to mitigate impacts on the trail. This review shall follow the University's design review process.

SECONDARY ACCESS CORRIDORS

Secondary access corridors are required in the approximate locations identified in Figure 169. Secondary access corridors are to be welcoming pedestrian corridors that provide public access, and views where possible, from NE Pacific Street into the South Campus and South Campus section of the continuous waterfront trail. These corridors shall be a minimum width of 12′ and, where possible, open to the sky.

SHORELINES

The University campus includes approximately 12,000 linear feet of waterfront on Portage Bay, Union Bay, and the Lake Washington Ship Canal. These waterfront areas and associated wetland support the University's mission and programs. Examples of support for academic programs include wetland areas for nature study, and a working waterfront for fish hatcheries, and a marina and moorage of University research vessels.

The Shoreline Management Act (SMA) regulates development, uses, and modifications of shorelines of the state in order to protect the ecological functions of shoreline areas, encourage water-dependent uses, provide for maximum public access, and preserve, enhance, and increase views of the water. The City of Seattle has adopted implementing regulations for the Shoreline Management Act for development and use of shorelines within the City limits. The City's shoreline regulations, called its Shoreline Master Program (SMP), are currently found in SMC Chapter 23.60A. There are currently three shoreline environments within the MIO: the Conservancy Preservation environment, the Conservancy Management environment, and the Urban Commercial environment, as shown on pages 110 to 111. The University follows applicable SMP regulations for University development proposed within the shoreline. The applicable regulations will be those in effect on the date of adoption of this Campus Master Plan if: (1) the City amends the SMP to so provide; and (2) the Washington State Department of Ecology approves that amendment.13 If those conditions are not met, the applicable regulations will be those applied pursuant to City and Washington vested rights law.

See pages 108 to 111 for the University's proposed Shoreline Public Access Plan.

[13] As of the date the University submitted a final draft of this Master Plan to the City Department of Construction and Inspections, SMC 23.60A.016.D stated: "Nothing in this Chapter 23.60A changes the legal effect of existing approved Major Institution Master Plans adopted pursuant to Chapter 23.69 or Ordinance 121041."

SIGNIFICANT OPEN SPACES

The CMP identifies a number of publicly accessible, significant open spaces. The CMP also supplements existing historic and culturally significant open spaces, primarily located on Central Campus, with a range of new civic-scaled open spaces in West and South Campus. These spaces are depicted on page 97. These spaces form key structuring elements for campus development. Campus development under the CMP shall be located to reserve space for and not encroach upon significant open spaces.

SIGNS AND BANNERS

In the design and location of signage and banners, the intent is to encourage the design of signs that welcome and invite rather than demand the public's attention:

- to curb the proliferation of signs;
- to enhance the visual environment as harmonious with their surroundings;
- to protect public interest and safety;
- and to convey useful information.

The natural environment, views, planting and significant buildings may dominate the campus experience, and signs may not compete for attention in scale, character, or color. The following are standards for sign design. All permanent and construction-related signs are reviewed by the University's Design Review Board. Temporary and short term signs are reviewed by Grounds Maintenance.

Signs, banners and flags located across a street, alley, easement, or lot line from property outside the MIO in a residential zone that are visible from non-University property shall be limited to:

- 50 square feet per sign for main entrance signs and 35 square feet for all other permanent signs.
- Illuminated signing shall be utilized only in special circumstances and when used, shall be minimal and the light source may be shielded from view.
- Freestanding signs shall be limited to 12 feet in height.
- Temporary signs and banners erected to publicize special events, emergency entrance signs, and traffic and directional signs shall be exempt from these standards.
- The Husky Stadium reader board related to Husky Stadium, is exempt.
- Freestanding W's and Husky figures are considered monuments and not signs and are therefore exempt from these standards.
- The only signs allowed on rooftops are "W" signs.

Signs internal to the University campus are not subject to the above regulations but do require internal University approval as specified.

STRUCTURE HEIGHT LIMITS

Maximum building heights for development are identified in Chapter 5 - Vision, Principles and Frameworks and are as follows:

- MIO – 37/ Conditioned to 30
- MIO – 50
- MIO – 65
- MIO – 90/ Conditioned to 80
- MIO – 105
- MIO – 160/ Conditioned to 130 and 107
- MIO – 160
- MIO – 200
- MIO – 240

In some instances, sites have a MIO suffix indicating a taller height limit than is allowed by Plan, those sites are "conditioned down" from the taller heights, and the lower heights indicated are the effective height limits. There are also specific developments with lower height limits, as stated in the Development Site tables. See pages 234 to 237.

All development within the Shoreline District is restricted to a maximum building height specified in SMC Chapter 23.60A. Height measurement within 200 feet of shoreline is governed through the Shoreline Management Plan (SMP).

Structure height is measured from finished or existing grade, whichever is lower, up to a plane essentially parallel to the existing or finished grade.

Height Limit Exceptions

The height limit profile for a sloping site would follow the slope. On sloped sites, when more than 50 percent of the roof area of a floor is below the height limit, the remainder of that floor may be built above the height limit, not to exceed 15 feet.

The central utility stack, radio, television aerials, telecommunications utilities and other accessory communications equipment, flagpoles, and light poles are exempt from the height controls but may be limited for other reasons as determined through the University's design review processes, as described further below. Telecommunications utilities and other accessory communications equipment exceeding the maximum height of the MIO district are allowed as long as they are located a minimum of 100 feet from the campus MIO boundary.

Many University structures contain fume hood exhaust ducts. These ducts are exempt from height controls. The specific location of ducts shall be reviewed and approved by the appropriate University design review body to ensure that views and vistas are not adversely impacted. Screening may be used to help preserve views, but is not required. The ducts and associated screening are not considered rooftop features.

Rooftop features, such as stair and elevator penthouses, chimneys, mechanical equipment, greenhouses, and open mesh fencing may extend up to 15 feet above the maximum MIO height limit, if the combined average of all such rooftop features does not exceed 25 percent of the rooftop area.

TELECOMMUNICATIONS EQUIPMENT

Electronic communication is an integral element in the education and research functions of the University. Higher education requires continual improvements to the telecommunication infrastructure. Wireless communication is an important transport medium for video, data, and voice, and the University shall maintain flexibility for changing technologies. Antennae are a necessary part of the wireless communication infrastructure.

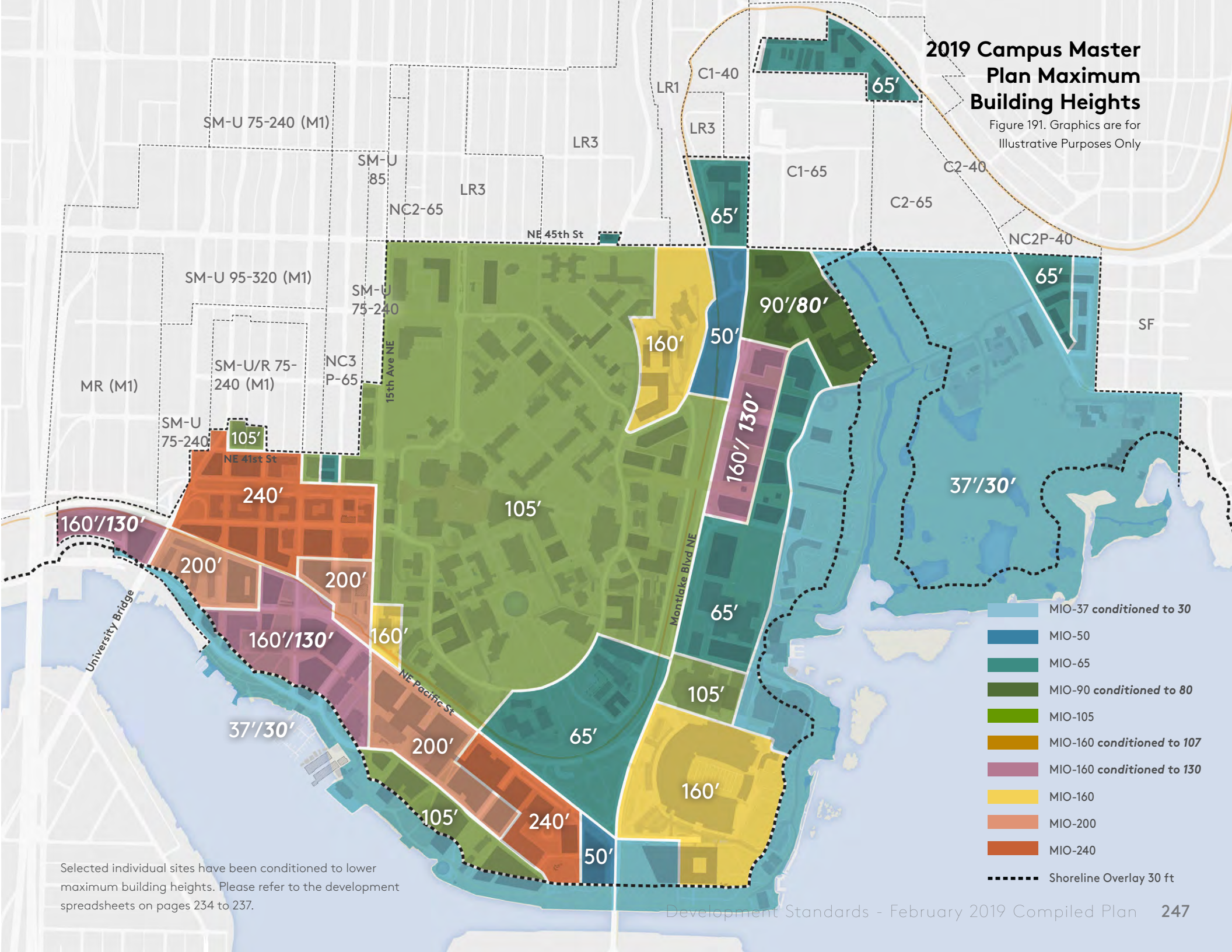
Siting and Design Considerations

Antenna installations do not constitute a major change or material expansion to a facility or structure. Therefore, the siting of antennae is considered to be a minor modification to a site or building. This ensures that the University can respond rapidly to changing technologies and priorities. However, DRB review is required.

It is preferable to locate antennae adjacent to support space/electrical shelters and on the ground to accommodate size and

2019 Campus Master Plan Maximum Building Heights

Figure 191. Graphics are for Illustrative Purposes Only



Selected individual sites have been conditioned to lower maximum building heights. Please refer to the development spreadsheets on pages 234 to 237.

minimize vibration. Roof top installations are also acceptable and better satisfy space and security requirements; however, wind loads and space requirements for associated equipment may be considered. A dish antenna of any size is permitted within the MIO.

The University shall consider the following when siting ground or roof top antenna on campus:

- Public Health and Safety — the University shall comply with the health and safety regulations of the Federal Communications Commission (FCC).
- Aesthetics — telecommunication facilities shall be integrated with the design of the building to provide an appearance as compatible as possible with the structure or use methods to screen or conceal the facilities. New antennae shall be consolidated with existing antennae and mechanical equipment as much as possible. Ground locations shall be screened appropriately with buildings or landscaping, and shall not be located in significant open spaces. Roof top locations shall be sited to ensure that prominent vistas shall not be adversely affected. Architectural suitability and character of the building shall be considered for roof top installations. Technical issues such as "line-of-sight" shall be balanced with aesthetic considerations.
- Security — all facilities shall be secured to prevent vandalism. Design shall be appropriate to the potential risk and may take many different forms, such as fencing, landscaping, etc.
- Technical Considerations — each siting may require a unique solution and consideration of current technological issues. Current requirements for site lines to satellites, electrical shelters, and connections between facilities may change (see University of Washington Communications Infrastructure Guidelines for current requirements).

All antennae, smoke stacks, mechanical equipment, fume hoods, etc. fall under use categories of the buildings they support.

TEMPORARY FACILITIES

The term "temporary facility" includes such structures as trailers, mobile office, prefabricated buildings, modular buildings or other structures/facilities and leased/ acquired to meet short-term facility needs.

While the University discourages temporary facilities, due to the need for temporary surge space during construction and continuing departmental space shortages for many University units, in many situations temporary facilities may represent the only viable alternative for short-term occupancy. The University has policies and procedures in place to review and approve temporary facilities and to ensure that their use is only temporary and utilized when there is no other space option. Temporary structures shall be designated for a specific length of time, and the need and timeframe shall be evaluated by the DRB. The Design Review Board shall also review any requests for extensions of temporary facilities. Tents are not considered temporary structures and are permitted without design review. See also, the discussion of allowed temporary uses above.

TOWER SEPARATION

For sites that include a building, or tower, above 85' in height, a minimum distance of 75' shall be maintained between the towers in West, Central and East Campus. The tower refers to the portion of the structure that extends above the maximum podium height of 45 feet. In South Campus, a minimum separation of 50' in the north-south direction and 75' along the east-west direction shall be maintained. See Figure 192 on page 250.

TREES

The University is the responsible public agency for campus, and it maintains and implements an Urban Forestry Management Plan (UFMP). The UFMP preserves and enhances the University's physical and aesthetic character by preventing untimely and indiscriminate removal or destruction of trees, and protects exceptional trees because of their unique historical, ecological, or aesthetic value. Through the UFMP, campus tree resources and revegetation are managed on a campus-wide basis. The goals of the UFMP are to:

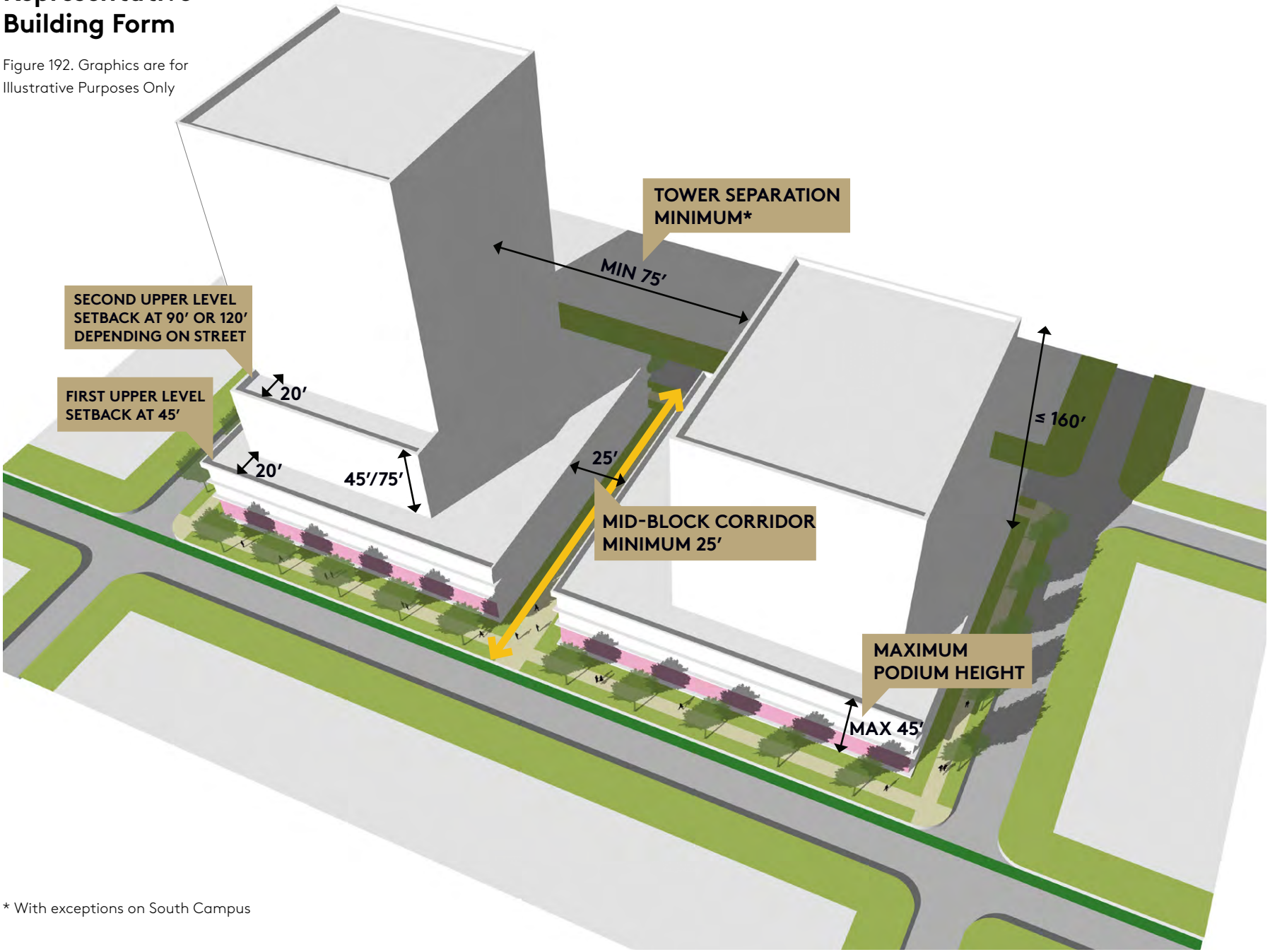
- Effectively communicate the value of the University's forest canopy,
- Identify and meet canopy coverage goals,
- Identify opportunities to become better stewards of the urban forest,
- Increase general knowledge and awareness of the urban forest,
- Maintain a current and dynamic tree database for all trees on campus, and
- Implement tree and vegetation management strategies that meet or exceed City of Seattle Tree Ordinance standards.

The UFMP identifies the value of urban trees for ecological (habitat, stormwater, air quality, wind, food, microclimate, phytoremediation, and groundwater), social, cultural, visual and physiological reasons. In 2015, the University canopy cover was 20.9%, already meeting the City's goal of 20% canopy for institutional properties. The University has defined a goal of 22.5% canopy coverage (an additional 9.5 acres) by 2037.

Tree removal undertaken as part of the UFMP, the revegetation plan for campus, on open space not associated with the development of any particular development site, is exempt from the operation of the City of Seattle Tree Ordinance. For tree removal undertaken as part of campus development, the University follows the procedure required by the Tree Ordinance (SMC Chapter 25.11).

Representative Building Form

Figure 192. Graphics are for Illustrative Purposes Only



* With exceptions on South Campus

UPPER LEVEL SETBACKS

Upper level setbacks refer to the distance buildings need to step back beyond specific heights. Upper level setbacks are designed to allow light and air at the street level, and minimize the impact of shadows on the street. Upper level setbacks are needed to mitigate impacts of tower structures throughout the campus, but especially West and South Campus.

First Upper Level Setback

Sites with building footprints that exceed 30,000 square feet shall maintain a minimum upper-level setback of 20' along sides of the building where the height exceeds the 45' podium. Sites with building footprints smaller than 30,000 square feet and whose building height exceeds the 45' podium height shall maintain a minimum upper-level setback of 20' along at least two edges of the podium. The required upper-level setback shall be provided along the street or major public open space façade if one exists. If necessary to allow flexibility and modulation of the building form, a maximum of 50 percent of the building perimeter may extend up to 90' without a setback.

In the South Campus, however, for all development along the south side of NE Columbia Road and for all buildings facing the shoreline, a 20' setback is required above the 45' podium height along the façade facing NE Columbia Road. Buildings on the north side of NE Columbia Road shall be setback 20' for development above 90' along the façade facing NE Columbia Road.

Second Upper Level Setback

To create a more gradual transition between University and non-University property, an additional upper level setback shall be required as follows: sites with building footprints that exceed 20,000 square feet and whose building height exceeds 160' that are located along University Way and Campus Parkway, shall be required to step back an additional 20' at 90' in height along a minimum of one façade, generally the facade facing the more prominent street edge. Sites with building footprints that exceed 20,000 square feet and whose building height exceeds 160' that are located along Pacific Street, shall be required to step back an additional 20' at 120' in height along a minimum of one façade, generally the facade facing the more prominent street edge. The required second upper-level setback shall be provided along the street or major public open space façade if one exists.

VIEW CORRIDORS

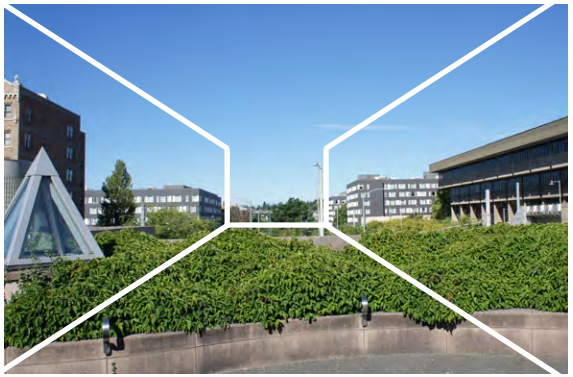
The UW-Seattle campus has a number of historic and established vistas or view corridors that relate to the underlying structure of the campus, historic planning concepts, and larger regional natural features. The intent of the CMP is to preserve and protect these views out from the campus as well as views from surrounding neighborhoods and streets into the campus. Therefore, campus development is prohibited within designated view corridors that are depicted on page 257 (Figure 193); on pages 174, 195, 208, 226 (Figures 137, 157, 169, 185); and in the table and accompanying graphics on pages 252 to 253. Existing buildings are exempt from the identified view corridors.

Structures are allowed under the view corridor reserved in the East Campus, as shown in the diagrams for view corridors 3, 4, and 5. An above-ground pedestrian connection is allowed above the South Campus Green view corridor.

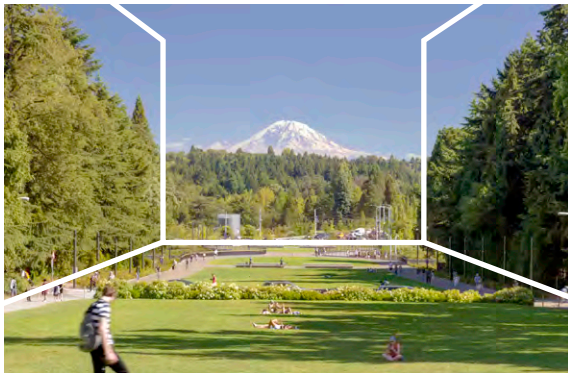
When proposing to develop sites adjacent to or within the 12 view corridors documented on Table 19 (pages 252 and 253), the University shall provide more detailed analysis of the existing or proposed views and demonstrate how the proposed development will maintain existing or proposed view corridors.

Table 19. View Corridors

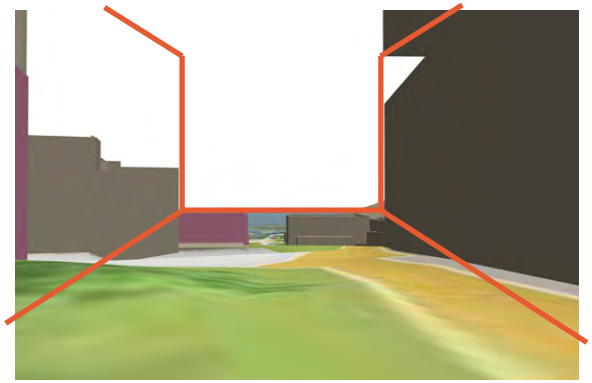
CAMPUS SECTOR(S)	VIEW #	VIEW NAME	DESCRIPTION OF EXTENTS OF VIEW CORRIDOR
CENTRAL, WEST	1	Olympic Vista	**Elevation / Origin of View:** ByGeorge Statue **View:** Looking at the Olympic Mountains, framed by both the north and south sides of Campus Parkway.
CENTRAL	2	Rainier Vista	**Elevation / Origin of View:** Intersection of Red Square and Rainier Vista **View:** Looking at Mount Rainier and Drumheller Fountain. Buildings and vegetation frame either side of view corridor, but cannot impede the view.
CENTRAL, EAST	3	Snohomish Lane Vista	**Elevation / Origin of View:** Stevens Way north of the CSEII (structures are allowed under the view corridor reserved) **View:** Looking east at the Cascade Mountain Range, with the East Campus athletics and recreation functions in the foreground and Union Bay and Lake Union in the background.
CENTRAL, EAST	4	Faculty Club Vista	**Elevation / Origin of View:** East side of the Faculty Club **View:** Looking east at the Cascade Mountain Range, with th (structures are allowed under the view corridor reserved) e East Campus athletics and recreation functions in the foreground and Union Bay, the Union Bay Natural Area, and Lake Union in the background.
CENTRAL, EAST	5	Wahkiakum Lane Vista	**Elevation / Origin of View:** Intersection of Stevens Way and Wahkiakum Lane (structures are allowed under the view corridor reserved) **View:** Looking at the Cascade Mountain Range, with the East Campus athletics and recreation functions in the foreground and Union Bay, the Union Bay Natural Area, and Lake Union in the background.
CENTRAL	6	Memorial Way North	**Elevation / Origin of View:** War Memorial Flagpole **View:** View looking north along Memorial Way. The vista is framed by london plane trees on both the east and west sides of the corridor.
CENTRAL	7	Memorial Way South	**Elevation / Origin of View:** Intersection of NE 45th Street and Memorial Way **View:** Looking south along Memorial Way. The vista is framed by london plane trees on both the east and west sides of the corridor.
WEST	8	University Bridge Vista	**Elevation / Origin of View:** Intersection of NE Northlake Place and University Bridge, from the elevation of the University Bridge View: The view is of Lake Union generally to the southwest, as taken from the west pedestrian walkway along the University Bridge, at the edge of the existing UW Northlake building.
WEST	9	West Campus Plaza Vista	**Elevation / Origin of View:** Intersection of the Burke-Gilman Trail and Brooklyn Avenue **View:** Looking south over the West Campus Green at the Portage Bay waterfront. Development sites W33 and W34 frame the east edge of the view corridor, while development sites W29 and W31 frame the west edge.
WEST	10	West Campus Green Vista	**Elevation / Origin of View:** NE Pacific Street between W31 and W32 **View:** Looking south over the West Campus Green and the City of Seattle's Portage Bay Park at the waterfront. The west edge of the view corridor is defined by the southeast corner of the Fishery Sciences building, while the southwest corner of development site W32 defines the east edge of the view corridor.
SOUTH	11	Portage Bay Vista	**Elevation / Origin of View:** NE Pacific Street **View:** Looking southwest at the Portage Bay waterfront, framed by Foege on its northwest edge and Ocean Sciences on its southeast edge.
SOUTH	12	South Campus Green Vista	**Elevation / Origin of View:** NE Pacific Street (pedestrian overpasses are allowed, outside of the view corridor) **View:** Looking southwest at the Portage Bay waterfront, framed by development sites S41, S45, and S50 on the west edge and S42, S46 and S52 on the east edge.



View Corridor 1: Olympic Vista



View Corridor 2: Rainier Vista

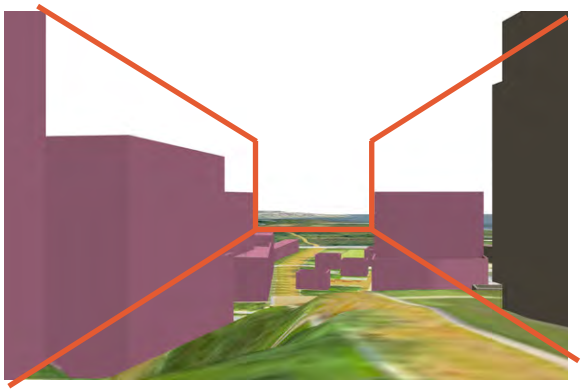


View Corridor 3: Snohomish Lane Vista

View Corridor 4: Faculty Club Vista

View Corridor 7: Memorial Way South Vista

View Corridor 10: West Campus Green Vista

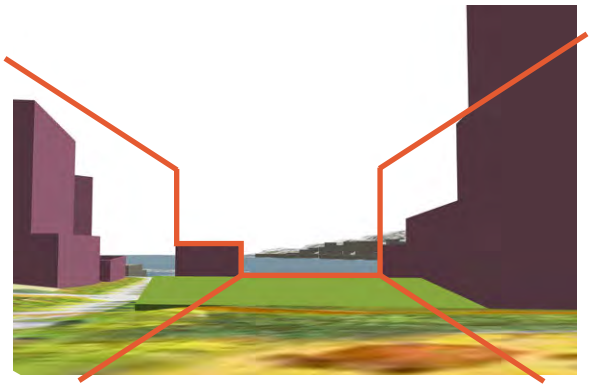


View Corridor 5: Wahkiakum Lane Vista

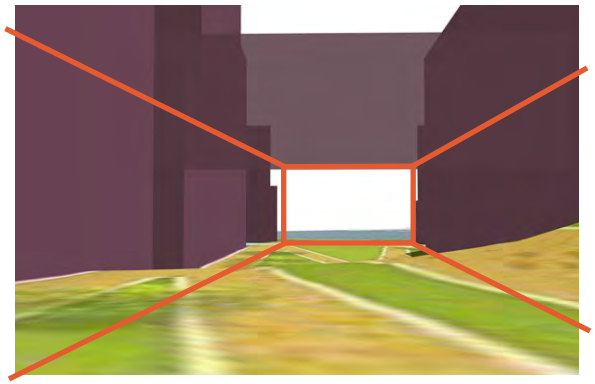
View Corridor 8: University Bridge Vista

View Corridor 11: Portage Bay Vista

View Corridor 6: Memorial Way North Vista



View Corridor 9: West Campus Plaza Vista



View Corridor 12: South Campus Green Vista

DEFINITIONS

Where a conflict exists between the definitions in this Plan and those in SMC Chapter 23.84A or SMC Chapter 23.86, the definitions in this Plan shall apply.

DEVELOPMENT

As used throughout the CMP, the word "development" shall mean any University decision to undertake any action of a project nature within the campus boundaries, which shall directly modify the physical environment and which is not exempt from SEPA.

GROSS SQUARE FOOTAGE

Gross square footage refers to the sum of all areas and above-grade floors of a building included within the outside faces of its exterior walls, including floor penetration areas, however insignificant, for circulation and shaft areas that connect one floor to another. It includes additional space generally not included in calculating square footage using other methods, such as mechanical penthouses and mezzanines, attics, garages, enclosed porches, inner and outer balconies and top, unroofed floors of parking structures, subject to the adjustments and exceptions referenced below. Consistent with other methods of calculating square footage, it does not include open areas such as parking lots, playing fields, courts, and light-wells or portions of upper floors eliminated by rooms or lobbies that rise above single-floor height.

The University of Washington calculates the square footage according to the FICM (Facilities Inventory and Classification Manual) calculations provided below. FICM is an industry standard for higher education space metrics.

FICM Gross Square Feet (GSF) Calculation:

a. The FICM-GSF shall apply only to buildings on the Seattle campus. A building is defined as a roofed structure for permanent or temporary shelter of persons, animals, plants, materials, or equipment, and exhibits the following characteristics: it is attached to a foundation and has a roof, is serviced by a utility, exclusive of lighting, and is the source of significant maintenance and repair activities. Temporary tent structures are not considered buildings.

b. FICM-GSF is the sum of all areas on all floors of a building included within the outside faces of its exterior walls, including floor penetration areas, however insignificant, for circulation and shaft areas that connect one floor to another. It includes additional space generally not included in calculating square footage using other methods, such as mechanical penthouses and mezzanines, attics, garages, enclosed porches, inner and outer balconies and top, unroofed floors of parking structures, subject to the exceptions and adjustments referenced below. Consistent with other methods of calculating square footage, it does not include open areas such as parking lots, playing fields, courts, and light-wells or portions of upper floors eliminated by rooms or lobbies that rise above single-floor height.

c. Gross area is computed by measuring from the outside faces of exterior walls, disregarding cornices, pilasters, buttresses, etc., which extend beyond the wall faces. Exclude areas having less than a six-foot, six-inch clear ceiling height.

d. In addition to all the internal floored spaces covered in 2. FICM-GSF above, gross area shall include the following: excavated basement areas, mezzanines, penthouses, attics, enclosed porches, inner or outer balconies whether walled or not if they are utilized for operational functions, and corridors whether walled or not, provided they are within the outside face lines of the building to the extent of the roof drip line. The footprints of stairways, elevator

shafts, and ducts (examples of building infrastructure) are to be counted as gross area on each floor through which they pass.

Adjustments and Exceptions to the FICM-GSF for Campus Master Plan Purpose:

a. If a project includes demolition, the gross square feet demolished shall be a deduction from the total project gross square feet to calculate net new gross square feet. Only the net new gross square feet shall be deducted from the CMP growth allowance.

b. Consistent with other methods of calculating building square footage, the CMP gross square feet shall not include open areas such as parking lots, playing fields, courts, and light wells, or portions of upper floors eliminated by rooms or lobbies that rise above single-floor ceiling height. It shall include top, unroofed floors of parking structures where parking is available.

c. The CMP gross square feet shall not include the gross floor area for areas/portions of areas of the building that are entirely below existing grade. This area shall be determined by identifying the point where the ceiling of a space intersects the existing and/or finished grade; a line dropped perpendicular from this ceiling point to the floor establishes that portion of the floor that is exempt from the gross floor area calculation.

d. For purposes of the CMP gross square feet, covered exterior walkways, terraces, and open roofed areas that are paved shall have the architectural area multiplied by an area factor of 0.50 and be added to the measured building gross square feet.

e. Net new square footage of new building is counted towards the growth allowance when the permit is issued.

f. All parking areas, loading areas, and interstitial space required for mechanical and electrical systems to support the building shall be excluded from the CMP gross square feet. Interstitial space is the space between floors for mechanical, electrical, and HVAC systems.

GROWTH ALLOWANCE

The phrase "growth allowance" refers to the 6.0 million gross square footage of net new development approved within the University's MIO boundary under this CMP. Above ground parking, child care uses, housing that is permanently affordable to households earlining less than 80% AMI, and square footage on ground floor of buildings containing small businesses are not counted against the net new 6.0 million square foot growth allowance in the CMP.

MIO

The Major Institutional Overlay (MIO) boundary defines the extent of the campus that is governed by the City-University Agreement, and the development standards defined within this CMP. The MIO boundary was established by Ordinance 112317, and subsequently amended.

NET NEW GROSS SQUARE FEET

The net new gross square feet is calculated by subtracting the amount of gross square feet anticipated to be demolished on a development site from the total gross square feet of development identified for a particular development site. (See Tables 14 through 17.)

TOTAL MAXIMUM GROSS SQUARE FEET

The total maximum gross square feet identified under the CMP for a particular development site. (See Tables 14 through 17).

USES

The primary campus use is Academic, but all other uses that are determined by the University to be necessary to fulfill the mission of the University of Washington are permitted.

Academic Use (A): All facilities which relate to and support instruction and research and the needs of students and faculty, including, but not limited to, classrooms, labs, faculty and administrative offices, lecture halls, museums, theatres, libraries, faculty/staff/student services, mixed-use, industry partnerships/ manufacturing; academic conference center; housing; transportation; open space; support facilities such as bookstores, food services, faculty club; athletic/recreation facilities; teaching hospital and clinics; and facilities supporting the utilities and plant maintenance functions of the University. Further detailed definitions of some of these uses are provided below.

- Housing (H): Facilities providing housing and/or support functions for housing including, but not limited to dormitories, married student and family housing, patient-family housing, faculty and staff housing, food service, maintenance, day care, and playgrounds.
- Mixed-Use (MU): Facilities that include multiple activities such as transportation, housing, academic, and commercial uses.
- Transportation (T): Underground, surface, and structured parking and roads supporting vehicle circulation including service and emergency service.
- Open Space (OS): Outdoor open and landscaped areas integral to the overall campus environment and/or supporting pedestrian circulation or athletic/ recreation. Vacant lots associated with demolition of specific buildings are also allowed open space uses even if fencing or other barriers are installed to ensure safety.
- Industry partnerships / manufacturing (IP): All facilities which relate to these functions, including office, conference space, commercial retail, manufacturing, shop or testing space, lounge and related support spaces.
- Academic Conference Center with Lodging (ACC): Facilities that support University sponsored conferences and other events and provide lodging for conference attendees and visitors to the campus.
- Temporary uses, accessory uses, and events, which fulfill the mission and goals of the University, are permitted. A temporary use can be allowed for up to six (6) months that does not involve:
  - » The erection of a permanent structure,
  - » Substantial injury to property outside the MIO, and
  - » Is not materially detrimental to the public welfare and is consistent with the spirit of the CMP.

A transitional encampment is allowed as a temporary use as long as the University determines it meets the mission and serves the goals of the University. The University shall designate and approve the location. The operator shall prepare an Encampment Operations Plan to be approved by the University. The CMP shall address: site management, site maintenance, provision of human and social services, referrals to service providers that are able to provide services to individuals (including minors), and public health and safety standards. One encampment on campus may be authorized for 3-6 months once per academic year, and at least 9 months shall elapse before another encampment use may be located on campus. The encampment shall be at least 25 feet from the MIO boundary. The encampment operator shall comply with community outreach standards including presentations to at least one City/University Community Advisory Committee meeting prior to opening, as well as to students, faculty and surrounding neighborhood groups. Regular reports shall be submitted to the University concerning encampment operations.

Development Standards

Figure 193. Graphics are for Illustrative Purposes Only

8 TRANSPORTATION MANAGEMENT PLAN

TRANSPORTATION MANAGEMENT PLAN (TMP)

INTRODUCTION

The University of Washington has been committed to managing its transportation impacts on surrounding neighborhood and the region for over four decades. This commitment has resulted in one of the lowest single occupancy vehicle (drive-alone) rates for universities nation-wide. In the 1970's, the University implemented programs such as the Health Sciences Express, developed computerized ride-matching software, began subsidizing transit passes, and provided incentives to encourage students to carpool. Since these initial steps, the University has incrementally built upon these success and has become a national model and leader in transportation demand management.

Beginning in 1983, the University's commitment to managing its transportation impacts was formalized in its Transportation Management Plan, which embodies the intent to expand commuting options for University students, staff, and faculty, and to shift travel habits away from single occupancy vehicles. The primary goal of the University's TMP is to reach a 12% single occupancy vehicle rate by 2028. Through its active and innovative efforts, the University has successfully kept single occupant vehicle trips under 1990 levels despite a 35% increase in campus population.

Over the last fifteen years since the 2003 Campus Master Plan was approved, the University has continued its commitment to sustainably address transportation choices as an award-winning Commute Trip Reduction leader. The University has managed and monitored its success, while meeting demands for campus growth and adjusting to changing transportation options serving the campus. Greater details of progress toward more sustainable transportation choices since the 2003 Campus Master Plan is provided in the Campus Master Plan (CMP) EIS and Transportation Discipline Report. The Spring 2016 opening of a University of Washington light rail station at Husky Stadium adjacent to South Campus, connecting the University to the Seattle Downtown Core, Sea-Tac Airport, Sounder Commuter Rail and other neighborhoods with convenient, reliable transit has increased transit use by University students, faculty, staff and visitors. With substantial funded expansion of light rail in the region, transit use is expected to increase campus wide.

There is no parking minimum. Overall, motor vehicle parking is limited to a maximum of 9,000 spaces within the MIO (the "parking cap"). Parking spaces associated with residence halls are included in the parking cap. Bicycle loading spaces, UW vehicle spaces, physical plant vehicle spaces, shuttle, UCAR, miscellaneous restricted parking spaces, and accessory off-campus leased or owned spaces are not counted toward the parking cap.

Transportation Management Plan Goals:

1. Limit the proportion of drive-alone trips of student, staff and faculty to 15% by one year after the opening of the Northgate Link extension, to 13% one year after the opening of the Lynnwood Link Extension, and 12% by 2028.

2. Maintain 2018 AM and PM trip caps for students, staff, and faculty.

3. Do not exceed parking stall cap of 9,000.

City Council provided a list of conditions associated with the Transportation Management Plan, which can be found in the Appendix under "Transportation Council Conditions."

MONITORING AND REPORTING

The University is committed to working with its agency partners, the City of Seattle (SDOT), King County Metro, Sound Transit, Community Transit and WSDOT. To work effectively with their partners, the UW will:

- Convene a transportation agency stakeholder meeting, at least quarterly, to review progress and discuss unforeseen transportation challenges and opportunities. The group will not have oversight to set TMP priorities.
- Commit to monitoring and reporting campus performance of its transportation goals.
- Conduct an annual survey and provide the results of its efforts to the City-University Citizen Advisory Committee (CUCAC), SDOT Director,SDCI Director, Seattle City Council members, transportation agency stakeholders, and transit agency partners. This survey provides a broad and representative sample of campus transportation choices and can be adjusted to address new and emerging technologies. Through publication of the Campus Master Plan Annual Report, the University shall verify that mode share goals and parking caps have been met.
- Monitor bicycle parking (utilization) and accidents including bike and pedestrian accidents.

The University's TMP SOV rate goal is 17% as of the date of this Plan. The goal shall decrease to 15% one year after the opening of the Northgate Link Extension, 13% one year after the opening of the Lynnwood Link Extension, and to 12% by 2028 or upon the development of 6 million net new gross square feet, if before 2028 (but no sooner than the opening of the two Link extensions).

If the University fails to timely achieve the applicable SOV rate goal, the University shall take steps to enhance the TMP to increase the likelihood that the goal shall be achieved. Additional measures will be set by the University and may include, but are not limited to:

- Providing a transit pass that covers all transit trips with a minimum University subsidy of 50% for faculty, staff, and students, pursuant to SDCI Director's Rule 27-2015 and SMC 23.54.016.
- Replicating the student U-Pass "opt-out" program with faculty and staff to encourage participation among campus populations less likely to use transit.
- Expanding the U-Pass to integrate payment for other transportation options, such as car-share or bike-share.
- Implementing performance-based parking strategies, including charging more for high-demand parking lots.
- Replacing monthly parking permits with a pay-by-use parking payment model.

If the University has failed to timely reach its SOV rate goal of 17%, 15%, 13% or 12% for a period of 24 months after the deadlines above have been reached, the Director of Seattle Department of Construction and Inspections (SDCI) or its successor agency shall not issue master use permits or building permits for development (other than maintenance, emergency repair, or other minor projects) within the MIO. The SDCI Director shall withhold permits until the University has reasonably demonstrated that it will implement additional mitigation measures that shall meet or restore the University student, faculty, and staff to the required SOV rate.

TRANSPORTATION MANAGEMENT PLAN STRATEGIES

There are eight programmatic components of the TMP, each one providing strategies to support the success of the overall TMP program. Under each of the following eight TMP components is a list of potential improvement strategies. These are strategies that may be implemented one at a time, or in combination with other strategies. The University may choose among these strategies or potentially others, yet to be identified strategies, as a way of limiting single occupant vehicle (SOV) trips and encouraging the use of multimodal transportation options. Although the effect of each strategy is difficult to forecast, past success has shown that, taken together, these and existing strategies are effective at reducing drive-alone rates.

1. U-PASS Program
2. Transit
3. Shared-Use Transportation
4. Parking Management
5. Bicycle
6. Pedestrian
7. Marketing and Education
8. Institutional Policies

Changes to the TMP implementation shall be made as needed over the course of this CMP to achieve the TMP goal. This TMP is not intended to address transportation to and from Husky Stadium events. Transportation for Husky Stadium events is specified in the Husky Stadium Transportation Management Plan.

U-PASS Program

The U-PASS program is the key component of the TMP. Implementation of the program in 1991 helped to increase the use of transit by students, faculty and staff. This reduced dependence on SOV trips to and from campus during peak hours. Figures 194 and 195 show the difference in transit and drive alone mode shares from 1989, before the U-PASS was implemented, through 2016. The University remains committed to maintaining a financially sustainable U-PASS program. As compared to other large urban universities, the University of Washington has a very low drive alone rate for students and employees as noted in the following table.

The University has made a number of changes to the U-PASS since adoption, including adoption of a universal student U-PASS in 2011 to address financial challenges. The U-PASS program touches multiple elements of the TMP including transit, parking management, shared-use transportation, bicycle and pedestrian travel.

Table 20. Urban Campuses and their drive alone rates

	STUDENT DRIVE-ALONE RATE	EMPLOYEE DRIVE-ALONE RATE	YEAR
UC Berkeley	6%	43%	2015
Loyola – Chicago	6%	24%	2014
University of Washington	**6%**	**31%**	**2016**
Univ. of Illinois - Urbana	10%	62%	2015
Colorado Univ. – Boulder	10%	45%	2014
Western Washington Univ.	11%	55%	2013
University of Oregon	12%	46%	2014
University of Michigan	13%	76%	2015
University of Florida	15%	59%	2011
UC Los Angeles	25%	53%	2011
Univ. of Arizona	33%	69%	2012
Arizona State Univ.	37%	71%	2014
Univ. of Utah	53%	67%	2011

Source: STARS reports Association for the Advancement of Sustainability in Higher Education

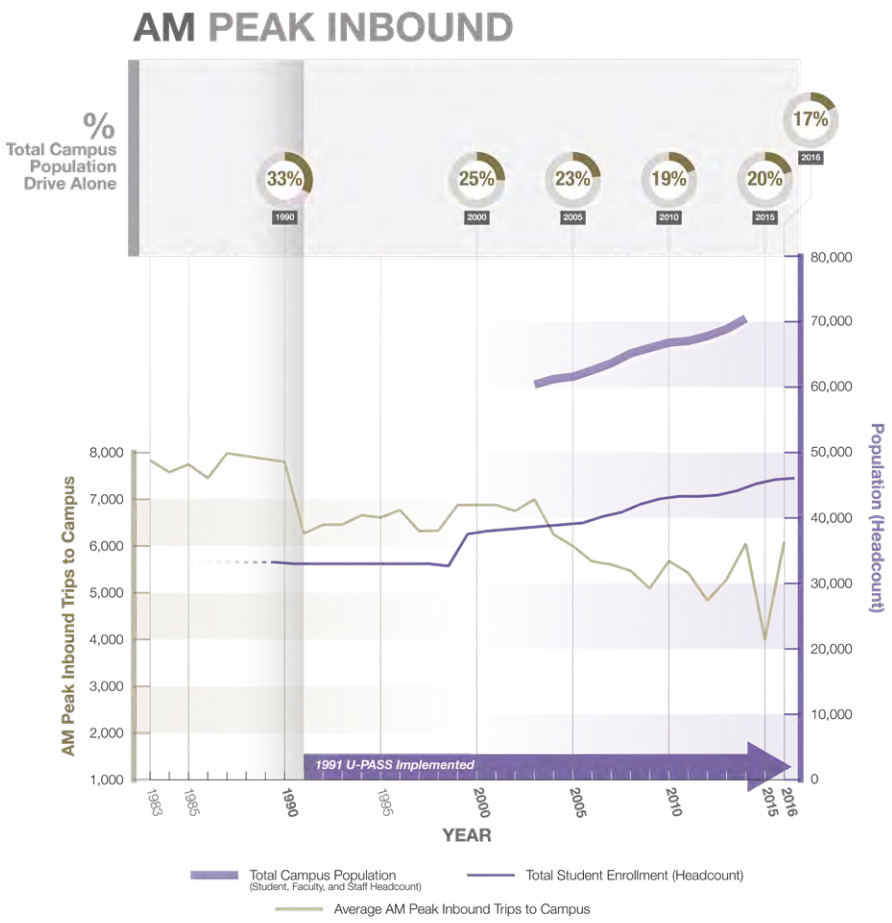


Figure 194. U-PASS Historic Influence on AM Peak Trips and Drive Alone Mode

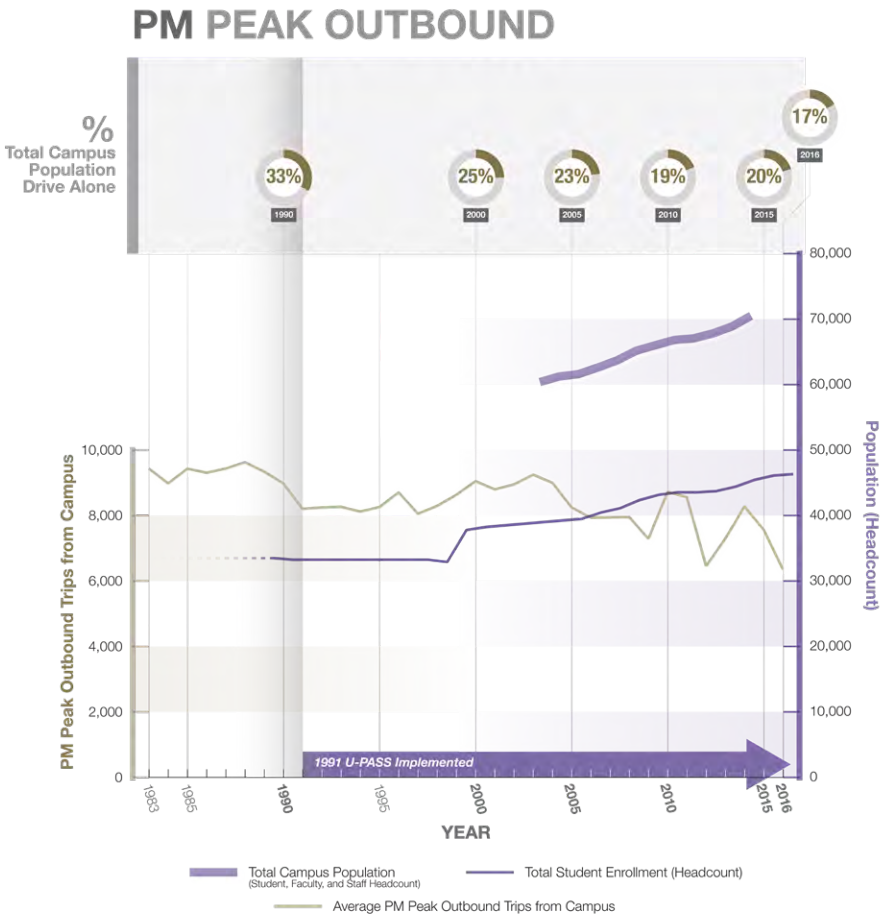


Figure 195. U-PASS Historic Influence on PM Peak Trips and Drive Alone Mode

Table 21. Cost of U-Pass

	STUDENT	STAFF	FACULTY
Average Transit Pass*	$303	$314	$308
U-PASS Cost (per quarter)	$84	$150	$150
Discount $	$219	$164	$158
Discount %	72%	52%	51%

*Weighted average of cash fares and passes needed to cover the average transit user's costs.

POTENTIAL U-PASS IMPROVEMENT STRATEGIES

1. Review pricing structure of the U-PASS.
2. Review University savings or subsidy methods for U-PASS program.
3. Explore the possibility of expanding the U-PASS to be an integrated, multimodal transportation payment method.

Transit

The transit component of the TMP identifies strategies to increase utilization of transit by the University community. A frequent, reliable and integrated transit network gives passengers the flexibility to travel to campus from locations throughout the region, providing convenient and reliable travel options other than driving alone.

The University is the second best-served transit destination in the state, after the Downtown core, measured by number of routes and frequency of service. The University District currently enjoys excellent transit service provided by King County Metro, Community Transit and Sound Transit due to its proximity to the University campus. As part of the U-PASS program, the University purchases and consults about service from these agencies. Transit service is provided along the perimeter of the campus as well as Stevens Way NE, the primary interior campus roadway. Transit stops are supported with a variety of campus shelters and other transit amenities.

Sound Transit Link light rail serves campus via the University of Washington Station, adjacent to Husky Stadium, which opened in March of 2016. A Northgate Link Extension includes the University District Station at NE 45th Street and Brooklyn Ave NE, opening in 2021. Light rail service shall further expand in 2023, including service to Lynnwood, Bellevue, Redmond and Des Moines and in 2024 to Federal Way and Redmond

With the opening of the University of Washington light rail station in 2016, transit use by students, faculty and staff all increased, while drive alone frequency decreased.

POTENTIAL TRANSIT IMPROVEMENT STRATEGIES

1. Work with partner agencies to enhance transit service between the Seattle Campus, other University locations, and nearby neighborhoods with significant student, faculty and staff concentrations.
2. Work with partner agencies to improve transit speed and reliability along major bus corridors including NE 45th Street, NE Pacific Street, 15th Avenue NE, University Way NE, Roosevelt Way NE/11th Avenue NE, and Montlake Blvd. NE.
3. Ensure that the transit system evolves and responds to changing travel patterns and demand, while preserving the campus environment.
4. Encourage transit agencies to improve early morning service (before 5 a.m.) and increase off-peak and weekend service to provide greater user flexibility.
5. Work with King County Metro, Sound Transit, Community Transit, SDOT (and other affected transit service providers) to forecast future demand by route during peak periods, and develop methods of enhancing transit service and providing additional capacity including for layover where necessary.
6. Work with partner agencies to improve multimodal access to Link and RapidRide stations with specific attention to pedestrian and bicycle connections to campus.

Shared-Use Transportation

Shared-use transportation includes a range of methods for providing flexible travel options through the sharing of transportation resources including cars and bikes. Shared-use mobility options are expanding and emerging and include transportation network companies (TNCs) like Lyft and Uber and bike share which may make it easier to not own a vehicle. In addition, autonomous vehicles can greatly enhance safety for all modes. The University supported and partnered with the suspended Pronto bike-share program on campus and shall continue to review and evaluate future share program opportunities.

The University, in coordination with transit agencies, helps facilitate carpools and vanpools to and from campus. For example, a regional ride match service allows students, faculty and staff to receive a list of potential commuters who live nearby, with organization of carpools up to the individual. Carpooling is also encouraged through the U-PASS program by offering discounted parking on campus.

Vanpools are more formalized and are coordinated through the local transit agencies, with vans operated by the participants. Vanpools are also subsidized for commuters who live three or more miles from campus. The U-PASS program provides full-time participants a monthly subsidy. Vanpool rates vary by size of van and distance traveled and are determined by the transit agency who owns the van. Participants are able to park free of charge in the general stalls of University permit lots.

The University also has a partnership with shared-use transportation companies such as Car2Go and Zipcar (and formerly Pronto), providing discounted memberships to students, faculty and staff. These transportation options, and other future providers, create flexible travel options to and from campus.

POTENTIAL SHARED-USE TRANSPORTATION STRATEGIES

1. Encourage use of new technologies to increase ease of forming, maintaining and tracking carpools and vanpools.

2. Partner with transit agencies to focus increased vanpool recruitment efforts in geographic areas currently not well served by transit, as well as retention and support efforts for existing vanpools.

3. Support the expansion of mobility options such as transportation network companies, car-share, bike-share, taxis, and other shared-use service providers with priorities for connecting the campus to transit hubs like the existing and proposed light rail stations, and ferry terminals.

4. Actively manage University-owned curb space at transit stations to improve connections between transit and other shared-use transportation providers. Work to avoid operational conflicts and ensure safety.

5. Work with partner transportation agencies to further define the concept of mobility hubs and identify opportunities to work with partners for enhancing connections or accommodating shared-use services such as bike-share.

Parking Management

The University manages its parking supply in a variety of ways to reduce SOV travel. Paid parking is an important tool used to reduce demand, manage operations, and fund transportation options such as the U-PASS. Parking resources are managed holistically on a campus-wide basis. Students, faculty and staff are able to purchase parking permits or pay on a pay-per-use basis, depending on what best meets their needs. Additional parking is available for transient parking, which is defined by the method of payment. Depending on the parking lot, visitors pay for parking when entering campus or at parking meters. Some parking lots provide lower cost commuter parking, such as E1, while other lots provide proximate ADA accessible parking, such as N22.

POTENTIAL PARKING MANAGEMENT IMPROVEMENT STRATEGIES

1. Review parking pricing options to discourage the use of SOV's.

2. Review and consider performance-based parking strategies including charging more for high demand parking lots.

3. Continue the practice of using parking revenue to fund trip reduction programs.

4. Consider transitioning from a parking permit model to a pay-per-use model.

5. Consider wayfinding and real-time parking availability information as a way to ease access and improve utilization of existing parking supply. Explore options for implementing real-time mobile parking payment.

6. Increase enforcement on campus to reduce parking violations.

7. Encourage the City of Seattle to manage unrestricted on-street parking within the U-District Urban Center and within the Primary and Secondary Impact Zones.

RESTRICTED PARKING ZONES (RPZ)

The University has a number of programs in place to encourage students, faculty and staff to come to campus by means other than SOV's. However, for those who drive, some in the University community may seek out free on-street City parking in neighborhoods surrounding the University. RPZs are a tool the City uses to manage potential spill-over parking demand by implementing time limits or parking restrictions for on-street parking, and then provide permits for local residents that exempt them from these restrictions. SDOT is currently in the process of reviewing the RPZ program and exploring additional neighborhood access plans. The University shall fund the RPZ program per the information below while SDOT works to review the effectiveness of the RPZ program. If SDOT decides that the subsidization by the UW of the RPZ program does not meet the goal of increasing neighborhood access, the University shall not be required to pay the annual fee of $100,000.

1. The University shall pay no more than $100,000 annually for all costs related to the RPZ program as outlined in numbers 2 through 8 below. If the City of Seattle determines that RPZ programs are not effective in managing on-street parking within the Primary and Secondary impact zone or zones, the UW funds for subsidizing the RPZ program shall no longer be required.

2. The University shall pay for 100 percent of set-up costs (collection of data, studies, SED staff time, signs, etc.) for proposed RPZs in both the primary and secondary impact zones.

3. The University shall pay permit costs and otherwise financially support existing, expanded and new RPZs in the primary and secondary impact zones according to the following provisions.

4. The University shall be responsible for payment of permits on a biennial basis. If a neighborhood chooses to establish an RPZ program with annual renewal permits, the University's share of costs shall be 50 percent of the costs as described in the following conditions.

5. In the primary impact zone, the University shall pay for 100 percent of the cost for the first permit and 50 percent of the cost for the second permit for each household requesting a permit(s); or 100 percent of the cost for 1 guest permit if no permits are requested for the household's cars.

6. For purposes of the permit costs, the primary impact zone shall be broadened to include the extension of an established RPZ in the primary impact zone into the secondary impact zone or an RPZ that is established and covers areas in both the primary and secondary impacts zones.

7. In the secondary impact zone, the University shall pay for 75 percent of the cost for the first permit for each household requesting a permit; or 75 percent of the cost for 1 guest permit if no permits are requested for the household's cars.

8. In the secondary impact zone, the University shall not be responsible for the costs associated with the nighttime RPZ associated with the movie theaters in Wallingford.

9. By mutual agreement between the City and the University, additional spaces may be provided to offset the impacts of the establishment of Residential Parking Zones (RPZs) on the parking requirements of the student population residing on campus and within the University's primary and secondary impact zones.

Bicycle

Bicycling is a reliable, active, space-efficient, and carbon-free commute option for UW students, faculty, and staff. For neighborhoods close to campus, bicycling commuting times can rival those of transit or driving. Reliable door-to-door travel times likely contribute to the popularity (according to U-PASS survey data) of bicycling among faculty, who are otherwise more likely to drive alone. The University of Washington has long supported bicycle commuting through infrastructure and programming. Continued investment in the capacity and security of campus bicycle parking, quality of campus bicycle routes, and innovative educational and encouragement programming shall accommodate growth in the number of bicyclists reaching the growing campus.

The University of Washington currently supplies bicyclists with multiple locations for securing and storing their bicycles on campus. High security parking and showers are available at some campus locations for students, faculty and staff. Bike lockers and space in cages can be rented for a fee on a quarterly or annual basis. Bicycle routes on the Burke-Gilman Trail and University Bridge and elsewhere provide bike access to campus. The Burke-Gilman Trail provides excellent access to West, South and East Campus locations. Bike routes are outlined in the CMP. The University completed a corridor study and design concept plan for expansion of the Burke-Gilman Trail in 2012 and is working toward implementing these improvements as funding allows.

POTENTIAL BICYCLE IMPROVEMENT STRATEGIES

1. Plan a comprehensive on-campus bicycle network that provides desirable bicycle facilities while reducing conflicts with other modes, enhancing the pedestrian experience throughout campus.
2. Work with partners to develop connections to and from key neighborhoods, regional bicycle facilities, and transit hubs.
3. Work with the City and transit agencies to improve sidewalks, transit stops, and other bicycle amenities near transit services and hubs including consideration of space for secure bicycle parking.
4. Coordinate with the City to create bicycle connectivity through the street network, particularly along the University Bridge, Montlake Bridge, Brooklyn north to Ravenna Park, and west over I-5.
5. Improve the connectivity and interfaces of the off-campus bike network, the Burke-Gilman Trail, and Central Campus.
6. Improve the capacity of the Burke-Gilman Trail as defined in the Burke-Gilman Design Concept plan as funding allows.
7. Provide adequate bike parking supply to serve demand.
8. Improve quality and security of bike parking through investments to expand covered and high-security parking, lighting, lockers, and shower facilities.
9. Develop a Bicycle Parking Plan that identifies a toolbox of parking solutions and design standards.
10. Investigate ways to reduce bicycle thefts.
11. Encourage transit agencies to identify strategies for accommodating increased bicycle travel demand on transit.
12. Consider integrating programs (like future bike share and secure bike parking) into the U-PASS and work with partner agencies to expand these mobility options with connections to transit hubs and other campus destinations.
13. The University shall separate pathways for bicyclists and pedestrians on the Burke-Gilman Trail through the campus, and install lighting following the University's Facilities Design Guidelines and Campus Illumination Study, or successor documents, by 2024.
14. The University shall widen the Burke-Gilman Trail between Brooklyn Avenue NE and 15th Avenue NE (the Garden Reach) by 2028 or when site W27 develops. The University shall widen the Burke-Gilman Trail north of Rainier Vista (the Forest Reach) when sites C8 or C10 develop, or as opportunities permit.

Pedestrian

Pedestrian transportation is the largest single way that students commute to and throughout the campus. The University of Washington provides a network of pedestrian paths throughout the campus with connection to the local street and trail network across the campus. Pedestrian trails are located on campus providing access to waterfront and other scenic areas (see the Shoreline Public Access Plan). Access and mobility constraints and priorities have been further described in the University of Washington Campus Landscape Framework Plan, 2015. Universal access, including ADA, is a high priority.

POTENTIAL PEDESTRIAN IMPROVEMENT STRATEGIES

1. Protect and improve upon the pedestrian-oriented campus. Make all transportation choices, policies and improvements supportive of the pedestrian environment and experience.
2. Enhance the quality and security of campus pathways through maintenance of paths, quality lighting, signage and wayfinding, and other investments.
3. Coordinate with the City to identify improvements to the City's pedestrian network such as repairing damaged sidewalks, improving safety at crossings, increasing non-motorized capacity of area bridges, removing ADA barriers, improving lighting, etc.
4. Work with the City and transit agencies to improve sidewalks, transit stops, and other pedestrian amenities near transit services and as part of neighborhood development and infrastructure initiatives, including the SR-520 corridor.
5. Improve the capacity of the Burke-Gilman Trail as defined in the Burke-Gilman Design Concept plan as funding allows.
6. Increase pedestrian connections between major transit hubs, University businesses, University Village, and central campus. Address existing pedestrian capacity issues and develop solutions for potential future capacity issues.
7. Improve wayfinding to and from major campus and transportation destinations.
8. Provide ADA accessible connections between Central Campus and East, South and West Campus.
9. Maintain easy-to-understand and well-signed or mapped ADA accessible routes through campus construction zones.
10. Study collision data and work with partners to improve pedestrian safety challenges in areas adjacent to the University.
11. Create strategic bicycle education programs including a ticket diversion program.
12. Survey campus bicyclists regularly to identify areas of need and refine program priorities.
13. Engage students in the creation of programming that increases the sense of fun and community around bicycle transportation.
14. Quantitatively study bicycle travel and parking behavior on the campus.
15. Explore cost-effective and strategic rewards and incentives for verifiable bicycle trips to the campus.
16. Create programs that reduce or eliminate the cost barriers to commuting by bike.
17. Study collision data and work with partners to improve bicycle safety challenges in areas adjacent to the University.
18. Explore the encouragement of electric bike and family bike use as a means of expanding the pool of potential bike commuters.
19. The University shall upgrade the campus gateway at 15th Ave NE/NE 43rd Street as adjacent sites redevelop to comply with the Americans with Disabilities Act, and, without undertaking an obligation to act, consult with SDOT to identify opportunities to implement the U District Urban Design Framework streetscape concept plan connection between this campus entrance and the new U District light rail station.

Marketing and Education

Marketing and education is essential for encouraging and supporting travel behavior choices that help the University meet its SOV goals. The University participates in a number of marketing programs to inform students, staff, and faculty of commuting options.

POTENTIAL MARKETING AND EDUCATION IMPROVEMENT STRATEGIES

1. Focus efforts on new employees, new students, people who are moving residence and people whose transportation options have changed.
2. Continue to provide information about biking, walking, ride-sharing and telecommuting.
3. Continue to provide and market individualized commute planning services.
4. Encourage participation in local and national multimodal transportation days (i.e., bike to work day, take transit to work day, etc.)
5. Improve transit information to off-campus sites where University employees work.
6. Encourage the use of transit by visitors and patients to campus.
7. Encourage multi-modal trip chaining such as train-bus or bus-bike commutes. Work with agency partners to further define consistent understanding and language around the notion of mobility hubs. Develop marketing and education strategies targeting high-SOV populations.

Institutional Policies

The University can modify and implement institutional policies that promote different modes of travel and/or reduce vehicle trips on the transportation network. While the other TMP elements provide transportation choices, institutional policies are aimed at reducing the SOV rates and controlling forecasted growth of SOV vehicle trips.

Coordination with other agency partners that provide transportation services is essential for the success of the campus goals. As noted in the Monitoring and Reporting section, the University is committed to working with agency partners and shall convene an agency stakeholder group that is anticipated to meet quarterly to review progress and discuss transportation challenges and opportunities.

Another strategy that relies on institutional policy is telecommuting. Telecommuting allows participating University faculty and staff to use technology to work from home or an alternate worksite. This helps decrease the number of peak-hour commute trips to and from campus, lessening the traffic impact the University would have on the surrounding transportation network. Telecommuting is currently permitted with authorization from the employee's department.

POTENTIAL INSTITUTIONAL POLICY IMPROVEMENT STRATEGIES

1. Communicate policies and promote telecommuting, flex-time, compressed workweeks and other techniques that reduce peak-period travel.
2. Consider access to transit when siting facilities.
3. Manage class schedules to reduce peak-period travel demand.
4. Consider directing some program growth to off-peak academic quarters, such as summer.
5. Support City, State and regional policies that encourage developers to create housing close to transit corridors so students, staff and faculty can live close to transit.
6. Increase on-campus student employment to decrease SOV linked trips.
7. Advocate for enhanced transportation management plans for University District developments and employers.
8. Continue the preservation/creation of student housing on campus by the University and encourage the private sector to create housing for students, staff and faculty off campus but close to transit.
9. Identify ways to support University employees with very early or very late work hours in finding high quality non-SOV commute options.

9 HOUSING

HOUSING

SUMMARY OF THE UNIVERSITY HOUSING POLICY

The University of Washington Student Housing Statement of Principles was adopted by the Board of Regents in 1978. It provides policy direction for University decision-making related to the provision of student housing. The Principles state that "the primary source for student housing continues to be the off-campus private housing market." This principle was reaffirmed by the Regents in 1988 and again in 1997. As of 2015, approximately 80 percent of University of Washington students live off-campus.

Consistent with the University of Washington Student Housing Statement of Principles, the University is primarily a non-residential campus with no requirement for students to live on campus. The University of Washington does currently provide two forms of housing as an option for students: on-campus residence halls (dormitories) and student apartment buildings (both single-student and family housing apartments). There are 11 existing residence halls located on the University of Washington campus, with the current capacity to house approximately 7,009 students (residence halls are intended for non-married students, the University has separate family housing facilities, as discussed below). Four of the residence halls are located in North Campus, including Hansee Hall, Haggett Hall, and McMahon Hall. Seven residence halls are located in the West Campus and include Alder Hall, Elm Hall, Lander Hall, Poplar Hall, Maple Hall, Mercer Court. and Terry Hall. Table 22 provides a breakdown of the total number of beds for each residence hall and indicates that the University of Washington has a current residence hall operating capacity of 7,009 beds.

Table 22. Existing University of Washington Residence Halls

Name of Building Current	Operating Bed Capacity
West Campus	
Alder Hall	641
Elm Hall	543
Lander Hall	688
Maple Hall	831
Mercer Court A-B	842
Poplar Hall	318
Terry Hall	334
Central Campus	
McCarty Hall	662
McMahon Hall	1,000
Haggett Hall	818
Hansee Hall	332
TOTAL Residence Halls	7,009

Source: University of Washington, 2017

The University of Washington is also in the process of development of its North Campus Student Housing Project which is located in Central Campus. The project proposes to demolish the 1,480 beds at McCarty and Hagget Halls and replace them with 2,133 beds in the new McCarty, Madrona, Willow and Oak halls. These buildings shall be complete by 2019. The proposed next phase would add an additional 700 beds in North campus in the New Haggett which would bring the total in that area to 4,165. In addition to these last 700 beds in New Haggett, Housing and Food Services believes that it will add at least an additional 1,000 beds to the overall housing inventory during the life of this CMP.

The University also provides student apartments as a housing option for full-time students who are single parents, or are married or are registered same-sex domestic partners, with or without dependent children. The University owns eight apartment buildings or complexes, with four dedicated to single students (non-married) and four dedicated for families. Table 24 summarizes the total number of beds provided by each apartment complex or building.

Table 23. Existing University of Washington Residence Halls with North Campus and Haggett Replacement

Name of Building With North Campus and New Haggett Complete	Operating Bed Capacity
West Campus	
Alder Hall	641
Elm Hall	543
Lander Hall	688
Maple Hall	831
Mercer Court A-B	842
Poplar Hall	318
Terry Hall	334
Central Campus	
New McCarty Hall	756
Madrona	494
McMahon	1000
New Haggett Hall	700
Hansee Hall	332
Willow	523
Oak	360
TOTAL Residence Hall Beds with Additions	8,362

Source: University of Washington, 2017

Table 24. Existing University of Washington Apartments

Name of Building	Operating Bed Capacity
Single Student Apartments	
West Campus	
Cedar Apartments	344
Mercer Court C-E	489
Stevens Court	518
East Campus 3.8-2	
Nordheim Court	460
Total Single Student Apartments	1,811
Family Housing Apartments	
West Campus	
Commodore Duchess	139
East Campus	
Blakely Village	80
Laurel Village	79
Radford Court	399
Total Family Housing Apartments	**697**
TOTAL APARTMENT BEDS	2,508

Source: University of Washington, 2017

As indicated in Table 24, the University of Washington has the current capacity to house 2,508 students in apartments, including 1,811 single-student (non-married) beds and 697 family housing units.

In total, considering 8,362 residence hall beds with North Campus housing complete and 2,508 family and non-family apartment beds, the University of Washington has the capacity to house approximately 10,870 students on campus. The University's Housing and Food Services Department indicates that in 2015, their student housing facilities were at full occupancy.[1]

As part of their North Campus Student Housing Project, the University of Washington identified a goal of housing approximately 22 percent of their student population in on-campus facilities. With existing facilities, the University of Washington currently houses approximately 21 percent of the enrolled students on campus. With the completion of the North Campus Student Housing Project, the University shall add 2,833 beds (includes New McCarty, New Haggett, Madrona, Willow and Oak) for a total student housing capacity of approximately 10,870 student beds, and is committed to increase its total to 11,528 that would allow the University to meet its goal of housing 22 percent of the student population on-campus.

The monthly cost of University housing ranges from $668 - $1584[2] [3], depending on whether it is a residence hall (without a kitchen and private bathroom), an apartment (with a kitchen and private bathroom), and whether it is private (one person) or shared (more than one person). All utilities (water, sewer, garbage, electricity, and internet) are included in the rates; expenses generally paid in addition to base rent in the private market. Additionally, Housing and Food Services is halfway through its $880 million Housing Master Plan (HMP), which shall redevelop the residential housing on campus. Rates have not increased significantly despite premiums often charged for new buildings and amenities.

[1] University of Washington Housing and Food Services Resource Guide: 2015-2016.

[2] Undergraduate rates for the 2016-2017 academic year, graduate and family rates proposed for the 2017-2018 academic year. Proposed rates are subject to Board of Regents approval.

[3] Residence Hall rates are charged quarterly, for this analysis we calculated monthly rent by using a three-month estimate for quarterly rent.

Existing On-Campus Student Housing Facility by Campus Sector

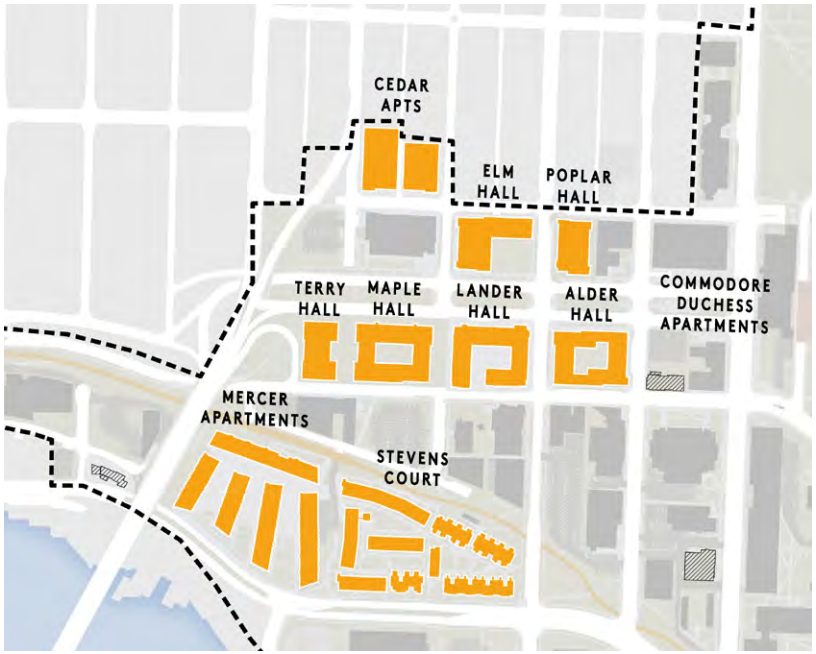


Figure 196. Existing West Campus University of Washington Housing.
Source: University of Washington, 2017

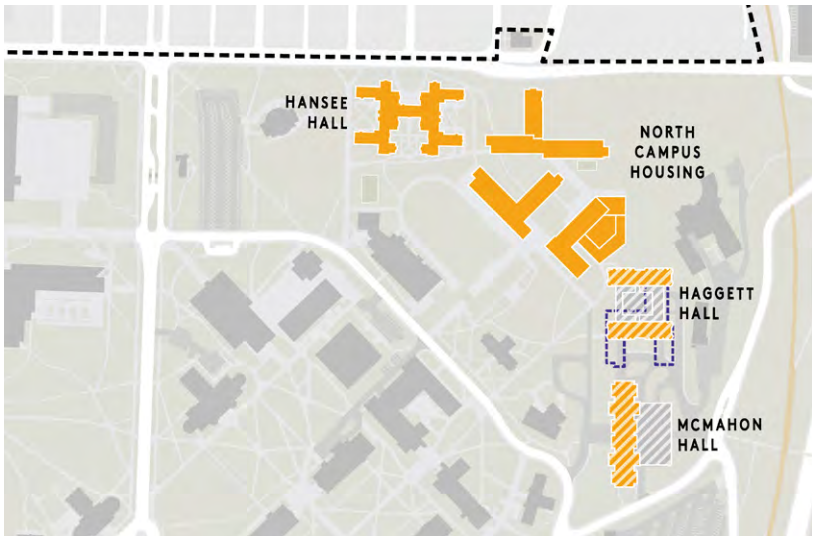


Figure 197. Existing and Planned Central Campus University of Washington Housing. Source: University of Washington, 2017

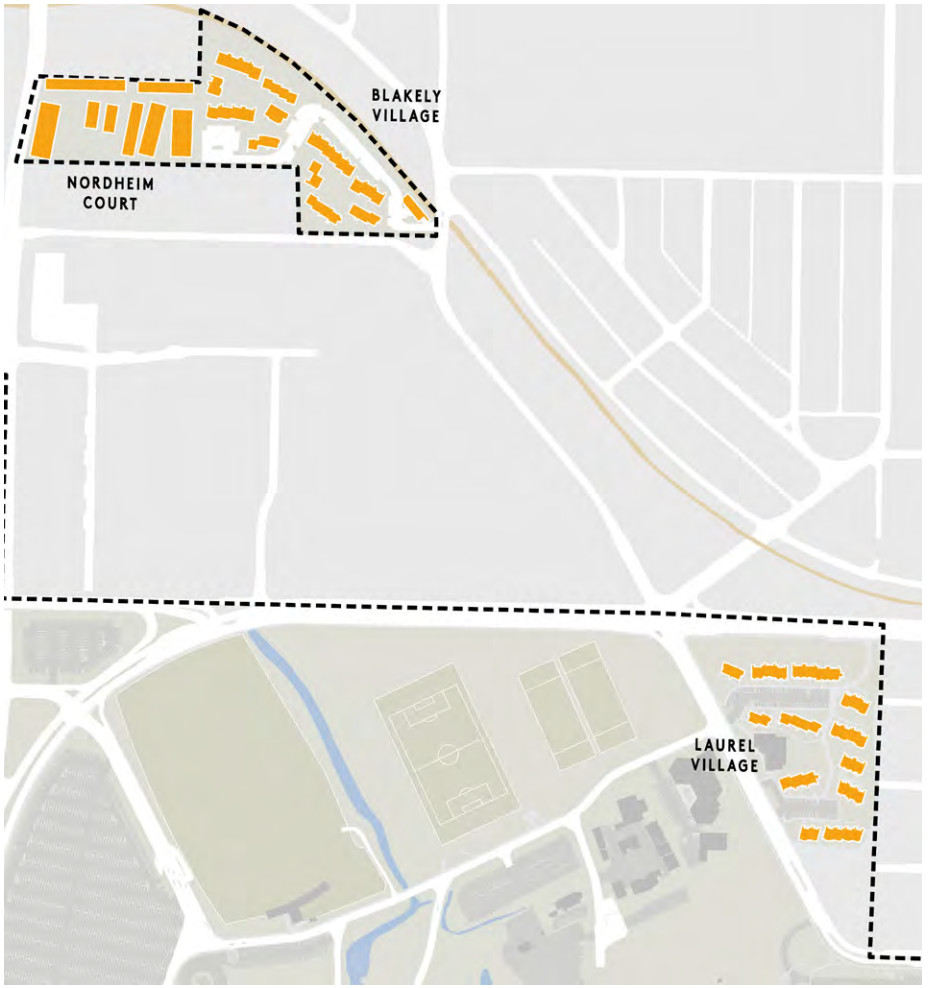


Figure 198. Existing East Campus University of Washington Housing.
(Does not include Radford Court, located at Sandpoint Magnuson Park)
Source: University of Washington, 2017

HOUSING PROGRAMS FOR FACULTY AND STAFF

Faculty and staff rely on the private market for housing. However, the University of Washington recently completed a housing project with Seattle Childrens' called "Bridges@11th" for faculty and staff and has a program in place to help with housing financing, called "HomeTown Home Loan".

The University participates in a public-private partnership to provide affordable and accessible housing options for its employees at the Bridges@11th multifamily development project (completed in August 2016). The Bridges@11 project is a partnership between the University of Washington and Children's Hospital to provide workforce rental housing for employees. The project includes 184 apartments with 37 of those priced to be affordable to people making 65% to 85% of area median income.

Employees of the University of Washington and Seattle Children's Hospital have priority access for available apartments, including the affordable apartments. Employees who are benefits-eligible faculty or staff with active 9-month or longer appointments are eligible to apply for the priority list. The project is now completely rented with 35 of the units occupied by UW and Children's employees. This property is managed by a private company, Madrona Ridge Residential.

The Hometown Home Loan Program is offered to UW employees through a partnership with HomeStreet Bank. This program helps employees looking to purchase a residence access to seminars and a series of discounts on loan fees, escrow, title, and related financing costs. Additional benefits are available to households with modest incomes and locating within the City of Seattle. Since bringing this program to campus in 1998, over 3,000 UW employees have taken part. Approximately 1,200 of these were first time home buyers. On average, participants saved over $1,500.

Table 25. Hometown Home Loan Participants

	2016	Program-to-Date
Home Loans	152	3,192
First-Time Home Buyers	42	1,258
Total Savings	$258,816	$4,826,641
Average Savings	$1,703	$1,512
Down Payment Assistance	$64,075	$1,308,817

Source: HomeStreet Bank, 2016

The Hometown Home Loan Program has assisted households with a range of incomes. As illustrated in Figure 199 below, more than half of participants had incomes below the area median of $89,600.

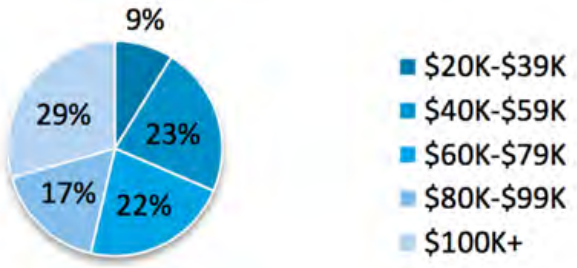


Figure 199. Hometown House Loan Program, Income Summary, 1998 to 2016. Source: HomeStreet Bank, 2016

The University shall construct 150 affordable housing units for faculty and staff earning less than 60% AMI, and no fewer than 300 additional affordable housing units for faculty and staff households earning less than 80% AMI. The housing shall be built in the City of Seattle (1) within the MIO boundary, Primary Impact Zone, or Secondary Impact Zone, (2) within 1/4 mile walking distance of light rail stations, or (3) be within 45 minutes of campus by transit and located in Seattle's Comprehensive Plan defined Transit-Oriented Communities. Housing development must occur prior to the development of 6 million net gross square feet or the life of the Master Plan, whichever occurs first.

HOUSING CHOICE ANALYSIS

In choosing a residence, students, faculty, and staff must consider various factors including the cost of housing, ownership versus renting, accessibility to campus by various transportation modes, and other attributes of the available housing stock. Students are likely to weigh factors differently than faculty and staff. For example, students predominantly access the Seattle UW campus by foot, bike or transit and as a result may more heavily weigh proximity to campus over other factors. Faculty and staff are more likely to have dependent children and spouses or partners with other location or housing amenity requirements. In any event, dominant factors in residential location choice always include housing costs and accessibility.

Current Housing Choices of Students, Faculty, and Staff

Many factors contribute to the residential housing choices of students, faculty, and staff associated with the University of Washington and they are different for students and employees.

For students, these factors include, but are not limited to, whether they moved to the area to attend the University, if they have family to live with, if they have dependents of their own, their financial situation (as a result of parental support, grants, loans, savings, partner's income, or work income), the frequency of travel to campus, and neighborhood amenity preferences.

For faculty and staff, the factors are often more complex than they are for students since they are not time-limited in nature. University employees are also more likely to be in later life stages of their career, where housing decisions are made jointly with other members of their household. Their income also plays a central role, as does accessibility to campus.

The University of Washington understands housing decisions impact not only individual wellbeing, but that addressing housing concerns is critical to attracting talented students and employees to fulfill its mission as a premier educational institution. Because of the different factors involved in housing choices noted above, the University treats student housing differently than faculty and staff housing. The Board of Regents continues to affirm that the primary source for student housing is the off-campus private market, the University also relies on the private market to accommodate faculty and staff housing, but does not supplement the private market with on-campus housing. To offer support, the University offers discounts and access to counseling services for eligible employees purchasing a home (HomeTown Home Loan program), provides rental opportunities at Bridges@11th affordable to employee households making 65 percent to 85 percent of the area median income as part of the City of Seattle's Multifamily Tax Exemption Program (MFTE), and sets competitive salaries to secure housing in the private market. For more information on where University employees and students live now and where they are anticipated to live in the future, please see the Housing section of the Final Environmental Impact Statement.

10 APPENDIX

- PUBLIC PARTICIPATION PROGRAM
- PRIMARY AND SECONDARY IMPACT ZONES
- CITY OF SEATTLE UNDERLYING ZONING MAP
- UW BUILDING INVENTORY
- CONSTRUCTION YEAR OF BUILDINGS ON DEVELOPMENT SITES
- UNIVERSITY DISTRICT GREEN STREET CONCEPT PLAN
- CITY-UNIVERSITY AGREEMENT SUMMARY
- TRANSPORTATION COUNCIL CONDITIONS
- ACKNOWLEDGEMENTS
- TABLES AND FIGURES

PUBLIC PARTICIPATION PROGRAM

INTRODUCTION

To achieve the goals for the Campus Master Plan (CMP), it is very important to engage the large and diverse groups of constituents who have a vested interest in the University's future. A robust public participation program provides strategies to ensure the University maximizes public engagement and that it forms, maintains, and expands its relationships with key stakeholders. Planning for continued growth, preserving the beauty of the campus, and engaging our diverse communities in the master planning process are all important factors in continuing the UW's legacy well into the future.

The City-University Agreement (CUA) is a development regulation that governs relations between the City of Seattle and the UW for the Major Institution master planning process. The CUA outlines the process by which the City and the University shall work together with the City-University Community Advisory Committee (CUCAC) and representatives from the surrounding residential and business communities. These entities shall work together throughout the planning process.

This Public Participation Program is subject to change and may be revised as required.

GOALS AND OBJECTIVES

The purpose of the Public Participation Program (PPP) is to engage the public early on and provide opportunities for continued public participation throughout the planning process for the CMP. Public participation is necessary to obtain meaningful input from the broader community that includes not just the University, and its faculty, staff and students, but also residents, businesses, community groups, and special interest groups. This input helps inform the project team as they develop the CMP. Campus and community reviews take place during the development of the Preliminary, Draft, and Final CMPs.

Goals:

1. Keep constituents informed and updated on the development of the CMP;
2. Provide opportunities for early and continuous participation by the public.

Objectives:

PROVIDE CONSISTENT, CLEAR, AND ACCURATE INFORMATION

- Clearly communicate information to assist the public in understanding issues and proposed solutions;
- Provide opportunities for the public to contribute ideas and feedback continuously through all phases of the planning process.

STRIVE TO CREATE AN ENVIRONMENT THAT PROMOTES OPEN DISCUSSION AND MEANINGFUL DIALOGUE

Encourage input and participation from all interested parties through:

- Creating opportunities for the public to learn about the project;
- Encourage input and feedback on alternatives;
- Actively listening to all comments and concerns.

FACILITATE AND ENCOURAGE EARLY, ONGOING PARTICIPATION

Provide a variety of communication vehicles for the public to provide feedback and become informed through:

- A hotline number for people to express concerns or ask questions;
- Dedicated email address for written communications;
- Online feedback form where people can leave comments;
- Providing information on website and collateral explaining how to sign up for email distribution list, and the various ways to stay informed;
- Regularly distributing updated information to email distribution list;
- Regularly posting project information on social media sites and project website; and
- In person and on-line meetings to gather input.

TRACK OUTREACH ACTIVITIES AND COMMUNICATIONS, EVALUATE EFFECTIVENESS

- Respond to letters, emails or public comments;
- Record-keeping: keep copies of summaries of outreach meetings, newsletters, fliers, correspondence, and other outreach-related materials; and
- Add additional measures to ensure public participation, if warranted.

CAMPUS MASTER PLAN STAKEHOLDERS AND TARGET AUDIENCES

The University cast a wide net with its outreach efforts to ensure that input on the CMP reflects a wide range of interests and influences. This input enhances the planning process and the ultimate success of the CMP. Stakeholder groups for the CMP encompass a wide range of internal audiences, external community groups, and the general public. These audiences are informed of growth alternatives, proposals, and alternatives through broad dissemination of information through a variety of vehicles.

In order to effectively reach CMP stakeholders, notice of the availability of the CMP Draft and Final Plan was published in a variety of media (e.g., as discussed further below, print, on-line and social media) that have circulation in the greater Seattle area and the campus community. In addition, the University sends information to City/University Community Advisory Committee and regional and City agencies as appropriate, as well as local and community-based organizations and neighborhood blogs to extend outreach and expand participation.

The University also provides general notice of the time and place of the public meetings through standard notice procedures, such as email campaigns, flyers, posters, direct mail postcards, the project website, social media, and community email lists in advance of such meetings.

ROLE OF THE CITY-UNIVERSITY COMMUNITY ADVISORY COMMITTEE

The City-University Community Advisory Committee is comprised of 16 members. 12 representatives and 12 alternates are from the following community organizations:

Eastlake Community Council, University District Partnership, Laurelhurst Community Club, Montlake Community Club, Portage Bay/Roanoke Park Community Council, Ravenna-Bryant Community Association, Ravenna Springs Community Group, Roosevelt Neighbors 'Alliance, Roosevelt Neighborhood Association, University District Community Council, University Park Community Club and the Wallingford Community Council.

In addition, there are four representatives from the University of Washington. One representative and one alternate represent each of the following groups: staff, students, faculty and the at-large campus population. City/University Community Advisory Committee is involved throughout the CMP process and provides input, advice, and comments to the University as it develops the Draft and Final CMP. They typically meet monthly, but during the development and review of the Draft and Final CMP, they met more often.

City/University Community Advisory Committee meets monthly on the 2nd Tuesday, at the University Tower in the 22nd Floor Board Room. The address of Tower is 4333 Brooklyn Avenue NE, Seattle, WA 98195. City/University Community Advisory Committee's main objective is to advise the University on its growth and development. Each City/University Community Advisory Committee meeting begins with a 10-minute public comment period, which helps facilitate open discussion with the public. Meeting agendas are published on the City of Seattle Department of Neighborhoods website and

TABLE 26. STAKEHOLDERS AND TARGETED AUDIENCES THAT SHALL BE NOTIFIED OF CAMPUS MASTER PLAN AND EIS PUBLICATIONS

Campus Master Plan Stakeholders/Target Audiences	
UW Community	**Government Agencies**
Faculty, Staff, Students	City/Local
Campus Community	State
Specific University committees and organizations	Federal
	Regional
Non-UW Community	Transportation Agencies
Residents/adjacent neighborhoods	**Other**
CUCAC	Tribes
UDP	Veterans
Businesses	Persons with disabilities
Community Groups & Individuals	Interested Parties
Commercial property owners	

on the UW Regional and Community Relations website. The minutes from these meetings are posted on the City of Seattle's Department of Neighborhoods website. For access to more information including the meeting schedule and agenda, please visit the UW CUCAC webpage: http://www.washington.edu/community/cucac/

Opportunities for City/University Community Advisory Committee to Provide Feedback in the Campus Master Plan Process:

- Review of preliminary concepts being considered by the University prior to the Draft CMP being published;
- Input from City/University Community Advisory Committee and City/University Community Advisory Committee statements included in City/University Community Advisory Committee minutes that are posted on DON website;
- 75 day comment period on the Draft CMP and 56 day comment period on the Final CMP

SUMMARY OF OUTREACH ACTIVITIES

The University actively engaged audiences and encouraged feedback using a wide variety of communications vehicles. The University kept the community informed of the issues and progress regarding the CMP on a regular basis. While traditional methods (meetings and presentations, etc.) play an important role in public engagement, the University augmented these methods with electronic participation tools to further broaden outreach and broadly disseminate information. These tools included the use of online public meetings, project website, social media, online surveys, and email. In addition, where possible, the University seeks out opportunities to partner with other groups at events. Outreach activities include:

General mailings, notices, print collateral

Print collateral (for general distribution; distributed at public meetings and response to inquiries as needed) may include:

- PowerPoints
  - Discussed at meetings and available online
  - Presentations that covered a preliminary CMP and draft CMP as they were developed
- Postcards
- Posters and flyers
  - Publicizing meetings to campus organizations, used with mailing lists, displayed on campus and in University District locations

Public Meetings and Open Houses

Briefings, community meetings, and online meetings were conducted during the project. Notices of public meetings were broadly disseminated prior to the meetings. Public meetings occurred with many groups, some of which are listed below:

- University District Partnership;
- Northeast District Council;
- City-University Community Advisory Committee (Co-sponsor)
- Community Clubs and Councils; and
- City of Seattle Departments
- University of Washington Faculty, Staff and Student committees and groups

Project Hotline

Interested parties had the ability to call a dedicated CMP hotline to get information on project status, upcoming events and to leave questions or comments.

Online Media

PROJECT WEBSITE:

- General information/contact numbers/ email
- Project newsletter archive
- News/updates/Fact sheets/FAQs
- Document archive
- Interactive comment form
- Links to newsletter sign up, various social media pages

EMAIL DISTRIBUTION:

- Campus Master Plan Connection
- Email distribution includes: UWS Faculty Senate, FCUFS, ASUW, GPSS, UW Environmental Stewardship Committee, Community groups, neighborhood groups, and various government organizations.
- Opportunity for individuals to be added to distribution list through in links included on project website.

SOCIAL MEDIA:

- Facebook page
- Twitter handle
- Hyperlocal online forums/blogs
- Online Public Meeting Forums
- Community Newsletters

TABLE 27. SUMMARY OF OUTREACH ACTIVITIES

Vehicle		Estimated Reach/Distribution	Target Audience
Direct Mail			Surrounding neighborhoods
News Media *Print/online/ hyperlocal publications*	*The Daily*	Print – 8,500 distribution Online - 2,794 online views	UW students, faculty, staff, surrounding communities, greater Seattle metro area
	Seattle Weekly	55,000 (print & online)	Greater metro area
	Seattle Times	1.8 Million (print & online	Greater Metro area
	Daily Journal of Commerce	5,000 (print & online)	Greater metro area
	UW Today	43,000	UW students, faculty, staff
	North Seattle Herald Outlook	7,000	North Seattle communities
	Madison Park Times	5,500	East-Central Seattle communities
	Montlake Forum	1,067	Montlake neighborhood
	Wallyhood		Wallingford neighborhood
Email Campaigns	*Campus Master Plan Connection* *News you can use* – City of Seattle *U District Partnership News*	1,168 650	Faculty, staff, students, community groups, general public, civic & government organizations
Postcards			All residences within the Primary and Secondary Impact Zone
Social Media	Twitter Facebook Next Door Madison Park	230 followers & growing 31 Page Likes 867 members	Faculty, staff, students, community groups, general public, neighborhoods Madison Park neighborhood
Broadcast Media	KUOW KEXP	354,000	

IMPLEMENTATION AND CAMPUS MASTER PLAN REVIEW SCHEDULE

The University kicked off its Seattle CMP in October 2015 with two open houses accompanied by the EIS Scoping meetings. The comment period for the EIS Scoping process ran from October 6th to October 26th, 2015. The events were publicized one week in advance with a press release and email campaign, the launch of a dedicated website, print and online ads placed in the Seattle Daily Journal of Commerce, Seattle Times, The Daily, and UW Today, and posted on social media sites Facebook and Twitter. In addition, information was distributed via community newsletters, blogs and email listservs.

Implementation of the public participation plan is ongoing, with specific activities and use of media vehicles scheduled to provide notice in advance of the meetings, events or plan publications.

TABLE 28. CURRENT CAMPUS MASTER PLAN REVIEW SCHEDULE

Current Campus Master Plan Review Schedule	
Kick-Off Seattle Campus Master Plan and EIS Scoping	October 2015
Phase 1 Preliminary Plan Concepts Developed	Winter and Spring of 2016
Phase 2 Draft Plan and Draft EIS Published	October 2016
Phase 3 Final Plan and Final EIS Published	July 2017
Hearing Examiner	Fall 2017
City Council	Winter 2018
City Council and Board of Regents Approval	Spring 2018

PRIMARY AND SECONDARY IMPACT ZONES

The City-University Agreement was adopted in 1983 by the University of Washington Board of Regents and the Seattle City Council. The Agreement defines process to prepare a comprehensive master plan and EIS for future campus development. It specifies that the master plan and EIS include boundaries surrounding the University identified as Primary and Secondary Impact Zones (see Figure 200). As part of the Agreement, the Primary and Secondary Impact Zones are used to assess and monitor the direct, indirect and cumulative impacts resulting from all proposed University development.

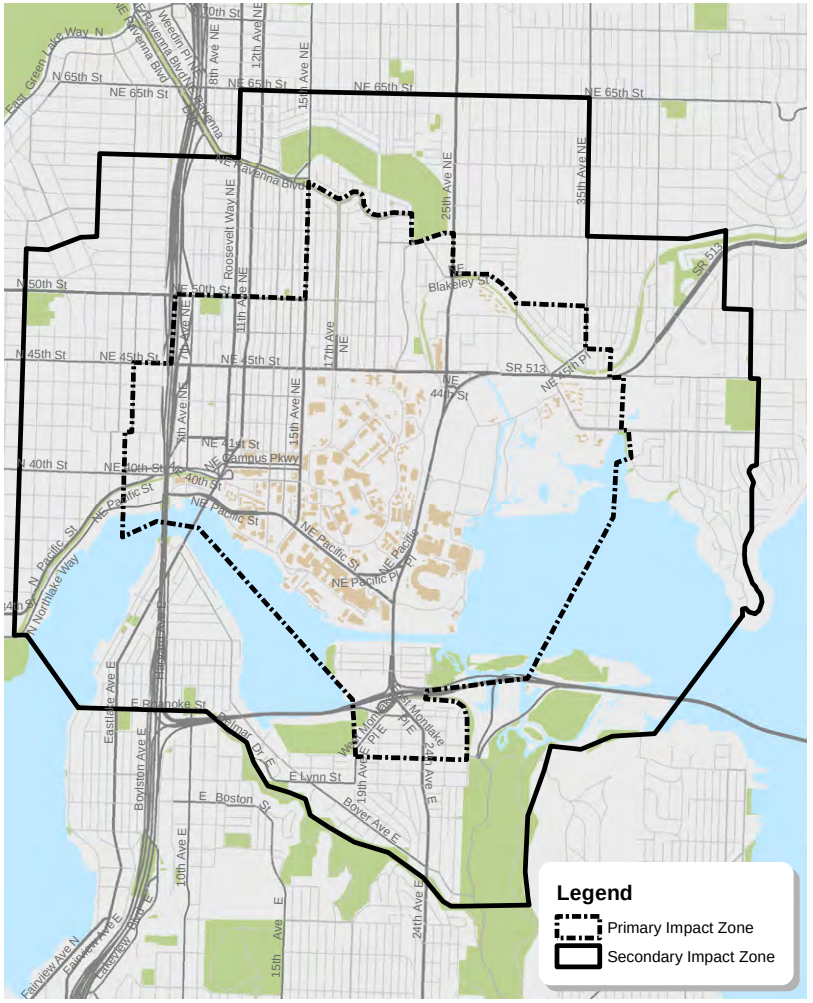


Figure 200. Primary and Secondary Impact Zones

CITY OF SEATTLE UNDERLYING ZONING MAP

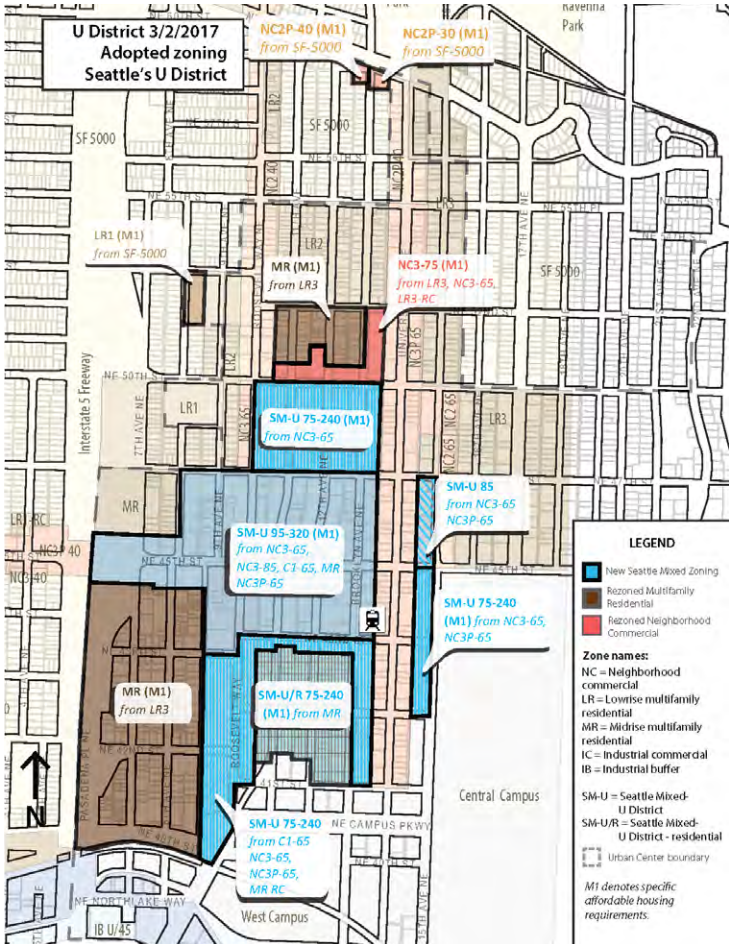


Figure 201. Seattle's U-District Adopted Zoning, dated March 2, 2017.

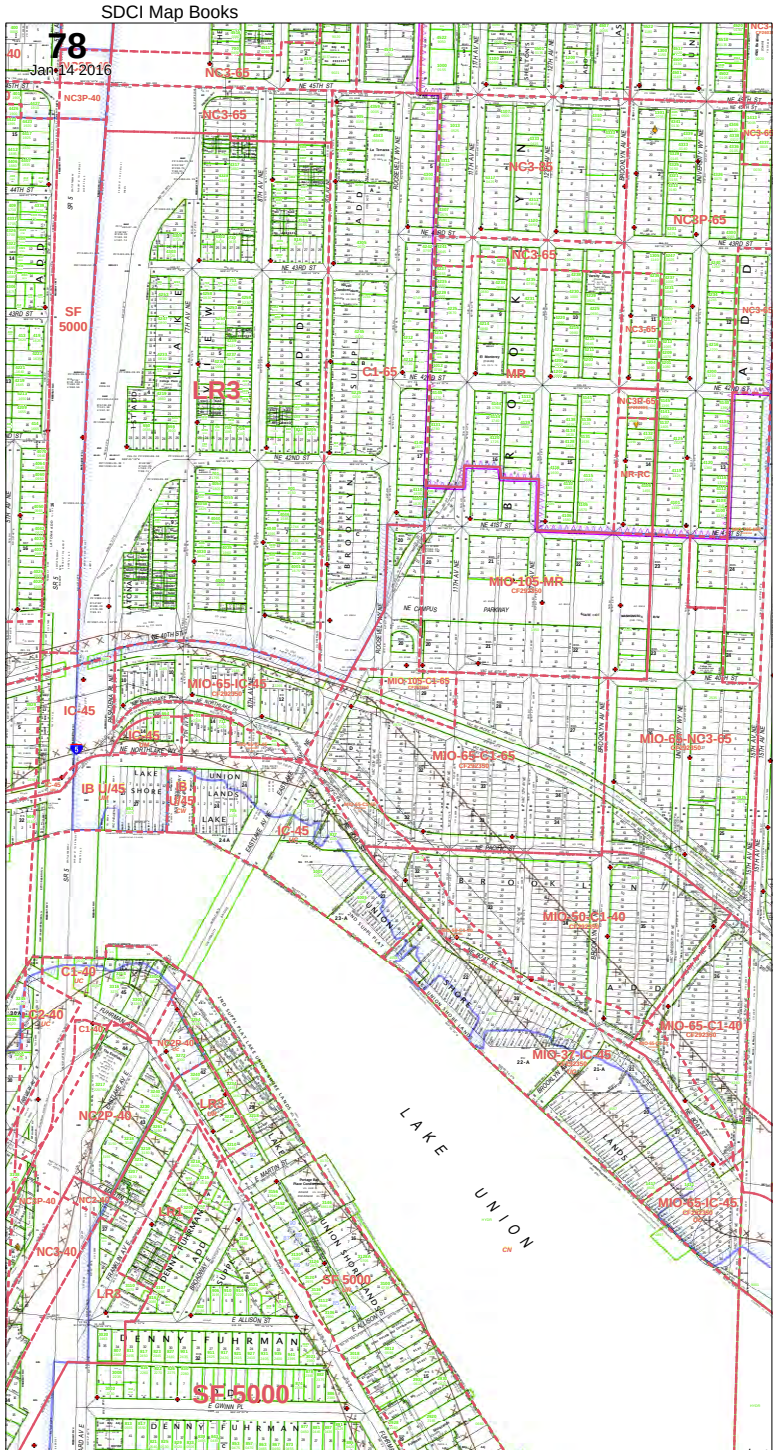


Figure 202. Seattle Department of Construction and Inspection Map Book, dated January 14, 2016. Sheet 78

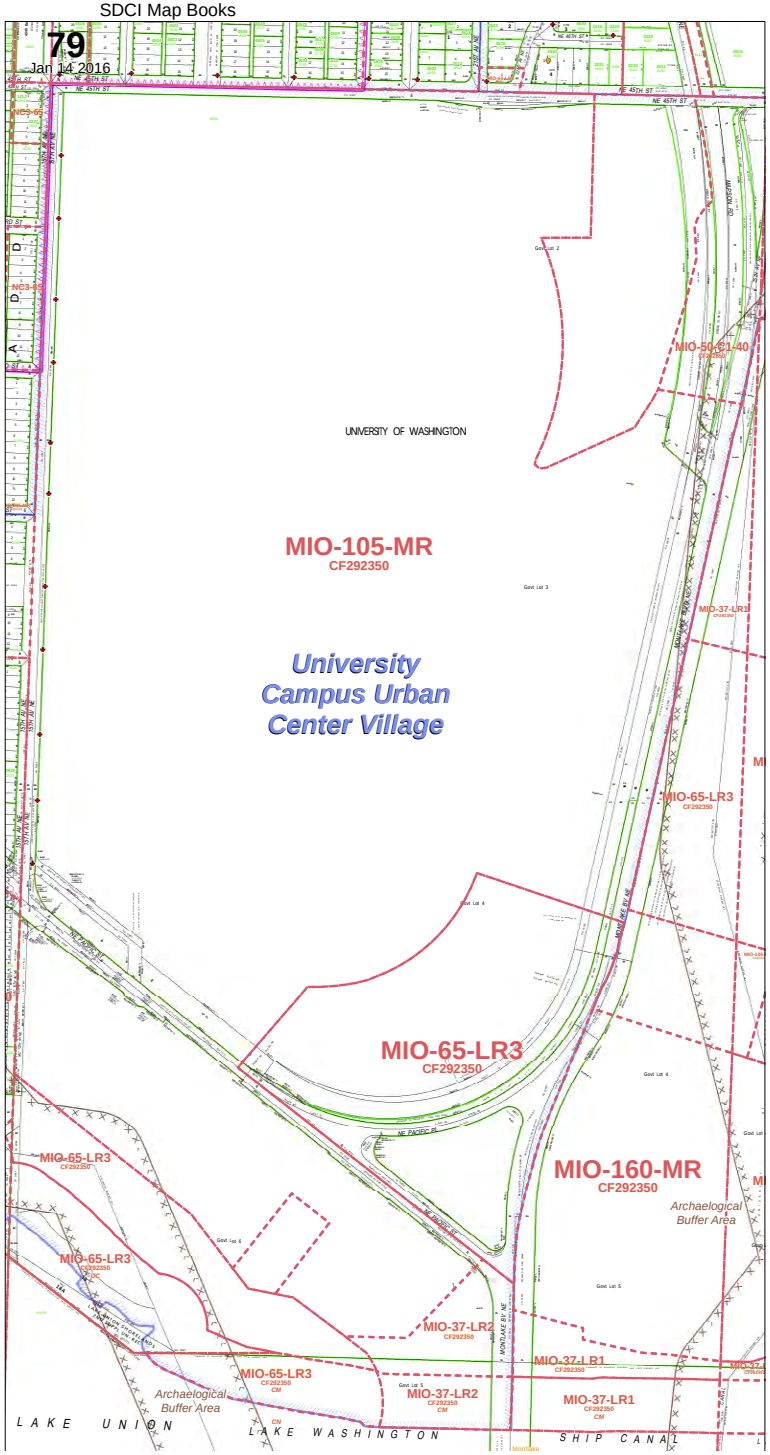


Figure 203. Seattle Department of Construction and Inspection Map Book, dated January 14, 2016. Sheet 79

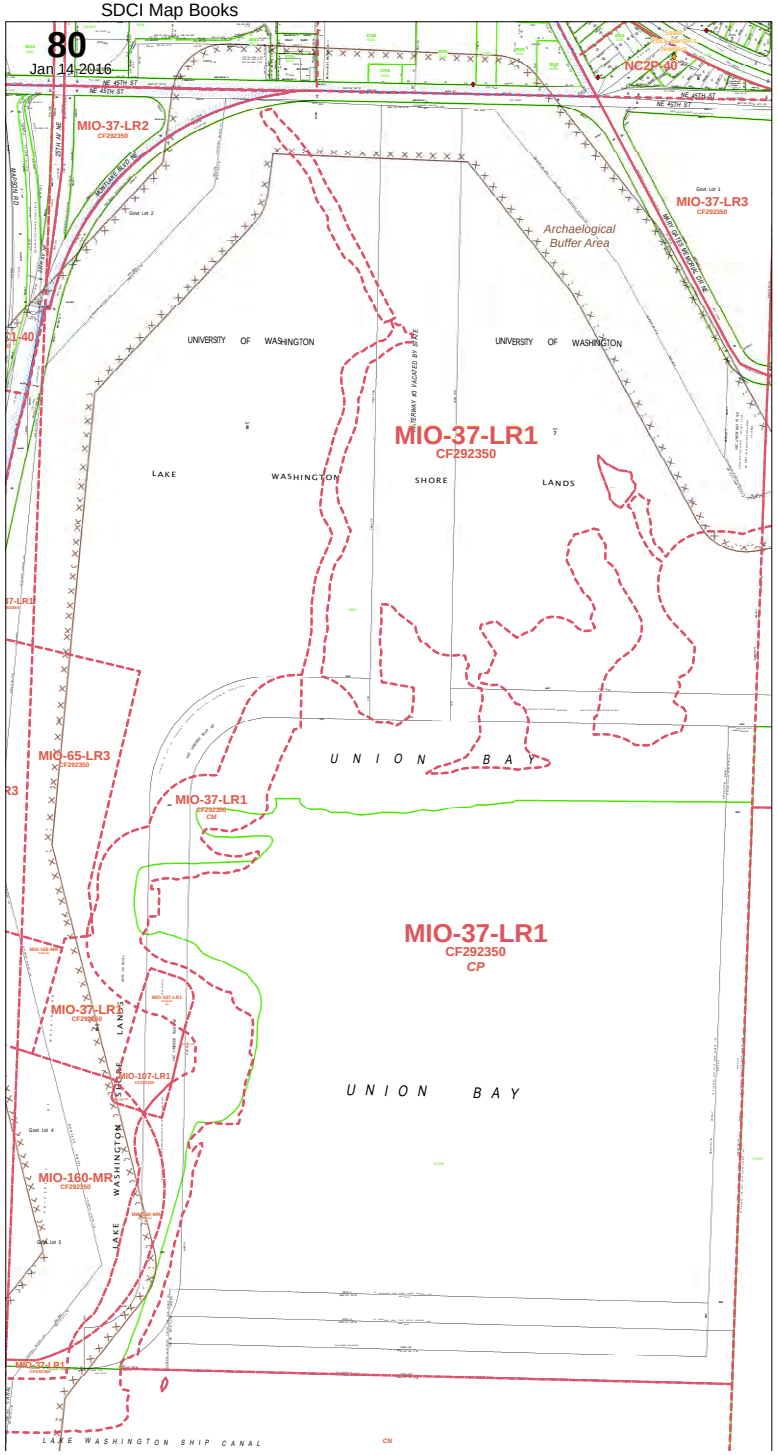


Figure 204. Seattle Department of Construction and Inspection Map Book, dated January 14, 2016. Sheet 80

UW BUILDING INVENTORY

TABLE 29. UW BUILDING INVENTORY

FACILITY CODE	FACILITY NUMBER	BUILDING NAME	GROSS SQUARE FEET (GSF)	DATE CONSTRUCTED
DEN	1181	Denny Hall	89,745	1895
OBS	1349	Theodor Jacobsen Observatory	2,147	1895
CLK	1178	Clark Hall	30,568	1896
LEW	1177	Lewis Hall	23,220	1896
PAR	1179	Parrington Hall	58,775	1902
PWR	1350	Power Plant	174,767	1909
ARC	1180	Architecture Hall	47,485	1909
EGA	1182	Engineering Annex	28,128	1909
PPO	1176	Facilities Services Administration Building	10,303	1909
PO4	1184	Plant Operations Annex 4	8,525	1909
ICH	1183	Cunningham Hall	5,104	1909
RAI	1301	Raitt Hall	48,148	1916
SAV	1327	Savery Hall	102,105	1917
ADL	1185	Aerodynamics Laboratory	1,871	1917
CNH	1187	Canoe House	13,267	1918
GA2	1280	Guthrie Annex 2	7,672	1918
GA1	1202	Guthrie Annex 1	6,301	1918
HHL	1186	Harris Hydraulics Laboratory	22,933	1920
2104	1114	2104 House	9,513	1920
ROB	1191	Roberts Hall	32,471	1921
MLR	1192	Miller Hall	72,655	1922
EGL	1140	Eagleson Hall	18,966	1922
AND	1351	Anderson Hall	33,543	1925
OSS	1189	Oceanography Storage Shed	2,446	1925
SUZ	1193	Suzzallo Library	317,942	1926
CDA	1152	Commodore-Duchess Apartments	97,849	1927
HUT	1302	Hutchinson Hall	55,164	1927
HAG	1194	Henry Art Gallery	12,539	1927
GA3	1169	Guthrie Annex 3	5,337	1927
EDP	1195	Hec Edmundson Pavilion	206,453	1928
MGH	1197	Mary Gates Hall	183,435	1928
NLB	1116	Northlake Building	22,077	1928
HND	1154	Henderson Hall	106,340	1929
GUG	1198	Guggenheim Hall	56,207	1929

FACILITY CODE	FACILITY NUMBER	BUILDING NAME	GROSS SQUARE FEET (GSF)	DATE CONSTRUCTED
POB	1199	Plant Operations Building	9,131	1929
JHN	1200	Johnson Hall	121,573	1930
OTS2	4352	1425 N.E. Boat St	4,574	1930
OTS	1286	1429 NE Boat St	1,347	1930
PHT	1159	Floyd and Delores Jones Playhouse	10,137	1931
GCS	1042	3935 University Way NE	5,363	1931
ODB	1049	Oceanography Dock Building	1,330	1931
GWN	1201	Gowen Hall	68,925	1932
OCE	1352	Oceanography Building	25,066	1932
HNS	1204	Hansee Hall	111,364	1936
HLL	1203	Hall Health Center	57,794	1936
KIR	1205	Kirsten Wnd Tunnel	23,963	1936
BAG	1206	Bagley Hall	223,700	1937
SMI	1208	Smith Hall	92,757	1939
PVP	1196	Pavilion Pool	27,045	1939
PLT	1207	Plant Laboratory	6,234	1939
HPT	1209	Hughes Penthouse Theatre	15,354	1940

FACILITY CODE	FACILITY NUMBER	BUILDING NAME	GROSS SQUARE FEET (GSF)	DATE CONSTRUCTED
IC2	1029	3930 Brooklyn Avenue NE	3,108	1940
ICT	1323	Ethnic Cultural Center Theatre	12,176	1941
DSC	1019	3941 University Way NE	7,576	1941
EIC	1041	3939 University Way N.E.	4,748	1941
EK	4075	3900/3902 UNIVERSITY WAY	1,248	1941
MOR	1171	More Hall	81,173	1946
WCL	1170	Wilson Ceramic Laboratory	4,909	1946
GA4	1319	Guthrie Annex 4	3,426	1947
PO2	1038	Plant Operations Annex 2	546	1947
PO1	4038	Plant Operations Annex 1	1	1947
THO	1356	Thomson Hall	62,687	1948
BGH	1326	Botany Greenhouse	14,539	1948
SEB	1155	Staff Human Resources Building	10,831	1948
NPS	1348	North Physics Laboratory Cyclotron Shop	6,914	1948
UHF	1172	Urban Horticulture Field House	1,920	1948
HUB	1153	Student Union Building	285,978	1949

FACILITY CODE	FACILITY NUMBER	BUILDING NAME	GROSS SQUARE FEET (GSF)	DATE CONSTRUCTED
ART	1298	Art Building	124,082	1949
HSB	1304	Magnuson Health Sciences Center B	117,619	1949
GRB	1164	Gerberding Hall	82,405	1949
HSA	1221	Magnuson Health Sciences Center A	53,201	1949
HSC	1224	Magnuson Health Sciences Center C	48,288	1949
CSH	1166	Conibear Shellhouse	48,088	1949
NPC	1167	North Physics Laboratory Cyclotron Building	13,399	1949
HSH	1228	Magnuson Health Sciences Center H	211,284	1950
HSD	1328	Magnuson Health Sciences Center D	183,975	1950
HSF	1226	Magnuson Health Sciences Center F	122,767	1950
MUS	1299	Music Building	73,482	1950
HSG	1227	Magnuson Health Sciences Center G	64,594	1950
HSE	1225	Magnuson Health Sciences Center E	56,540	1950
WSG	1030	3710 Brooklyn Avenue NE	3,897	1950
CMU	1161	Communications Building	106,465	1951
PBB	1163	Portage Bay Building	99,870	1951
WSP	1031	3716 Brooklyn Avenue NE	3,371	1951
HSBB	1223	Magnuson Health Sciences Center BB	248,765	1952
HSAA	1222	Magnuson Health Sciences Center AA	58,820	1952
SSB	1115	The Brooklyn Trail Building	12,352	1955

FACILITY CODE	FACILITY NUMBER	BUILDING NAME	GROSS SQUARE FEET (GSF)	DATE CONSTRUCTED
URC	1113	SW Maintenance Bldg	7,464	1955
STD	1188	Stadium	137,591	1956
PO3	1039	Plant Operations Annex 3	1,745	1956
CHL	1279	Chemistry Library Building	39,363	1957
UMNN	1258	UW Medical Center, Wing NN	122,217	1959
MEB	1347	Mechanical Engineering Building	97,768	1959
UMNW	1259	UW Medical Center, Wing NW	88,465	1959
UMEE	1241	UW Medical Center, Wing EE	80,408	1959
UMSS	1261	UW Medical Center, Wing SS	73,825	1959
UMSW	1262	UW Medical Center, Wing SW	65,415	1959
UMSE	1260	UW Medical Center, Wing SE	52,439	1959
UMCC	1253	UW Medical Center, Wing CC	44,302	1959
UMNE	1257	UW Medical Center, Wing NE	40,442	1959
PCH	1112	Purchasing and Accounting Building	39,576	1959
MCC	1158	McCarty Hall	170,241	1960
HSRR	1175	Magnuson Health Sciences Center RR	140,512	1960
SIG	1332	Sieg Hall	57,180	1960
MKZ	1156	Mackenzie Hall	43,099	1960
FAC	1144	University of Washington Club (Faculty Center)	13,455	1960
NRB	1145	More Hall Annex	6,677	1961

FACILITY CODE	FACILITY NUMBER	BUILDING NAME	GROSS SQUARE FEET (GSF)	DATE CONSTRUCTED
BMM	1278	Burke Memorial-Washington State Museum	68,916	1962
BHA	1269	Botany Greenhouse Annex	600	1962
BGQ	3951	Botany Greenhouse Quonset	300	1962
HGT	1147	Haggett Hall	206,114	1963
PSB	1148	Plant Services Building	144,198	1963
WIL	1345	Wilcox Hall	41,265	1963
NPV	1150	North Physics Laboratory Van de Graaff Accelerator	37,148	1963
TGB	1149	Graves Hall	29,313	1963
WFS	1151	Winkenwerder Forest Sciences Laboratory	26,231	1963
PLSH	3952	Plant Laboratory Shed	450	1963
PL1	1036	Plant Laboratory Annex	430	1963
HSI	1300	Magnuson Health Sciences Center I	151,026	1964
GIL	1051	Gilman Building	8,271	1964
MCM	1143	McMahon Hall	288,352	1965
HSJ	1174	Magnuson Health Sciences Center J	170,719	1965
GDR	1139	Golf Driving Range Building	5,094	1965
BNS	1277	Benson Hall	76,271	1966
MSB	1138	Marine Sciences Building	59,570	1966
PDL	1136	Padelford Hall	138,555	1967
IMA	1137	Intramural Activities Building	289,347	1968

FACILITY CODE	FACILITY NUMBER	BUILDING NAME	GROSS SQUARE FEET (GSF)	DATE CONSTRUCTED
CHCL	1219	Center on Human Development and Disability Clinic	70,345	1969
AER	1131	Aerospace and Engineering Research Building	58,779	1969
LOW	1346	Loew Hall	58,747	1969
OTB	1141	Oceanography Teaching Building	51,552	1969
CHSC	1354	Center on Human Development and Disability School	45,598	1969
ELB	1325	Engineering Library	40,549	1969
CMA	1129	Ceramic and Metal Arts Building	16,946	1969
CHSB	1220	Center on Human Development and Disability South	12,378	1969
RAX	1047	Roberts Annex	1,680	1969
SMZ	1127	Schmitz Hall	99,691	1970
ATG	1294	Atmospheric Sciences-Geophysics Building	77,709	1970
WRS	1117	West Receiving Station	2,000	1970
CY1	4171	Corp Yard Container 1	1	1970
CY3	4174	Corp Yard Container 3	1	1970
CY9	4180	Corp Yard Container 9	1	1970
CY10	4181	Corp Yard Container 10	1	1970
CY11	4182	Corp Yard Container 11	1	1970
CY12	4183	Corp Yard Container 12	1	1970
CY13	4184	Corp Yard Container 13	1	1970
CY14	4185	Corp Yard Container 14	1	1970

FACILITY CODE	FACILITY NUMBER	BUILDING NAME	GROSS SQUARE FEET (GSF)	DATE CONSTRUCTED
CY16	4187	Corp Yard Container 16	1	1970
CY18	4189	Corp Yard Container 18	1	1970
CY20	4191	Corp Yard Container 20	1	1970
CY21	4192	Corp Yard Container 21	1	1970
CY22	4193	Corp Yard Container 22	1	1970
CY23	4194	Corp Yard Container 23	1	1970
CY26	4197	Corp Yard Container 26	1	1970
CY28	4199	Corp Yard Container 28	1	1970
CY29	4200	Corp Yard Container 29	1	1970
CY30	4201	Corp Yard Container 30	1	1970
CY25	4196	Corp Yard Container 25	1	1970
CY7	4178	Corp Yard Container 7	1	1970
CY8	4179	Corp Yard Container 8	1	1970
CY32	4203	Corp Yard Container 32	1	1970
CY31	4202	Corp Yard Container 31	1	1970
CY5	4176	Corp Yard Container 5	1	1970
CY4	4175	Corp Yard Container 4	1	1970
CY2	4173	Corp Yard Container 2	1	1970
CY19	4190	Corp Yard Container 19	1	1970
CY6	4177	Corp Yard Container 6	1	1970
CY15	4186	Corp Yard Container 15	1	1970
CY17	4188	Corp Yard Container 17	1	1970
CYCO	4204	Corp Yard Container Office	1	1970
KNE	1276	Kane Hall	153,375	1971
KIN	1130	Kincaid Hall	84,459	1971
BLD	1132	Bloedel Hall	77,316	1971

FACILITY CODE	FACILITY NUMBER	BUILDING NAME	GROSS SQUARE FEET (GSF)	DATE CONSTRUCTED
OUG	1125	Odegaard Undergraduate Library	165,973	1972
GLD	1135	Gould Hall	115,038	1972
HST	1168	Magnuson Health Sciences Center T	493,496	1973
GTH	1134	Guthrie Hall	74,241	1973
CDH	1124	Condon Hall	132,533	1974
MNY	1126	Meany Hall	124,491	1974
SOCC	1308	South Campus Center	69,852	1975
ACC	1119	John M. Wallace Hall	30,468	1976
WAC	1120	Waterfront Activities Center	20,904	1977
TSB	1101	Transportation Services Building	5,459	1979
WNX	1054	Winkenwerder Annex	267	1979
SWS	1121	Social Work/Speech and Hearing Sciences Building	99,566	1980
HCK	1324	Hitchcock Hall	116,416	1982
BVJ	1533	Blakeley Village Complex J	12,372	1982
LAVS	1234	Laurel Village Building S	11,652	1982
BVB	1525	Blakeley Village Complex B	11,220	1982
BVG	1531	Blakeley Village Complex G	9,279	1982
LAVP	1231	Laurel Village Building P	9,040	1982
BVD	1528	Blakeley Village Complex D	8,920	1982
BVF	1530	Blakeley Village Complex F	8,920	1982
BVK	1534	Blakeley Village Complex K	8,859	1982
LAVC	1305	Laurel Village Building C	7,528	1982
LAVT	1235	Laurel Village Building T	7,480	1982

FACILITY CODE	FACILITY NUMBER	BUILDING NAME	GROSS SQUARE FEET (GSF)	DATE CONSTRUCTED
LAVW	1238	Laurel Village Building W	7,480	1982
BVC	1526	Blakeley Village Complex C	7,480	1982
LAVY	1240	Laurel Village Building Y	6,858	1982
BVA	1524	Blakeley Village Complex A	6,738	1982
LAVN	1230	Laurel Village Building N	6,690	1982
UFB	1331	University Facilities Building	6,340	1982
LAVM	1229	Laurel Village Building M	6,202	1982
LAVR	1233	Laurel Village Building R	6,186	1982
LAVQ	1232	Laurel Village Building Q	5,610	1982
LAVV	1237	Laurel Village Building V	5,610	1982
BVH	1532	Blakeley Village Complex H	4,492	1982
LAVU	1236	Laurel Village Building U	4,460	1982
LAVX	1239	Laurel Village Building X	3,740	1982
BVE	1529	Blakeley Village Complex E	3,740	1982
BVCC	1527	Blakeley Village Community Center	2,370	1982
SCL	1251	Stevens Court L	48,972	1983
MAR	1122	Marine Studies Building	31,290	1983
SCM	1329	Stevens Court M	30,952	1983
SCC	1246	Stevens Court C	30,486	1983
SCK	1250	Stevens Court K	24,531	1983
SCB	1245	Stevens Court B	22,449	1983
SCJ	1249	Stevens Court J	19,876	1983
SCA	1244	Stevens Court A	18,498	1983
SCD	1247	Stevens Court D	14,009	1983

FACILITY CODE	FACILITY NUMBER	BUILDING NAME	GROSS SQUARE FEET (GSF)	DATE CONSTRUCTED
SCH	1248	Stevens Court H	7,671	1983
SGS	1285	3947 University Way N.E.	3,136	1984
LA1	1077	Lewis Annex 1, 4182 E Stevens Way (AandS)	4,218	1985
NHS	1291	Northwest Horticultural Society Hall	3,932	1985
PO5	1040	Plant Operations Annex 5	485	1985
ISA	1102	Isaacson Hall	2,983	1986
UMEA	1254	UW Medical Center, Wing EA	187,132	1987
UMEB	1255	UW Medical Center, Wing EB	88,753	1987
UMEC	1256	UW Medical Center, Wing EC	35,754	1987
MUE	1109	Mueller Hall	16,687	1987
WLA	1022	Wilson Annex	4,154	1987
GAB	1275	Graves Annex Building	32,098	1988
DRC	1103	Douglas Research Conservatory	12,894	1988
LA2	1067	Lewis Annex 2, 4230 E Stevens Way	3,999	1988
GUA	1344	Guggenheim Annex	3,945	1988
FLK	1111	Fluke Hall	73,086	1990
PSV	1106	Publications Services Building	60,003	1990
NTC	1105	Nordstrom Tennis Center	51,439	1990
FTR	1104	Fisheries Teaching and Research Building	34,788	1990
PO6	1026	Plant Operations Annex 6	4,199	1990
UFA	1027	University Facilities Annex 1	3,482	1990

FACILITY CODE	FACILITY NUMBER	BUILDING NAME	GROSS SQUARE FEET (GSF)	DATE CONSTRUCTED
ALB	1107	Allen Library	221,635	1991
ESB	1100	Environmental Safety Storage Building	4,454	1991
ESO	1017	Environmental Safety Office Building	2,989	1992
PAB	1242	Physics-Astronomy Building	175,930	1994
PAA	1306	Physics-Astronomy Auditorium	59,181	1994
PAT	1243	Physics-Astronomy Tower	44,010	1994
SHA	1045	Shellhouse Annex 1	3,324	1994
HSK	1173	Fialkow Biomedical Sciences Research Pavilion (K wing)	227,640	1995
CHB	1108	Chemistry Building	130,227	1995
OR2	1037	Ocean Research Bldg. #2 (Trailer)	3,999	1996
OR1	1046	Plant Operations Annex 7 (Modular)	3,999	1996
CCC	1023	Child Care Center	3,681	1996
EXED	1316	Bank of America Executive Education Center	65,566	1997
AVA	1317	Faye G. Allen Center for the Visual Arts	43,937	1997
EE1	1008	Electrical Engineering Building	203,030	1998
WSB	1315	Women's Fastpitch Softball Building	16,161	1998
BSG	4055	Baseball Grandstand	1	1998
FSH	1357	Fishery Sciences	130,307	1999
OCN	1314	Ocean Sciences Building	111,276	1999
IPF	3950	Indoor Practice Facility (Dempsey Indoor Center)	95,000	2001

FACILITY CODE	FACILITY NUMBER	BUILDING NAME	GROSS SQUARE FEET (GSF)	DATE CONSTRUCTED
ERS	4097	East Receiving Station	1	2002
LAW	1420	William H. Gates Hall	210,117	2003
UMSP	3958	UW Medical Center, Surgery and Treatment Pavilion	183,325	2003
CSE	3991	Paul G. Allen Center for Computer Science and Engineering	168,954	2003
NC7	1535	Nordheim Court 7	31,250	2003
NC2	4061	Nordheim Court 2	31,250	2003
NC6	4062	Nordheim Court 6	31,250	2003
NC1	4064	Nordheim Court 1	31,250	2003
NC4	4065	Nordheim Court 4	31,250	2003
NC5	4066	Nordheim Court 5	31,250	2003
NC3	4067	Nordheim Court 3	31,250	2003
NC8	4068	Nordheim Court 8	31,250	2003
UFA2	4250	University Facilities Annex 2 (CPO Annex 2)	3,360	2003
NMH	4436	Merrill Hall	16,411	2004
BIOE	4057	William H. Foege Bioengineering	144,856	2006
RTB	4353	Benjamin Hall Interdisciplinary Research Building (RandT Bldg)	130,141	2006
GNOM	4058	William H. Foege Genome Sciences	119,715	2006
PCAR	5980	PACCAR Hall	135,000	2010
CDRW	6135	Cedar West Apartments	97,790	2011
POP	6138	Poplar Hall	97,040	2011
CDRE	6136	Cedar East Apartments	78,435	2011

FACILITY CODE	FACILITY NUMBER	BUILDING NAME	GROSS SQUARE FEET (GSF)	DATE CONSTRUCTED
ALD	6140	Alder Hall	276,146	2012
ELM	6137	Elm Hall	207,017	2012
UMSA	6091	UW Medical Center, Wing SA - Montlake Tower	182,470	2012
MOL	6105	Molecular Engineering and Sciences Building	90,300	2012
DEM	5981	Dempsey Hall	90,089	2012
ECC	6337	Samuel E. Kelly Ethnic Cultural Center	29,935	2012
LAN	6210	Lander Hall	242,070	2013
MRCA	6317	Mercer Court Building A	110,400	2013
MRCB	6377	Mercer Court Building B	110,400	2013
MRCC	6378	Mercer Court Building C	110,400	2013
MRCD	6379	Mercer Court Building D	110,400	2013
MRCE	6380	Mercer Court Building E	110,400	2013
MAH	6211	Maple Hall	300,000	2015
TEH	6212	Terry Hall	90,000	2015
INT	6082	Intellectual House	8,367	2015

CONSTRUCTION YEAR OF BUILDINGS ON DEVELOPMENT SITES

Table 30. Central Campus - Construction Year of Buildings on Development Sites

SITE ID	SITE NAME	DEMO GROSS SQUARE FEET	NAME OF BUILDING (YEAR CONSTRUCTED)
C1	West of Memorial Way / N1 Parking Lot	68,916	Burke Musem (1962)
C3	Mackenzie Replacement / N3 Parking Lot	43,099	Mackenzie Hall (1960)
C6	North Campus Housing 2 (Building E) / Haggett Hall Site / N9, 10, 11 Parking Lots **/***	206,114	Haggett Hall (1963)
C7	McMahon Hall Site / N13, 14, 15 Parking Lots	288,352	McMahon Hall (1965)
C8	Padelford Garage North Site / N16, 18, 20, 21*	138,555	Padelford Hall (1967)
C11	Facility Services Admin Bldg / University Facilities Bldg and Annex 1	20,125	Facilities Services Administration Building (1909), University Facilities Building (1982), and Annex 1 (1990)
C12	Plant Op Annexes 2-6 / University Facilities Annex 2 / C23 Parking Lot	18,860	Plant Op Annex 2 (1947), Plant Op Annex 3 (1956), Plant Op Annex 4 (1909), Plant Op Annex 5 (1985), Plant Op Annex 6 (1990), University Facilities Annex 2 (2003)
C13	Sieg Hall Replacement	57,180	Sieg Hall (1960)
C14	Mechanical Eng / Eng Annex / C15 Parking Lot	125,896	Mechanical Engineering Building (1959), Engineering Annex (1909)
C15	Wilcox / Wilson Ceramics Lab Site / Wilson Annex	50,328	Wilcox Hall (1963), Wilson Ceramics Lab (1946), Wilson Annex (1987)
C16	Benson Hall / C7 Parking Lot	76,271	Benson Hall (1966)
C17	Chem Library Site	39,363	Chemistry Library Building (1957)

Table 31. West Campus - Construction Year of Buildings on Development Sites

SITE ID	SITE NAME	DEMO GROSS SQUARE FEET	NAME OF BUILDING (YEAR CONSTRUCTED)
W19	Schmitz Hall Site	99,691	Schmitz Hall (1970)
W20	Staff / HR Building Site	10,831	Staff / HR Building (1948)
W21	Condon Hall Site	132,533	Condon Hall (1974)
W23	Henderson Hall Site	106,340	Henderson Hall (1929)
W25	Child Care / Brooklyn Trail /SW Maintenance / W11 Parking Lot	23,497	Child Care Center (1996), The Brooklyn Trail Building (1955), SW Maintenance Building (1955)
W26	CDC / Ethnic Cultural Center Theater Site	32,999	3935 University Way NE (1931), 3939 University Way NE (1941), 3941 University Way NE (1941), 3947 University Way NE (1984),Ethnic Cultural Center Theater (1941)
W27	Purchasing Accounting / W12, 13 Parking Lots	39,576	Purchasing and Accounting Building (1959)
W29	Stevens Court East (A, B, C, H) / W29 Parking Lot	79,104	Stevens Court Buildings A, B, C, H (1983)
W30	Stevens Court West (D, J, K, L, M) / W32, 33 Parking Lots	138,340	Stevens Court Buildings D, J, K, L, M (1983)
W32	Wallace Hall Pavilion / Marine Studies / Fish Teaching and Research	96,546	John M. Wallace Hall (1976), Marine Studies Building (1983), Fisheries Teaching and Research Building (1990)
W33	Ocean Research 2 / NOAA / W24, 28 Parking Lots	11,267	Ocean Research Bldg. #2 (1996), 3710 Brooklyn Avenue NE (1950), 3716 Brooklyn Avenue NE (1951)
W37	Northlake Building / W40 Parking Lot Site	22,077	Northlake Building (1928)

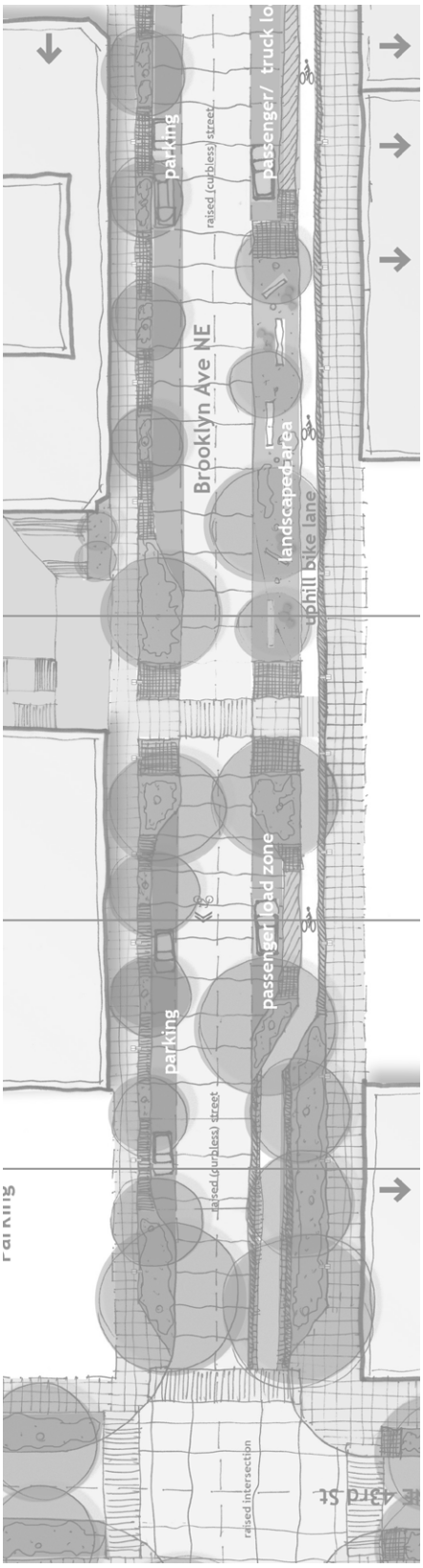
Table 32. South Campus - Construction Year of Buildings on Development Sites

SITE ID	SITE NAME	DEMO GROSS SQUARE FEET	NET NEW GROSS SQUARE FEET
S39	SCSII C / Hitchcock Hall Site	116,416	Hitchcock Hall (1982)
S40	SCSII D / J Wing	170,719	Magnuson Health Sciences Center J (1965)
S41	SCSII E / I Wing and G Wing	215,620	Magnuson Health Sciences Center I (1964) and Magnuson Health Sciences Center G (1950)
S42	SCSII F / T Wing	493,496	Magnuson Health Sciences Center T (1973)
S43	SCSII G / A Wing and C Wing	101,489	Magnuson Health Sciences Center A (1949) and Magnuson Health Sciences Center C (1949)
S45	SCSII I / F Wing	122,767	Magnuson Health Sciences Center F (1950)
S46	SCSII J / D Wing	183,975	Magnuson Health Sciences Center D (1950)
S47	SCSII K / B Wing	117,619	Magnuson Health Sciences Center B (1949)
S48	SCSII L / RR Wing, BB Wing, SW Wing	454,692	Magnuson Health Sciences Center RR (1960), Magnuson Health Sciences Center BB (1952), UW Medical Center Wing SW (1959)
S49	SCSII M / Ocean Teaching / S5, S6 Parking Lot	51,552	Oceanography Teaching Building (1969)
S51	SCSII O / Harris Hydraulics Lab / South Campus Center / S7, S12 Parking Lot	92,785	Harris Hydraulics Lab (1920), South Campus Center (1975)
S53	SCSII Q / Portage Bay Building / Oceanography Bldg, Dock, and Shed / S8 Parking Lot	128,712	Portage Bay Building (1951), Oceanography Bldg (1932), Oceanography Dock Building (1931), Oceanography Storage Shed (1925)
S54	SCSII R / CHDD Clinic and School / S9 Parking Lot	115,943	Center on Human Development and Disability Clinic (1969), Center on Human Development and Disability School (1969)
S55	SCSII S / CHDD South Building	12,378	Center on Human Development and Disability South (1969)
S56	SCSII T / NN Wing	122,217	UW Medical Center Wing NN (1959)
S57	SCSII U / EA Wing and EB Wing	275,885	UW Medical Center Wing EA (1987), UW Medical Center Wing EB (1987)

Table 33. East Campus - Construction Year of Buildings on Development Sites

SITE ID	SITE NAME	DEMO GROSS SQUARE FEET	NET NEW GROSS SQUARE FEET
E59	West of Hec Ed	27,045	Pavilion Pool (1939)
E80	Plant Services Site / N26 Parking Lot	144,198	Plant Services Building (1963)
E81	Blakeley Village West	84,390	Blakeley Village Complex (1982)
E83	Laurel Village East	88,536	Laurel Village (1982)
E85	Ceramic and Metal Arts	16,946	Ceramic and Metal Arts Building (1969)

DRAFT UNIVERSITY DISTRICT GREEN STREET CONCEPT PLAN



U District Green Streets Concept Plan

Contents

I. Introduction

The U District is a thriving neighborhood with 14,000 residents, hundreds of independent businesses, and its own unique flavor. It is also a cultural and economic hub, home to the University of Washington, Seattle's largest employer and a magnet for youth and talent in the Pacific Northwest.

The 1998 University Community Urban Center Plan designated NE 42nd St, NE 43rd St and Brooklyn Ave NE as neighborhood green streets to provide attractive and highly landscaped pedestrian routes in the U District. With Link light rail coming to the U District in 2021, an up-tick in growth is expected, creating opportunities for implementing these streetscape improvements.

The U District core is likely to see substantial growth over the next 20 years. In 2021, the Northgate Link Extension will open its U District Station at Brooklyn Ave NE and NE 43rd St, providing a high-speed connection to downtown and surrounding neighborhoods. Approximately 12,000 daily riders are expected to board at the U District Station by 2030. Recognizing that light rail will change the context of the U District, and to manage and plan for future growth, the City is considering allowing greater height and density in the core of the U District.

The U District Urban Design Framework identified the need for quality open space areas for social, commercial and community events in the U District core. It recommended a "festival street" on Brooklyn Ave NE. In this plan, the "core" of Brooklyn Ave NE between NE 43rd and NE 45th Streets is designed as a highly landscaped pedestrian oriented street which can accommodate periodic community events. Significantly widened sidewalks, generous landscaping and raised intersections are recommended for the core of NE 43rd St from the Sound Transit Link station to the UW.

Sections of the green streets in the area surrounding the core have a mix of commercial and residential uses. Streets passing through these areas connect residents to the business district and the UW. Along these streets, this plan proposes curb bulbs at intersections, pedestrian scale lighting and maintaining some on-street parking.

This street concept plan articulates the community and SDOT-supported design intention for each street, and recommends materials for paving, planting and furnishings. Together with the Link Station and future growth, this streetscape plan is meant to support vibrant public life in the core and create high-quality pedestrian connections into the neighborhood.

Community Engagement

This draft plan is the result of a year of collaboration between the U District community, the City of Seattle, and Sound Transit. Many of the concepts came out of conversations with the U District Partnership's Urban Design Committee. Broader input occurred through a public open house in spring 2014, followed by informal presentations to various neighborhood groups and businesses and review by SDOT, Sound Transit, and UW.

What is a Streetscape Plan?

Streetscape concept plans establish a vision and guide changes to the right-of-way so that incremental improvements by both public and private actors results in an excellent and functional public realm. Streetscape concept plans are intended for adoption as an appendix to Seattle's Right-of-Way Improvement Manual (ROWIM), Chapter 6.

Implementation of the plan can occur over time through public sector projects, private development and/or grants. Landscape elements in the right-of-way may be counted toward Green Factor and other code requirements.

When concept plans are approved by the City, it can improve the predictability of the Street Improvement Permit process for project applicants.

Examples of highly landscaped streets

2014 green street community outreach events

Concept Summary
This diagram summarizes the configuration and characteristics of the main portions of the study area. Parameters such as number of vehicle travel lanes, desired sidewalk width, presence of on-street parking and bike lanes and general design intent are addressed by this diagram.

Each of these streets have distinct character areas with differing conditions and opportunities. To address the unique conditions in different areas, the concept plan is organized according to the various subareas. For each, the concept plan provides a preferred roadway section, design principles, and explores a Focus Area Plan in detail.

Focus Area Plans
To explore the preferred streetscape concept design at a detailed level, each area includes at least one focus area plan (blue areas on adjoining map). Focus area plans illustrate a concept for a key location or unique opportunity. Focus area plans also depict in plan view the preferred character for streetscape improvements that can be generalized for other portions of the area.

NE 43rd St

Pg. 27 Roosevelt Way NE to 15th Ave
Between Brooklyn Ave and 15th Ave:
Widened sidewalk and generous landscaping along north side of street. 10' wide east-bound travel lane and 11' wide west-bound travel lane. On-street parking removed from North side to create space for landscaping and wider sidewalks.
8' drop off and loading zone on south side of street.
Between Roosevelt Way and Brooklyn Ave:
10' wide east-bound travel lane and 11' wide west-bound travel lane, 8' parking lanes on both sides, 6' landscaped curb bulbs at intersections and mid-block locations.

NE 43rd St

Pg. 25 7th Ave NE to Roosevelt Way NE
Introduce landscaped planting strips and street trees where needed. Maintain curb positions, one lane of traffic in each direction and existing on-street parking. Introduce pedestrian scale lighting near Christie Park. Increase permeability along Christie Park edge for pedestrians.

NE 42nd St

Pg. 32 7th Ave NE to Roosevelt Way NE
Improve intersections, create bulb-outs and enhance landscaping. Introduce bulb-outs at bus stops. Maintain existing on-street parking on both sides. Maintain curb positions on both sides. Introduce pedestrian scale lighting. One 10' lane of traffic in each direction.8' wide parking lanes on both sides.

NE 42nd St

Pg. 34 Roosevelt Way NE to 15th Ave
Improve intersections through bulb outs and landscaping. Two travel lanes in both directions. Maintain on-street parking. One 10' travel lane in each direction. 8' wide parking lanes on both sides.

Concept Diagram

Brooklyn Ave NE

Pg. 9 **NE 50th St to Ravenna Boulevard**
Create bulb-outs at intersections to reduce pedestrian crossing distance and slow traffic. Introduce mid-block bulb-outs rain gardens. Maintain existing curbs. One 10' travel lane in each direction, 10' striped on-street parking lane on each side is recommended to visually narrow the roadway. Use SDOT tree-planting program for parcel side plantings along sidewalks.

Brooklyn Ave NE

Pg. 11 **NE 47th St to NE 50th St**
Create bulb-outs at intersections and at the mid-block location. Introduce a 6' landscaped planting strip on both sides. One 10' travel lane in each direction. 8' parking lane on each side.

Brooklyn Ave NE

Pg. 13 **NE 45th St to NE 47th St**
Introduce 6' wide planting strip along street on both sides. One 10' travel lane in each direction. On-street parking removed from east side to introduce an uphill bike lane. Downhill shared bicycle lane. 8' parking lane on west side. No intersection bulb outs to allow existing right turn lane at NE 45th Street and uphill bike lane. Introduce a landscape mid-block curb bulb on west side.

Brooklyn Ave NE

Pg. 15 **NE 43rd St to NE 45th St**
Raised, curbless street. Significantly widened east sidewalk and generous landscaping along both sides. One 10' travel lane in each direction. Uphill bike lane and downhill shared lane. 8' parking lane on west side and 8' drop off and loading area on east side of street with a minimum 2' door swing zone adjacent to uphill bike lane.

Brooklyn Ave NE

Pg. 19 **NE 40th St to NE 43rd St**
Create intersection and mid-block bulb-outs. One 10' lane of traffic in each direction. 8' parking lanes on both sides. Introduce uphill bike lane and downhill shared lane. Maintain existing curbs.

Brooklyn Ave NE

Pg. 21 **NE Pacific St to NE 40th St**
Improve intersections, create bulb-outs and enhance landscaping at NE 45th and NE Pacific Streets. Introduce uphill bike lane and downhill shared lane. Maintain curb positions on both sides. 12' travel lane in each direction. Create a raised intersection and introduce a four way stop sign where the Burke Gilman Trail meets Brooklyn Ave N. Potential for public art element at Burke Gilman Trail crossing.

Brooklyn Ave NE

Pg. 23 **Waterfront to NE Pacific St**
Maintain existing lanes of traffic with a center turn lane and existing curb locations. Maintain uphill and downhill bike lanes connecting the waterfront to the Burke Gilman Trail. Preserve existing trees and landscaping.

Design Elements

Materials and design elements chosen for the U District green streets should be high quality, durable and related to the human scale. The overall intention is to create consistency through these streets to clearly signal that these are pedestrian priority areas, designed to promote walking and public life.

Hardscape:

Brooklyn Ave NE between NE 43rd and NE 45th Streets:
The choice of paving materials for Brooklyn Ave N should respond to the requirements of the curbless street condition on Brooklyn Ave NE.

Changes in texture and a clear contrast between paving materials can be considered to demarcate sidewalk zones from the uphill bike lane and car lanes, subject to SDOT review and approval. Where mid-block crossings and raised intersections are recommended, a change in pavement color and texture can be considered to show pedestrian priority in these areas. Textured paving materials such as inlaid brick or concrete pavers, or narrowly scored concrete are recommended. Standard thermoplastic paint should be used for crosswalks.

Subject to SDOT review and approval, in areas where seating is recommended, paving materials should be light and attractive and include interesting patterns, colors or integrated public art elements to indicate places for gathering. Textured paving materials such as inlaid brick or concrete pavers, or narrowly scored concrete can be considered to break up the linearity of the street, particularly around seating and landscaping.

NE 43rd St between Brooklyn Ave NE and 15th Ave NE:
NE 43rd St is recommended to have regular 6" curb with raised intersections at intersections with Brooklyn Ave NE and the Ave. A change in material, texture or color can be considered for these raised intersections to increase their visibility create safer pedestrian crossings. A similar textural or material treatment should be considered at the intersection of 43rd St and 15th Ave NE, although this is not a raised intersection. In addition, standard thermoplastic paint should be use for crosswalks. Sidewalks and curbs should be designed as required by the ROWIM. Between trees and planting areas and on expanded sidewalk zones, textured paving materials such as inlaid brick or concrete pavers, or narrowly scored concrete are recommended. It is recommended that the design of pavers and scoring be coordinated with design details on Brooklyn Ave between NE 43rd and 45th Streets for continuity and wayfinding.

All other street sections:
For all other sections of green streets in the U District, standard pavement, sidewalk and curb construction as per the ROWIM design details and subject to SDOT review and approval are recommended. Between planted areas, in bus bulbs and in expanded sidewalk zones, textured paving materials such as inlaid brick or concrete pavers, or narrowly scored concrete can be considered.

Bell St Park Boulevard is an excellent example of how zones of the right of way can be differentiated through changes in the concrete's texture, scoring and color.

Concrete pavers are used to distinguish bus waiting areas on Campus Parkway in the U District.

Thermoplastic paint should be used to clearly denote crosswalks.

Planting:

Healthy, consistently placed street trees are crucial. "Large" and "medium large" tree species from the SDOT Street Tree list are most appropriate for the core area surrounding the Link station where they do not conflict with overhead utilities. Each tree should have enough rooting area for long-term viability, and a generous under-story of perennials and/or low shrubs. All other SDOT ROWIM tree planting requirements apply.

Perennials and shrubs should be selected to provide year-round color and structure. Ornamental grasses, evergreen perennials, and low shrubs should anchor plantings – accents of deciduous perennials may also be appropriate in some locations.

Other planting recommendations include:

• Silva cells or similar technology is recommended on Brooklyn Ave NE over the light-rail station. Soil depth will be decreased by the below ground structure, so lateral volume under the sidewalk is especially important.

• Even with drought-tolerant species, permanent irrigation systems are encouraged to increase vigor and longevity.

• Tree pits should be at least 10' in length.

• Root barriers are recommended on both sides of tree pits.

• Drought-resistant trees and plantings are recommended on Brooklyn Ave NE core where wind speeds can be higher than average at the base of UW Tower. Recommended species include the Italian Oak (*Quercus frainetto*) or drought tolerant maple, such as 'Green Column' black maple (*Acer nigrum*).

• Adjacent to the Link station, a secondary row of trees and planting is recommended between the bike lane and sidewalk zone. Since this secondary planting area is at a distance from the car travel lanes, the width of this planting area may be under the standard ROWIM requirement. The minimum allowed width of this secondary planting area is 3'6". Silva cells are recommended around this secondary planting area.

All other SDOT ROWIM tree planting requirements will apply.

Street Furniture

Street Lights
Locate street lights at approximately 120' intervals subject to lighting calculation and analysis. These may be placed on opposite sides of the street to adequately light the road while avoiding over-lighting. Given the very high pedestrian volumes in the U District, pedestrian scale lights are required on all designated Green Streets in the U District up to NE 50th St. Pedestrian scale lighting should be designed at approximately 40'-60' intervals. Fixtures similar in design and color to those on University Ave and as per approved Seattle City Light standard are recommended

Landscaping separating vehicle and pedestrian areas
Images courtesy Nevue Ngan Associates

Examples of low plantings and green stormwater infrastructure
Images courtesy www.metropolitangardens.blogspot.com

Material changes can differentiate the furniture zone from the pedestrian zone of a sidewalk.

An example showing the use of asphalt for a bike lane on an otherwise textured street pavement.

Colored pavers can be used to increase the visibility of an intersection.
Images courtesy NACTO

for consistency across the U District. Where possible use a single pole with both, a street light fixture at mounting height 30'-35' and a lower pedestrian scale fixture at 12'-16'.

Benches and Seating

Brooklyn Ave NE is designed as a festival street and activities such as gathering waiting and people watching should be encouraged through seating and landscaping. Some amount of fixed seating is recommended along the landscaping on Brooklyn Ave NE. Movable seating such as chairs and tables should be also be accommodated especially for during festival street closures, farmers markets or other community events. NE 43rd St will become a major pedestrian thoroughfare between the Link Station and the UW. Active uses such as cafes and restaurants along this street can afford excellent opportunities for sitting, socializing and people watching. In addition to the 3' frontage zone for outdoor cafes, benches and seating can be provided along the landscaping on 43rd at some locations to create small "outdoor rooms" for gathering.

Bike Racks and Bike Share

Additional on-street bike parking is desirable in this core area. The exact number and location of bicycle parking is flexible. However, a Pronto bike share station will need to be accommodated on NE 43rd St between the Ave and the alley on its west side.

Traffic Signs

The mid-block crossing across Brooklyn Ave NE should have standard crosswalk signs and amenities.

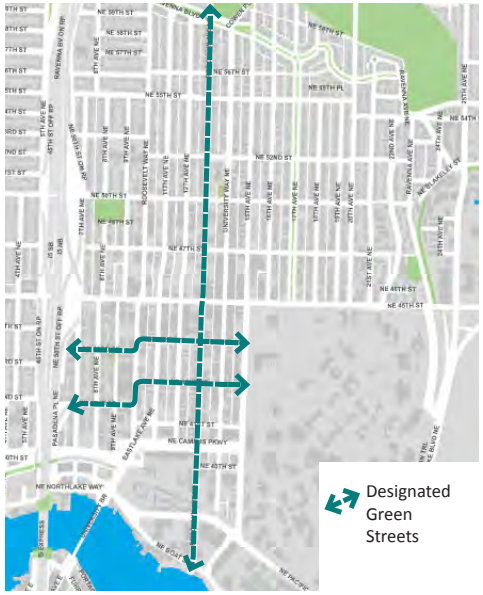
A generous understory of plantings is recommended for all green streets. These add visual interest along the sidewalk, reduce impervious area and runoff, provide habitat and provide a buffer between pedestrian areas and vehicles.

A combination of fixed and movable seating is recommended in the core of the U District on the green streets surrounding the Link station.

New pedestrian lighting fixtures should match existing U District fixtures for consistency.

Context

Location

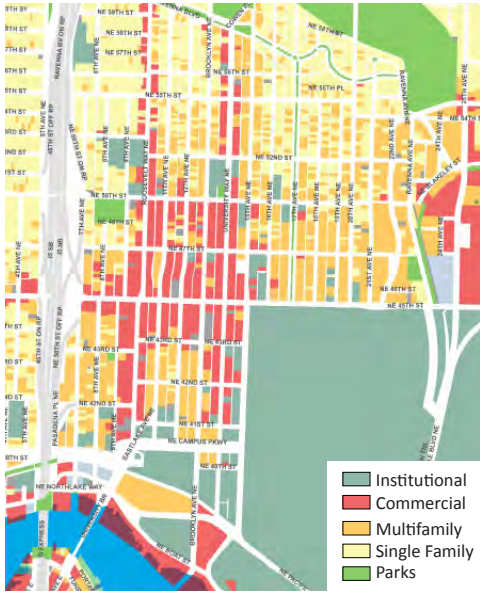


The University District, one of Seattle's six Urban Centers, is home to a diverse and vibrant community.

Identified as Green Streets in the 1998 Neighborhood Plan, NE 43rd St, NE 42nd St and Brooklyn Ave NE connect the residential neighborhood to the core of the U District, including the new Link station, University of Washington, UW Medical Center, Burke Museum, the Burke Gilman trail, and the "Ave" commercial district.

Subsequent community processes (2012-2014) have reaffirmed the important role of these streets.

Land Use



The land uses along 43rd and 42nd Streets are mostly multifamily residential to the west with a mix of retail, entertainment, office and residential uses closer to Roosevelt Way NE.

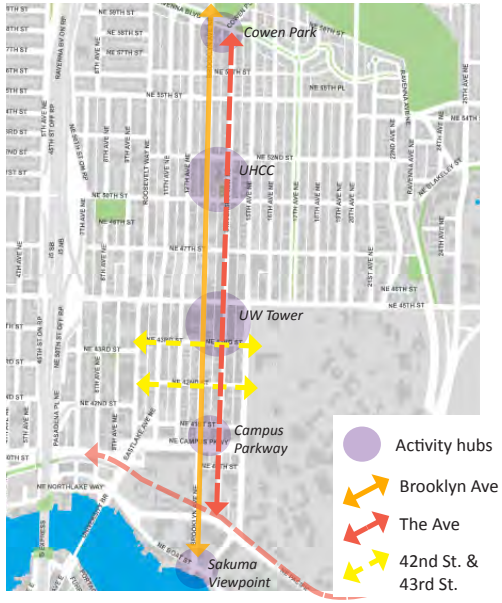
At Portage Bay, Brooklyn Ave NE has recreational uses, transitioning to institutional uses and student housing closer to Campus Parkway. Between NE 42nd St and NE 45th St, land uses on Brooklyn Ave include the UW Tower, Hotel Deca and medium density multifamily residential. North of NE 45th St until NE 50th St, a mix of strip malls, gas stations, larger format retail and parking lots characterize the corridor. Further north of NE 50th St, Brooklyn Ave is mostly single-family and low-rise residential. Traffic volumes and speeds decrease north of NE 50th St.

Future growth

In anticipation of the future light rail station, and to advance Comprehensive Plan goals to direct growth to areas supported by infrastructure and services, the City of Seattle is studying zoning alternatives that would allow greater density and height in the core of the University District surrounding the light rail station.

Future residential and commercial growth will increase the need for quality public and landscaped spaces in the University District. With relatively light car traffic and heavy foot traffic volumes, Brooklyn Ave NE, in particular, has the potential to become a great pedestrian route with the characteristics of a linear park serving the neighboring community.

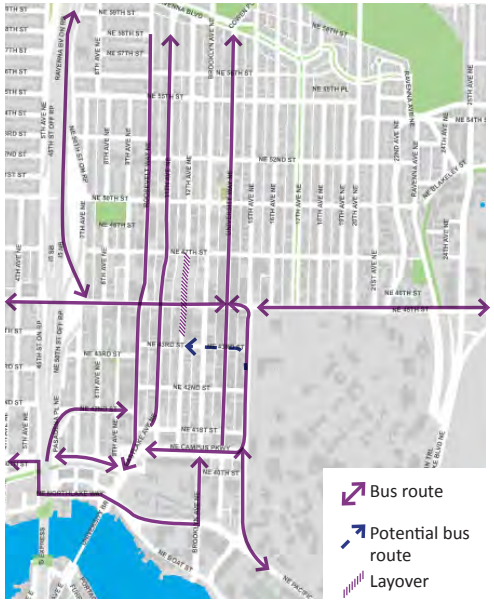
Walking



Brooklyn Ave NE is an important pedestrian connector for north-south pedestrian movement outside the UW Campus, with key pedestrian campus-access points located along 15th Ave at NE 42nd and 43rd Streets. Brooklyn Ave NE connects a number of hubs of activity, including Cowen Park, University Heights Community Center (UHCC), Link Station, the UW Tower and a future waterfront park at Sakuma Viewpoint.

The Ave is the other busy north-south pedestrian corridor in this area, supporting a thriving retail environment.

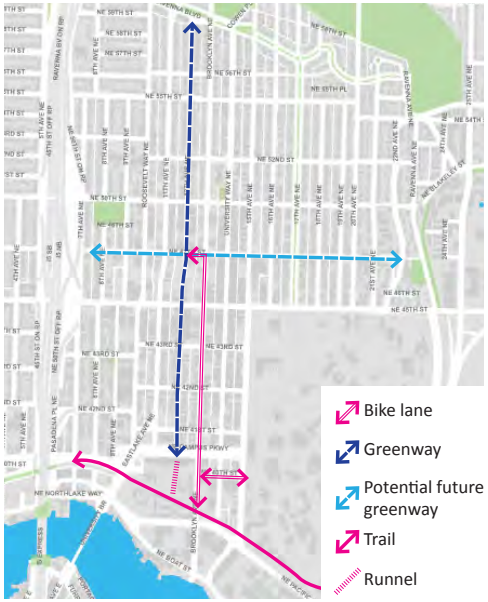
Transit



University Way and 15th Ave NE are the major north-south transit corridors serving this area. Metro has a bus layover on 12th Ave NE. Northbound buses also run on 11th Ave NE. NE 45th St and NE Campus Parkway provide east-west bus connectivity. NE 42nd St is a bus route between the I-5 and Roosevelt Way NE.

The future Link Station will influence routes and connectivity in the area significantly. To improve bus-train connectivity after the Link station opens, Metro is considering routing certain west-bound routes onto NE 43rd St with a bus stop at the Link Station.

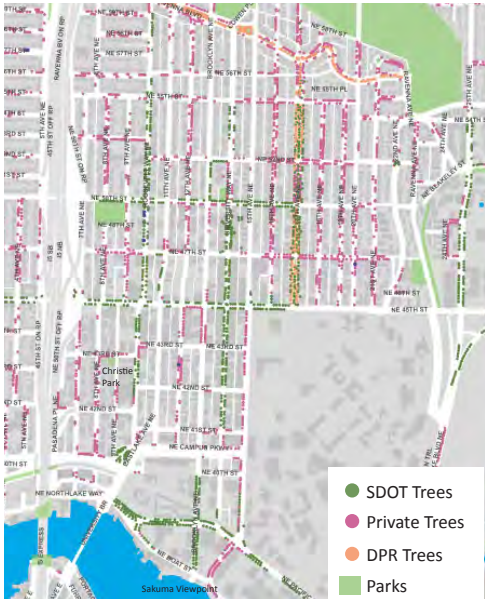
Future Bike Connections



The 2014 Seattle Bicycle Master Plan identifies priority bike routes. The plan recommends an uphill climbing lane on Brooklyn Ave NE. Recognizing NE 43rd St as an important gateway into the University, the plan recommends a shared street between Roosevelt Way NE and 15th Ave NE. The completed greenway on 12th Ave connects the neighborhood to the Burke Gilman Trail. NE 47th St is a recommended neighborhood greenway, connecting the U District to the citywide greenway network.

SDOT recently completed a two-block protected bicycle facility on NE 40th St between Brooklyn Ave NE and 15th Ave NE and installed a pedestrian scramble intersection at University Way. This route connects cyclists to the Burke Gilman Trail from Brooklyn Ave NE and the UW.

Tree Canopy and Open Space

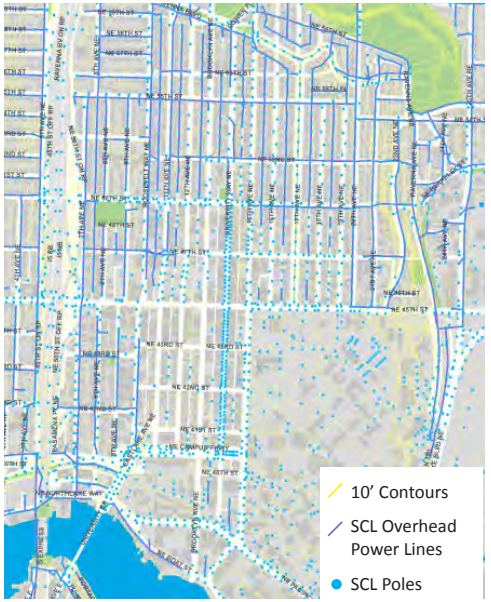


Tree canopy along Brooklyn Ave NE is patchy. There is a well established row of oak trees between NE Pacific St and NE Campus Parkway. North of 40th St, street trees are largely absent. There are almost no street trees on NE 42nd and 43rd Streets, except around Christie Park.

There are two small plazas on Brooklyn Ave adjacent to the UW Tower under UW ownership. Brooklyn Ave NE terminates in Sakuma Viewpoint and park at the south end and connects to Cowen Park at the north. The City recently acquired a parcel adjacent to Christie Park for future park expansion.

New parks are planned at the waterfront and U Heights Community Center, and much of the community advocates a new “town square”.

Power Lines & Topography



Above grade power lines exist along NE 42nd and 43rd Streets between the I-5 and Roosevelt Way. There are no above ground power lines on Brooklyn Ave NE south of 56th, and on NE 42nd and 43rd Streets on the east side of Roosevelt Ave NE.

II. Brooklyn Ave NE

Background/Overview

Brooklyn Ave NE is an important north-south corridor connecting Ravenna Boulevard and the waterfront. Adjacent land uses on Brooklyn shift from detached residential uses on the north, commercial and multifamily at the core, to institutional and recreational where Brooklyn Ave meets the waterfront. While Brooklyn Ave is not an existing bus route, the future Link station at NE 43rd St will increase its importance in the transit network. The Bicycle Masterplan recommends an uphill bike lane and downhill shared lane on Brooklyn Ave and many segments of this route are already completed. Brooklyn Ave connects a number of neighborhood amenities such as the U Heights Community Center, Safeway, the future light rail station, Campus Parkway, the Burke Gilman Trail, and the waterfront. It is designated as a collector arterial. There are several likely development sites along Brooklyn Ave between NE 47th and NE 42nd Streets.

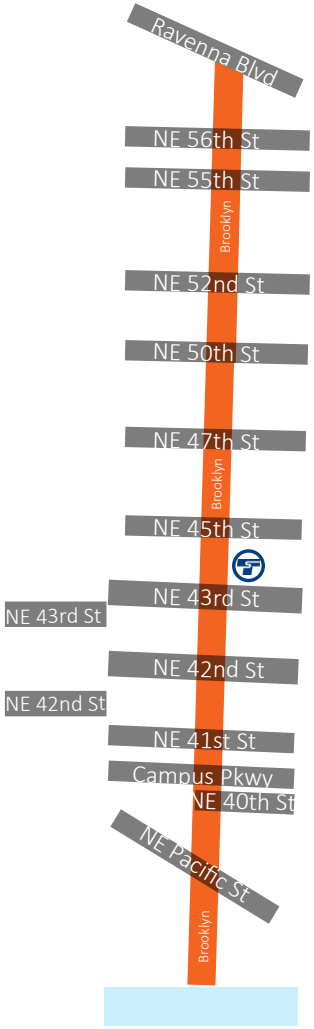
Streetscape Design Principles

Complement Neighborhood Character
Brooklyn Ave NE should balance the needs of all modes and complement neighboring land uses. For example, near 56th St, where traffic volumes and the potential for infill development are low, modest improvements such as pinchpoints and curb bulbs are recommended. In the core of the district, where large volumes of pedestrian, transit and car traffic is expected, more ambitious interventions such as large sidewalks, abundant landscaping, a curbless street and raised intersections are recommended.

Festival Street at the core
The U District Urban Design Framework called for a festival street next to the the future Link station for various community events. The design for this important block accommodates community events and festivals in a highly landscaped setting. Reduced vehicle speeds on this section will improve pedestrian and bike safety on this section of the street. Highly landscaped street edges will create a pleasant environment. The design also facilitates drop off, passenger and commercial loading.

Preserve and protect existing trees
Although tree canopy along Brooklyn Ave is generally patchy, there is a well established row of oak trees between NE Pacific St and NE Campus Parkway. These should be preserved and their environment enhanced through improvements on this block.

Targeted Green Stormwater Infrastructure (GSI)
The area north of NE 52nd St NE is a priority area for rain gardens to control stormwater runoff. GSI can be incorporated into curb bulbs and stormwater can be filtered and cleaned by appropriately selected soils and plants.



Brooklyn Ave NE: NE 40th St to NE 43rd St Concept

Existing Roadway Parameters
Right of way: 70'
Sidewalks: 10' each
Curb to Curb: Approximately 44'
Bicycle Facilities: Uphill bike lane from NE Pacific St to NE 41st St
Street Trees: No street trees north of NE 41st St
Parking: On both sides north of NE 42nd St, on east side from NE 40th to NE 42nd Streets.
Lighting: Intermittent cobra head street lights on east side
Overhead Utilities: None

Between NE 43rd and NE 40th Streets, there is a mix of multifamily, student housing and commercial uses on Brooklyn Ave. The right of way on these blocks of Brooklyn Ave is wider (~70') than on the north side of 45th St making it possible to preserve on-street parking while adding an uphill bike lane on these blocks. These blocks of Brooklyn Ave will provide a major pedestrian and bicycle connection between Campus Parkway and the future Link station. Portions of these blocks have already been improved as part of UW's student housing development on this section of Brooklyn. Besides this new UW development, there is limited redevelopment potential on these blocks, and changes in curb locations are not recommended.

Recommended measures include creating intersection and mid-block curb bulbs to accommodate landscaping, maintaining on-street parking on the both sides of the street and introducing a minor separated in street uphill bike lane on the east side of the street.

Preferred Configuration

Pedestrians
Clear sidewalk path of travel: 6' minimum pedestrian zone

Curbs
Existing curb location is maintained. 6' curb bulbs are recommended wherever on-street parking is provided. 6' mid-block curb bulbs are recommended to calm traffic and make room for landscaping.

Landscaping
Landscaping is recommended in intersection and mid-block curb bulbs. The existing landscaping between the sidewalk and parcel boundary should be preserved.

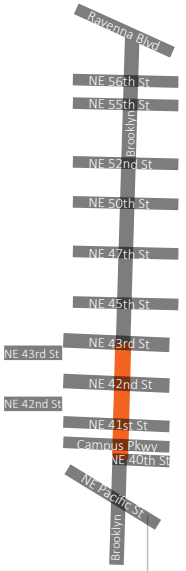
Bicycles
The uphill bike lane from NE Pacific St is recommended to be continued on this block. A downhill shared lane is recommended on these blocks of Brooklyn.

Parking
Existing on-street parking is recommended to be preserved.

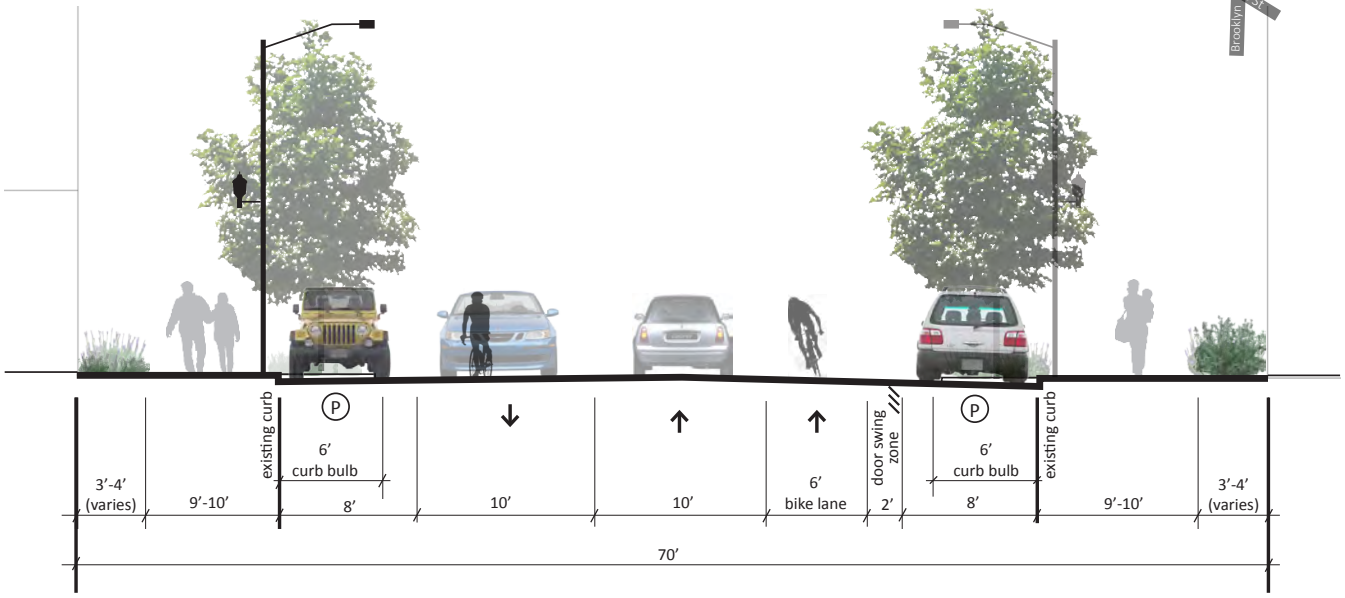
Travel Lanes/ Roadway Width
One travel lane in each direction. Travel lanes are 10' wide, combined with 8' wide marked parking lanes, a 6' wide bicycle lane and a 2' wide door swing zone on the east side.

Pedestrian Lighting
Pedestrian scale lighting is recommended on both sides of this block of Brooklyn Ave. Where possible, consideration should be given to using a single pole with both, a street light fixture at mounting height 30'-35' and a lower pedestrian scale fixture at 12'-16'.

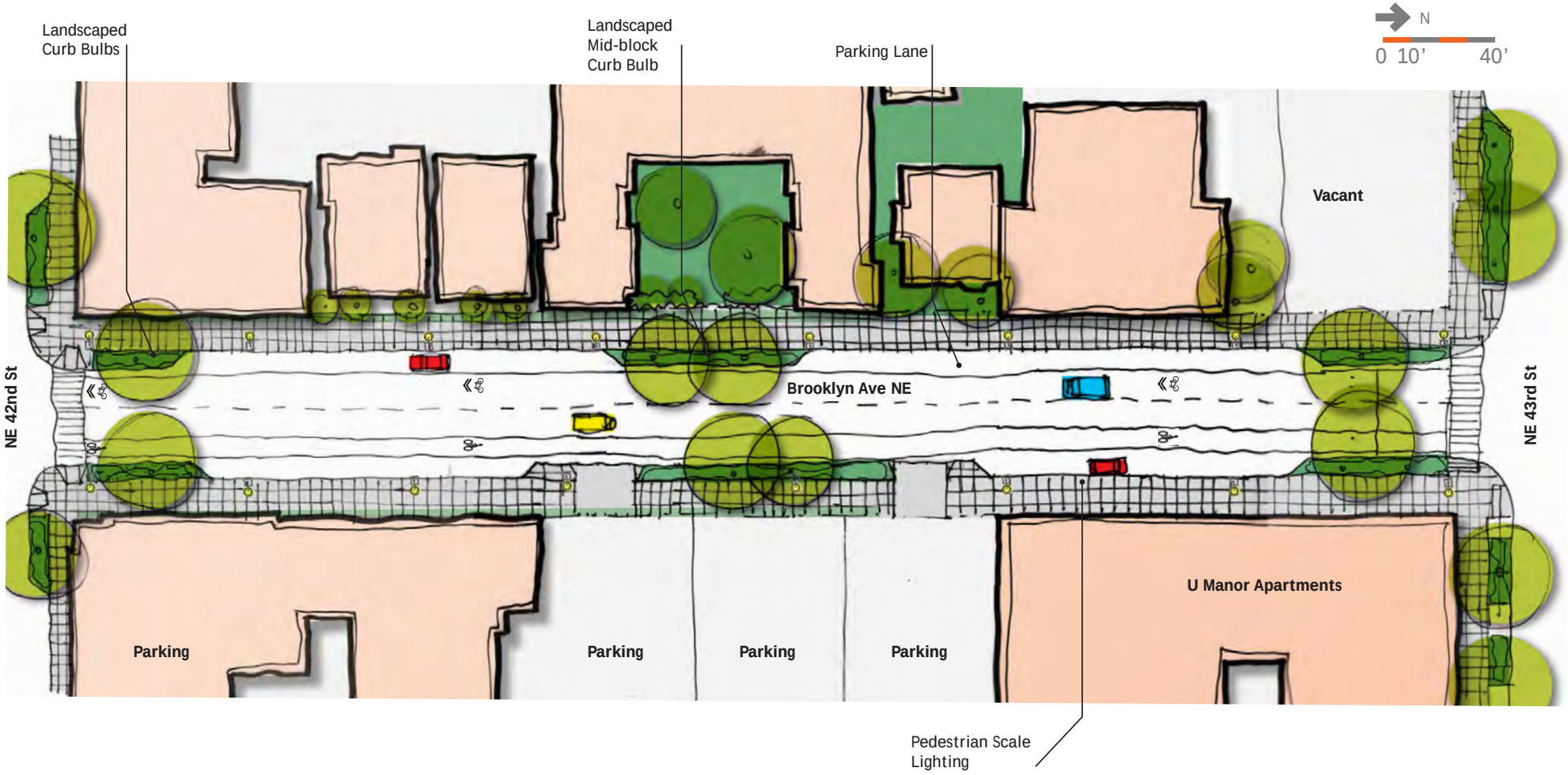
Key Plan



Preferred Section: Looking North



Focus Area Concept



Brooklyn Ave NE: NE Pacific St to NE 40th St Concept

Existing Roadway Parameters
Right of way: 70'
Sidewalks: 5'-6' wide double sidewalk arrangement on each side
Curb to Curb: Approximately 24'
Bicycle Facilities: Uphill bike lane from NE Pacific St to NE 41st St. Downhill bike lane from Burke Gilman to NE Boat St.
Street Trees: Established oaks on both sides
Parking: None
Lighting: Intermittent cobra head street lights
Overhead Utilities: None

The character of Brooklyn Ave NE changes significantly south of NE 40th St.

Design recommendations on this section include converting the east-side outer sidewalk into an uphill climbing bike lane, preserving existing trees and landscaping the west-side outer sidewalk. The Burke Gilman trail meets Brooklyn Ave at an acute angle constraining visibility for trail and road users. To increase visibility and safety, this intersection is recommended to be reconfigured and raised to the level of the sidewalk.

Preferred Configuration

Pedestrians
Clear sidewalk path of travel: 6' minimum pedestrian zone

Curbs
Curb bulbs are not recommended. Maintain existing curb locations.

Landscaping
Preserve existing trees and use outer sidewalk along west side for landscaping

Bicycles
The uphill bike lane from NE Pacific St is recommended to be continued on this block. A downhill shared lane is recommended on these blocks of Brooklyn. The existing downhill bike lane between the trail and NE Boat St should be preserved.

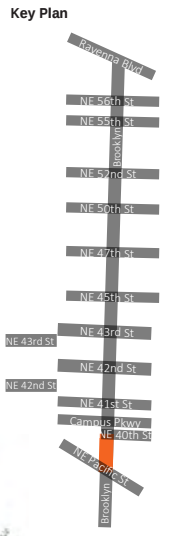
Parking
No on-street parking on this block.

Travel Lanes/ Roadway Width
Maintain existing one travel lane in each direction. Travel lanes are 12' wide.

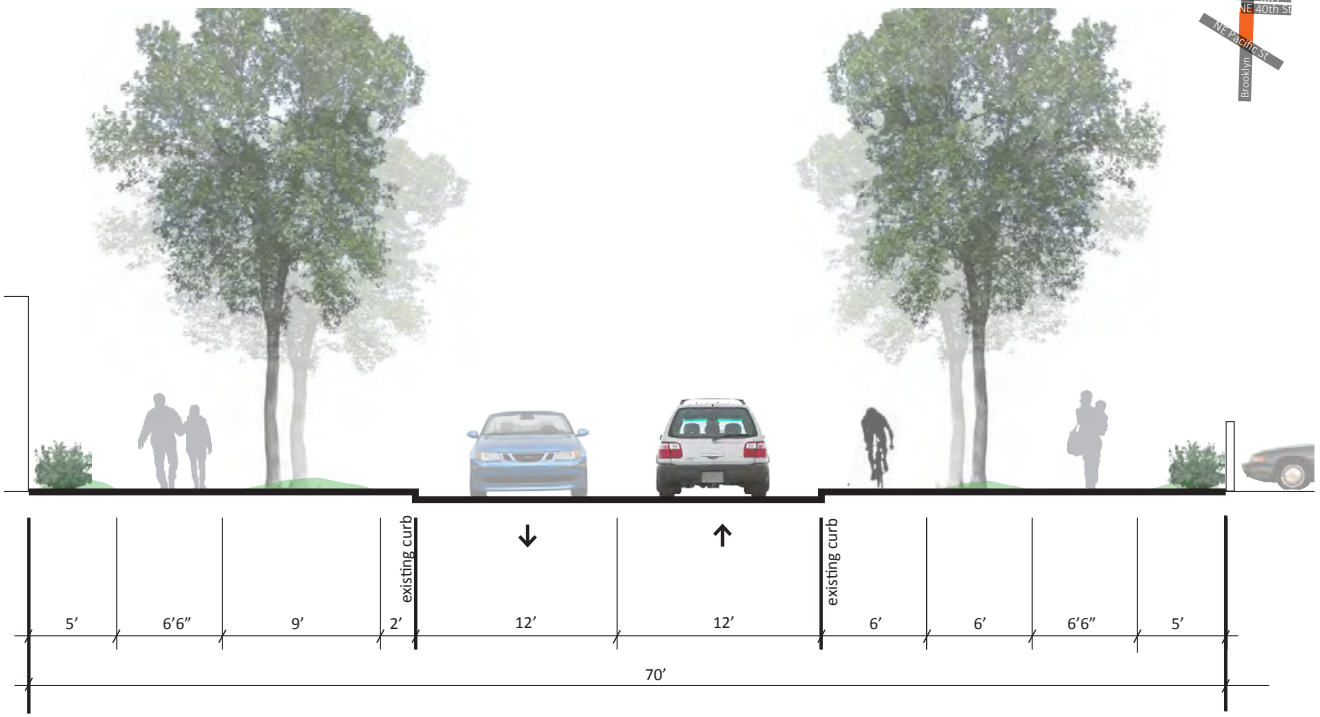
Pedestrian Lighting
Pedestrian scale lighting is recommended on both sides of this block of Brooklyn Ave. Where possible, consideration should be given to using a single pole with both, a street light fixture at mounting height 30'-35' and a lower pedestrian scale fixture at 12'-16'.

Burke Gilman Trail crossing: It is recommended that the angle of this intersection is changed so that the trail meets the Brooklyn Ave at ninety degrees to improve visibility for trail users and vehicles on Brooklyn Ave. A four way stop and raised intersection at this location should be introduced to alert bicyclists and drivers of this intersection.

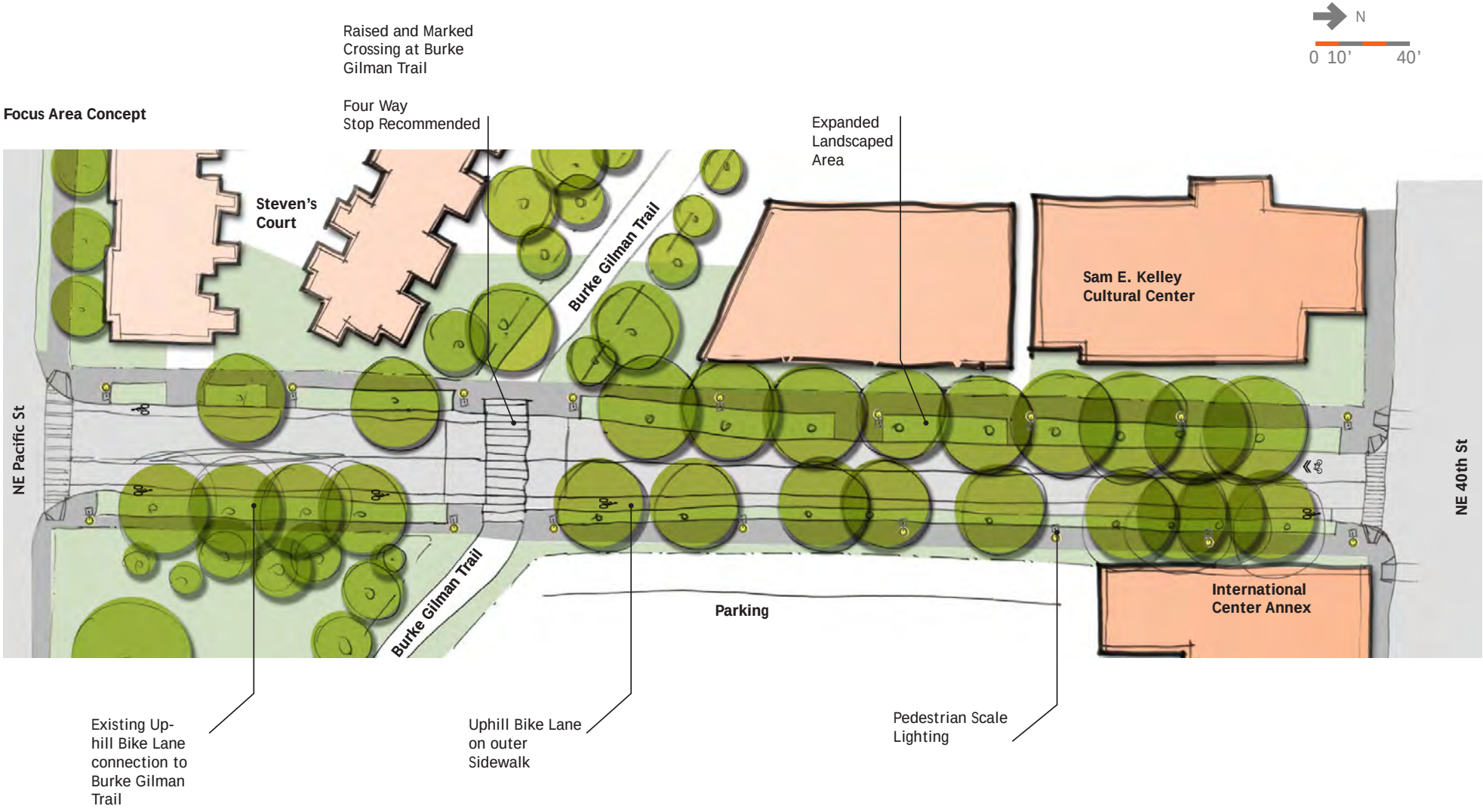
Key Plan



Preferred Section



Focus Area Concept



Brooklyn Ave NE: NE Pacific St to Waterfront Concept

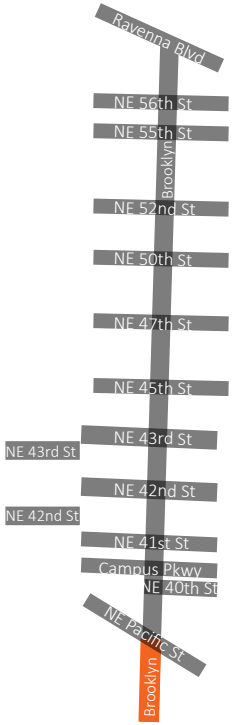
Existing Roadway Parameters
Right of way: 70'
Sidewalks: 5'-6' wide double sidewalk arrangement on each side
Curb to Curb: Approximately 24'
Bicycle Facilities: Uphill bike lane from NE Pacific St to NE 41st St.
Downhill bike lane from Burke Gilman to NE Boat St.
Street Trees: Established oaks on both sides
Parking: Some parking along east side
Lighting: Intermittent cobra head street lights
Overhead Utilities: None

There are bike lanes in both directions and an established canopy of oak trees and wide continuous landscaped areas on this section of Brooklyn Ave. Adjoining parcels on this block are unlikely to undergo significant changes.

Design recommendations for this section of Brooklyn are
• Preserve and enhance existing landscaping; and
• Add pedestrian scale lighting.

Pedestrian Lighting
Pedestrian scale lighting is recommended on both sides of this block. Where possible, consideration should be given to using a single pole with both, a street light fixture at mounting height 30'-35' and a lower pedestrian scale fixture at 12'-16'.

Key Plan



Sakuma Viewpoint

CITY-UNIVERSITY AGREEMENT SUMMARY

1. EXEMPT CHANGES

An exempt change shall be:

- A change to the design and/or location of a proposed structure or other improvement from that shown in the Master Plan, provided that the change to the structure or improvement meets the development standards set forth in the Master Plan and the location is within the same sector, as defined in the Master Plan; or
- Any movement of gross floor area within a sector, as defined by the Master Plan. Any new gross floor area added to a structure or proposed project must be accompanied by a decrease in gross floor area elsewhere within the sector if the total gross floor area permitted for the applicable sector would be exceeded; or
- Restriping or moving parking spaces around the campus; except that moving an approved parking structure from one sector (as defined by the Master Plan) to another shall not be exempt. After the ceiling of parking spaces set forth in the Master Plan is reached, for an action to be exempt, any new parking space(s) must be accompanied by a decrease in parking space(s) elsewhere on campus so that the total number of approved parking spaces on campus is not increased; or
- Any change in the phasing of construction, if not tied to a condition of the Master Plan imposed under approval by the Council; or
- Any increase in gross floor area below-grade.

2. AMENDMENTS

- CUCAC shall review a proposed minor or major amendment and submit comments to SDCI and the University within forty-five (45) days from submittal of the proposed change to SDCI on whether it should be considered minor or major, and what conditions (if any) should be imposed.
- The SDCI Director shall determine whether a proposed amendment is minor or major. The Director's determination shall be made within seventy-five (75) days from submittal of the proposed change. After the Director makes a decision on whether an amendment is minor or major, CUCAC and the University shall be provided a copy of the interpretation.
- If the SDCI Director and the University agree that a proposed amendment is major, the interpretation process shall be waived, and the amendment and environmental review process shall be subject to the provisions of section 2.b.

a. Minor Amendments

A proposed change to an adopted Master Plan shall be considered and approved as a minor amendment when it is consistent with the general goals of the Master Plan, is not an exempt change according to section 1, is not a major amendment as listed in section 2.b., and meets at least one of the following criteria:

- The amendment will not result in significantly greater impacts than those contemplated in the EIS for the adopted Master Plan; or

- The amendment is a change to the Master Plan development standard or Master Plan condition, or a change in the location or decrease in size of open space identified in the Master Plan, and the proposed change would not go beyond the minimum necessary to afford relief and will not be materially detrimental to the public welfare or injurious to the property or improvements in the vicinity in which the major institution is located; or

- The amendment or proposed project will implement the adopted goals and objectives of an adopted neighborhood plan.

b. Major Amendments

A proposed change to an adopted Master Plan shall be considered a major amendment when it is not an exempt change according to section 1, or a minor amendment according to section 2.a. If an amendment is determined to be major, the amendment and environmental review process shall be the same as the CMP update process. In addition, either of the following shall be considered a major amendment:

- An increase in a height designation or the expansion of the boundary of the MIO District if the adopted Master Plan has been in effect less than ten (10) years; or

- A reduction in housing stock within the Primary or Secondary Impact Zone that exceeds the level approved in the adopted Master Plan.

TRANSPORTATION COUNCIL CONDITIONS

62. If SDOT determines that new traffic signals are warranted at the following intersections while the Master Plan is in effect, the University will pay the indicated proportional share of the cost of the new signals: University Way NE/NE 41st Street, 24.5%; and 6th Avenue NE/NE Northlake Way, 15.1%. The University will have one year following delivery of an itemized accounting from SDOT of the new signal cost for an intersection to pay its indicated share for that intersection. The amount of new signal cost for which the University will be required to contribute a proportional share will not exceed $500,000 per intersection (adjusted upward by 3.5% annually from the date of final CMP approval to the date the University receives the accounting for the relevant intersection).

63. The University will contribute 9% of the costs of ITS improvements at the time of ITS implementation within the primary impact zone, and 3.3% of the costs of ITS improvements at the time of ITS implementation within the secondary impact zone. The University's contribution will be capped at $1.6 million for ITS improvements in the primary impact zone, and $293,000 for ITS improvements in the secondary impact zone. Both caps will be adjusted upward by 3.5% annually from the date of final CMP approval until the delivery to the University of an itemized accounting of improvement costs from SDOT. The University will have one year following delivery of an itemized accounting of improvement costs from SDOT to pay its contribution.

64. Upon development of six million net new square feet, the University will measure the demand-to-capacity ratio on routes serving Campus Pkwy near Brooklyn Ave NE. If the ratio on a route exceeds 96 percent, the University shall pay King County-Metro the operating costs for two additional bus transit coaches in both the AM and PM peak hours to provide additional capacity on routes serving Campus Pkwy near Brooklyn Ave NE. Operating costs for each additional bus transit coach is defined as the cost of the driver and the costs of maintenance and repairs.

65. The University shall fund capital improvements, proposed by SDOT in consultation with the University, to improve transit performance within the Primary and Secondary Impact Zones. Payments are due by the following dates or prior to completion of the following development increments, whichever occurs first:

- 1: Issuance of certificates of occupancy for 500,000 net new gross square feet or by January 1, 2023: $2.5 million
- 2. Issuance of certificates of occupancy for 1 million net new gross square feet or by January 1, 2026: $2.5 million
- 3. Issuance of certificates of occupancy for 1.5 million net new gross square feet or by January 1, 2029: $2.5 million
- 4. Issuance of certificates of occupancy for 2 million net new gross square feet or by January 1, 2032: $2.5 million
- 5. Issuance of certificates of occupancy for 2.5 million net new gross square feet or by January 1, 2035: $2.7 million

Payments are listed in 2017 dollars but will be adjusted upward by 3.5 percent on January 2 of each year to account for inflation. If the University develops significantly less square

footage per phase than the amount described above, the University and the City may negotiate in good faith to adjust the payment schedule.

66. The University shall dedicate space at new developments adjacent to existing and future Link light rail stations and RapidRide stops to better accommodate higher volumes of transit riders, provide better connections between modes, accommodate shared mobility services, and provide transportation information related to travel and transfer options.

68. The University shall expand, or pay SDOT for transit stop expansion, at 15th Avenue NE/ NE 42nd Street and NE Pacific Street/15th Avenue NE as part of the NE 45th St/15th Ave NE/NE Pacific St RapidRide implementation.

ACKNOWLEDGEMENTS

The following individuals contributed to the 2018 UW Seattle Campus Master Plan:

CAMPUS MASTER PLAN WORKING GROUP

Theresa Doherty, Co-Chair, Senior Project Director, Seattle Campus Master Plan

Rebecca Barnes, Co-Chair, Associate Vice Provost, Campus Planning and University Architect

Leslie Stark, Assistant to the Director, Seattle Campus Master Plan

Kristine Kenney, University Landscape Architect

John Chapman, Executive Director, Campus Engineering and Operations

Claudia Frere-Anderson, Director, Environmental Stewardship and Sustainability

Jeanette Henderson, Executive Director, Real Estate

Joshua Kavanagh, Director, Transportation Services

Robert Lubin, Associate Director, Facilities and Capital Planning

Mike McCormick, Associate Vice President of Capital Planning and Development

Pamela Stewart, Executive Director, Planning, Facilities and Data Centers

Thaisa Way, Professor, Landscape Architecture

Quentin Yerxa, Assistant Attorney General, UW Attorney General's Office

Sally Clark, Director, Regional and Community Relations

Jan Arntz-Richards, Environmental Planner, Capital Planning and Development

Julie Blakeslee, Environmental Planner, Capital Planning and Development

Damon Fetters, Director, Facilities Maintenance and Construction

Stephanie Rempe, Senior Associate Athletic Director, SWA Intercollegiate Athletics

CAMPUS MASTER PLAN ADVISORY COMMITTEE

Randy Hodgins, Co-Sponsor, Vice President, Office of External Affairs

Rolf Johnson, Co-Sponsor, Chief of Staff, Office of the President

Theresa Doherty, Senior Project Director, Seattle Campus Master Plan

Rebecca Barnes, Associate Vice Provost, Campus Planning and University Architect

Leslie Stark, Assistant to the Director, Seattle Campus Master Plan

Lisa Graumlich, Dean, College of the Environment

John Schaufelberger, Dean, College of Built Environments

Vikram Jandhyala, Vice Provost for Innovation

Todd Timberlake, Chief Real Estate Officer

Mike McCormick, Associate Vice President of Capital Planning and Development

David Anderson, Executive Director, Health Sciences Administration

Denzil Suite, Vice President for Student Life, Office of the President for Student Life

Paul Jenny, Vice Provost for Planning and Budgeting

CONSULTANT TEAM

Caitlyn Clauson, Planning Principal, Sasaki

Tyler Patrick, Planning Principal, Sasaki

Romil Sheth, Senior Urban Designer, Sasaki

Rhiannon Sinclair, Planner, Sasaki

Dennis Pieprz, Principal Urban Designer, Sasaki

Lan Ge, Urban Designer, Sasaki

Phillip Bruso, Data Programmer, Sasaki

Steve Engler, Civil Engineer, Sasaki

Hannah Foley, Civil Engineer, Sasaki

Caroline Braga, Landscape Principal, Sasaki

Lin Ye, Designer, Sasaki

Matthew Macchietto, Designer, Sasaki

Geoff McMahon, AEI

Willa Kuh, AEI

Kurt Gahnberg, Transpo Group

Mike Swenson, Transpo Group

Jeanne Acutanza, Transpo Group

Marianne Bichsel, Bichsel Public Affairs

Chris Hoffman, Stepherson and Associates Communications

Rich Schipanski, EA Engineering

Jeff Ding, EA Engineering

Ryan Durkan, Hillis Clark Martin and Peterson

Steve Roos, Hillis Clark Martin and Peterson

Abbey Pearl DeWeese, Hillis Clark Martin and Peterson

INTERNAL ADVISORS

University Landscape Advisory Committee (ULAC)

University of Washington Architectural Commission (UWAC)

University of Washington Advisory Committee on Real Estate (ACRE)

Faculty Council on University Facilities and Services (FCUFS)

CONTRIBUTORS

Ruth Johnston, Associate Vice President and Chief of Staff, Planning and Management

Gary Quarfoth, Retired, Associate Vice President, Planning and Management

Kathryn V. White, MUP, Planner/Writer

TABLES AND FIGURES

TABLES

FIGURES

FIGURES, CONTINUED