

UNIVERSITY OF WASHINGTON MASTER PLAN SEATTLE CAMPUS



Approved Compiled Plan
January 2003



UNIVERSITY OF WASHINGTON

OFFICE OF REGIONAL AFFAIRS

Theresa Doherty, Assistant Vice President

February 2003

To All Interested Agencies and Individuals:

Enclosed is a copy of the Final Compiled Master Plan for the Seattle Campus of the University of Washington. This Master Plan was approved by the City Council in Council Bill 114424, Council File No. 304650, on December 16, 2002, and signed by Mayor Nickels on December 20, 2003. It was then adopted by the University of Washington Board of Regents on January 17, 2003, and became effective on January 19, 2003. This Master Plan will guide development of the Seattle Campus, building on and replacing the 1992 General Physical Development Plan, extending the continuity of planning developed over the last century. It will remain in effect until the three million gross square feet approved under its provision are constructed or a new Master Plan is adopted by the Board of Regents.

The Final Compiled Master Plan can be viewed on line at:
www.washington.edu/community/cmp.

Sincerely,

A handwritten signature in black ink, appearing to read "Theresa Doherty".

Theresa Doherty
Assistant Vice President for Regional Affairs

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I. Introduction

The University of Washington Seattle Campus Master Plan will guide conservation and development on the Campus. This Plan follows, builds on, and replaces the 1992 General Physical Development Plan (GPDP), extending the continuity of planning developed over the last century into the 21st century. The plan includes guidelines and policies for developing 3 million gross square feet (gsf). While a 10-year planning period was used in its formulation, the Campus Master Plan will remain in effect until the development of the 3 million gsf is complete or a new master plan is approved. The history of Campus Planning at the University of Washington can be found in Appendix C.

The University of Washington, founded in 1861, is the oldest state institution of higher education on the Pacific Coast. The University is a comprehensive teaching and research institution comprised of sixteen schools and colleges, offering undergraduate, graduate and professional education, extending knowledge through research, and providing continuing education and public service to the citizens of the Seattle metropolitan area, the state, and the region.

The largest college on campus, the College of Arts and Sciences includes the traditional humanities, social sciences, and arts in addition to natural sciences and mathematics. Arts and Sciences also administers some of the major cultural facilities on the campus: the Henry Art Gallery, the Washington State Museum (the Burke Museum), and Meany Center for the Performing Arts, which houses ongoing music and performance events that are open to the public. Drama performances take place at four playhouses on campus, including the Penthouse Theater as well as in more informal settings.

Other Schools and Colleges include Business Administration, the Daniel J. Evans Graduate School of Public Affairs, Education,

Engineering, the Graduate School, Architecture and Urban Planning, Forest Resources, and Ocean and Fishery Sciences. Six schools comprise the Health Sciences which, along with the University Medical Center, make up a prestigious and complex health science program that delivers direct care, trains students, and conducts research. The health science schools are Dentistry, Medicine, Nursing, Pharmacy, Public Health and Community Medicine, and Social Work.

The physical assets of the campus are located within boundaries designated by a Major Institutional Overlay (MIO) zone as defined in the City of Seattle Land Use and Zoning Code. 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. In accordance with the 1998 Agreement between the City of Seattle and the University of Washington, the University has agreed to formulate a ten year conceptual master plan and Environmental Impact Statement (EIS).

This Campus Master Plan 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 (see page 8).

The growth proposed in the Campus Master Plan is necessary to accommodate the projected growth of the Washington population seeking higher education and the directive by the State to the University of Washington to accommodate a portion of that public demand. In addition, federally funded research with significant public benefit is creating a demand for space. The population that benefits from higher education and research is part of the population that also benefits from the University campus as a public amenity. The theme of this Campus Master Plan is conserving and enhancing the open space of the campus and guiding future development. It describes characteristics and built environment components of the campus physical environment which will guide future design and decisions that impact the campus, the environment, and surrounding

communities. The scope of the Campus Master Plan includes defining 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 analysis process.

The Campus Master Plan describes the recommendations for open space, circulation, transportation, and development (Chapter IV). General uses for new construction projects are identified on the matrix found on page 86 and all fall within the mission of the University. It is difficult to predict departmental uses on specific sites as past plans have done because of the dynamic nature of education, continual changes in technology and the uncertainty of funding for new construction. Thus, the Campus Master Plan focuses on creating a development framework for the 3 million gsf. Potential development sites are identified (page 87) and general guidelines are outlined under which those sites would be developed. The process for selecting specific sites and their desired development characteristics are described in *Chapter III and IV, General Policies and Development Program*, respectively.

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

Community outreach has been a major part of the planning process. The University is committed to developing a plan that will reflect the interests of the large and diverse community it serves. To achieve this goal, the University developed a program to facilitate and encourage meaningful and ongoing community involvement throughout the planning process. The result has been extensive public involvement that began in the earliest phases of the process and continued throughout the Campus Master Plan's development. Chapter VIII outlines the community outreach program in detail.

University of Washington Master Plan -- Seattle Campus: Introduction

The Visioning Project and Community Outreach

The community outreach program began with a visioning phase. This phase facilitated ongoing and meaningful participation from the broad community to help identify and understand the less tangible but essential qualities of the campus environment.

The Visioning Project was led by faculty in the Department of Landscape Architecture and guided by an advisory committee made up of faculty, staff, and community representatives. The process used surveys and focus groups to learn how different groups use the campus and perceive its value. Questions emphasized open space and the outdoor environment addressing the common spaces of the campus. The survey was not a rigorous scientific study, but an attempt to get at a broader understanding of the influence of the physical environment and the value that it holds for different members of the University community and its neighbors. Surveys were distributed in the spring through fall of 1998 and posted on an interactive website. Six two-hour focus groups were held over the summer of 1998 in different areas of the campus. A total of 1,882 surveys were completed and over 100 faculty, students, staff and community members attended the focus group sessions, providing a rich multiplicity of viewpoints in regard to the campus. The summary of the Visioning Project results and directives for the master planning process can be found in *Appendix B, A Vision for the Campus*.

The Campus Master Plan also had a significant public involvement process to include the broader community. A summary can be found in *Chapter VIII, Community Involvement Process*.

The 1998 City-University Agreement

The elements considered in the development of the Campus Master Plan followed those outlined in the City University Agreement. The University worked closely with the City University Community Advisory Committee (CUCAC) and the City Department of Design, Construction, and Land Use to assure that all elements of the Campus Master Plan were addressed. The 1998 City-University Agreement requires the University to formulate a 10-year conceptual Master Plan and Environmental Impact Statement.¹ Elements that are addressed in the Campus Master Plan include:

- Current boundaries and any proposed boundary. (pp. 126)
- Proposed non-institutional zone designations for areas within the boundaries. (pp. 126-127)
- A site plan designating height and location of existing facilities (p.132), location of existing and proposed open space (pp. 55-57), landscaping and screening (pp. 43-57), and general use and location of any proposed development and proposed alternatives. (pp. 87-122)
- The institutional zone (p. 124) and development standards to be used (pp. 123-135) by the University.
- A general description of existing and proposed parking facilities (pp. 76-79) and bicycle (pp. 64-67), pedestrian (pp. 60-63), and traffic circulation systems (pp. 68-75) within the University boundaries and their relationship to the external street system.
- A transportation plan which will include specific University programs to reduce traffic impacts and encourage the use of public transit, carpools, vanpools, and other alternatives to single-occupancy vehicles. (157-168)
- A general description of future energy and utility needs, system and capacity improvements, and proposed means of

¹ The University's 10 year planning period is based on this requirement. Consistent with the life of the GPDP, the Campus Master Plan will remain in effect until the 3 million gsf is constructed or a new master plan is approved. The development of a new master plan will not be required unless changes in the planning context and assumptions warrant.

- increasing energy efficiency. (pp. 197-200)
- A description of alternative proposals for physical development including explanation of the reasons for considering each alternative. (pp. 82-122)
- Proposed development phases, including development priorities, estimated timetable for proposed developments, and proposed interim uses of property awaiting development. (p. 86-122)
- A description of any proposed street or alley vacation. (pp. 137-155)
- Proposed changes to the land acquisition and leasing policy. (p.129)

Planning Context and Assumptions

This Campus Master Plan has been developed in the context of the University's ongoing planning and capital budgeting process, growth forecasts and assumptions which are described in the Final Environmental Impact Statement.

Regulatory Authority and Planning Process

1. The University of Washington Board of Regents exercises full control of the University and its property, except as otherwise provided by State law.
2. The University may develop in the University District only in accordance with the adopted Campus Master Plan.
3. The University has an established planning process which involves many standing committees including the University Budget Committee, the Capital Budget Committee, the Board of Deans, the Architectural Commission, the Faculty Council on University Facilities and Services, the Landscape Advisory Committee, the University Transportation Committee, Design Review Board, and the State Environmental Policy Act Advisory Committee.
4. The 1998 City-University Agreement (as well as the provisions of the City of Seattle's Major Institutions Policy and Code) governs preparation of the Campus Master Plan. The Campus Master Plan includes development standards and other elements which differ from or are in addition to those included in the City's Major Institutions Code, consistent with the 1998 Agreement. However, a Major Institution Overlay (MIO) district and boundaries are established through the Campus Master Plan adoption.
5. The University will comply with the provisions of the State Environmental Policy Act (SEPA) in the review and approval of the Campus Master Plan. Additional SEPA review will be provided through supplemental environmental review prepared on a project level. The University is the SEPA "lead agency."

6. The University will comply with the provisions of the Seattle Shoreline Master Program and other applicable State or Federal laws.
7. Planning of specific projects is subject to additional review through the capital budget process by the Office of Financial Management and the State Legislature.

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 will continue to be the primary basis for the identification of specific facility needs and priorities.
2. The Campus Master Plan and the capital budgeting process must provide long-term flexibility to accommodate unexpected continuous program changes as well as State and National initiatives.
3. Not all projects included in the capital budgets will be included in the Campus Master Plan. Buildings less than 4,000 gross square feet, in-fill development of existing buildings, temporary facilities, renovation projects that will not involve material expansion and other projects categorically exempt from SEPA review will not be included.

Relationship to Existing Plans

1. The GPDP adopted in 1992 will remain in effect until the Campus Master Plan is adopted by the University of Washington Board of Regents and City Council.
2. The remaining development capacity under the GPDP is approximately 1.5 million gsf. Of the 1.5 million gsf, 1.2 million gsf is allocated to eight projects in design or construction under the GPDP. These projects are the Law School, EE/CSE, BioSciences, UWMC Surgery Pavilion, Crew House, IMA Expansion, Indoor Practice Facility and 25th Avenue Housing (i.e.

Blakeley Village Addition). The unallocated balance is approximately 300,000 gsf.

3. The Campus Master Plan does not include the University's plans for branch campuses or off-campus facilities, except for plans for acquisition or leasing of land within the primary and secondary impact zones as provided by Section II.E.2. and 3. of the 1998 City-University Agreement.

Existing Conditions and Development Constraints

1. The University owns approximately 643 acres within the campus boundaries (page 126-127). Approximately 60 acres of non-University property are located within these boundaries.
2. Of the 643 acres owned by the University, approximately 70 acres are under water and 165 additional acres are unstable wetland and landfill areas which are environmentally sensitive and unsuitable for major building construction.
3. 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 38).
4. The West and Southwest campuses are bisected by numerous City streets which may have implications on development.
5. The campus contains substantial landscaped open space which the University is committed to conserve for historical, aesthetic and environmental reasons (see *Chapter IV Development Program*).
6. Detailed information regarding the existing conditions of the campus is included in the Environmental Impact Statement and has been considered in the development of the Campus Master Plan.

Projected Faculty, Staff, and Student Growth

According to the Higher Education Coordinating Board (HECB), some 70,000 more full-time equivalent (FTE) students will seek a college education in Washington State between 2001 and 2010. To accommodate this demand, the HECB assumes that all independent, public two-year and public four-year institutions will plan and accommodate for increases in student populations. The University of Washington will be part of the solution by working with the Legislature to fund its share of the new students projected for the three campuses, Seattle, Bothell and Tacoma.

Table I-1 shows the projected increase to campus population by 2012. Expected growth continues to be driven by two main factors: the success of research on campus as well as increases in the college-age population. The University of Washington Seattle campus projects an increase in students during the next 10 years (2002 to 2012) to be between 3,000 to 4,000 full-time equivalent (FTE) new students. This translates to an increase in headcount of up to 4,120. (Headcount refers to the number of individuals enrolled whether part-time or full-time). The estimated corresponding increase in faculty and staff is approximately 5,000 based on a total campus population increase of 8,000 to 9,000 FTE's and increase in headcount of up to 9,120 during the planning period.

In the Autumn quarter of 1999, the University of Washington student enrollment was approximately 33,800 FTE. During that same period, the number of faculty and staff working within the campus boundaries was approximately 20,800 FTE's totaling 54,600 FTE's in campus population. By the fall of 2012, the total campus population is projected to be between 62,700 and 63,700 FTE.

*Table I-1
Projected University Population*

| Population | 1999 | | 2012 | | Increase | |
|---------------|--------|----------|-----------|----------|----------|----------|
| | FTE | Headcnt. | FTE | Headcnt. | FTE | Headcnt. |
| Students | 33,800 | 35,062 | 36-37,800 | 39,182 | 3-4,000 | 4,120 |
| Faculty/Staff | 20,800 | 20,463 | 26,000 | 25,463 | 5,000 | 5,000 |
| Total | 54,600 | 55,525 | 62-63,700 | 64,645 | 8-9,000 | 9,120 |

Physical Growth

Within the MIO boundary, as of October 2000, the University houses its functions in 14.9 million gsf of space. To accommodate both the increase in the number of students as well as the continued growth in the area of research and service, an additional 3 million gsf will be required (this is in addition to projects currently approved under the GPDP and under way).

The long-range growth potential on the Seattle Campus was a fundamental starting point for the master planning process. A total of 68 proposed development sites have been identified with a maximum development potential of over 8 million gsf. However, during the life of the Campus Master Plan, the University will build a total of 3 million gsf (assuming funding is available) on only a portion of these 68 sites. Identification of specific sites and phasing to accommodate the 3 million gsf will be determined through the University's annual capital planning and budgeting process (see Chapter IV).

Transportation Management Program

The goal of the Transportation Management Program (TMP) is to maintain peak-hour motor vehicle travel levels of students, staff, and faculty to the University at or below 1990 levels. Improvements to the TMP will be made as needed to achieve this goal. See Chapter VII for measures that are being proposed in the Campus Master Plan TMP.

II. Goals and Objectives

The goals of the Campus Master Plan represent ideals to strive for in the conservation and development of the Seattle Campus. They provide a foundation for a vision of the campus for the future. Their major theme originates from the notion that the existing campus is an important place balanced by open spaces and buildings which reinforce and define each other. As an institution of higher learning, the valued significant elements of the environment, both natural and built, must be conserved. Equally, opportunities for change, enhancement, and advancement must be facilitated.

The goals described in this chapter are the basis for the general policies listed in Chapter III and development program recommendations outlined in Chapter IV. Following approval by the City Council and the Board of Regents of the Campus Master Plan, the general policies and development program recommendations as set forth in Chapters III and IV, will be used to guide the design and development of each of the proposed development sites.

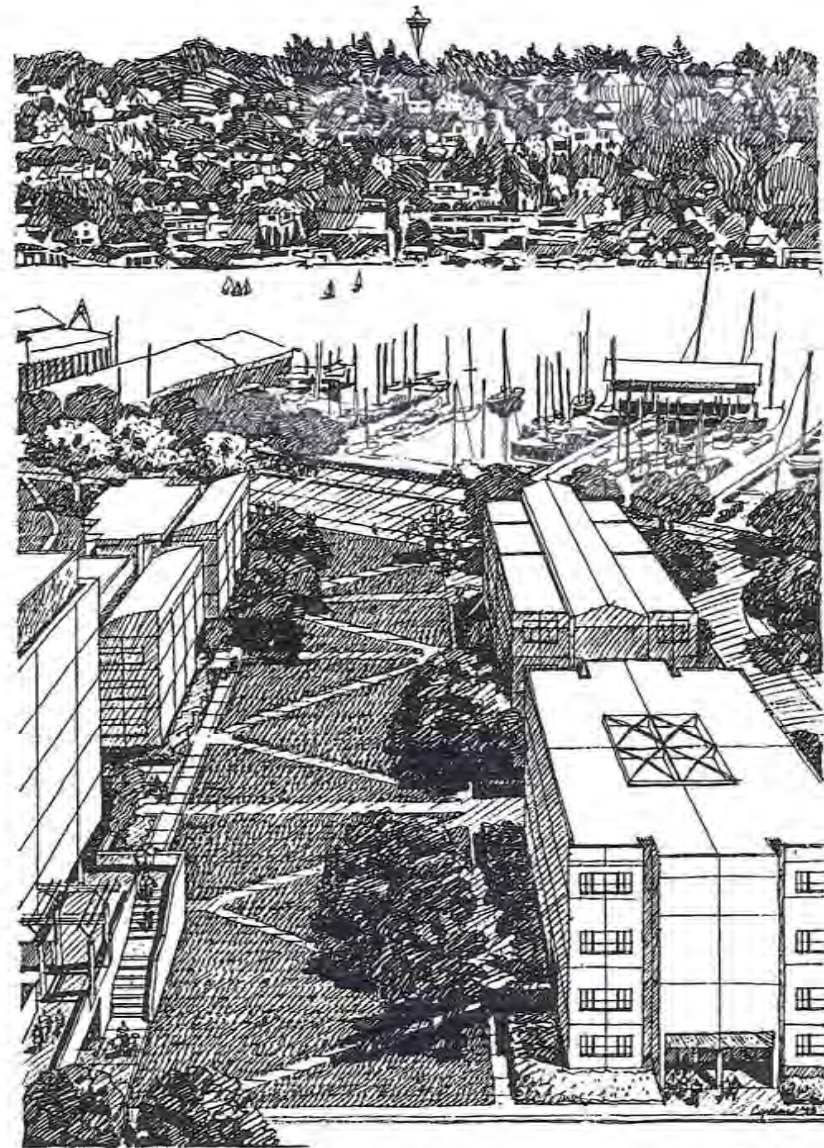
The Mission of the University of Washington

The campus environment should support and facilitate the mission of the University. The planning process began with the mission of the University as a public institution dedicated to learning, teaching, research, and community service. With the mission as a starting point, input was solicited from the community and goals were created.

"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 outstanding 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 diverse facts, theories, and ideas.

To promote their capacity to make humane and informed decisions, the University fosters an environment in which its students can develop mature and independent judgment and an appreciation of the range and diversity of human achievement. The University cultivates in its students both critical thinking and the effective articulation of that thinking."

University of Washington Faculty Handbook



Portage Bay Vista and the Southwest Campus

Figure II-1

Goals of the Campus Master Plan

In order to support the mission of the University, the Campus Master Plan should:

RESPECT ITS STATURE *The Campus Master Plan should honor the status of the campus as a national treasure, a work of art, and a triumph of environmental design, enriching life with a harmonious marriage of space, form and participation.*

ENSURE STEWARDSHIP *The Campus Master Plan should ensure good stewardship of the existing campus, maintaining and protecting the value of the University's physical resources and character, history, architecture and open space. Changes to the campus should improve and enhance, rather than detract from, the value and quality of the campus. The Campus Master Plan identifies and encourages preservation of historic resources and open space.*

PROVIDE FACILITIES *The Campus Master Plan should provide for the facility and infrastructure needs of the next decade.*

MAXIMIZE FLEXIBILITY *The Campus Master Plan should provide the maximum amount of flexibility in order to best accommodate future growth and take advantage of unforeseen opportunities.*

ENHANCE THE CAMPUS *The Campus Master Plan should create an aesthetic quality appropriate to the campus as a whole and to specific areas, conserving and improving existing buildings, open spaces, and views on campus, and looking for opportunities to create additional open spaces.*

PROVIDE ACCESSIBILITY *The Campus Master Plan should ensure access to and within the campus, maximizing non-vehicular travel, emphasizing pedestrian routes for all pedestrians, and promoting the design of environments to be usable by all people, to the greatest extent possible, without the need for special arrangements or adaptations.*

PROMOTE SAFETY *The Campus Master Plan should help create a safe and healthy environment, with personal and workplace safety considerations integral to planning and design of circulation elements, buildings, and open spaces.*

RESPECT THE ENVIRONMENT *The Campus Master Plan should value the environment and strive to promote the conservation of natural resources and goals of the Growth Management Act and Shoreline Management Act.*

ENCOURAGE EFFICIENCY *The Campus Master Plan should encourage efficiency and economy in University operations, with advantageous locations for facilities and advantageous adjacencies of uses.*

VALUE THE COMMUNITY *The Campus Master Plan should recognize the importance of the surrounding communities and strive to achieve compatible working relationships with these communities to improve the quality of life and public benefits for all in the vicinity.*

Objectives by Element

The Campus Master Plan focuses on three elements: open space, transportation and circulation, and potential development. The objectives that follow represent ideas for change. They also embrace many of the ideas expressed in the University Community Urban Center Plan (UCUCP, August 1998—see Chapter IX). Decision-makers should strive to achieve these objectives. Costs and schedule-related factors will need to be considered in the decision making process. In some cases, when conflicts occur, there may be a need to balance these objectives with other factors such as budget, funding, academic priorities and scheduling. In those cases where factors such as budget, funding, academic priorities, and scheduling result in a decision that is not in accord with the goals stated in the Seattle Campus Master Plan, a full explanation shall be provided for project reviewers and decisionmakers.

Open Space Objectives

The Campus Master Plan should conserve and enhance existing open spaces and views to and from campus and look for opportunities to create additional safe and attractive open spaces.

The Campus Master Plan should:

- designate important open spaces and views on campus and create policies to ensure their preservation and maintenance.
- identify areas that could become safe and pleasant new open spaces.
- propose opportunities to use landscape elements to strengthen the structure of the campus.
- identify areas where links between open spaces could be improved in order to achieve a cohesive and accessible open space network.
- incorporate accessibility as an integral part of the design of

new open spaces.

- propose design standards that will increase safety and comfort in campus open spaces.
- link the University's open space and pedestrian circulation systems into the community and surrounding open space systems.
- strengthen visual and physical links to the waterfront.

Transportation and Circulation Objectives

In compliance with the terms of the City-University Agreement, the Campus Master Plan should ensure access to and within the campus by all modes of transportation, maximizing non-vehicular travel and encouraging a safe and pleasant environment for pedestrians and bicyclists.

The Campus Master Plan should:

- improve the pedestrian experience on campus.
- increase access for pedestrians and bicyclists, both to and within the campus.
- minimize conflicts between pedestrians, bicycles, and vehicles.
- improve public transportation with the goal of minimizing vehicle trips to campus and related parking requirements; provide safe, convenient access for pedestrians to and from public transportation.
- minimize the amount of new parking facilities while still providing parking for the variety of users on campus, including the disabled, with the least impact on the campus and the surrounding street system with particular care to street systems that are contiguous with residential neighborhoods.
- maintain the cap of 12,300 parking stalls.

- locate, landscape, and screen parking to prevent detracting from the overall quality of the campus environment while promoting safety and security.
- clearly identify entries into campus and improve signage around campus.

Development Objectives

Sites should be selected and developed to contribute to the enhancement of the campus environment without detracting from the fundamental qualities of the campus.

Each potential site should be developed to:

- improve the campus environment with high quality architecture and open space integrated with the building design.
- enhance and strengthen its context and the campus as a whole.
- be in harmony with the immediate surroundings.
- facilitate accessibility and pedestrian circulation.
- accommodate service functions with minimal visual impact from pedestrian routes and open spaces, without causing safety conflicts with pedestrian routes.
- provide a more environmentally sustainable landscape that promotes conservation of natural resources and systems.
- provide an economically feasible and functional project.
- support greening and sustainability techniques. (see page 23)

Objectives by Campus Area

Distinctive environments comprise the different areas of campus. These areas include the Central, West, Southwest, South, and East campuses. Each area is distinguished by varying structures and uses. The Campus Master Plan recognizes and advances these distinctions as fundamental to realizing a rich, inspiring, and supportive environment.

The objectives that follow represent ideas for change. They also embrace many of the ideas expressed in the University Community Urban Center Plan (UCUCP, August 1998—see Chapter IX). Decision-makers should strive to achieve these objectives. Costs and schedule-related factors will need to be considered in the decision making process. In some cases, when conflicts occur, there may be a need to balance these objectives with other factors such as budget, funding, academic priorities and scheduling. In those cases where factors such as budget, funding, academic priorities, and scheduling result in a decision that is not in accord with the goals stated in the Seattle Campus Master Plan, a full explanation shall be provided for project reviewers and decisionmakers.



Hutchinson Hall

Figure II-2

Central Campus

The Central campus is bounded by NE 45th Street, 15th Avenue NE, NE Pacific Street, and Montlake Boulevard. This area includes two general types of environments: the historic core and the surrounding central perimeter.

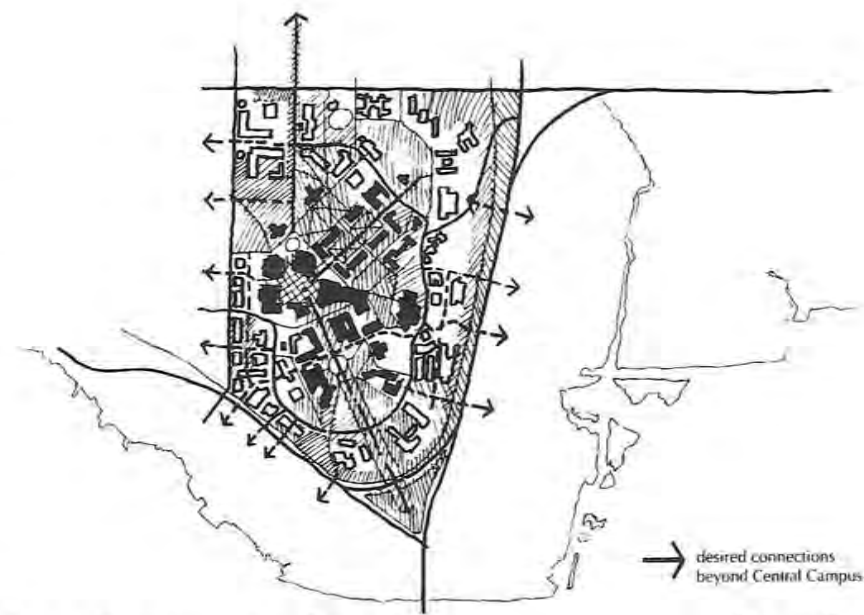
The Original Core

The original core is formed by significant buildings and important open spaces including the Liberal Arts Quadrangle, Denny Yard, Memorial Way, Rainier Vista, Hub Yard, Parrington Lawn, and Central Plaza.

The historic core framework is based on the Beaux-Arts plan resulting from the 1906 Alaska-Yukon-Pacific Exposition, integrated with the 1915 Bebb and Gould Plan. This core is contained, except for extensions of Memorial Way and Rainier Vista, by Stevens Way and the Burke-Gilman Trail. Conservation of the core with its significant buildings and open space is a primary goal. Improvements and additions to open space and pedestrian and service circulation are proposed where such actions will conserve and reinforce the existing structure. Development opportunities inside Stevens Way are limited as described. Generally, the siting of new structures is intended to complement or improve existing open spaces and relations with existing buildings.

Specific objectives identified for this core are:

- Maintain, conserve, and build on the existing historic character.
- Protect critical open spaces such as the Quad and Rainier Vista.
- Ensure that the character of new and renovated buildings, open spaces, and additions in the central campus complement the existing context.
- Renew and rehabilitate buildings, infrastructure, open spaces, and the landscape where needed.
- Ensure that the introduction of new activities, structures, plantings, and elements in the landscape (service, storage, visible infrastructure, antennas, lighting, signing, bicycle storage, etc.) do not detract from the quality of the environment.



Central Campus Area: Concept

Figure II-3

The Surrounding Central Perimeter

The second type of environment on the Central Campus is the surrounding central perimeter, most notably the Eastern bluff between Stevens Way and Montlake Boulevard, the northwestern corner between NE 45th and NE 43rd, east of 15th NE, the southern portion of the 15th NE edge and the NE Pacific Street edge. The western segment of the perimeter will be most impacted in the next ten years by new development at sites on 15th NE and by the development of the possible new light rail stations.

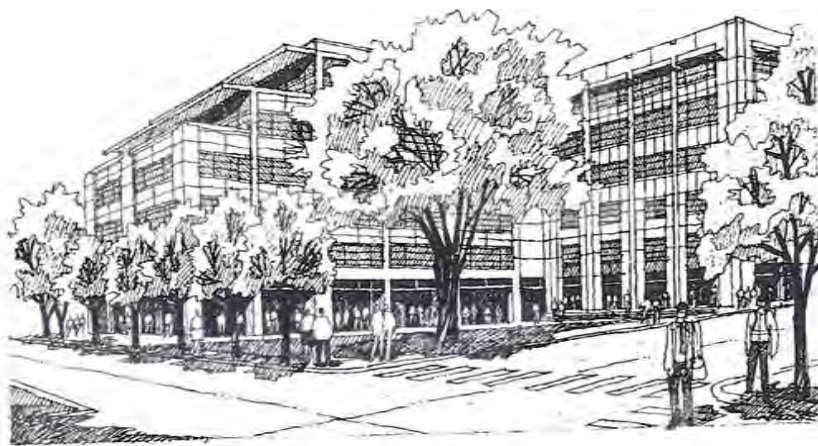
Specific objectives identified for the central perimeter are:

- Preserve and enhance important open spaces.
- Use new development to strengthen campus form by clearly defining open spaces and circulation routes.
- Improve connections to University-related uses north of 45th, west of 15th, south across Pacific, and east across Montlake Boulevard.
- Create well-designed connections between the University and the larger community.
- Create more inviting campus edges and entrances.

West Campus

The West Campus is bounded generally by 15th Avenue NE on the east, the University Bridge and Roosevelt Way on the west (with some University properties extending further to the west), NE Pacific Street on the south, and NE 41st Street on the north. The area abuts the mixed residential and business area to the north.

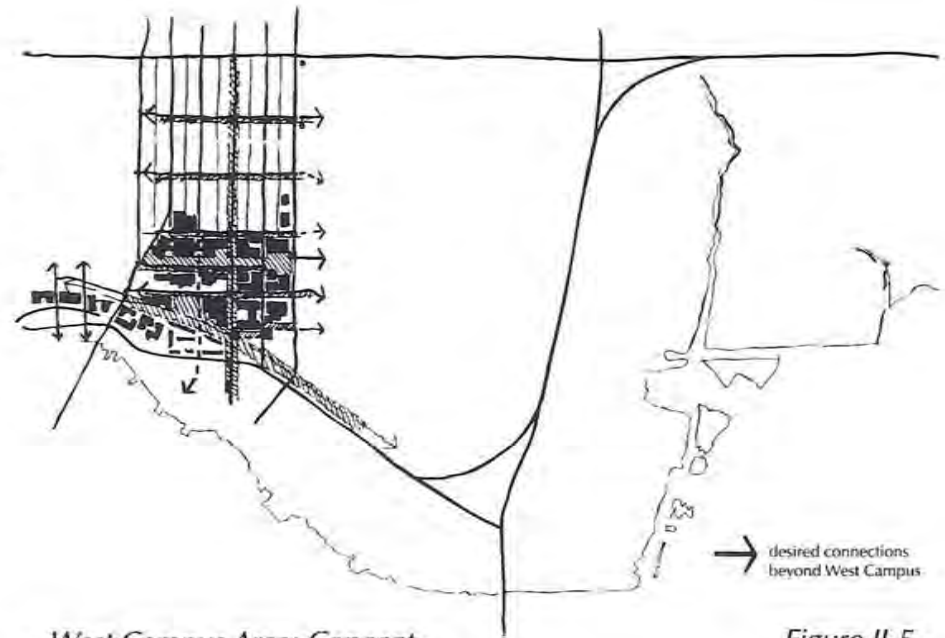
Being located in the area of campus with the most development opportunity, the West Campus may absorb the majority of new development over the life of the Campus Master Plan. Because this sector abuts a lower-scale, mixed-use residential business area and has the strongest physical interrelationship with the surrounding community, development should be of a different character than found in the central campus and designed to be reasonably compatible with the scale of adjacent private development. Development in the area should avoid an inward focus and care should be taken that development not turn its back on the community, especially to those areas to the north of Campus Parkway. In addition, proposals for street improvements, open space and development should support the goals of the University and the University Community Urban Center Plan (UCUCP, August 1998—see Chapter IX).



Illustrative Drawing of Campus Parkway Development Site

Figure II-4

Approved Compiled Plan January 2003



West Campus Area: Concept

Figure II-5

Specific objectives for West Campus are:

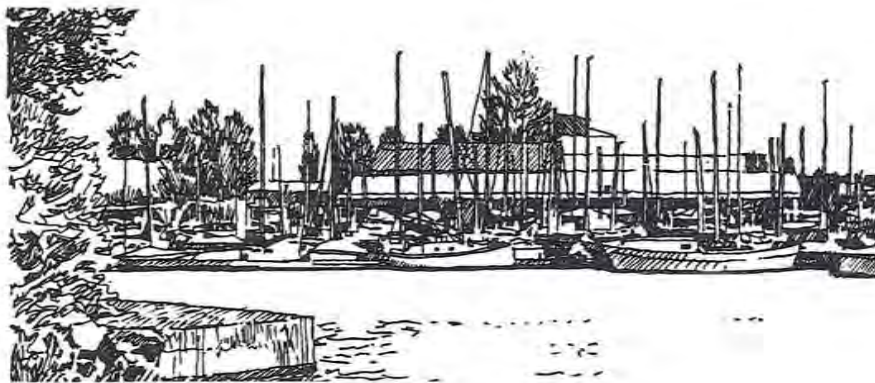
- Create new facilities that better define the form of West Campus, utilizing the grid of existing streets as the structure for buildings and open space.
- Create a mix of uses that best serve the needs of the University and the surrounding community.
- Make better use of the Campus Parkway area by improving traffic and circulation, the quality of open space, and the image of the community and the University.
- Strengthen connections to the Central and South Campus.
- Create more inviting campus edges and entrances.
- If the City of Seattle undertakes planning of landscape improvements for NE Campus Parkway, the University will work with the City and the community to identify landscape improvements that will make NE Campus Parkway more attractive, including a significant upgrading of the environment along NE Campus Parkway.
- Transform surface parking into structured parking.
- Improve pedestrian and bicycle facilities and connections.
- Contribute to the achievement of the University Community Urban Center Plan where appropriate.

Southwest Campus

The Southwest Campus consists of approximately 30 acres bordered by NE Pacific Street, Portage Bay, and the connection with the South Campus at the planned Portage Bay Vista.

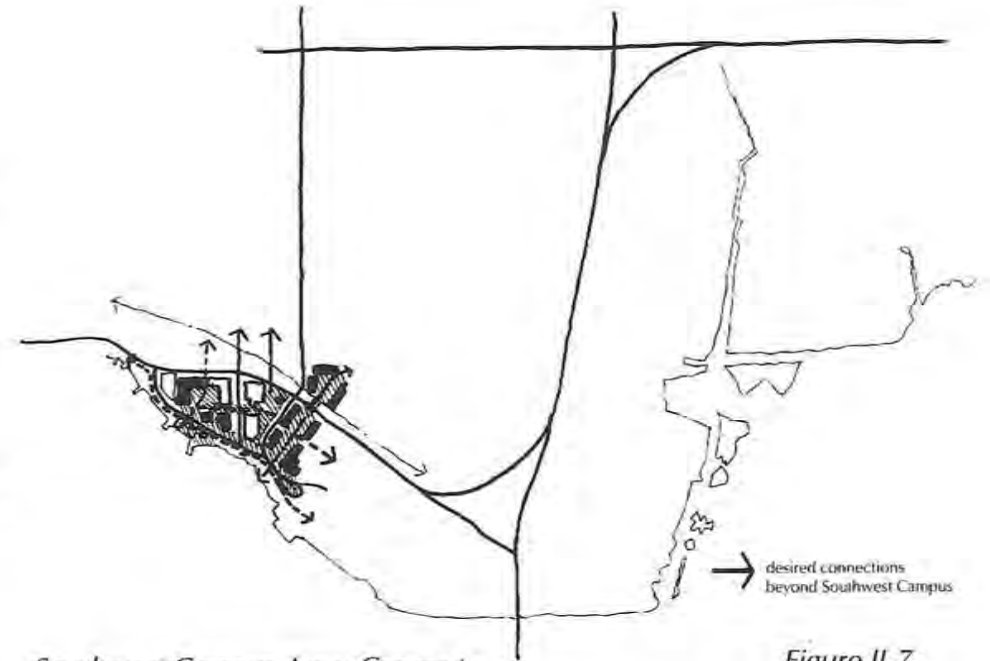
The University of Washington Southwest Campus Plan was adopted in 1994 as a supplement to the 1991-2001 General Physical Development Plan. Elements of this plan have been implemented and the plan itself has provided the basis for this section of the Campus Master Plan. The Property Use and Development Agreement (PUDA) for the Southwest Campus Plan was recently approved by the City.

The Southwest Campus includes a significant public resource, the Portage Bay shoreline and Vista. The waterfront currently includes University facilities leased for private houseboats, private boat moorages, and one private property, the Jensen Motor Boat Company. City streets, including a street-end boat launch and a City owned park, currently provide public access to the waterfront. Maintaining these uses, maintaining the maritime character of the area, and meeting University facility needs are major objectives in the



Illustrative Drawing of Southwest Campus Shoreline

Figure II-6



Southwest Campus Area: Concept

Figure II-7

development of the Southwest Campus. Proposals for street improvements, open space, and development must support the goals of the University and the University Community Urban Center Plan (UCUCP, August 1998—see Chapter IX). In addition, the Car Top Boat Launch and Portage Bay Vista are required to be completed as part of the recently approved PUDA.

Specific objectives identified for the Southwest Campus are:

- Take advantage of the shoreline and reopen views to the water where possible.
- Develop a coherent assemblage of buildings and open spaces, both as a long range vision and at intermediate stages of development.
- Improve pedestrian routes along the water.
- Create additional open spaces.
- Complete the Car Top Boat Launch and Portage Bay Vista as required under the PUDA. (see Chapter III, page 40)
- Protect views from Portage Bay Vista.

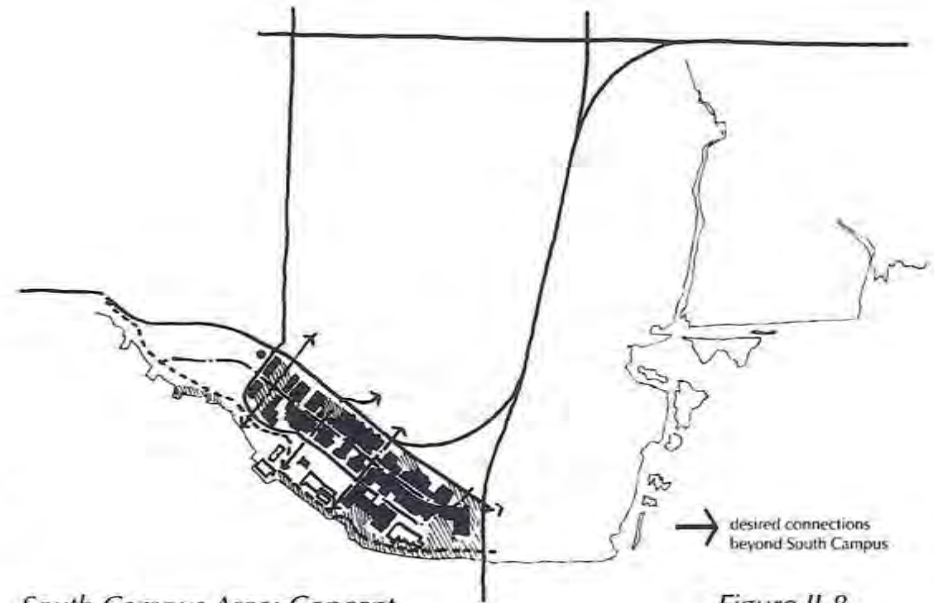
South Campus

The South Campus is bordered by Portage Bay on the south, NE Pacific Street on the north, Montlake Boulevard to the east, and the west edge of the planned Portage Bay Vista to the west.

This area contains two quite distinct environments. One environment is the University of Washington Medical Center and the Magnuson Health Sciences Center between NE Pacific Street and Columbia Road. The second is south of Columbia Road and contains the Oceanography and Fisheries buildings as well as the piers along the waterfront. This area is also defined by the South Campus Center, the Center on Human Development and Disability, the Experimental Education Unit, and shoreline open space.

The Medical Center and the Health Sciences Center, like many other similar facilities on other campuses, have developed as continuous buildings along an enclosed connector spine. These facilities extend along NE Pacific Street and Columbia Road. This spine is nearly complete with the last remaining project at the eastern end and plans for the cross-disciplinary “life sciences” facilities at the west end along with the Portage Bay Vista (identified as part of the Southwest Campus Plan in 1994).

The Portage Bay shoreline is a significant resource for the community and the University. New development is proposed north of the 200 foot line, tying to the Health Sciences and Medical Center over Columbia Road. Additional parking is also planned by expanding the existing S-1 garage at Columbia Road. Any proposals for street improvements, open space, and development should support the goals of the University and the University Community Urban Center Plan (UCUCP, August 1998—see Chapter IX). Accommodating the greater volumes of pedestrians expected at the possible new Sound Transit station planned for the southwest corner of NE Pacific Street



South Campus Area: Concept

Figure II-8

and 15th Avenue NE is also important.

Specific objectives identified for the South Campus are:

- Take advantage of the shoreline and views to the water.
- If the potential NE Pacific-15th Avenue NE Sound Transit station is constructed, improve access to it.
- Improve pedestrian routes along the water.
- Provide better connections between the South and Central Campuses over NE Pacific.
- Protect the views from Rainier Vista.
- Create additional open spaces.
- Accommodate pedestrian traffic between the potential new Sound Transit Station and the Central and South Campuses.
- Improve pedestrian access through the Medical Center and Health Sciences complex to the water when consistent with security and safety of patients, students, faculty and staff.

East Campus

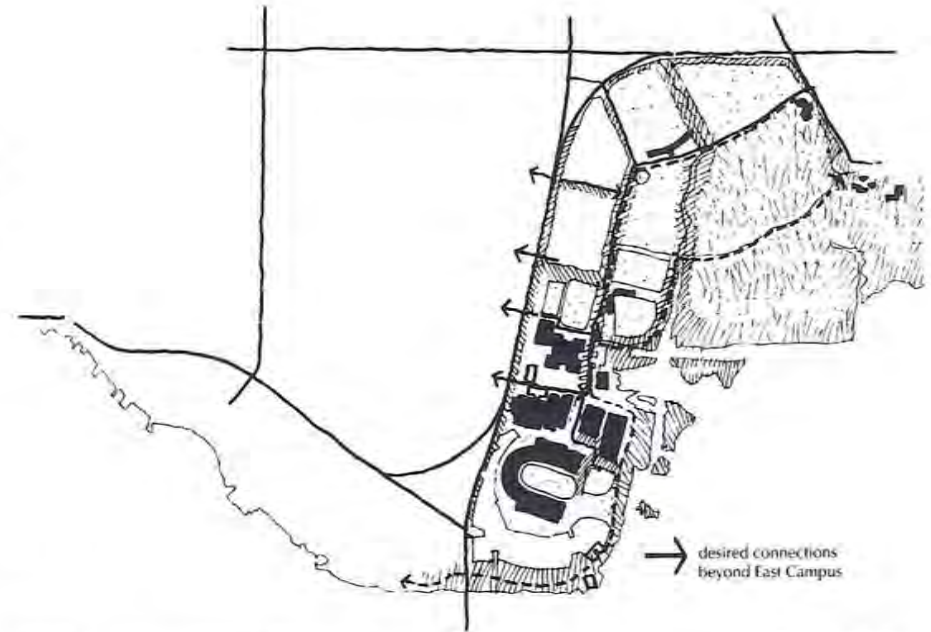
The East Campus is bounded by Montlake Boulevard on the west, the Lake Washington Ship Canal to the south, NE 45th Street to the north, and Union Bay to the east. In the northeast corner, the East Campus includes Laurel Bay Village, University housing, the corporation yards, and the Center for Urban Horticulture and Union Bay Natural Area (UBNA) and attendant shorelines.

Montlake Boulevard separates the East Campus from the campus core. A heavily used state arterial, Montlake Boulevard, connects northeast Seattle to Interstate 5 and the SR 520 floating bridge.

Three pedestrian bridges form limited and defined connections to the East Campus from the academic core. These bridges are used by visitors, the community, students, staff, and faculty traveling to and from the recreational and athletic facilities, parking area E-1, or residential areas to the east. The Burke-Gilman Trail parallels the west side of Montlake and is used by many bicyclists and pedestrians coming to the East Campus. University Village lies directly north of NE 45th Street.

Much of the East Campus lies over peat and landfill and is not well suited to development. Athletic fields and other recreational uses have been developed on the landfill areas, as well as parking lots E-1 and E-5. A large portion of the landfill is undeveloped and known as the East Campus Union Bay Natural Area (UBNA). Much of the UBNA and eastern shoreline are environmentally sensitive areas with wetlands and a riparian corridor. The Union Bay Natural Area Interpretive Master Plan (July 1999) directs the management of these areas. This Campus Master Plan supports the management requirements identified in the Union Bay Plan.

The areas with more stable soils have been developed with large-scale, sports-oriented buildings including the Intramural Activities Building (IMA), Hec Edmundson Pavilion, the Nordstrom Tennis Center, Indoor Practice Facility, and Husky Stadium. These buildings draw thousands of users from the Central Campus on a daily basis.



East Campus Area: Concept

Figure II-9

Major event days attract large numbers of people and vehicles.

In the eastern portion of the East Campus there are a variety of facilities. Two corporation storage yards and a chemical waste packaging facility are located off of Clark Road. The Ceramic Metal Arts facilities are on Mary Gates Memorial Drive, and the Center for Urban Horticulture is located off NE 41st Street.

University Hospital is just west of the East Campus near the Ship Canal. Parking lots E-11 and E-12 primarily serve the hospital and are some of the most highly demanded parking areas on campus.

The East Campus is the University's edge on Lake Washington. The Waterfront Activities Center and the Canoe House offer recreational opportunities to both the University community and the public and the Conibear Shellhouse provides waterfront access for the Husky crew team. Most of the remaining water edge is undeveloped, and is likely to remain so due to sensitive environmental characteristics and shoreline regulations and desire to conserve its natural state.

The East Campus is a highly visible area. Vehicles traveling on both Montlake Boulevard and NE 45th Street have views across the UBNA, the lake, and the Cascade mountains. The public nature of Husky Stadium and Hec Edmundson Pavilion make the East Campus a strong link between the University and the larger community. The Husky Stadium stands are visible landmarks not only from the nearby vicinity, but are easily seen by those driving across the lake on SR #520 or from Interstate 5.

Specific objectives identified for the East Campus are:

- Preserve and enhance natural areas.
- Respect environmental conditions including shoreline areas, wetlands, wildlife habitats, riparian corridors, and areas with unstable soils.
- Take best advantage of the natural setting, especially the waterfront and the views of the mountains and water.
- Use landscape elements to strengthen the framework of the area by making routes between uses and the relationship between uses visible and understandable.
- Reinforce the East Campus as a cohesive set of uses joined by pleasant pedestrian and bicycle connections.
- Facilitate pedestrian access to shoreline and wetlands without deteriorating the natural environment.
- Recognize the high visibility of this sector and provide quality design.
- Improve landscaping and pedestrian access to and around parking facilities and recreation/sports facilities.
- Improve connections from the East Campus to the Central Campus.
- Improve connections from the East Campus to the shoreline.
- Improve elements of safety along Wahkiakum Lane.
- Coordinate with the Seattle Shoreline Management Master Program.
- The remaining E-5 parking lot may be removed during the life of this plan, if parking utilization statistics indicate this lot is no longer required to meet peak weekday demand. New plantings will be established following the elimination of parking.



Union Bay Natural Area (UBNA)

Figure II-10

III. General Policies

General policies related to the Campus Master Plan are the broader-level guidelines to be considered with development projects. They include issues related to general land use of the campus, building design, landscape and open space, site development policies, and issues specific to the campus waterfront. These policies apply to every campus area (Central, West, Southwest, South and East).

General Land Use Policies

Campus land use patterns affect relationships and activities both on and off campus. Within the campus, there is a need to promote interaction among members of the campus community. To achieve this, it is desirable to group similar types of uses within close proximity and to eliminate impediments to interchange. Campus land uses, especially those on the periphery, also influence off-campus activities. It is important to develop complementary land uses to the extent possible, both on and off campus. While this master plan does not specify uses for the potential development sites, the following policies provide guidance in meeting land use needs.

- Land use patterns must support and enhance University programs.
- Academic land use patterns should promote academic interchange in instruction and research.
- When feasible, access should be provided so uses are not separated by arterials or other natural or man-made barriers.
- Academic facilities should be located within a ten minute walk to the Central Campus.
- Functions and facilities should be located to minimize the need for travel by vehicles on campus.
- Uses which serve both the University and the larger community should be accessible to the community.
- Non-University uses may be incorporated on University property if they do not conflict with University uses.
- Community uses of University facilities are encouraged when such uses are supportive of the University's mission and will not have negative impacts on the University and its environs.
- The University shall monitor student housing supply and demand and shall seek to develop additional University housing facilities at a rate that keeps pace with the demand for on-campus housing.
- The University will participate in land use planning for the University District and other surrounding communities.
- The University's campus boundaries on the north, east, and south of the existing campus will be retained, but development in the West Campus should provide integration of the campus with the community.
- Land use and circulation elements should be integrated in a manner that reinforces the campus structure. Campus roads, such as Stevens Way, should be respected as major form-giving elements.
- University land uses located outside the boundaries and on the campus periphery should be compatible in size and nature with the surrounding uses.

General Design Policies

The physical design emphasis of previous campus plans has left the University with a rich heritage of attractive buildings, open spaces, axes, and vistas. In addition, close attention to landscaping has provided a unifying, attractive element. The major issue to be addressed in development of buildings and open space for the next ten years is the best means of conserving what is attractive on the campus while providing for development which respects and improves its aesthetic qualities.

Major design elements established over many years, including formal and informal open spaces, views, vistas, and axes, should be preserved and reinforced in the future development. Similar design elements will be established to provide structure to developing campus areas, especially in the West Campus.

Building Design

While each area of campus has different characteristics that imply varying architectural responses, all University projects must meet a high level of quality. All campus areas have and must respond to a context, built form, structure, natural beauty, and scenic views. Following are general guidelines that should be followed in new development throughout the campus.

All new projects must satisfy the following design requirements:

- Maintain continuity with the context of surrounding buildings, or if the existing context is not clear or valued, contribute to the establishment of a new context.
- Conserve valued elements of existing buildings and landscape; enhance their presence with the new development.
- Express function in the design concept of the building through form and organization.
- Express the structural rhythm of the structure.

- Express entrances, places of gathering, transition from outside to inside, and protection from weather.
- Additions to existing historically designated buildings, or new construction in those portions of campus having a distinct historic character, such as the Quadrangle and Rainier Vista, shall be similar in materials and scale to the existing historic buildings or environments, and/or should complement them architecturally and aesthetically.
- Promote low maintenance and operating costs.
- Express a sense of permanence and provide for opportunities for buildings to age well.
- Express designs that consider the broadest possible spectrum of human ability in use of spaces and products.
- Building design and placement should accommodate convenient pedestrian circulation.
- Buildings proposed adjacent to or near the Burke-Gilman Trail should be designed to consider impacts on the Trail from light and glare, shadows, height, bulk, and scale.

Exterior lighting will be designed to consider the impact of light and glare on surrounding buildings and spaces in the community and on campus consistent with the needs of safety and security.

Design solutions responsive to context, climate, and energy conservation are encouraged unless the project is an addition to a historically designated building and deviation from the original is not suitable. Contextual responses can be accomplished through siting, choice of materials, form, scale, massing, and aesthetic references. These should be considered as ways to respond to the positive attributes of buildings in the surrounding area. Response to context may be expressed with the overall form and scale of the building or as an element or detail which places or anchors the building in context. Examples are an entrance, corner, tower, roof, profile, and details.

It is important to consider the existing or emerging context in order to develop a project, building, and/or landscape appropriate to a specific place and the University as a whole. The time, the uniqueness of the function of the building, and the objective of contributing to, enriching, and adding to that place and context is also important. While buildings are used for different programs over time, they usually express in their form and elevations specific functions such as lecture halls, classrooms, offices, laboratories, and circulation.

Climatic responses and energy conservation measures may include natural light-filled interior spaces for gathering and circulating (especially where related to entry) and “green” roof technology that considers storm water treatment and softened views from the upper levels to buildings below (especially fitting on the east slope and the South and Southwest Campus areas).

Depending on the context and nature of existing buildings, new buildings may be background or foreground. They may stand alone or be part of a larger grouping. Almost always, buildings should be conceived in concert with pedestrian circulation, open space and landscape and often will form outdoor space.

Development guidelines are described in *Chapter IV, Development Program*, and *Chapter V, Development Standards*. Designers of individual projects should be provided with sufficient flexibility to foster innovative design solutions which are responsive to program needs and consistent with the Campus Master Plan. Urban design and site studies providing more specific design criteria should be prepared for all major projects and campus sectors.

Building-Open Space Relations

The campus success and quality depends on buildings and open space being conceived in concert. Buildings and open space should enhance each other.

It is common on all university campuses throughout the world, and here at the University of Washington, that open spaces are often formed and surrounded by buildings. Consequently, portions of the

open space may be cast in shadow at various times of the day, depending on time and season. The siting of new buildings will take into account the impact of shade on existing and new spaces and the landscape. The use of the space and the types of plant materials proposed or existing will also be taken into account.

Open space will be included as a part of a project’s program and budget. A large building project such as the Physics/Astronomy Building or the Fisheries Building may form an outdoor space or another project may contribute to the formation of a space along with existing or future buildings. This is anticipated on the Portage Bay Vista and with the phased development of the Electrical Engineering and Computer Sciences building. Other projects will contribute to the improvement of existing landscapes and open spaces. Mary Gates Hall and the Chemistry Building are examples. Expectations for building/open space relations will be developed on a site-by-site basis and described in the site guidelines developed after the Campus Master Plan has been approved. The site guidelines will follow the general policies as described in this section of the Campus Master Plan as well as *Chapter IV, Development Program* and *Chapter V, Development Standards*.

Building-Circulation Relations

A building’s relationship to campus circulation must be considered with every project. Main entrances should be clearly identified and relate to the pedestrian circulation system. Pedestrian conflicts at the juncture of building entrances and major pathways should be avoided. Circulation of all modes of access to a building must not deteriorate the surrounding campus form and open space. For example, parking and service entrances should be screened. Where service access and pedestrian circulation coincide, the pedestrian environment should dominate, but not conflict.

Scale, Materials, and Detailing

The scale of the buildings should be considered in two ways. First, the overall scale—size, footprint, height, and profile—must be considered in relation to its surrounding buildings and open space. Usually, buildings will be “in scale,” similar to their surroundings and

appropriate to the development area and use, unless the building or site is a landmark deserving special prominence. Second, a building should be experienced at various scales, one superimposed on another that is either reinforcing or contrasting. The overall scale of a building and smaller, more intimate levels of scale simultaneously should be perceived and understood. Elements that contribute to legibility at more intimate scales include windows, entrances, bases, and roof edges.

Material choices should emphasize integrity of materials in their natural state. They should be of a permanent nature, able to age well, and express appropriate craftsmanship in their detailing and application. Material options will vary depending upon the campus area.

Detailing should convey a building's function, contemporary use of technology, and the nature of materials, structure, and systems used. Details should also address scale by helping to make the buildings sensitive to the pedestrian through providing multiple levels of perception at varying distances.

Sustainable Construction & Resource Conservation

In accordance with the proposed Policy on Environmental Stewardship and Sustainable Practices at the University of Washington, the University of Washington will implement environmental stewardship and sustainability principles and practices in the development and management of buildings and capital projects.

Sustainable building is an integrated framework of design, construction, operations and demolition practices that encompasses the environmental, economic and social impacts of buildings. Sustainable design includes: efficient management of energy and water resources, management of materials and waste, protection of health and indoor environmental quality, protection of the environment and reinforcement of natural systems, and an integrated design approach.

The University is developing specific policies and implementation plans related to sustainable buildings. Policies which will be

developed during the life of the Campus Master Plan include:

- Adoption of Leadership in Energy and Environmental Design (LEED) standard for all new development.
- Adoption of Life Cycle Cost Analysis standards to optimize energy and water efficiency in buildings and better coordinate between capital and operational budgets.
- Use of criteria related to integrated sustainable design capabilities in the selection of architects and engineers.
- Incorporation into the University of Washington Facility Design Information (FDI) manual requirements for specific sustainable practices where appropriate.
- Integration of sustainable solutions at the campus/community level, in addition to the building level.
- Provision of training in sustainable building practices.

The University follows sustainable policies both in consultant guidance and in action with water-conservative landscape design. The University also follows Integrated Pest Management guidelines in using pesticides judiciously in horticultural maintenance. Further, fertilizers are used in compliance with environmental regulations. Runoff is being addressed in compliance with conservation efforts to reduce storm water channeling. Tree canopy is considered for retention with each campus modification and loss is most often compensated with replacement. The policy is to retain mature canopy where there is opportunity.

Historical Preservation 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 to the University, the greater University area community, the City of Seattle, the State of Washington and future generations. The campus provides a sense of permanency and place. It is a place of civic pride and beauty. The architecture and open spaces 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 foundation of planning concepts, which began when the campus moved from downtown Seattle to its present location in 1895. Planning, preservation and innovation have been continuous for over 100 years and continue to provide the context for campus development in the future. Major design elements established over many years, including formal and informal open spaces, views, vistas, and axes, continue to be preserved and reinforced in development on the campus. The University's physical environment continues to satisfy social and cultural requirements of students, faculty, and staff consistent with its primary mission.

History of Campus Planning

The first plans for the present campus, the Oval Plan of 1898 (also known as the Fuller Plan), and the Olmsted Plan of 1904, sited the first buildings including Denny, Parrington, Lewis and Clark Halls and established a respect for the value of the landscape, open space and vistas. The 1909 Olmsted Brothers Plan for the Alaska-Yukon Exposition established the Rainier Vista, the Drumheller Fountain, and accompanying radials, including what was to become Stevens Way. The 1915 Regents' Plan prepared by Carl Gould and refined in 1920 by Bebb and Gould, established the liberal arts quadrangle and the pivotal hinge space, the Central Plaza, which became the site of the Suzzallo Library. Additionally, Memorial Way was established, linking north into 17th Avenue N.E. These important axes and open spaces, a part of the historic structure of the campus, continue to be recognized as an essential component of campus planning and will be conserved. These buildings are listed in the "History of Campus Planning" in Appendix C. In the mid-1920's Carl Gould proposed the development of an additional axis and entrance to the campus from the west, which became Campus Parkway. However, the entrance and building described in association with Campus Parkway was not developed.

The University's long-established planning process has provided flexibility to meet the mission of the University, promoted continued use of its facilities and spaces, while at the same time considered buildings as sites of special historical, aesthetic and architectural significance. In addition, plans for new buildings have been sensitive to historic plans, and the context created by nearby buildings, open spaces and objects. Over the past 107 years, this careful approach

has been successful and has improved both the aesthetic and economic vitality of buildings and sites on campus.

Historic Features Under the Campus Master Plan

In this Campus Master Plan, the significant buildings sited as part of the Oval Plan of 1898 and the 1904 Olmsted Plan, the 1909 Plan's Rainier Vista, Drumheller Fountain and accompanying radials, and the 1915 Plan's Liberal Arts Quadrangle, and Memorial Way depicted in Figure III-2 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 open spaces and are identified in Figure III-2. Those spaces as well as these prominent buildings will be treated with the respect they deserve as keys to the evolution of a campus which has come to



Denny Hall

Source: <http://www.washington.edu/home/historical/denny.html>

Figure III-1



**SIGNIFICANT CAMPUS
ELEMENTS THAT WERE PART
OF EARLY MASTER PLANS**



- Legend**
- 1898 Oval Plan
 - ▦ 1909 Alaskan Yukon Pacific Exposition Plan
 - ▬ 1915 Regents Plan

Figure III-2

support world-class education, research, and public service. They are understood as the connections between the University's past and future.

Project Review to Insure Historic Context

While fostering continuous use, required improvements and innovations for 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 that this occurs on a project by project basis, the University utilizes a multi-step process involving several review points: the Capital Projects Design Review Board, the Campus Landscape Advisory Committee, the Architectural Advisor to the University, the University Architectural Commission and the Board of Regents. Advice is sought from faculty with expertise on University campus history and architecture. The University has several processes that ensure the consideration of historic resources, including the University's implementation of the State Environmental Policy Act and the Architectural Opportunities Report (AOR). The AOR addresses many important elements and its relationship to the University Design Review process is described in Chapter V, page 124. Through the SEPA process, the University considers the potential impacts of development on historic and cultural resources. The University's SEPA process is set forth in chapter 478-324 WAC.

To further ensure that historic resources are considered, the University will prepare an Historic Resources Addendum (HRA) for any project that makes exterior alterations to a building of over 50 years old. The HRA will be an attachment to all project documentation and be considered by the appropriate decision maker.

The information and analysis provided in the HRA provides a framework and context to insure that important elements of the campus, its historical 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.

General Guidelines To Be Utilized in the Historic Resource Addendum

In preparing the HRA, the following information shall be provided to the degree known. Not all of these considerations are available or relevant for each proposed development. Others become available as the project progresses in programmatic development or design. The HRA may be updated as the project evolves at any point prior to final Regent action.

- Age of project building, adjacent buildings and open spaces. (See Appendix G for the age of campus features.) For proposed development in a building older than 50 years or adjacent to a building or campus feature older than 50 years, information described in the bullets below will be addressed in the HRA.
- Information regarding architect 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 role of the structure, site and surroundings has 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 the 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 compliment 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.

Each body reviewing the project is responsible for raising issues for consideration and balancing the desirability and means of protecting, enhancing, and perpetuating historical (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. The Associate Vice President (AVP) for Capital Projects reviews the SEPA determination, the AOR, and any HRA to determine the appropriate action that should be taken to balance all the issues raised by the reviewing bodies. The AVP consults with UW Architectural Advisor to ensure the points listed above have been adequately 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 a project. Once the Board of Regents has made a decision, the opportunities and constraints for the project are relayed to the Project Manager and associated architects for the project.



*Columns from the Territorial University
relocated in the Sylvan Theater*

Source: <http://www.washington.edu/home/historical/territorial.html>

Figure III-3

General Open Space and Landscape Policies

Open space on campus is typically defined by landscaping and architectural edges. Similarly, buildings are typically integrated with open space through the use of plants adjacent to architectural edges. The general policies of open space and landscape follow the primary mission of the University, “preservation, advancement, and dissemination of knowledge” (see page 8).

In addition to defining open space and integrating buildings into a unified fabric, plants are used for teaching and research in biological sciences, forest resources, and landscape architecture. The plant inventory should provide a balance between exotic rare plants, exotic common plants, and native plants. In campus development and redevelopment, plant species diversity must be increased, protected, and specimen species preserved. In order to provide unity and structure there should be contrasting, yet not conflicting, large-scale plantings. These plantings may be of one species to reinforce the form and character of the design. In addition to plantings, architectural and built elements including paving, walls, steps, and street furniture create quality open space. Public art can also punctuate and enrich the total space design. All of these elements are critical in guiding the design of open space and landscaping.

Campus landscape unifies buildings whose styles differ and provides an environment that is central to the well-being of students, faculty, staff, visitors, and the community.

Open space and landscape policies have been grouped into four equally important and interrelated categories:

- Campus Plant Collection: educational material integral with teaching.
- Design Form: physical and visual form reflecting history and tradition in design.
- Functional Role of Open Space: the relationships with recreation, circulation, service, and parking.
- Horticultural Practices: the maintenance management of the landscape.

Campus Plant Collection

- Existing individual plantings and plant masses of significant teaching and research value will be identified and preserved through appropriate management or replaced. Loss of habitat or vegetation of substantial aesthetic, educational, ecological, and/or economic value will be minimized or prevented.
- Over-planting of individual taxa will be avoided. Where large-scale structure of the campus landscape requires large tree masses such as street trees and Bosques, uniformity of planting may take precedence over variety within plantings.
- Areas providing important habitat for wildlife will be identified and preserved. Conversely, plantings and open space which lose function and quality because of wildlife overpopulation or invasion will be studied and may be modified.

See the listing of Unique and Significant Landscapes (page 31)

Design Form

- Significant open spaces with design and value to the history of campus have been identified and will be conserved. Circulation spaces, which sequentially serve as linkage for major and minor open spaces, will be designated as essential elements. (see page 31)
- Opportunities to create new open space or to reconfigure existing open spaces currently lacking spatial definition will be realized as the campus is developed and redeveloped.
- Diversity in spatial form and scale is encouraged to allow continued variety in character of space.
- Landscape forms will be utilized to establish campus boundaries, gateways, views, and axes. These forms may include plants, walls, monuments, art forms, stairways, or other landscape architectural elements.

- Opportunities to gain landscape open space will be sought. These will include roof decks, replacement of surface parking and service areas, roads, and other circulation corridors. These opportunities should be gained by creating a high quality of landscape forms with appropriate elements and materials to enhance the use and appearance of the space.
- Site furnishings such as lighting, benches, trash cans, signs, and fences will conform to established campus standards to act as unifying elements in the campus fabric and improve the visual quality of spaces. This will not preclude the occasional use of custom-designed elements that reinforce special aesthetic or functional aspects of particular spaces.
- Sculpture, fountains, or other art will be incorporated in existing and new open spaces to enhance their visual quality, spatial identity, and provide for aesthetic stimulation.
- Landscaping should be provided to soften building form and enhance the natural environment along the Burke-Gilman Trail.

Functional Role of Open Space

- Circulation between places on campus should be safe, convenient, direct, and visually attractive. Corridors will be appropriately located, paved, and defined for all users, including the physically restricted.
- Planting design and maintenance will consider personal safety on campus. Night lighting of corridors will be encouraged but placed as low as practical to preserve tree canopies and avoid light pollution.
- Above-ground service and parking areas will be designed to function properly and appropriately and may also serve as aesthetically appealing open space with paving design and planting.
- Vacated circulation routes and service or parking areas which are not required for building sites will revert to landscaped open spaces. "Short-cut" paths (or "social trails") may be legitimized by

proper paving or other circulation elements or eliminated and deflected from reoccurrence with correct landscape treatment.

- Building and service facilities will be designed to protect adjacent open spaces from unpleasant noise, air impurities, or other environmental impacts which preclude use and enjoyment of the area. For safety and aesthetic reasons, major building service areas requiring substantial truck access should be below grade or separated from pedestrian circulation areas.
- A variety of outdoor active and passive recreation areas will be maintained or replaced if affected by development. Open spaces suitable for active or passive casual recreation will be located throughout the campus.



*Figure III-4 Unique and Significant Landscapes
From top: Central Plaza, Grieg Garden, Denny Field*

- Bicycle storage will be designed and located to minimize impacts on open space and landscape resources but will be located conveniently close to major destinations.
- It is appropriate to have open spaces that are shaded and others that have direct sunlight.

Horticultural Practices

- New building programs will include specific site planning and landscape horticultural requirements. Design and maintenance will be developed concurrently to ensure a successful sustainable landscape.
- Each area of campus will be maintained at the level appropriate for function and continuation of intended character and enhancement of the overall character of campus. Maintenance levels will range from intensively managed to undisturbed native. To use water efficiently, monitored irrigation will continue to be installed in all new and restored landscapes.
- The implementation of the Campus Hazard Tree Program will continue. This program detects hazard trees, monitors treatment, and provides replacement. Hazard trees are documented and removed after site review with the Campus Landscape Architect and, if necessary, the Campus Landscape Advisory Committee.
- Pesticides will continue to be used judiciously using Integrated Pest Management standards.
- Personal safety will be considered in design and maintenance standards.
- Temporary and seasonal plantings will be located where they enhance the campus. Such installations should be limited to entries and intersections and should not require excessive maintenance.
- Replacement of key plants and plantings such as the Yoshino Cherries in the Liberal Arts Quadrangle will be made quickly, allowing growth to maturity as soon as possible.

- Vegetative waste will continue to be recycled.

Support of Open Space and Landscape Improvements and Activities

- Capital projects should include adequate funding for open space and landscape improvements associated with individual projects including funding to mitigate the direct and indirect impacts of the proposed development on existing open space and landscape resources. Funding for these improvements should be given a high priority.
- The funding of open space and landscape improvements should not be restricted to those associated with building projects and should be given a priority which reflects their importance to the campus environment.
- The funding of improvements to the University's plant collection should be given a priority which reflects its value as a learning tool.
- Funding of landscape maintenance activities should be provided commensurate with the growing complexity and value of the campus plant collection.
- Funding should be provided to prepare and maintain a complete plant inventory and a specific campus open space and landscape master plan.

Unique and Significant Landscapes

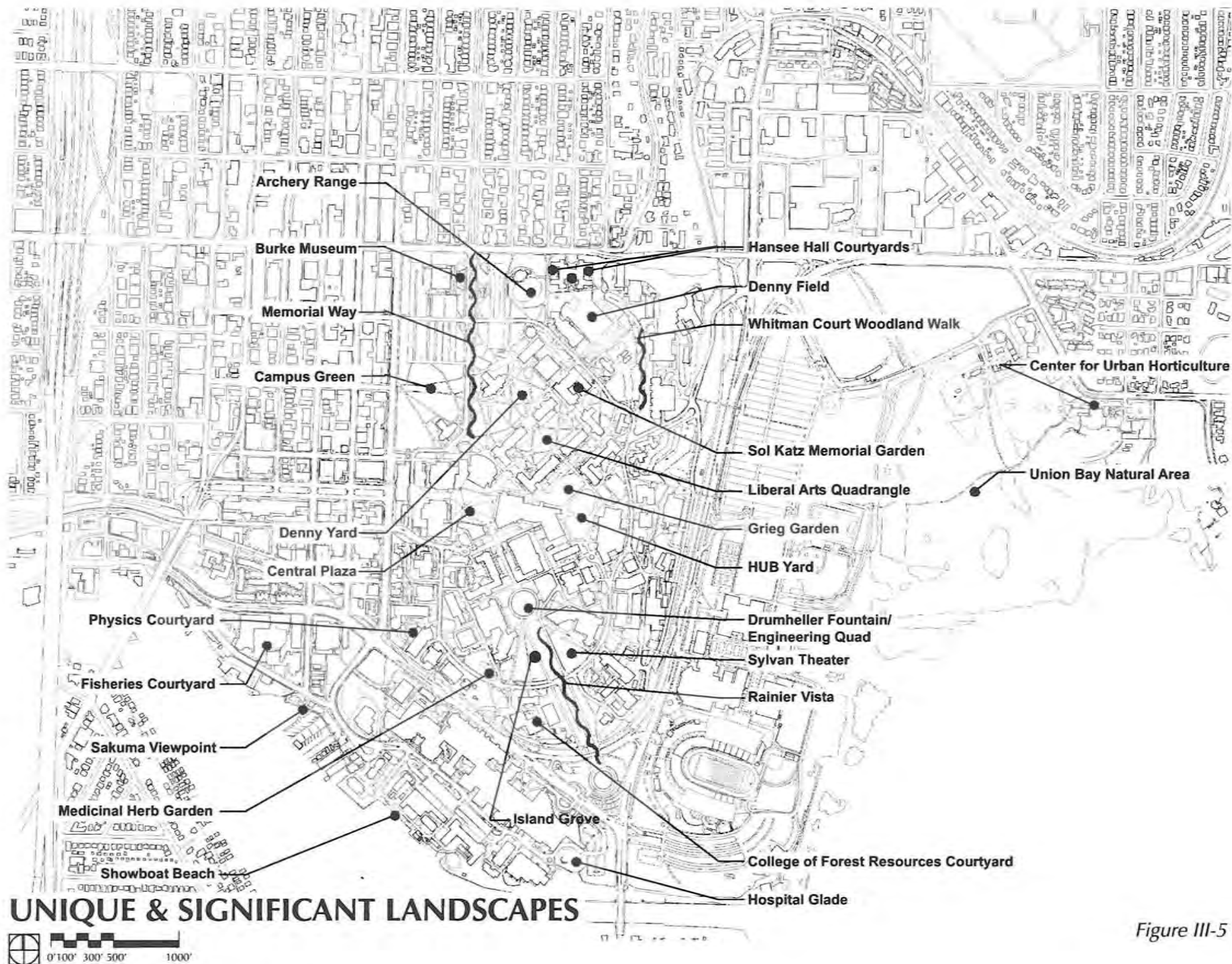
The following existing landscapes are critical to the overall campus form and must be conserved:

Medicinal Herb Garden: Significant plant collection and significant open space

College of Forest Resources Courtyard: Intimate scale and native plant collection

Burke Museum: Tagged ethnobotanical collection at entry

Grieg Garden: Intimate scale and diverse collection with historic Norwegian ties



Liberal Arts Quadrangle: Unique collegiate yard with valued cherries

Central Plaza: Spare urban design with sculptural massing

Rainier Vista: Unique framed view dominated by plantings, water, and background

HUB Yard: Large lawn panels bisected and surrounded by wide paths, significant planting

Union Bay Natural Area: Research area, native landscape over restored sanitary fill

Center for Urban Horticulture: Display gardens, rare and common plants used in strong design context

Hospital Glade: Sculptural landscape by artist Mary Miss

Sakuma Viewpoint: Waterfront park

Denny Yard: Classic informal lawns canopied by trees originally planted as the first arboretum

Campus Green: Similar to Denny Yard but more accessible to off-campus users

Denny Field: Original football field behind Hutchinson Hall

Archery Range: Originally developed for Women's Physical Education archery classes

Sylvan Theatre: Ceremonial open space enclosed by trees and understory plants; original columns of first University building set against planting

Hanse Hall Courtyards: Three elegant classic Tudor courtyards

Whitman Court Woodland Walk: Native and ornamental walk with woodland feeling

Drumheller Fountain/Engineering Quad: Part of AYP and Rainier Vista; historic Frosh Pond with Drumheller Fountain and surrounded by boxwood-edged rose beds

Fisheries Courtyard: New abstract ecologic landscape

Showboat Beach: Restored Portage Bay water edge park

Sol Katz Memorial Garden: Designed for student art display

Memorial Way: Tree lined boulevard honoring those who died in World War I

Physics Courtyard: Classic rooftop landscape with major views and sculpture (future connection to the Southwest Campus)

Burke-Gilman Trail: major pedestrian/bicycle route with varying character and significant views

Flag Plaza and World War II Memorial: Sculptural plaza with elements of seating and paving depicting the chaos of war and healing. Names of UW Alumni fallen victim to war are inscribed on the flag pole.

General Site Development Policies

Available development sites for both the ten-year period and beyond have been identified within the design framework provided by the general, open space, and landscape policies. The identification of these sites and criteria for development is based on the following:

- Sites which do not occupy or will not conflict with valued open spaces, landscape, axes, or vistas as listed on pages 25 and 30-32.
- Sites which include buildings which are considered obsolete, and/or are underbuilt.
- Sites which are feasibly and economically of a size and shape for development in one or more phases or as an addition to an existing building.
- Sites which can be served by infrastructure.
- The designation of specific building sites should be made in the context of opportunities for including and defining open space and establishing or reinforcing campus axes, vistas, and entrances.
- The size of designated building sites should be considered in terms of scale relationships with adjacent buildings.
- Buildings and open space should enhance each other—this is a strength of all great campuses including the University of Washington.
- Buildings proposed adjacent to city and campus streets, and bus layover areas should be designed to minimize the impact of auto, truck and bus operations on the inhabitants.

Building site selection will be confirmed by the Board of Regents as part of the project approval process.

General Transportation Policies

University-related transportation to and around campus includes multiple modes of traffic that are closely connected to the public street system. The following transportation policies address issues connected to neighborhood traffic, transit, bicycles, access, commuters, and traffic flow.

- The University, the City, and community groups recognize that they need to work together if growth is to be accomplished in a manner that achieves and maintains acceptable traffic levels.
- The University will cooperate with the City in providing a network of pedestrian and bicycle paths to, from, and on campus. Adequate bicycle parking, including secure racks and lockers will be provided in safe, convenient locations on campus, but not in a manner which would promote unnecessary intra-campus bicycle travel.
- The University will continue to improve campus accessibility for the disabled through provisions of graded pathways, ramps, curb cuts, elevators, and disabled persons' campus transportation.
- The University will cooperate with the City and adjacent communities in improving traffic flow on street networks surrounding and leading to the University including decreasing the impact of street parking. The University and the City recognize that streets in neighborhoods in the university area may also be impacted by street parking by commuters who continue their commute trip by other means such as walking, roller-blading, bicycle, carpool, and transit.
- The University will continue to act in partnership with King County Metro, Community Transit, and Sound Transit to provide a high level of transit service to the campus, the university area, and nearby residential and neighborhood business districts.



Southwest Campus Plan

Figure III-6

- The University will work with the City and transit agencies to implement improvements to the transit operating environment and to ensure adequate layover to support transit operations.
- The University supports light rail service to the university area and has reached an agreement with Sound Transit under which Sound Transit would construct two stations on campus under the original, locally preferred alternative (LPA). Since the time the agreement was reached, the Sound Transit Board has decided to re-evaluate its alignment, time table for operation and budget. The University will continue to give input and work with the Sound Transit Board and staff as new alignment options and timetables are considered.
- The University recognizes that it plays an important role in non-University processes designed to study and address transportation issues that ultimately affect the university area. It will continue to address transportation problems with other major employers in and around the university area, community councils, the neighborhood planning organizations, King County Metro, Community Transit, Sound Transit, Washington Department of Transportation (WSDOT), the Puget Sound Regional Council (PSRC), and the Elevated Transportation Company (Monorail) Public Development Authority. The City and the University recognize the importance of their active participation in the WSDOT Trans Lake Washington Study.

General Circulation Policies

Circulation is a critical element in defining campus form and structure, linking buildings and open spaces and providing access to a wide range of users. The Circulation Guidelines outline general design requirements specific to pedestrians, bicycles, the disabled, vehicles, and transit.

Pedestrian Pathways

- Directly connect campus pedestrian routes to major external routes to facilitate commuting by walking.
- Generally align to serve origins and destinations as directly as possible. Site buildings and pathways to facilitate this objective.
- Facilitate finding ones way around campus by providing sight lines to destinations, intermediate places, and major landmarks from which a person can comprehend their relative location.



Metro Bus Stop on 15th NE Figure III-7

- Establish pathway widths adequate for unimpeded passage during peak pedestrian volumes. Widths must be a minimum of 6' wide and unobstructed with appurtenances, whether sidewalks are on streets or separated.
- Minimize conflicts with vehicles, service, and bicycles Separate as much as feasible.
- All major pedestrian pathways will be well lighted to promote after-dark pedestrian travel on those paths.
- Surfaces should be nonslip, especially when wet; they should also drain well.
- Accommodate changing pedestrian circulation needs resulting from the light rail entrance locations and related volume increases.
- Wherever possible, provide accessible grades.
- Where different travel modes intersect, incorporate design elements which provide clear distinction of right-of-way:
 - Continue UW crosswalk marking standard on major roadways—scored, tinted concrete paving tiles with reflective white markers on the side.
 - Where driveways and service roads intersect with major roadways, maintain constant sidewalk elevation, providing driveway apron to bring vehicles up to sidewalk level.
 - Pedestrian walks within service roads should be well marked.
 - Provide texture distinction.
 - Light Stevens Way and Columbia Road to 2.0 foot candles.
 - At high-use pedestrian entrances to the campus, provide gateway features that announce entrance. At these and high-volume internal crossings, provide

appropriate signage and maps.

- Provide covered pathways by openings or walkways through buildings or colonnades on buildings.
- Provide enhanced pedestrian linkages across 15th Avenue NE into the University District at NE 45th Street, NE 43rd, NE 41st Street and NE 40th Street especially at light rail stations and through the Hospital and Health Sciences complex and in the vicinity of the University Bridge and Campus Parkway

Bicycle Pathways

- Directly connect campus bicycle routes to external routes to facilitate commuting by bike, particularly in the vicinity of the University Bridge/Campus Parkway.
- Place and sign pathways so as to avoid conflicts with pedestrian circulation. Restrict circulation in most dense pedestrian areas within the Central Campus.
- Work with City to establish external routes and improve interfaces/continuity with internal routes.
- Establish bike routes on vehicular and service roads where possible, rather than on pedestrian pathways.
- Pursue additional bicycle routes to, and possible through and into, the heart of Central Campus if ways can be found to avoid pedestrian-bicycle conflicts.
- Dedicated bike lanes should be established on the uphill grades of vehicular roadways (specifically at Pend Oreille and 40th).
- Secure, covered bicycle storage will be provided with each new building project. Locate near entrances so as not to conflict with pedestrian access. If bicycle lockers are included, place as out of sight as possible (while still providing access) to avoid conflict with the landscape or buildings.

- Secure changing and locker facilities should be accessible throughout campus by bicycle and close to large concentrations of population. Also consider providing lockers.

Access for the Disabled

- Access will be provided to main entrances of buildings and open spaces. Where feasible, access should not be distinctly separate, but integrated with the main entrance sequence.
- Accessible parking will be provided close by and accessible to the building or space being served. Parking should not, where possible, be sited within service dock areas.

Vehicular/Parking/Service

- Vehicular access should not conflict with pedestrian access and should in most instances on campus be subservient to the pedestrian, open space, and building entrance area.
- Separate vehicles from pedestrians whenever possible, but note that drivers and passengers usually become pedestrians and the link or transition from vehicle to pedestrian must be considered and developed in site design.
- At the NE 40th Street and Pend Oreille vehicular entrances, provide a gateway feature that announces the entrance.
- Bollards will be used to mark intersections between service, vehicular, and pedestrian circulation. For aesthetic reasons the bright yellow bollards should be avoided.

Parking

- Many potential sites for new development are located on existing parking lots. Increasingly, replacement and additional parking will need to be in parking structures.
- New parking structures by their location and design should

not compete with other buildings on the campus or detract from the essential campus/university environment. They should be as unobtrusive as possible.

- When parking is included in the program for a new project or is required to replace lost parking on site, the parking should be placed below grade or in a parking structure as a part of the project.
- Parking lots as well as garages will be landscaped on the perimeter. In the case of lots, interior landscaping should also be provided to diminish the presence of vehicles and breakdown the expansiveness. Perimeter landscaping will serve to screen parking from view. However, safety and security must be provided for as well.
- Where through-pedestrian circulation crosses parking lots (for example, N-1 and E-1) separated landscaped pathways should be provided.



*Structured Parking at
Padelford*

Figure III-8

Service

- Service to new projects shall be placed to minimize conflicts with pedestrians, below grade if necessary. In some instances, existing or new below-grade service areas should be extended to serve additional projects.
- Service docks, storage areas, dumpsters, and service parking, if at grade, must be located and/or screened to be out of sight of pedestrian walks, open spaces, and streets.
- Access to service must not necessitate backing across pedestrian circulation.
- Concrete driveway aprons of main roads should be installed marking service access roads.
- Where access to service areas is shared with pedestrian circulation the two should be separate and identified by differences in paving elevation, landscape buffers, bollards, or by other means. If this is not possible, the route should be designed primarily to serve pedestrian access and open space while satisfying the need for service access.

Emergency

- Emergency access must be provided to all buildings through existing service or vehicular routes.

Transit

- Develop direct pedestrian linkages to possible light rail transit stations and bus stops.
- Enhance pathways and amenities (especially covered shelters) to all transit services.
- Provide continuity of signage for route and schedule information.

General Waterfront Policies

The University of Washington campus includes approximately 12,000 linear feet of waterfront on Portage Bay, Union Bay, and the Lake Washington Ship Canal. The character of this waterfront varies from the marshy edge of Union Bay to the highly developed shoreline south of Boat Street. The waterfront and associated wetlands support the University's mission of teaching, research, and public service. Examples of support for academic programs include wetland areas for nature study and a working waterfront for fish hatcheries and moorage of University research vessels.

The waterfront and associated wetlands are also important amenities for the University and the larger community. The public nature of most of the shoreline provides water access and visual enjoyment for the campus population and thousands of Seattle residents. The Campus Master Plan aims to enhance the shoreline as an important public amenity.

A general regulatory framework regarding the University's waterfront and associated wetlands is implicit in the General Policies. The University is also subject to the Endangered Species Act and is responsible for being a good steward of its waterfront property. Additionally, the Seattle Shoreline Master Program has classified the University's shoreline into three zones: 1) Conservancy Preservation, 2) Conservancy Management and 3) Urban Stable. More specific waterfront use and development policies for these three zones follow:

General Planning Policies

The existing Union Bay Advisory Committee, appointed to provide advice to the Center for Urban Horticulture in the management of the Union Bay Natural Area and the Union Bay Master Plan, will be consulted regarding any proposed plans involving the Union Bay waterfront and wetlands. Additionally, the Montlake Landfill Advisory Committee will be consulted regarding any proposed plans involving the landfill area.

Conservancy Preservation Zone

Use Policies:

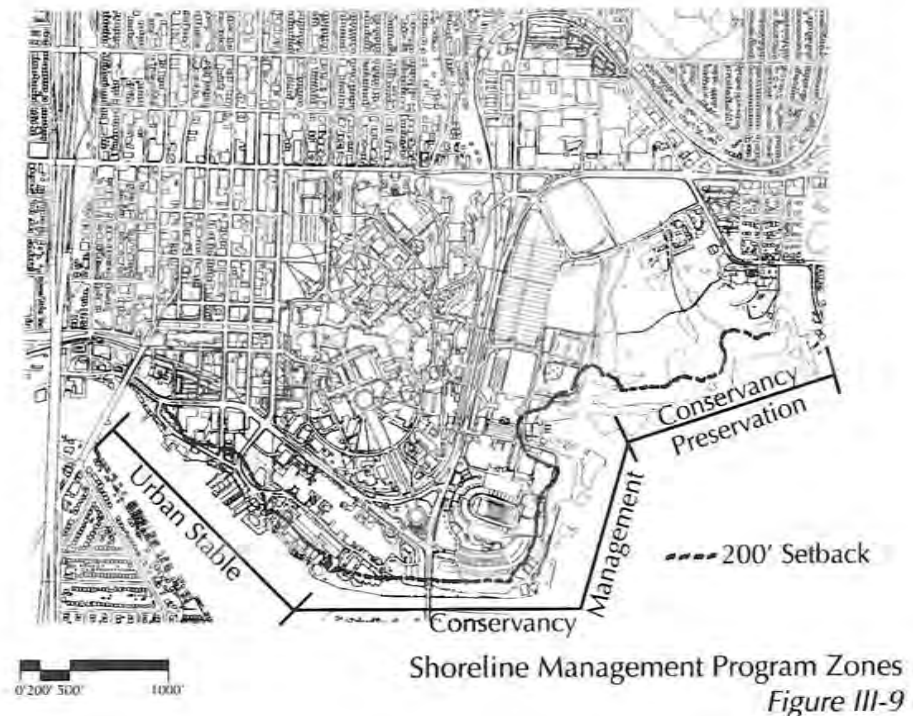
- New uses within the Conservancy Preservation shoreline environment from Waterway #2 to the Union Bay Slough, including associated wetlands, will be limited to those involving wildlife habitat, nature study, environmental research, and passive recreation. Boating activity near the shoreline environment will be discouraged, other than to provide access consistent with the Access Policies associated with the Conservancy Preservation Zone. Other uses permitted in the Conservancy Preservation Zone may also be allowed.

Access Policies:

- Access in the Conservancy Preservation shoreline environment and associated wetlands will be limited to boats and pedestrians utilizing designated foot paths, view points and boat access points. Access will be available to the general public, provided that such access does not degrade the wildlife habitat. Bicycling, jogging, and dog walking will be discouraged in the Conservancy Preservation shoreline environment except on designated paths. 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 will not be provided directly on the shoreline, but will be set back to protect wetland areas. No access will be provided to the peat islands in Union Bay.

Development Policies:

- Development within the Conservancy Preservation shoreline environment and associated wetlands will be limited to pathways, pedestrian bridges, viewing platforms, floats, dikes to retain seasonal ponds, and the plant collections of the Center for Urban Horticulture.
- Landscaping in the Conservancy Preservation Zone will place emphasis on plants which enhance the wildlife habitat. An inventory of plants will be completed and maintained for teaching and research.



Shoreline Management Program Zones
Figure III-9

Conservancy Management Zone

Use Policies:

- New uses within the Conservancy Management shoreline environment, extending from the Union Bay Slough and associated wetlands to the existing Fisheries Pond, will include wildlife habitat, nature study, research, active and passive recreation, intercollegiate athletics, boat moorage, boat rental, boat launching, dry storage of boats, streets, utilities, and parking associated with these uses. Other uses permitted in the Conservancy Management Zone may also be allowed.
- The primary uses of the high-bank, ship canal waterfront will be passive recreation related to viewing boating activities, including crew races and other special water-based events. The open space character of this area will be retained as a major amenity for the large Health Sciences population, University faculty, students, staff, and the general public.

Access Policies:

- Access at designated points in the Conservancy Management shoreline environment will be provided for pedestrians, bicyclists, and boats. A continuous bicycle and pedestrian path will be provided along this shoreline. Portions of the bicycle path may utilize University streets, which will be allowed in this shoreline environment.
- Boat moorage and launching facilities in the Conservancy Management shoreline environment will be provided at the Waterfront Activities Center and the Conibear Shellhouse. The highest priority will be given to student recreational and intercollegiate athletic uses. Public use of the Waterfront Activities Center moorage facilities will be allowed for boat rentals and special events, e.g. Husky football games.
- Canoe and rowboat rental provided at the Waterfront Activities Center will be available to the general public.
- Parking lots and garages will be located on upland lots within convenient walking distances from the waterfront. Designated spaces within these facilities will be available for public use.

Development Policies:

- Development within the Conservancy Management shoreline environment will be located and designated to minimize disturbance of any critical habitat areas, including the wetlands of Union Bay.
- The maximum building height in the Conservancy Management shoreline environment will not exceed that allowed by the Seattle Shoreline Master Program (currently 30 feet with minor exceptions for special features).
- The maximum structure coverage in the Conservancy Management shoreline environment will be 35% when the Conservancy Management shoreline property owned by the University is considered as a single unit.
- The view corridors in the Conservancy Management shoreline environment will be 35% when the Conservancy Management

Shoreline property owned by the University is considered as a single unit from Columbia to Walla Walla Roads, including the area with parking lot E-12.

- A minimum of one-half of the area within the designated shoreline zone will be landscaped with plant material in the Conservancy Management shoreline environment.

Urban Stable Zone

Use Policies:

- New uses within the Urban Stable shoreline environment, extending from the existing Fisheries Pond to the western University boundary on NE Boat Street, may include all of the uses permitted in the Conservancy Management shoreline environment, plus other uses permitted in the Urban Stable environment by the Seattle Shoreline Master Program.
- The primary use of the Urban Stable shoreline in the South Campus will be passive, land-based recreation related to the waterfront environment, including sunning, strolling, picnicking, and viewing water-based activities. Uses which provide educational value and public access to the waterfront will be given the highest priority.
- The primary uses of the Urban Stable shoreline in the West Campus will be University boat moorage and other water-related uses. The highest priority will be given to the water-dependent instructional and research uses of the College of Ocean and Fishery Sciences, including boat moorage, servicing and staging, and fish ponds and hatcheries.
- Uses within the Urban Stable shoreline environment which are not water-dependent or restrict public access to the waterfront will be phased out as the property is needed for University water-dependent uses or to provide improved public access. These include the University Police, Custodial, Recycling, Surplus Property facilities, and parking which does not serve water-related or water-dependent uses. However, existing space may be used on a temporary basis to fill other academic needs.

- Construction staging may be temporarily located in this area during the potential development of the Sound Transit Stations at NE Pacific Street and between NE 43rd Street and NE 45th Street.

Access Policies:

- Access in the Urban Stable shoreline environment will be provided at designated points for pedestrians, bicyclists, vehicles, and boats. A continuous bicycle and pedestrian path will be provided along the shoreline, but will be set back in areas to avoid conflicts with uses which would present safety hazards (e.g. ship staging and loading) or in areas requiring security (e.g. fish tanks). In some areas, the bicycle route may utilize roadways.
- Commercial water-dependent uses, including moorage for private boats and boat rentals, may be included in the Urban Stable shoreline in the West Campus where their requirements do not conflict with the water-dependent uses of the College of Ocean and Fishery Sciences or limit public access to the waterfront. Potential uses could include a passenger ferry dock. Uses which would require additional single-purpose public parking will be discouraged.
- Some boat moorage facilities in the Urban Stable shoreline environment will be available for public use. Priority will be given to transient boat moorage and moorage which would provide the fewest restrictions for public access. The specific quantity and types of moorage facilities will be determined in consultation with affected user groups.
- Parking lots and garages will be located on upland lots within convenient walking distances from the waterfront.
- If a water taxi or passenger ferry serving the campus is proposed by other agencies or private operators, the University will cooperate in providing a suitable space for a terminal facility, assuming impacts can be mitigated, but no exclusive parking facilities will be provided for such a facility.

Development Policies:

- Development within the Urban Stable shoreline environment will meet or exceed all Seattle Shoreline Master Program development

standards when the shoreline is considered as a single unit; for example all property within the designated Urban Stable shoreline environment. Lot coverage and view corridor requirements will be considered for the entire Urban Stable shoreline environment, not on a lot-by-lot or individual project basis.

- Additional landscaping in the approximately 110-foot to 125-foot wide and 570-foot to 600-foot long of Portage Bay Vista will be completed once construction on the Biosciences, Bioengineering and Biotechnology buildings are completed, as specified in the 2001 Property Use and Development Agreement (PUDA).
- As specified in the 2001 PUDA, construction of the Car Top Boat Launch will be completed within 18 months of the completion of the potential Sound Transit construction in the Southwest Campus, subject to the issuance of necessary permits from the City and environmental agencies. The Car Top Boat Launch will include a pedestrian ramp and stairs from NE Boat Street to the shoreline for hand-carried boats, hillside landscaping, a load/unload zone on the NE Boat Street for the unloading of boats, an overlook with a bench, and fixed and floating docks from which to launch boats.
- The maximum building height in the Urban Stable shoreline environment will comply with the Seattle Shoreline Master Program (currently 30 feet with some exceptions).
- The maximum coverage in the Urban Stable shoreline environment will be 50% of land or water for waterfront property and 100% for upland property, with exceptions when the Urban Stable Shoreline owned by the University is considered as a unit. "Waterfront Property" and "Upland Property" are defined in Chapter V.
- The view corridors in the Urban Stable shoreline environment will not be less than 35% of the Urban Stable shoreline environment owned by the University when that environment is considered as a unit.

IV. Development Program

The development program analyzes the structure of the campus and each of the Campus Master Plan's elements in terms of existing conditions. This analysis leads to specific recommendations for each element; open space, circulation, and site development, taking into account the objectives for specific areas. A summary of the Campus Master Plan's major concepts and development alternatives is described in this section. Land uses included and permitted within the campus boundaries are: Academic, Open Space, Transportation, Housing, and Mixed-Use. For definitions see page 125-127.

Existing Conditions

Primary Core

Central Plaza, Memorial Way, the Liberal Arts Quad, and places along the Rainier Vista axis define the primary core of open space.

Central Plaza is the central open space of the campus, framed by buildings of primary importance to the University--Suzzallo Library and Gerberding Hall. Radiating out from Central Plaza are three axes that act as the spines of major open spaces on the campus.

To the north, Memorial Way is a boulevard with double rows of mature trees, providing a formal entry to the University. Memorial Way terminates at the Flag Plaza; entering cars primarily turn on Stevens Way.

To the northeast is an axis from Central Plaza through the Liberal Arts Quadrangle. One of the most beloved spaces on the campus, the Quad is known for its show of flowering cherry trees in the spring and brick walks.

The third axis is both a circulation route and a prominent vista to the fountain at Frosh Pond and to Mount Rainier beyond. Other important open spaces are adjacent to this axis including the Sylvan Theater and the Rose Garden. Rainier Vista is also an important window into the campus for people walking and driving in the Montlake vicinity.



Central Plaza

Figure IV-1

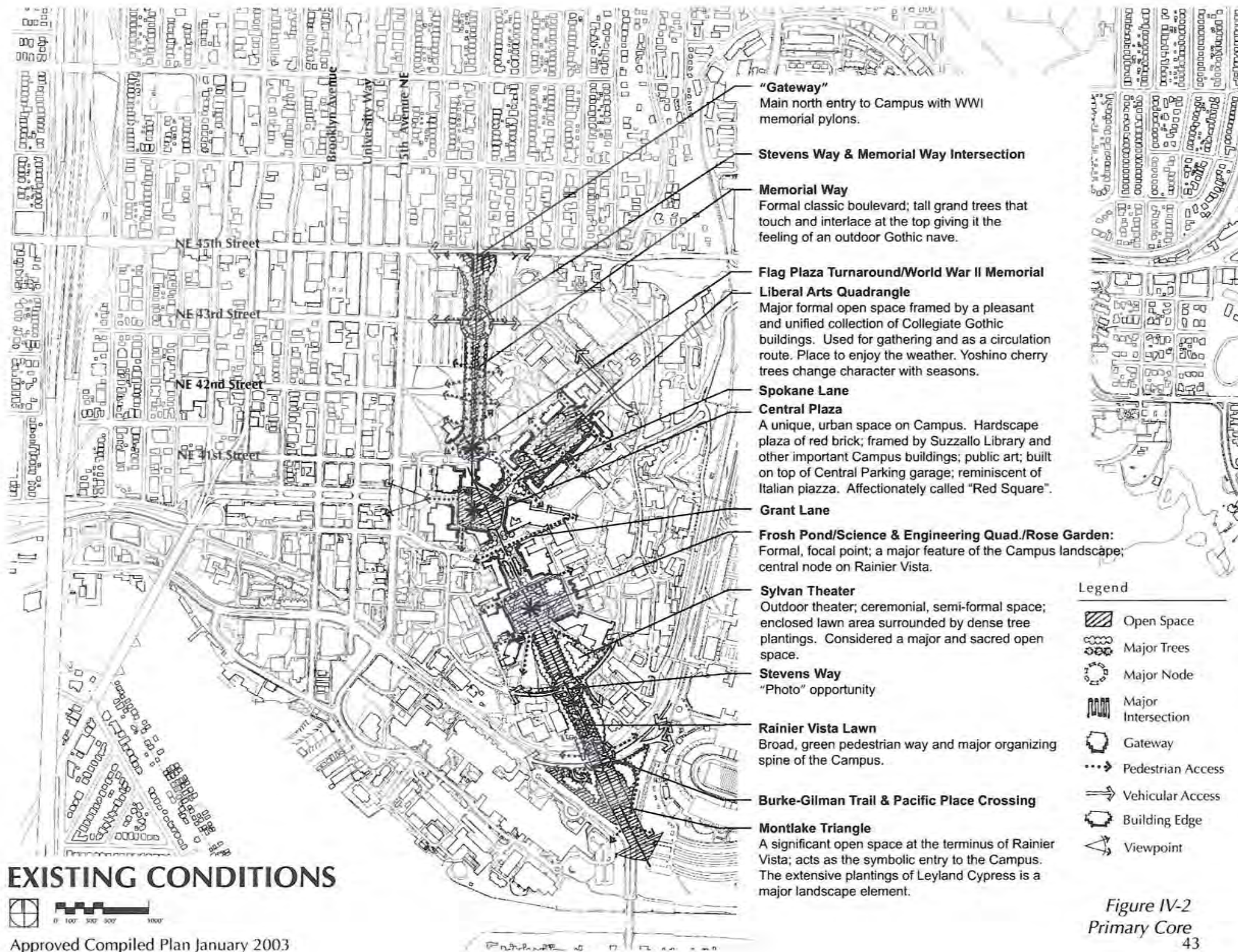


Figure IV-2
Primary Core

Secondary Core

The secondary core includes important green space that was fundamental to the early master plans, without being a direct part of the axial structure of the campus core. It also includes two open spaces that bring vehicles to the University--Pend Orielle Road on the east side of the campus, and Campus Parkway on the west side.

Parrington Lawn is adjacent to the city grid to the west, and is a favorite pedestrian entry into the campus. Denny Yard, less formal than the neighboring Quad, offers a green setting for Denny Hall and groupings of mature trees. Denny Playing Field provides recreational space for the concentration of students living in the dormitories, fraternities, and sororities. The HUB Yard has the feel of an outdoor "living room" for students, adjacent to the Allen Library and the Student Union building.

Pend Orielle Road is the major entrance for cars entering from the east. It rises above Montlake Boulevard, crosses the Burke Gilman



Denny Yard

Figure IV-3



Entrance at Parrington Lawn

Figure IV-4

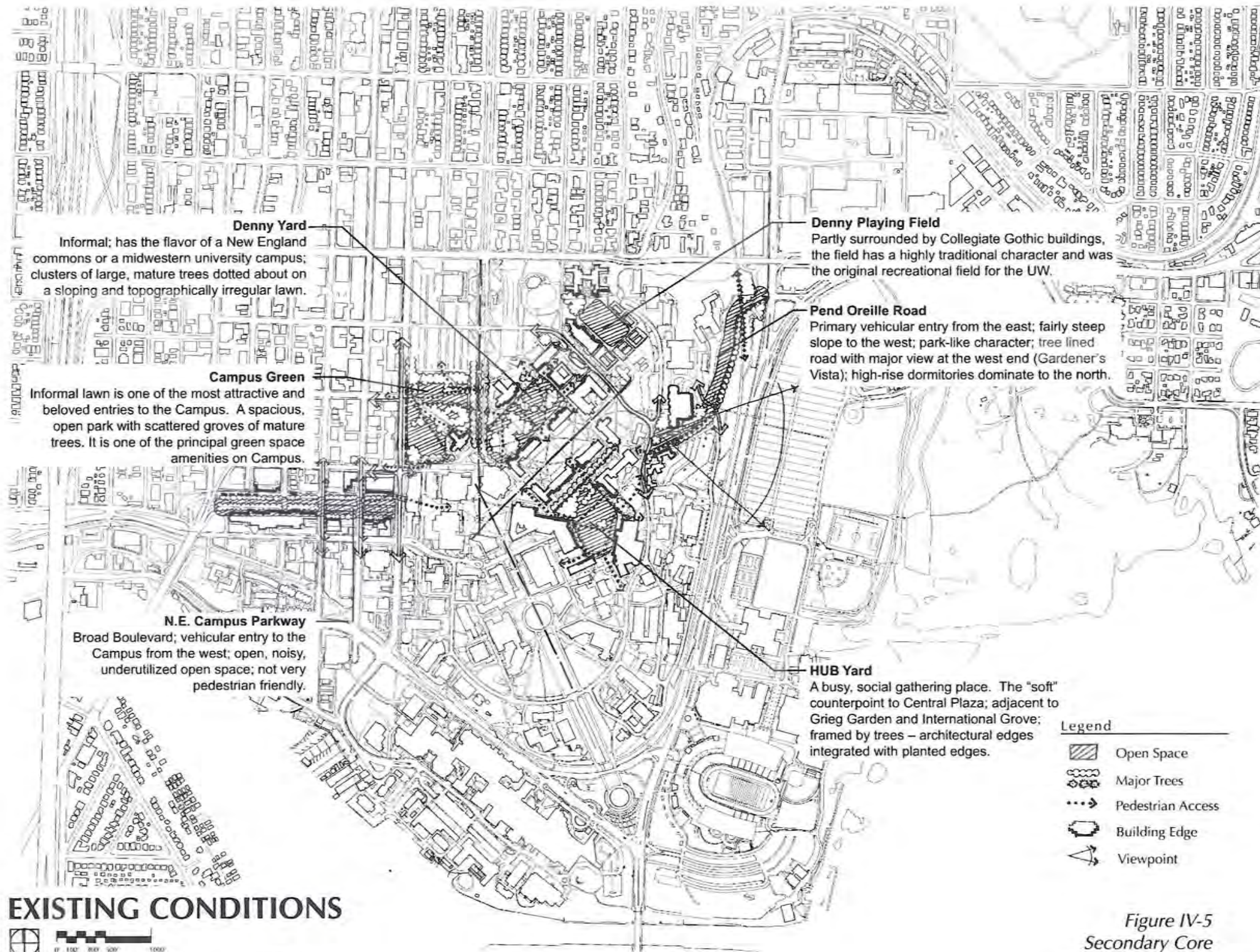


Figure IV-5
Secondary Core

Stevens Way

Stevens Way provides access through the central campus. At one time, Stevens Way functioned primarily as a service road for loading docks along the back of buildings that faced on to internal green spaces. Over time, Stevens Way has become a “front door,” and although it is used by cars, buses, and service vehicles, in addition to pedestrians and bikes, it is an attractive route linking a variety of open spaces.

One distinctive feature of Stevens Way is the way the views change as the road curves. The views differ depending on which direction one travels. In the clockwise direction, there is an excellent view of historic Hutchinson Hall and the dramatic overlook at Gardener’s Vista. In both directions, there are views out Rainier Vista, and the wooded section enclosed by Deodora cedars.



Hutchinson Hall

Figure IV-6

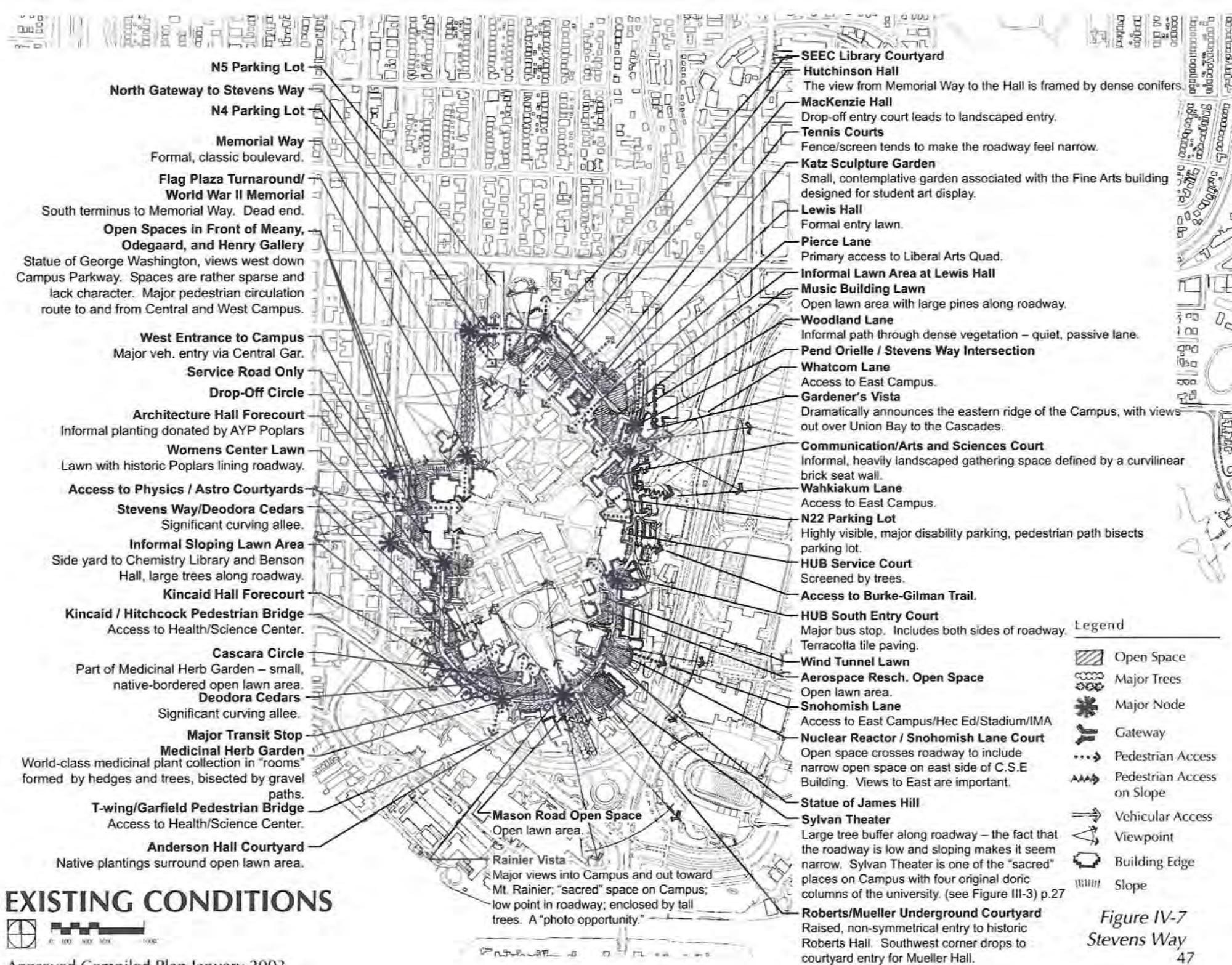


Figure IV-7
Stevens Way

NE 45th Street, Montlake Boulevard NE, NE Pacific Street and 15th Avenue NE

A series of roads form an outer edge to the central campus. This edge has historically been considered a “green” edge on the University side of the street and most recently, the retaining wall has been considered a physical barrier to those outside the campus. Many of the campus uses visited by the public are situated along the roads on the perimeter of the core, including Husky Stadium and Hec Edmundson Pavilion, the Henry Art Gallery, the Burke Museum, and University Hospital.

On the north, NE 45th Street separates the campus from the urban grid of streets, although many campus-related uses are in the neighborhood north of NE 45th Street. The boulevard character of Memorial Way continues north across NE 45th Street along 17th Avenue NE (“Greek Row”).

On the east, Montlake Boulevard NE and the wooded slope to the west create a strong edge to the Central Campus. Three pedestrian bridges connect the East Campus across Montlake Boulevard NE to the campus core.

On the south, NE Pacific Street forms the southern edge to the campus core, again with a change in topography. NE Pacific Street is a major arterial, and provides access to the University’s Health Sciences and Medical facilities.

The western campus edge is 15th Avenue NE, a major city arterial and transit route. Light rail stations are proposed on 15th Avenue NE near NE Pacific Street and NE 45th Street. Pedestrians enter the campus along the length of 15th Avenue NE. Two vehicular entries are located on 15th Avenue NE—one at NE 40th Street, and the other into the underground parking at NE 41st Street.



*Looking South on 15th Avenue NE
from NE 45th Street*

Figure IV-8

17th Avenue NE
Campus related residential street; extension of Memorial Way. Formal, classic boulevard.

North Campus Entrance
Ceremonial entry to the University.

Native and Naturalized Edge of Campus
Greenbelt buffer defining the edges of Campus.

NE 45th Street and 15th Ave NE Corner Entry
Urban forest – Pedestrian entry from U-District commercial area.

Burke Museum

15th Avenue NE
Principal city arterial; major Metro route; west boundary and edge of central Campus.

NE 43rd Street Entry
Pedestrian ramped entry integrated into the urban forest edge.

NE 42nd Street Entry
Pedestrian stair and ramped entry integrated into the urban forest edge. Primary entry to Campus Green from the commercial district.

Campus Green
Informal lawn; park-like; one of the principal open space amenities on Campus.

Madrona Grove
Informal; the remnant grove of a larger, established native fragment of Madrona.

NE 41st Street Entry
Pedestrian entry & underground parking access.

Campus Parkway
Broad boulevard; vehicular entry to Campus from west; open, noisy, underutilized open space; not very pedestrian friendly.

Pedestrian Bridge
Connects Schmitz Hall with George Washington Plaza; major entry to Campus.

George Washington Plaza
Primarily east-west circulation space; bisected by service drive; forecourt to Henry Gallery; not a very pedestrian friendly space.

NE 40th Street Entry
West Vehicular entrance to Campus; connects to Stevens Way.

Physics / Astronomy Courtyard
SW facing viewpoint with lawn and terraces

NE Pacific Street
Principal City arterial; south boundary & edge of Central Campus; primary access to Health Sciences and Medical Center.

Kincaid Ravine
Urban forest – natural area.

NE 45th Street Viaduct

East Campus Entrance
Intersection of Montlake and Pend Orielle Road

Burke-Gilman Trail
Informal, linear greenbelt around south and east edge of Central Campus. Major pedestrian and bicycle trail.

Montlake Parking Lot E1
Major parking reservoir for student parking.

Montlake Boulevard
A primary route of travel for traffic.

IMA Forecourt (expansion in 2001)
changes

IMA Building
Intramural activities.

Health / Sciences Center

Rainier Vista

Hec Edmundson Pavilion

Husky Stadium

Triangle Parking Garage

University of Washington Medical Center

Legend

- Open Space
- Major Trees
- Surface Parking/Lots
- Major Node
- Major Intersections
- Pedestrian Access
- Pedestrian Access on Slope
- Vehicular Access
- Slope
- Building Edge
- Viewpoint

EXISTING CONDITIONS



Approved Compiled Plan January 2003

Figure IV-9
NE 45th, Montlake Blvd, NE Pacific and 15th NE

Burke-Gilman Trail

In addition to its role as a major pedestrian route on campus, the Burke-Gilman Trail is a bicycle route of regional significance. It is separated from traffic for most of its length from 8th Avenue NW in Ballard to its northeastern end in Kenmore.

The character of the Burke-Gilman changes along the course of the route; it is wooded in some areas with lower vegetation in other areas. Some areas have native plants, some have plants that are more characteristically rural, others convey a more urban park-like setting. There are views of Lake Union and the Ship Canal, and along the east edge of the central campus, views out to Lake Washington and the Cascade mountains. Some portions of the Burke-Gilman Trail are in need of maintenance.

Cyclists and pedestrians on the Burke-Gilman must cross several streets in the campus vicinity. University Way NE, and 15th Avenue NE are signalized intersections. The crossings at Cowlitz Road, Brooklyn Avenue NE, and Pend Orielle Road are not signalized. Conflicts occur at major pedestrian routes including the route from Hitchcock to South Campus and in East Campus at crossings at Snohomish Lane, Wahkiakum Lane, and Whatcom Lane.



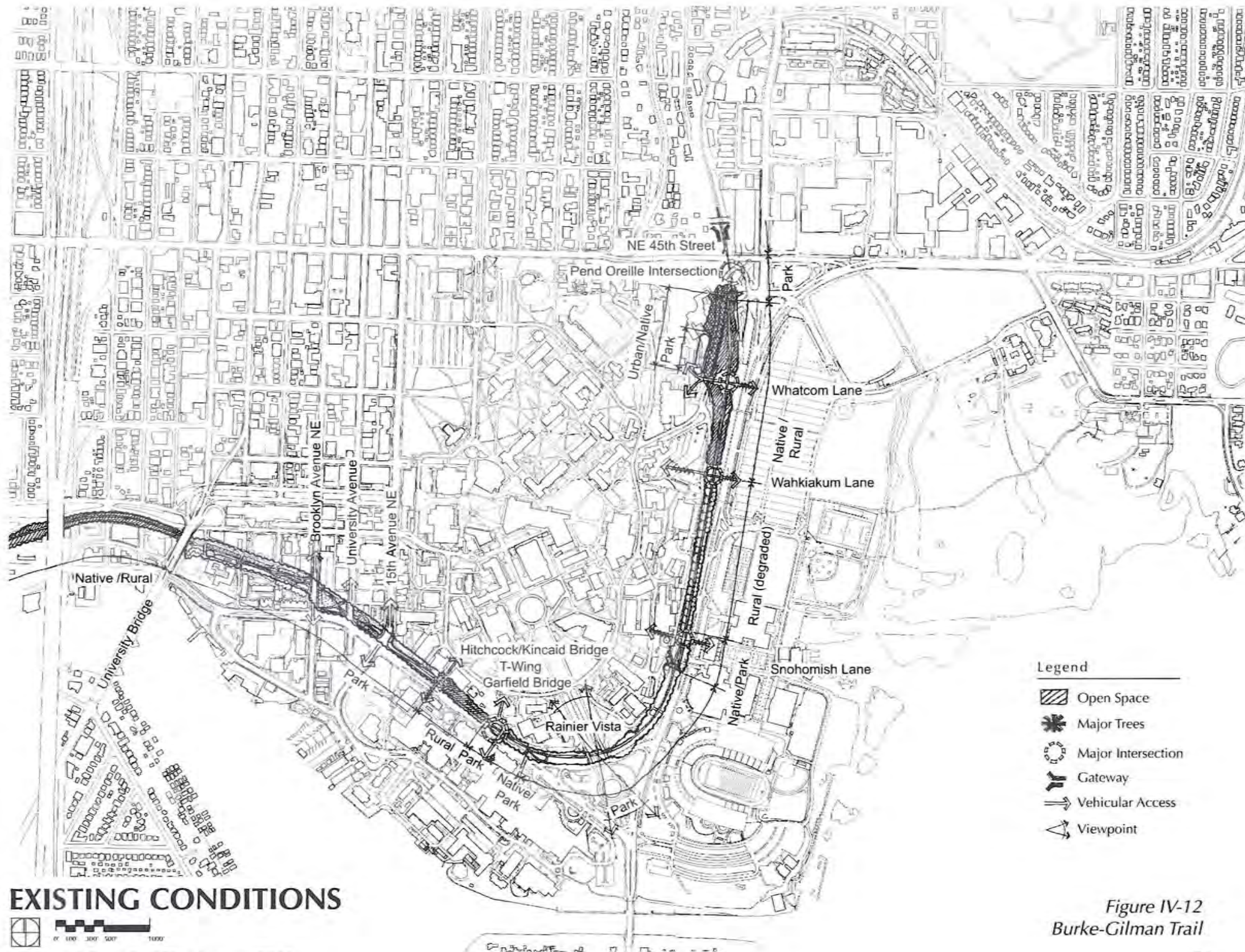
Burke-Gilman Trail

Figure IV-10



*Burke-Gilman Trail at 15th NE
and NE Pacific*

Figure IV-11



Shoreline

Proximity to the water contributes to the unique character of the University of Washington Seattle Campus. The south and east edges of campus border Union Bay on Lake Washington, the Ship Canal, and Portage Bay. Along the length of the waterfront the character of the shoreline changes dramatically. Near the University Bridge, the waterfront is urban and industrial. Between the University Bridge and the Marine Sciences building, some private industrial uses occupy the waterfront alongside University uses. Remnants of the old golf course can still be seen in the landscape along the Montlake cut south of the stadium and UW Medical Center. As the shoreline continues north of the Waterfront Activities Center, the edge of the land becomes less distinct, with marshes and wetlands overlying peat deposits along the shoreline.

Recent efforts have been made to make the shoreline more accessible to pedestrians, with improvements at Showboat Beach and Sakuma Viewpoint.



Montlake Cut

Figure IV-13

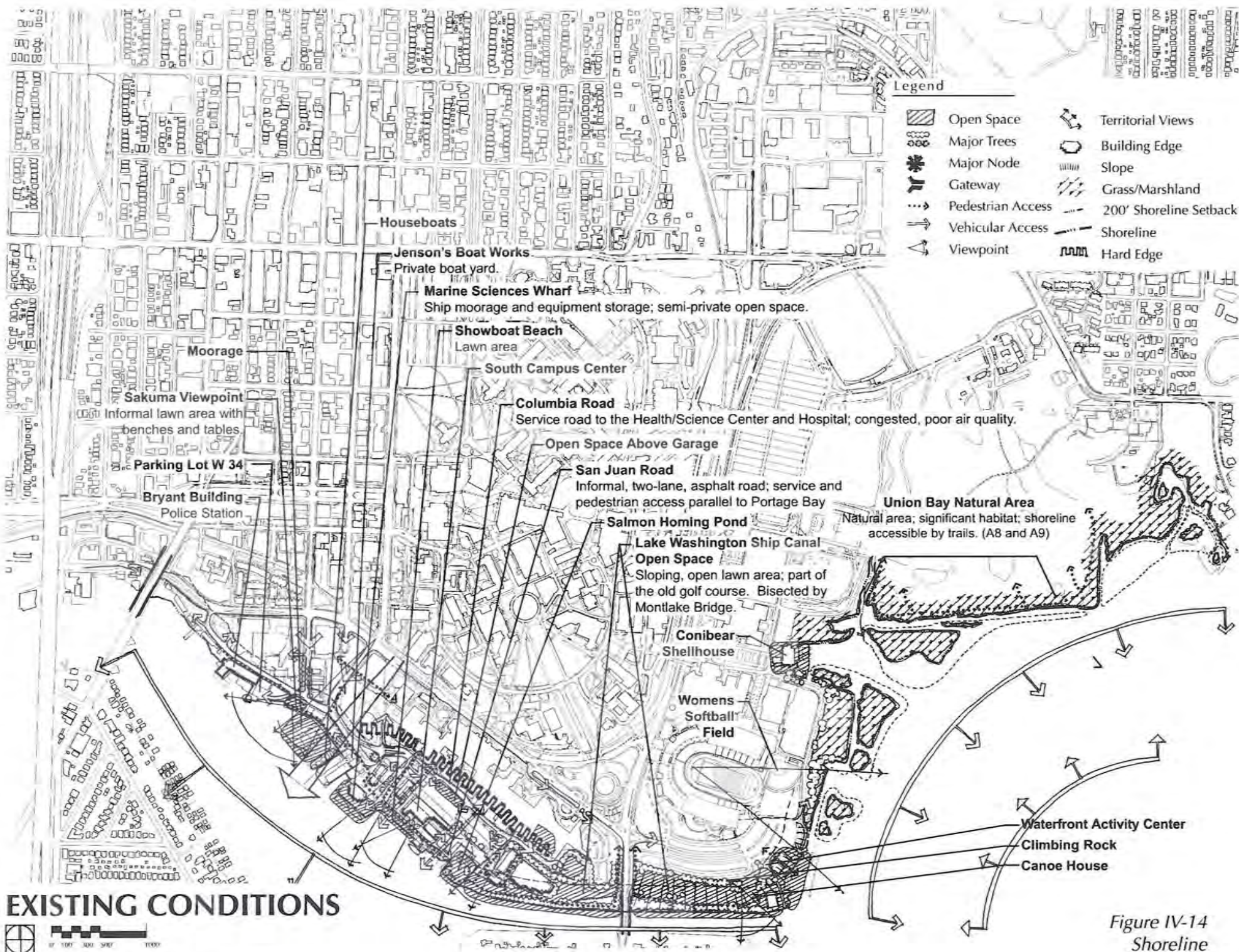


Figure IV-14
Shoreline

Open Space

Current Open Space

In large part, the character of a campus is determined through its open spaces. The series of gathering places, walkways, wooded areas, and vistas create a fabric that ties together University buildings of diverse uses and styles of architecture.

At the University of Washington, the landscape and open space of the campus has created a complex oasis, which serves the campus, students, faculty, staff, and community. Spectacular views to Mt. Rainier, Lake Washington, and the Cascade and Olympic mountains add a regional presence to the campus setting. This landscape serves as the unifying element that most people perceive as the essence of the “campus.”

The campus landscape and open spaces provide a unique setting for teaching and research. This includes not only the plants and the ecosystems, but the use of the space. Departments such as Biology, Forestry, and Landscape Architecture use the campus as a laboratory through a range of activities from the study of plants to offering design studios that examine specific campus landscape issues.

Campus open space also serves the community as a source of beauty and respite from the urban environment. Visitors from around the world are invariably struck by the beauty of the mature landscape as well as the innovative new landscapes that have recently been created as part of new and remodeled facilities.

The illustration on the facing page shows current open space on campus. The major open space elements that are historically



Entrance to the Liberal Arts Quad

Figure IV-15

important or give the campus its structure include Rainier Vista, Memorial Way, the Liberal Arts Quad, Denny Yard, the Burke-Gilman Trail, and the Union Bay Natural Area. (Pages 30-32 lists these and other campus landscapes that have been identified as ‘Unique and Significant’ landscapes.) Other existing open spaces include connections, athletic fields, and smaller courtyards; these are all important to the campus.

The campus has strong elements in many areas that define campus boundaries, gateways, views, axes, and connections. In addition, current open spaces are configured in a variety of landscape forms and used for a range of activities including active and passive casual recreation.

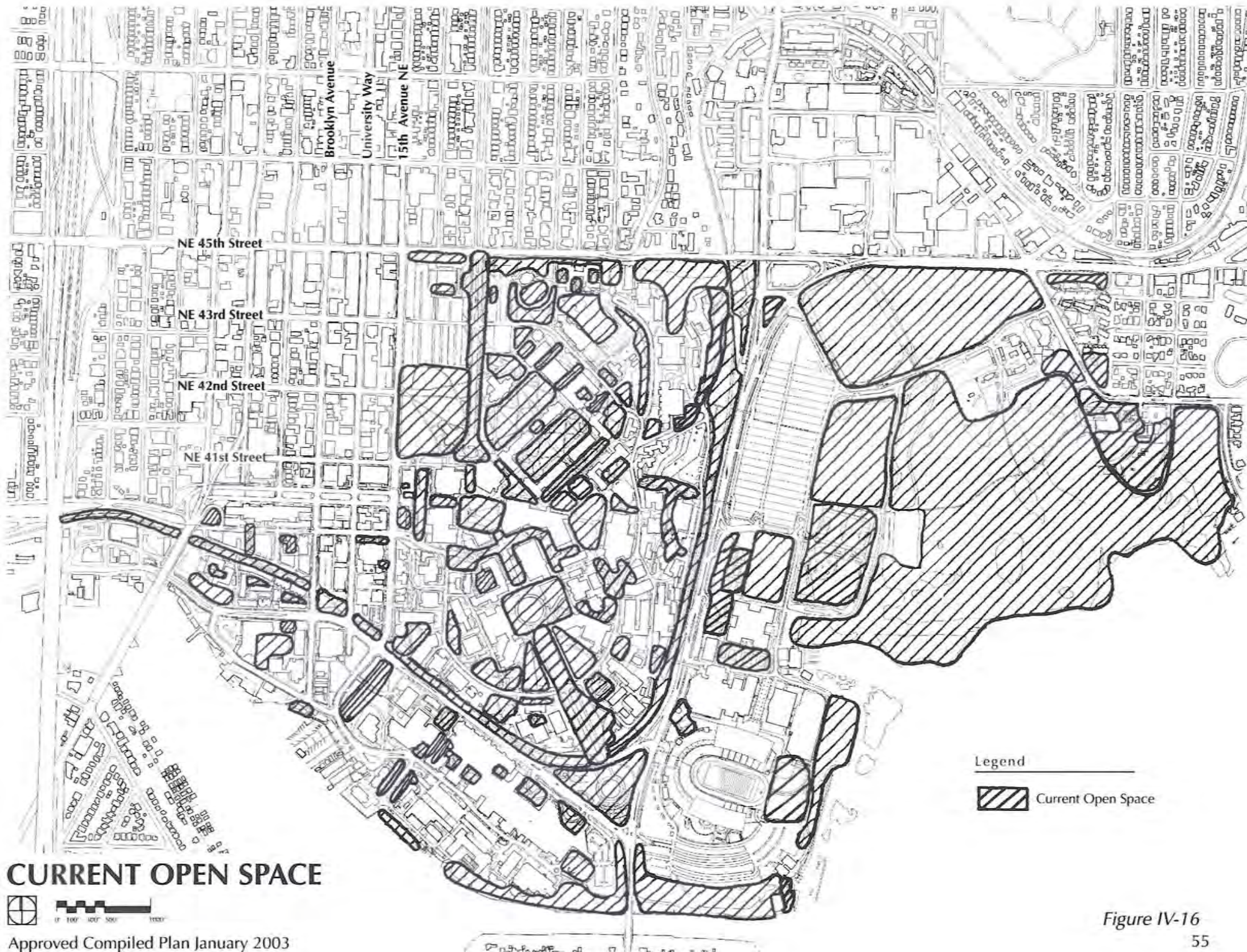


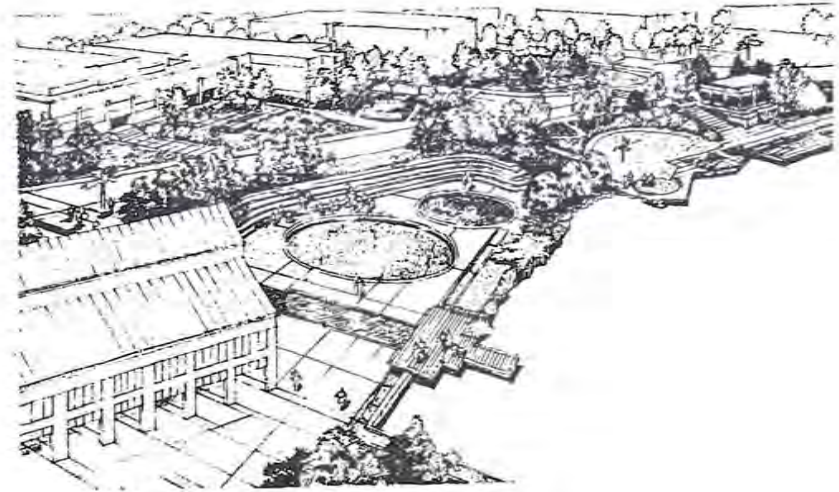
Figure IV-16

Opportunities for New and Enhanced Open Space

In the Campus Master Plan, open space continues to be a critical component to defining campus structure and is an essential element of the campus environment. Existing landscape forms must be conserved, reinforced and new ones provided to define new areas, gateways, views, axes, and connections. In addition, open spaces suitable for active or passive casual recreation will continue to be located throughout the campus. Open space improvements must be an integral part of all projects as the campus is developed and redeveloped. All future open spaces will enhance and add to the parklike character and network of open space that is so valued by the University and surrounding community.

The illustration on the opposite page shows some of the opportunities for new proposed and enhanced open space. All valued current open spaces are preserved and, where appropriate, strengthened and enhanced.

The new open spaces are typically associated with new development. Some of the landscape is new open space, removed from parking or building sites, while other landscape is reconfigured existing open space currently lacking spatial definition. With any development, new, well-defined, and memorable open spaces and landscapes should be a priority. Opportunities to gain landscaped open space should be pursued wherever possible and appropriate. In all proposed open space, diversity in spatial form and scale is encouraged to continue variety in the unique character of space. At the same time, new open space must be cognizant of its context and its relation to the overall structure of the open space.



Illustrative Drawing of Fish Return Ponds

Figure IV-17

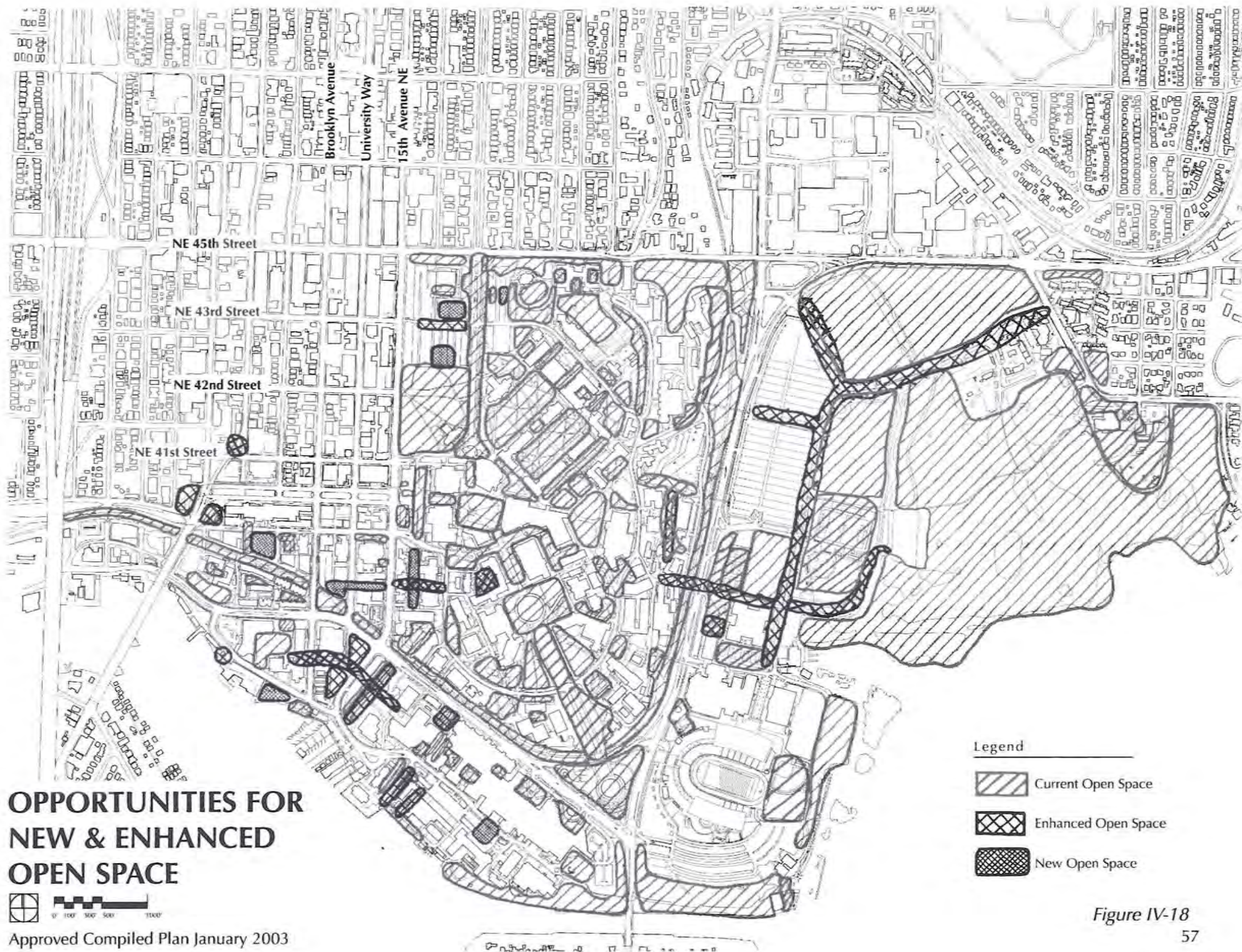


Figure IV-18

Views

The accompanying plan shows significant vistas and viewpoints within, around, and into the campus. The views out to the mountains and the water make the University of Washington campus unique, and were found in the Visioning Study to be major sources of inspiration for the campus community. Significant views and vistas look to Lake Washington, the Cascades, and the wetlands/grasslands of the East Campus. The Master Plan looks for opportunities to enhance views and vistas throughout the campus.

The primary views and vistas are:

Rainier Vista

Rainier Vista is a signature of the university campus. Its clear view corridor from the Central Plaza will be maintained. The landscaping needs to be well-maintained, while the old, damaged, and dying plant material should be replaced as needed.

Campus Parkway

Chapter IV sets forth a possible alternative for Campus Parkway and the opportunities it presents to enhance views. It is important to retain the vista west from the viewpoint atop the Henry Art Gallery.

Portage Bay Vista

This is a new vista originating at the Physics/Astronomy courtyard. The vista was established in the Southwest Campus Plan, and is carried forward in this plan. The view looks to the southwest, toward Portage Bay and the Eastlake/Capitol Hill neighborhood, to downtown beyond. The vista corridor will also provide a needed, important pedestrian connection to the shoreline and integration with the Central Campus.

Burke-Gilman Trail

The Burke-Gilman Trail offers numerous views as one travels its length. New development along the trail needs to be sensitive to the views.

Other Views

Views within the interior and views from the surrounding neighborhood into campus are also important and must be respected. Examples include the processional view down Memorial Way, the view into the Liberal Arts Quad at the north entry point, and views within Denny Yard. Views of the campus are also afforded from I-5 the Evergreen Point Bridge, as well as the Montlake and Pacific intersection.



Rainier Vista

Figure IV-19



Figure IV-20

Pedestrian Circulation

Current Pedestrian Circulation

Campus circulation is designed primarily for walking. Between classes, literally thousands of people fill the major routes of the Central Campus. There is a wide variety of pedestrian routes, ranging from urban sidewalks in the West Campus to broad formal routes through the Quad and near Drumheller Fountain. Wooded walkways and unpaved trails wind through the East Campus. The illustration on page 63 shows major and minor pedestrian paths in use throughout campus. The major pathways have the highest volume of pedestrians.



Entrance to HUB Yard Figure IV-21



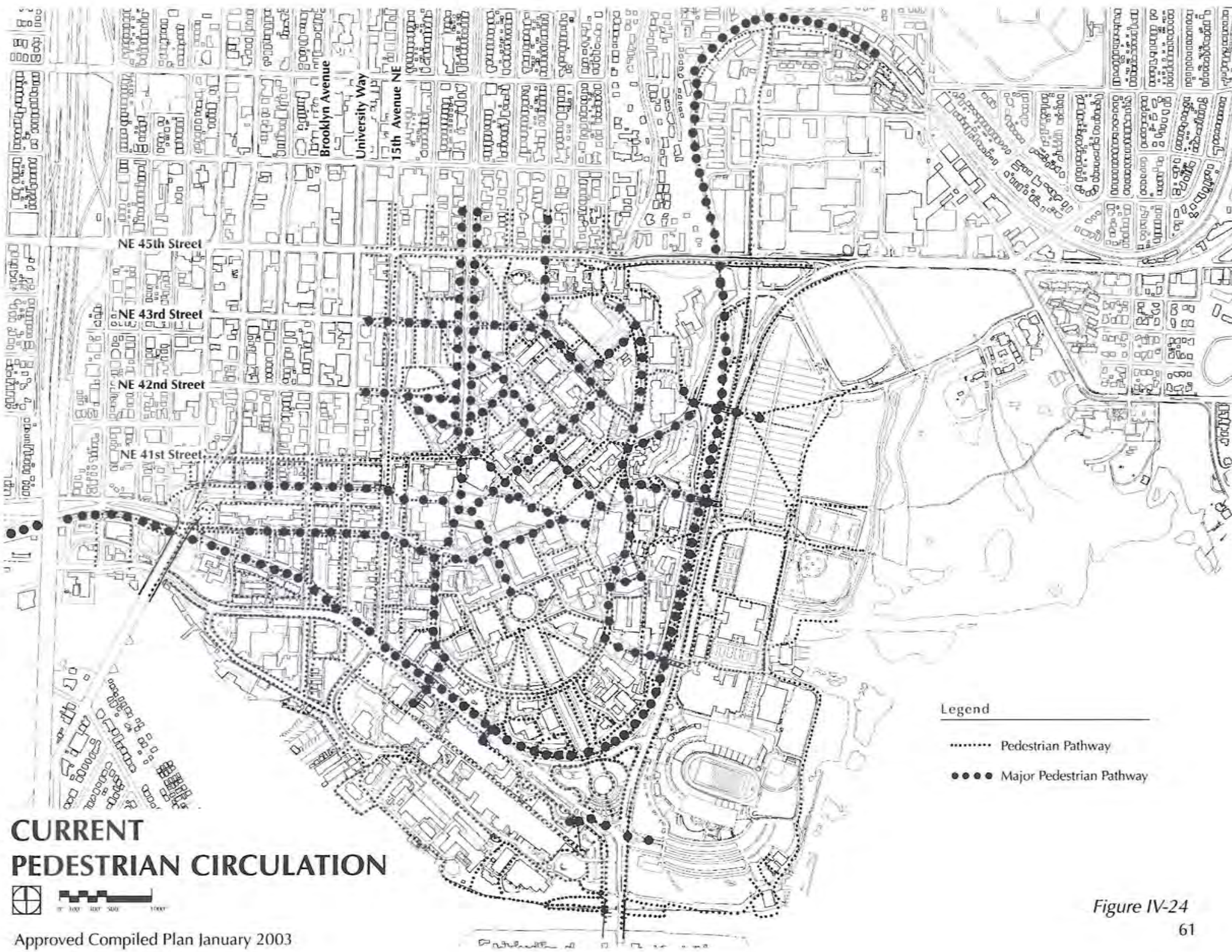
Frosh Pond at Drumheller Fountain

Figure IV-22



Liberal Arts Quadrangle Pathway

Figure IV-23



Opportunities for New and Enhanced Pedestrian Circulation

The illustration on the opposite page shows issues and recommendations related to pedestrian circulation. Major pedestrian routes provide access to and through campus and between the major campus areas.

Improvements to a conflict area through clarified circulation routes, better separation of pedestrians from vehicles and transit, and improved pedestrian crossings will be considered at the time a building project is planned. Pedestrian improvement needs are also identified along several existing walkways and roads such as Campus Parkway, Boat Street, Columbia Road, San Juan Road, Chelan Lane, Pierce Lane, and Walla Walla Road.

The diagram shows important connections that will work together. In addition, critical connections are strengthened between:

- NE 45th Street and 15th Avenue NE and Memorial Circle
- West-Central Campus and the Burke-Gilman Trail
- East slope and East Campus
- Central Campus with South Campus and the shoreline

Routes for improvements are located throughout the campus. As part of the plan, existing major and minor pedestrian paths must be also retained.



Improved Pedestrian Routes

Figure IV-25

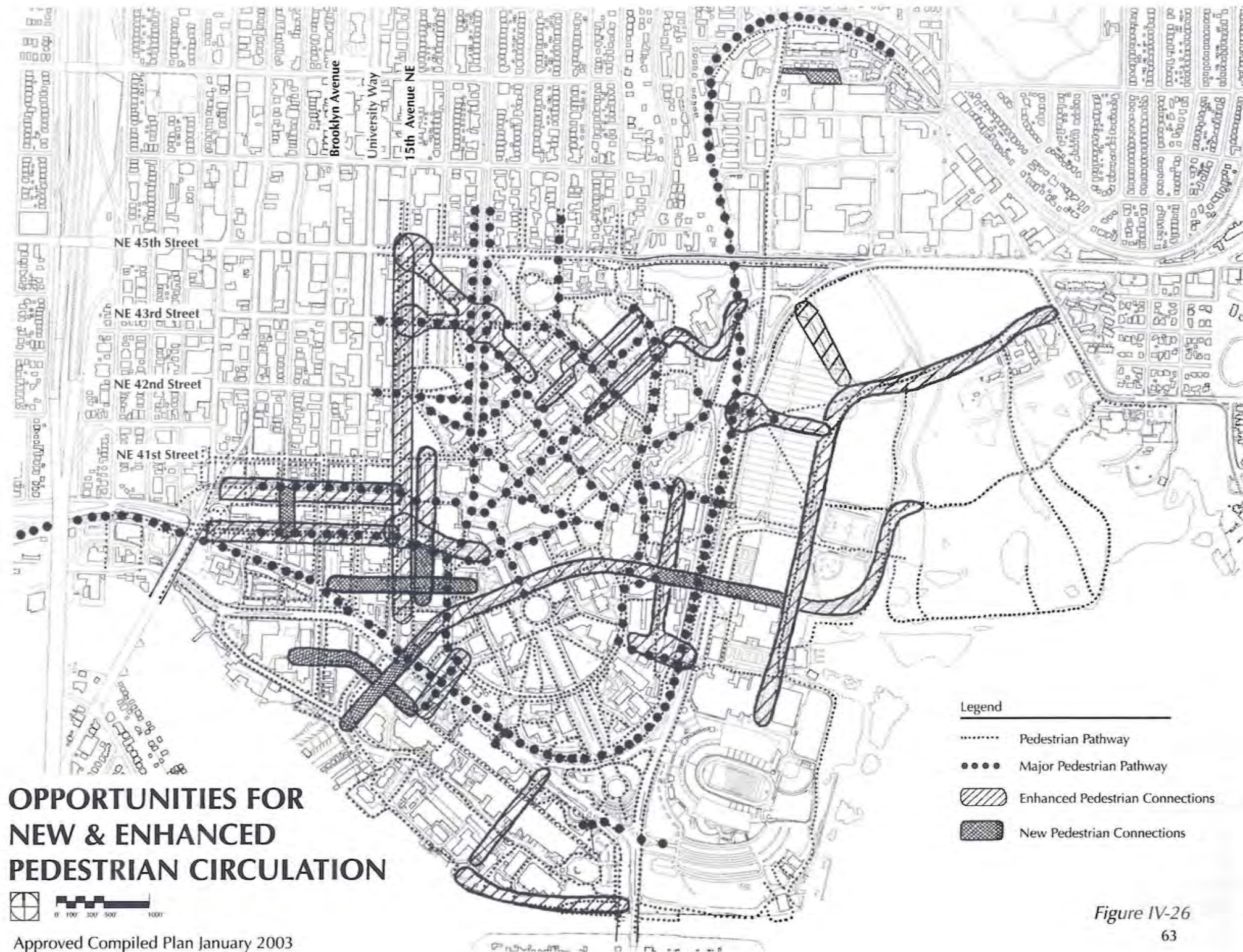


Figure IV-26

Bicycle Circulation

Current Bicycle Circulation

Bicycles are an important mode of transportation on campus. The illustration on the facing page shows City of Seattle-designated bicycle routes, but cyclists use many routes as well.

The Burke-Gilman Trail is an important link to the campus and a bicycle route of major regional importance. Other routes have missing links for cyclists, such as the route along the waterfront, and the route north from the dormitories where NE 45th Street presents an obstacle.



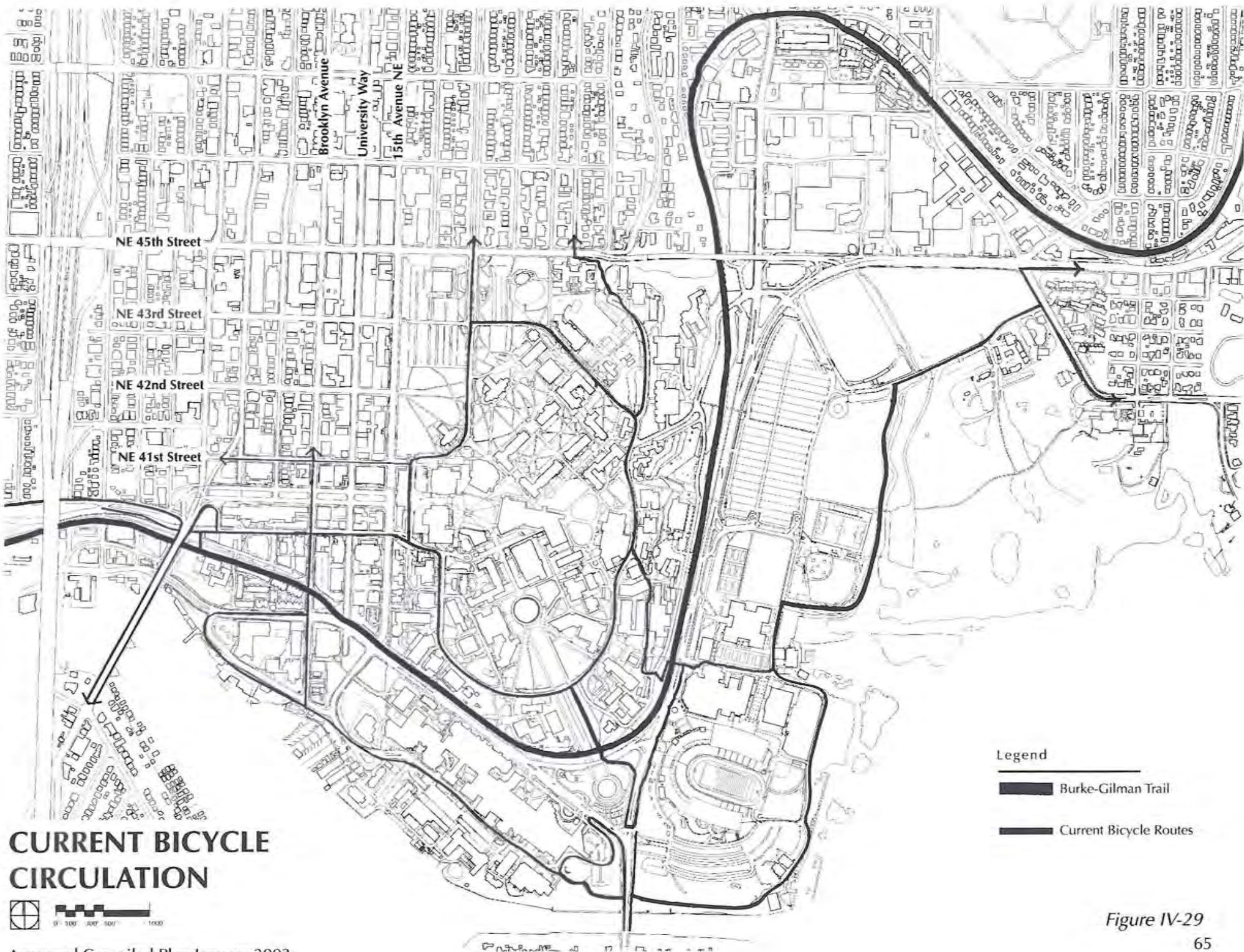
The Burke-Gilman Trail

Figure IV-27



Bicycle Shelter

Figure IV-28

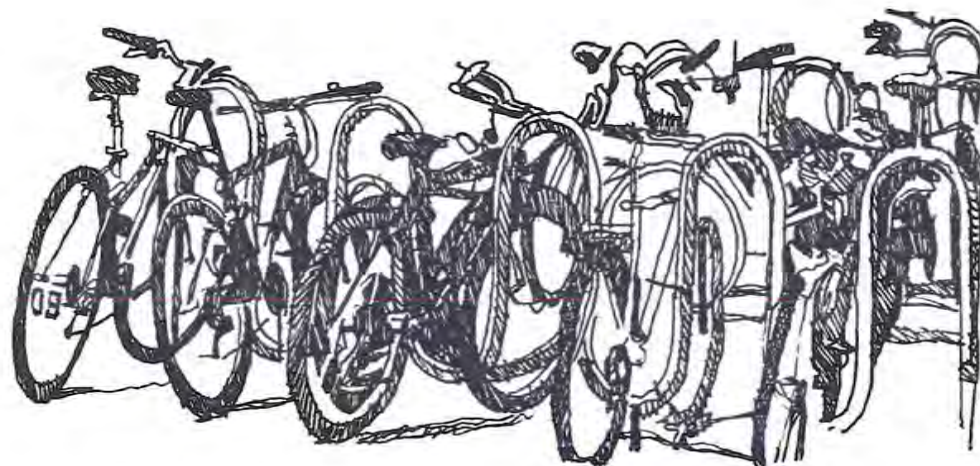


Opportunities for New and Enhanced Bicycle Circulation

Potential improvements to bicycle circulation are shown in the illustration on page 69. These improvements are designated in both campus and non-campus areas. Potential improvements on campus include an enhanced bike trail along the shoreline from Boast Street to the Montlake Bridge and connections from the Burke-Gilman Trail into Central Campus.

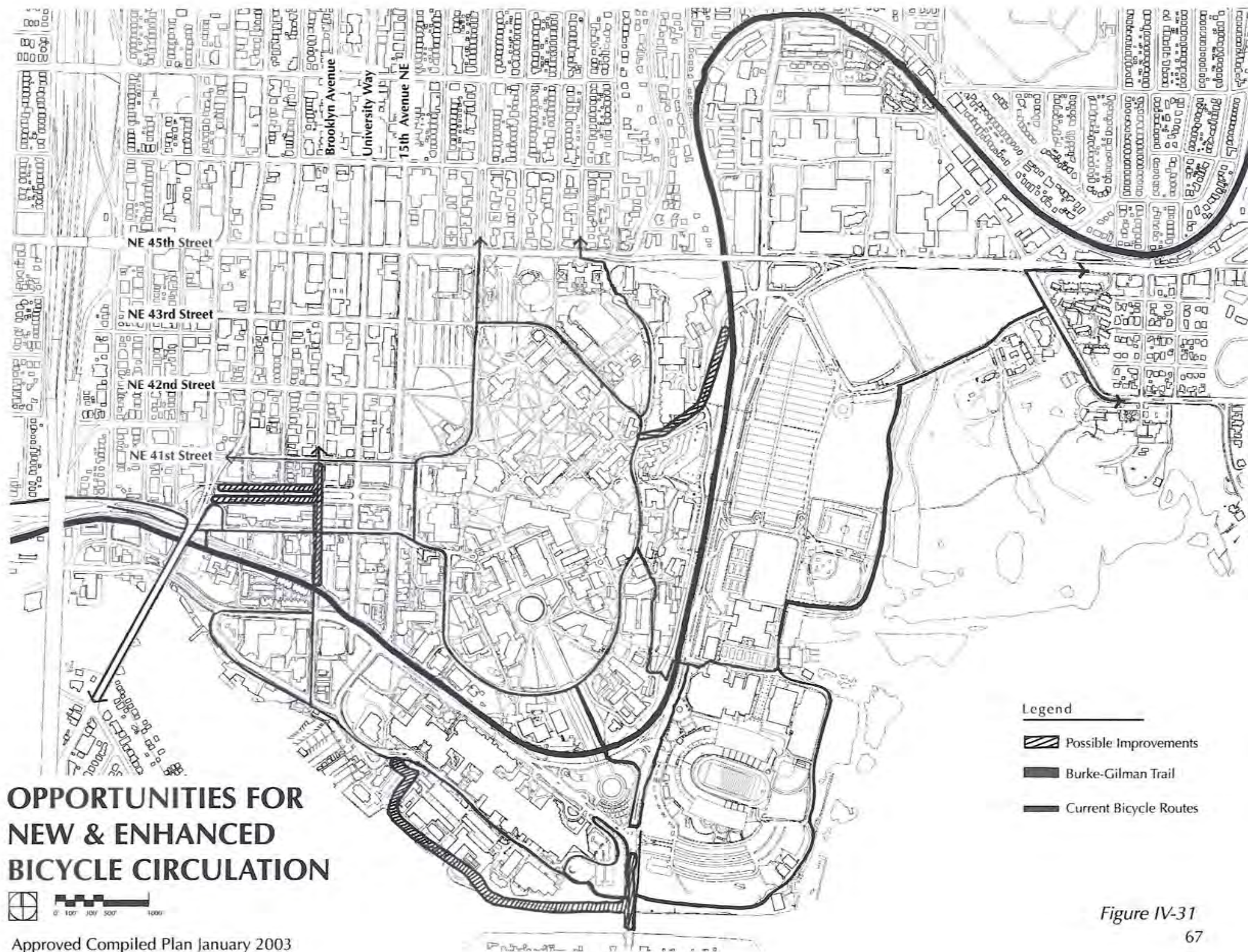
Bicycle storage should be connected or adjacent to each building on campus. New bicycle storage is desired in locations that will minimize impacts on open space and landscape resources and provide convenient access to destinations throughout campus.

Pedestrian/bicycle conflicts occur at several places along the east and south portions of the Burke-Gilman Trail at points where pedestrians travel between the East, South, and Central Campuses. These intersections should be clarified with the use of signage, crosswalks, and sitelines.



Bicycle Storage Racks

Figure IV-30



OPPORTUNITIES FOR NEW & ENHANCED BICYCLE CIRCULATION



Approved Compiled Plan January 2003

Figure IV-31

Vehicular Circulation

Current Vehicular Circulation

The pattern of existing vehicular circulation on campus corresponds well with the concept of a pedestrian-oriented environment and peripheral vehicular access. Stevens Way provides access to the Central Campus. The West Campus circulation is clearly that of the urban grid pattern, with modifications that have been made over time including the addition of Campus Parkway and the closure of portions of 11th and 12th Streets NE.

Regional access to the campus is from Interstate 5 and NE 45th Street, Eastlake Avenue via the University Bridge, and Montlake Boulevard. An illustration of existing vehicular circulation is shown on the opposite page.



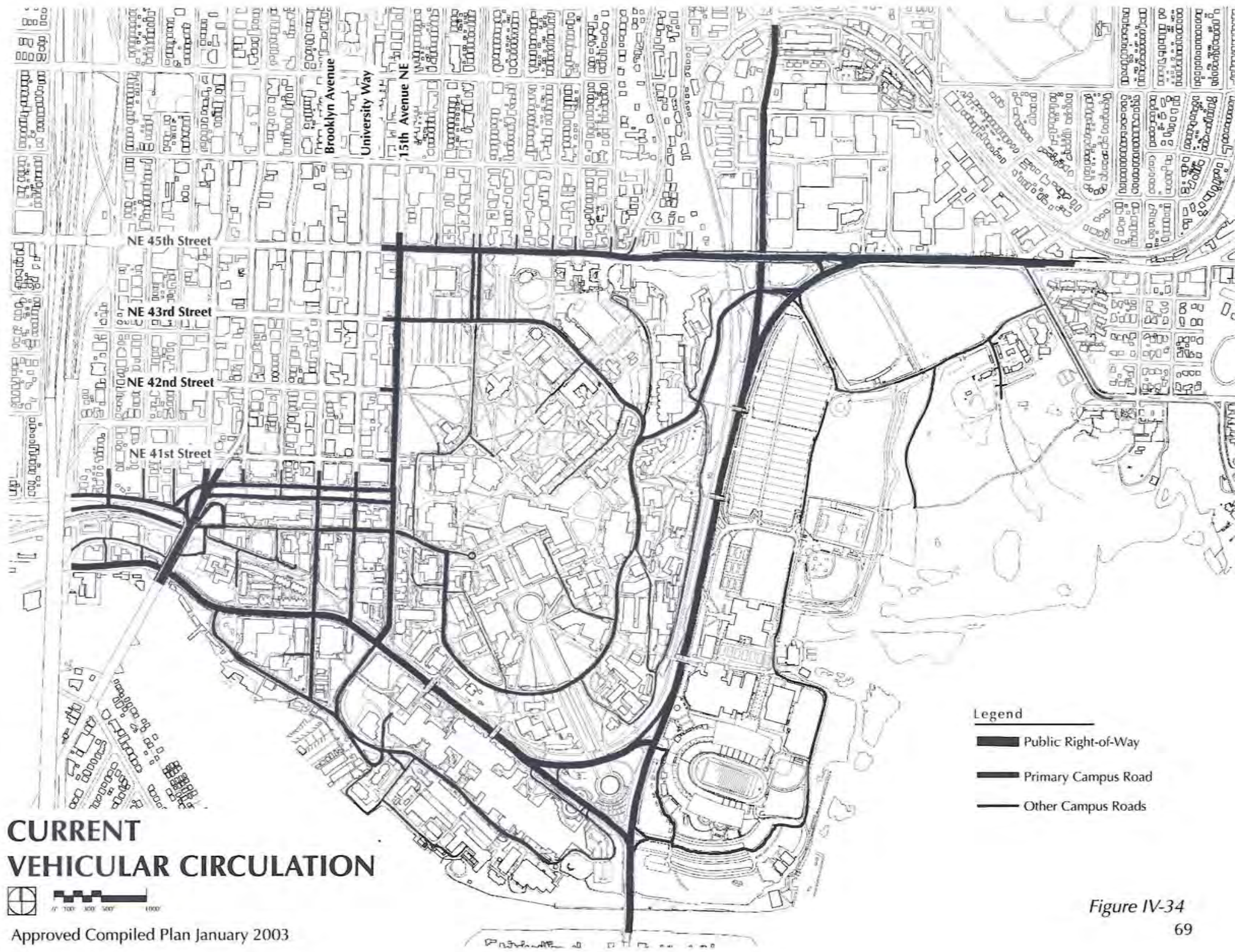
Campus Parkway

Figure IV-32



Flag Plaza

Figure IV-33



CURRENT VEHICULAR CIRCULATION



Approved Compiled Plan January 2003

Figure IV-34

Opportunities for New and Enhanced Vehicular Circulation

The illustration on page 73 shows issues and recommendations related to vehicular traffic. Major vehicular access routes through and around campus including Pend Oreille, Stevens Way, NE 45th Street, and portions of Montlake Boulevard have significant volumes of traffic from multiple users including vehicles, transit, bicycles, and pedestrians. As mentioned under pedestrian and bicycle circulation, clarification between the multiple modes of travel would improve these conditions.

Two locations on campus are especially unclear in terms of directing vehicular traffic and accommodating multiple users. The NE 40th Street entrance road between 15th Avenue NE and Stevens Way is constricted for bicycles and pedestrians and lacks clear direction for vehicles. Its connection to Stevens Way, the main road through campus, is not clear. The Campus Master Plan explores a

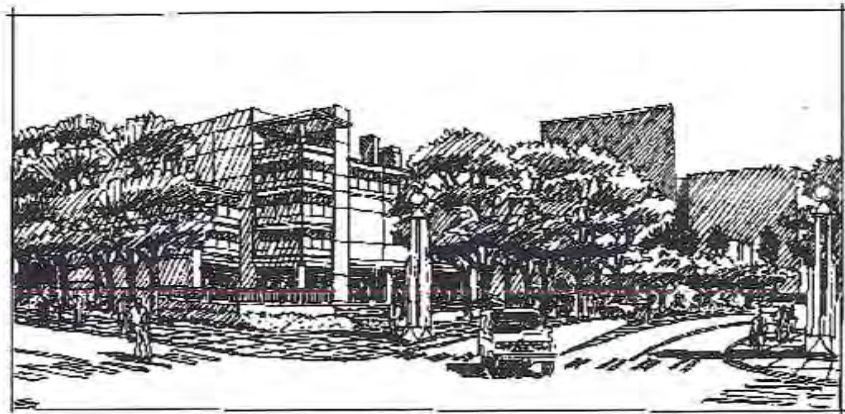
better connection at the intersection of NE 40th Street and Stevens Way so that the west portion of NE 40th Street reads as an integral part of the main road through campus. In a similar manner, the Stevens Way/Memorial Way intersection is unclear. The Campus Master Plan considers a traffic circle to facilitate traffic movement through the intersection and clarify the role of the east portion of Stevens Way as the main road through campus.

Campus Parkway is proposed for further study, including alternatives to clarify specific modes of travel and consolidate the Parkway into more usable open space (see *Chapter VI, Street Vacations* for detail).

The resurfacing of Stevens Way from asphalt to concrete, which is currently underway, is expected to be completed within the time frame of this Campus Master Plan. This resurfacing is intended primarily to accommodate bus traffic.

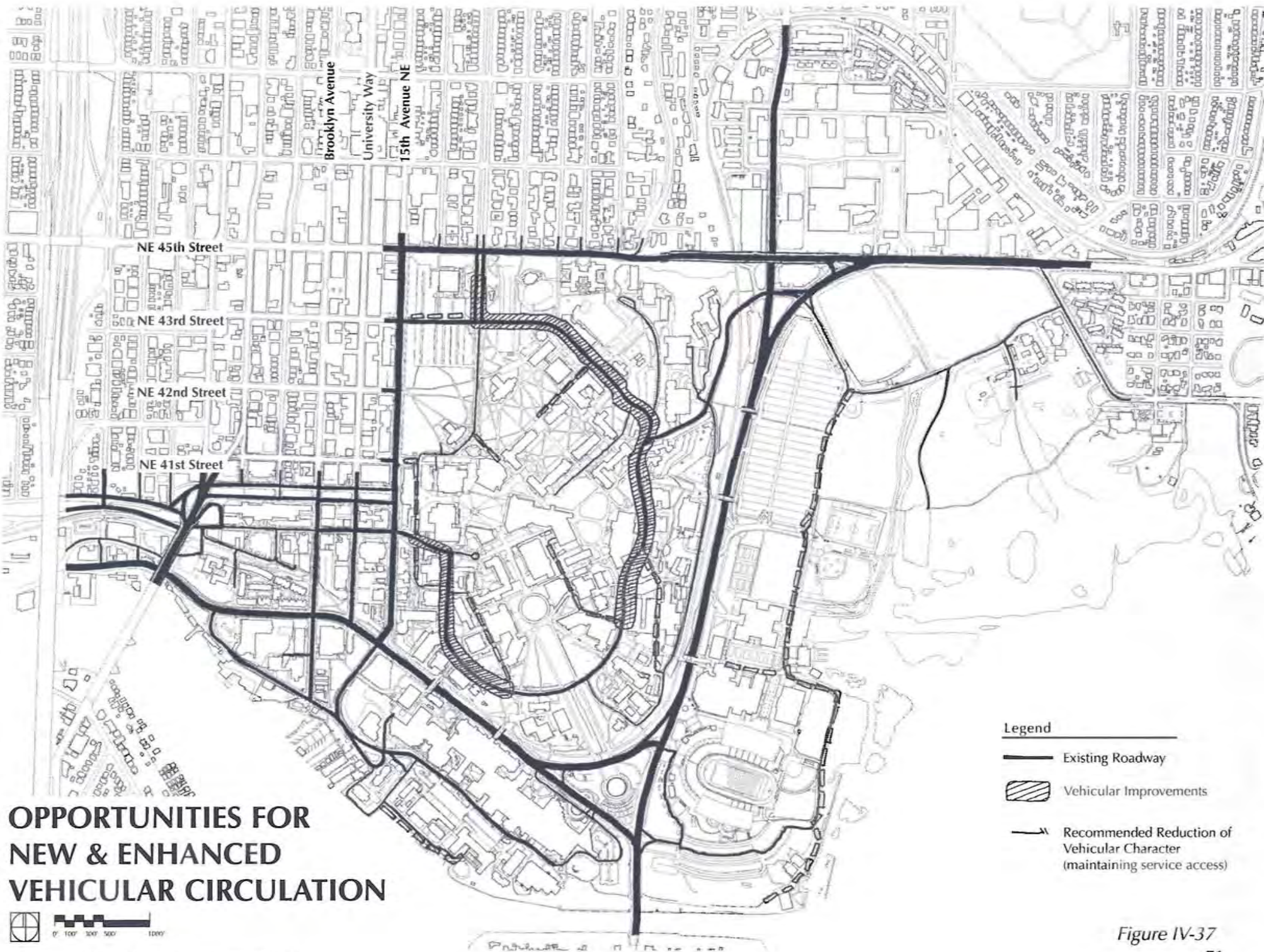


Illustrative Drawing of Memorial Way Circle Figure IV-35
(looking south on Memorial Way)



Illustrative Drawing of 40th Street Entrance

Figure IV-36



OPPORTUNITIES FOR NEW & ENHANCED VEHICULAR CIRCULATION



Approved Compiled Plan January 2003

Figure IV-37

Transit

Current Transit Circulation

The university community relies heavily on public transportation to and from campus. Forty-one bus routes serve the campus (please see Figure IV-39). The University District currently enjoys excellent transit service provided by King County Metro, Community Transit and Sound Transit. As part of the U-pass program, the University purchases service from these agencies and consults about service. Service is provided along the perimeter of the campus as well as along Stevens Way, which is the primary interior campus roadway. Transit stops are located in and around campus and incorporate shelters and other transit amenities.



Bus Stop at Medicinal Herb Garden

Figure IV-38

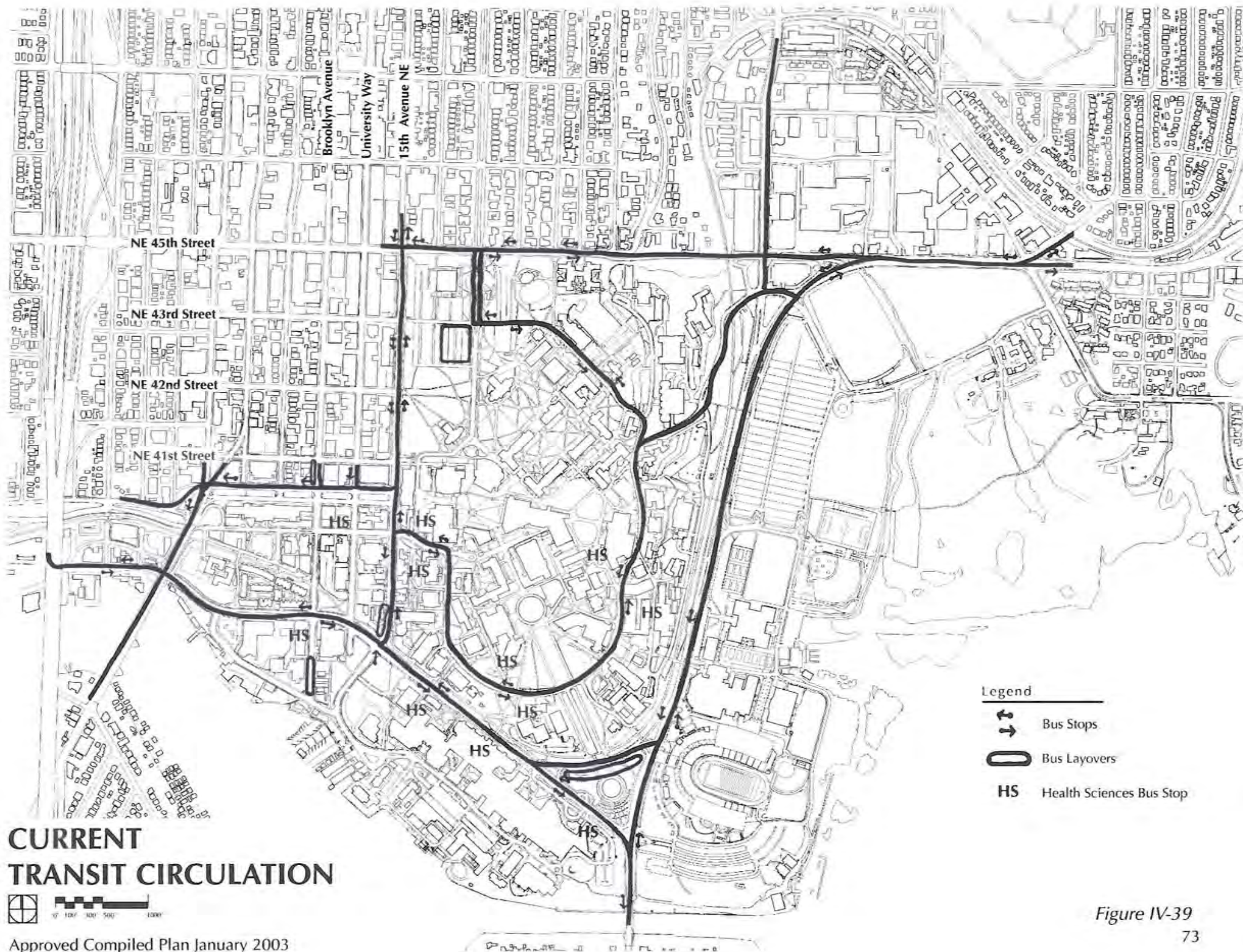
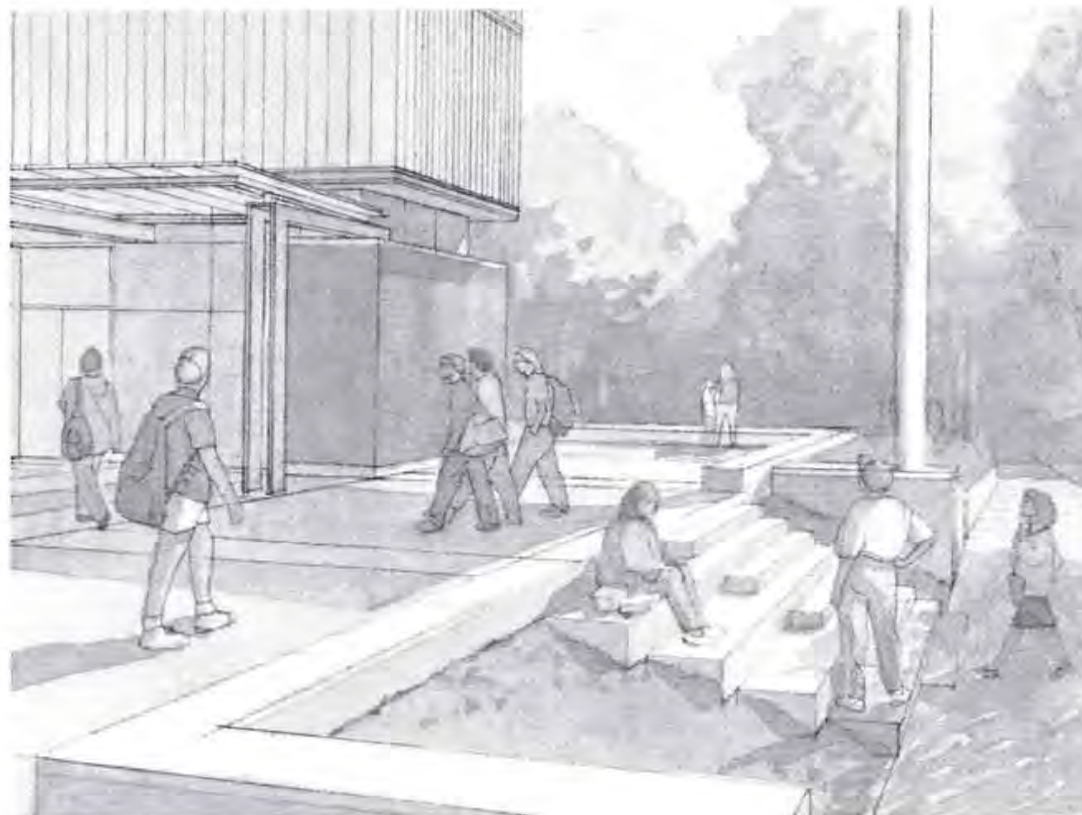


Figure IV-39

Opportunities for Potential Improvements to Transit Circulation

Improvements associated with Sound Transit may occur in the University District during the time frame of the Campus Master Plan. The Campus Master Plan accommodates but does not depend upon those improvements. As identified in the Memorandum of Agreement between the University and Sound Transit, plans include two potential stations, each with two entrances. One station is potentially planned for NE Pacific Street, with one entrance near the West Campus Parking Garage and the other just south of Gould Hall on the west side of 15th Avenue NE. The second station is potentially proposed for 15th Avenue NE, with one entrance at the intersection of

NE 45th Street and another at NE 43rd Street. The bus stop improvements may occur at the HUB, Guthrie Annex, and Art Building bus stops. Continuity of signage for transit routes and schedules should be provided. The transit routes indicated are existing; however, it is assumed that some bus routes, stops, and layovers will change with the completion of the light rail system or as system changes are needed. If light rail does not come to the University District within the Campus Master Plan period, the University will continue to work with current transit providers to increase services to the University District.



*Potential Sound Transit Station at NE 45th Street
ZGF Architects*

Figure IV-40

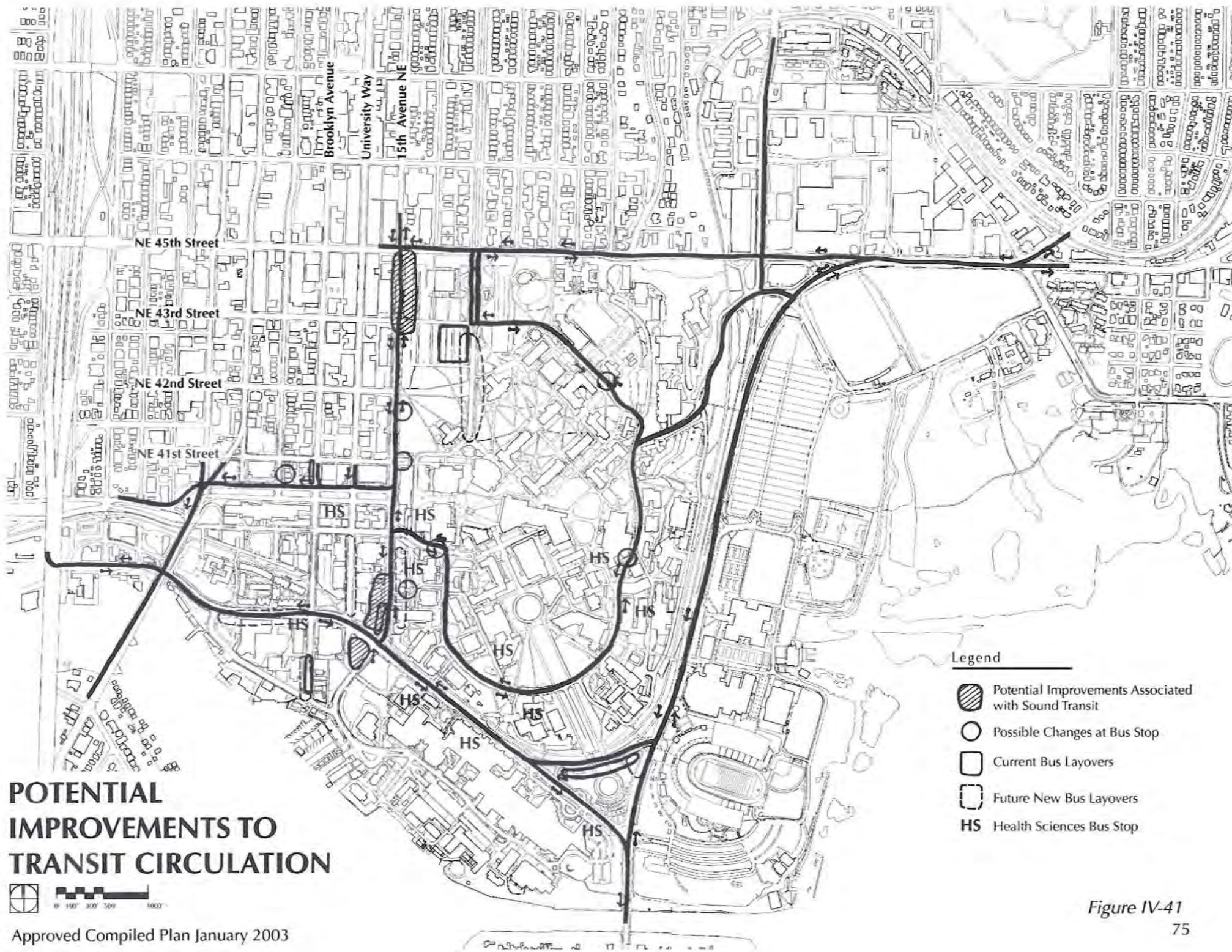


Figure IV-41

Parking

Current Parking

The University currently has a parking lid of 12,300 spaces. The number of parking spaces will not be increased under this Campus Master Plan. Much of the existing parking supply is located on large surface lots at the periphery of the core (lot E-1 in the East Campus, E-12 south of Husky Stadium and N-1 and 2 near the intersection of 15th Avenue NE and NE 45th Street). Parking below grade is located at the Central Plaza Parking Garage and the Triangle Parking Garage under Rainier Vista. The S-1 Garage just north of South Campus Center serves the high demand for parking near the hospital. Other structured parking is located adjacent to Padelford Hall taking advantage of the existing slope, and at the southwest portion of campus, south of NE Pacific Street between University Way and Brooklyn Avenue NE. In addition, numerous small surface lots are scattered throughout the campus. An illustration of current parking areas on campus is shown on the opposite page.



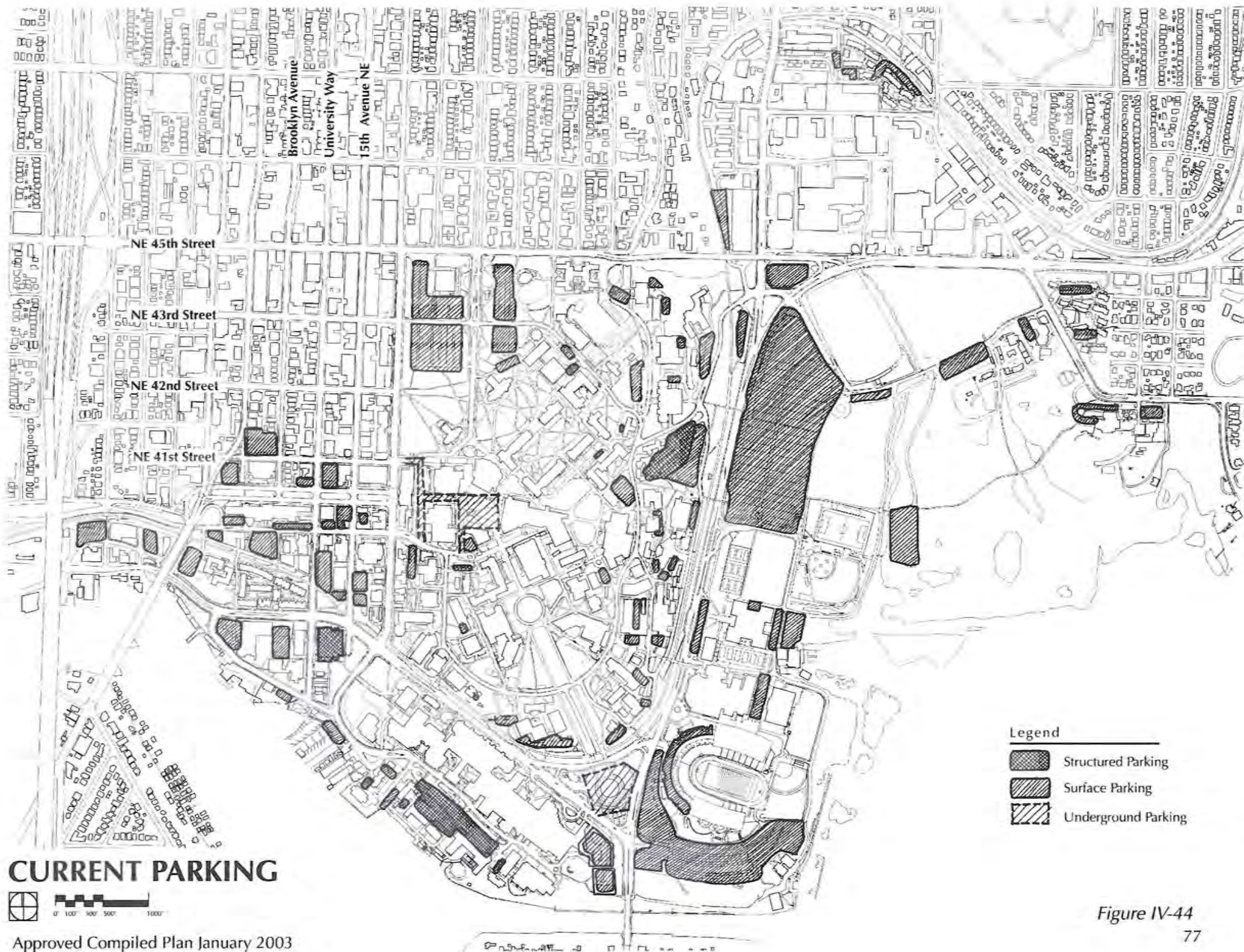
East Campus E-1 Parking Lot

Figure IV-42



*Structured Parking
at Padelford*

Figure IV-43



Opportunities for New and Enhanced Parking

Figure IV-45 shows potential locations for new parking associated with potential development sites. Potential new parking locations may be combined with other building uses or provided in dedicated parking either above or below ground, depending upon the site. A number of existing surface lots will potentially be displaced over the next ten to twenty years as development occurs. Table IV-1 shows, by site, potential new, replacement, and displaced parking.

In the table, the second column lists the number of levels of potential parking available on each site; negative numbers designate parking levels below ground (with open space or a building above). The fourth column lists potential spaces available with new development. This number is based on the estimated footprint multiplied by the estimated number of potential levels. The fifth column lists the amount of parking currently available on the site which may be displaced by new development. The 'Net New' column subtracts displaced parking from the total number of potential spaces to calculate the total amount of potential net new parking on each site.

It should be noted that the table shows all *potential* sites for new parking locations. During the time frame of this master plan only a portion of the sites listed will be developed to accommodate the 3 million square feet and associated necessary parking. The total amount of parking will not exceed 12,300 as development occurs, continuing the transition from surface parking to structured parking.

Available Parking Locations (Refer to Fig. IV-35 for map w/ site nos.) Table IV-1

| Site (description) | Levels(1) | Add'l SF | Parking | | |
|-------------------------------------|-----------|----------|-----------|---------------|------------|
| | | | Spaces(2) | Displ./New(3) | Net New(4) |
| 1C (Burke Museum) | -3 | 130,000 | 400 | -238 | 162 |
| 2C (East of Observatory) | -2 | 72,000 | 220 | -189 | 31 |
| 3C (New Law School Building)* | | | | | |
| 4C (North of Denny) | -2 | 112,000 | 344 | -133 | 209 |
| 5C (NW of Savary Hall) | | | | | |
| 6C (MacKenzie Replacement) | | | | | |
| 7C (Southeast of Lewis) | -2 | 82,600 | 254 | -69 | 185 |
| 8C (Cyclotron Shop) | | | | -55 | 55 |
| 9C (Phys. Plant)+ | | | 150 | 250 | 100 |
| 10C (Northeast of Music) | | | | | |
| 11C (Paddelford) | | 120,000 | 400 | | 400 |
| 12C (South of Fluke Hall) | | | | | |
| 13C (Adjacent Faculty Center) | | | | | |
| 14C (Phys. Plant Offices) | -2 | 90,000 | 277 | | |
| 15C (Eng. Annex) | | | | -45 | -45 |
| 16C (Nuclear Reactor, undergrnd.) | | | | | |
| 17C (EE/CSE Phase 2)* | | | | | |
| 18C (Rain. Vista/Robb. Hall) | -2 | 96,400 | 297 | -103 | 194 |
| 19C (Rainier Vista Garage) | -2 | 242,000 | 400 | | 400 |
| 20C (Adj. Blood. & Wink.) | | | | -93 | -93 |
| 21C (Greenhouses & Plant Lab.) | | | | | |
| 22C (Guthrie) | | | | -20 | -20 |
| 23C (South of Henry) | | | | | |
| 24C (Chem. Library) | | | | | |
| 25C (West of Johnson) | | | | -31 | -31 |
| 26C (Sieg) | | | | | |
| 27W (West of Pub. Serv.) | 2 | 43,900 | 135 | -69 | 66 |
| 28W (East of Pub. Serv.) | 2 | 48,100 | 148 | -40 | 108 |
| 29W (West of Mercer Hall) | -2 | 64,000 | 197 | -74 | 123 |
| 30W (West of Condon Hall) | -2 | 81,400 | 127 | -39 | 88 |
| 31W (North of Condon Hall) | 2 | | 240 | -143 | 97 |
| 32W (East of Condon Hall) | -2 | 66,000 | 203 | -32 | 171 |
| 33W (W4 + Thtr. Bldg. Add.) | -2 | 66,000 | 203 | -44 | 159 |
| 34W (W5 + Info. office) | | | | -18 | -18 |
| 35W (W6 + Ticket office) | -2 | 45,600 | 140 | -59 | 81 |
| 36W (Adjacent Gould) | -2 | 40,000 | 123 | -84 | 39 |
| 37W (West of Gould Hall) | 2 | | 380 | -118 | 262 |
| 38W (S. of Terry Lander) | 2 | | 256 | | |
| 39W (W10) | -2 | 43,000 | 132 | -82 | 50 |
| 40W (W42) | | | | -13 | -13 |
| 41W (South of Gould Hall) | 2 | | 78 | -76 | 2 |
| 42W (S. of Mercer Hall, undergrnd.) | -2 | 40,000 | 123 | 0 | 123 |
| 43S (Bryant Marina) | | | | -40 | -40 |
| 44S (Academic Computing) | -2 | 58,000 | 178 | | 178 |
| 45S (South of W. Camp Gar.) | -2 | 44,000 | 136 | | 136 |
| 46S (North of Ocean Tchng.) | | | | | |
| 47S (Biosciences)* | | | | | |
| 48S (Bioengineering/Biotechnology) | | | | | |
| 49S (Portion of Harris Hydr.) | | | | -24 | -24 |
| 50S (North of S. Camp Ctr.) | | 154,000 | | | 450 |
| 51S (Old Fisheries) | | | | -92 | -92 |
| 52S (Proposed Pacific Lid) | | | | | |
| 53S (UW/MC Surgery Pavilion)* | | | | | |
| 54E (S. Douglas Rsch. Conserv.) | | | | | |
| 55E (W. of Urban Hort. Ctr.) | | | 110 | -110 | 0 |
| 56E (Grounds Maintenance) | | | | | |
| 57E (Golf Driving Range) | | | | | 30 |
| 58E (Soccer Field Stands) | | | | | |
| 59E (Baseball Field Stands) | | | | | |
| 60E (Crew House)* | | | | -10 | -10 |
| 61E (IMA Expansion)* | | | | | |
| 62E (Indoor Practice Facility)* | | | | | |
| 63E (Waterfront Act. Ctr.) | | | | | |
| 64E (Stadium) | 1 | | 281 | -281 | |
| 65E (Blakely Village)* | | | 222 | -30 | 192 |
| 66E (Tubby Graves/Tennis Courts) | | | | | |
| 67E (Pool/Tubby Graves Annex) | | | | | |
| 68S (E. of W. Campus Parking Gar.)+ | 1 | 7,000 | 21 | | 21 |

(1) Negative numbers designate parking levels below ground. (2) Potential spaces available with new development.
 (3) Existing surface parking stalls displaced. (4) Potential spaces minus displaced spaces.
 (*) GPD Projects currently approved and in design/constr.; (+) Service/Campus Police parking only.

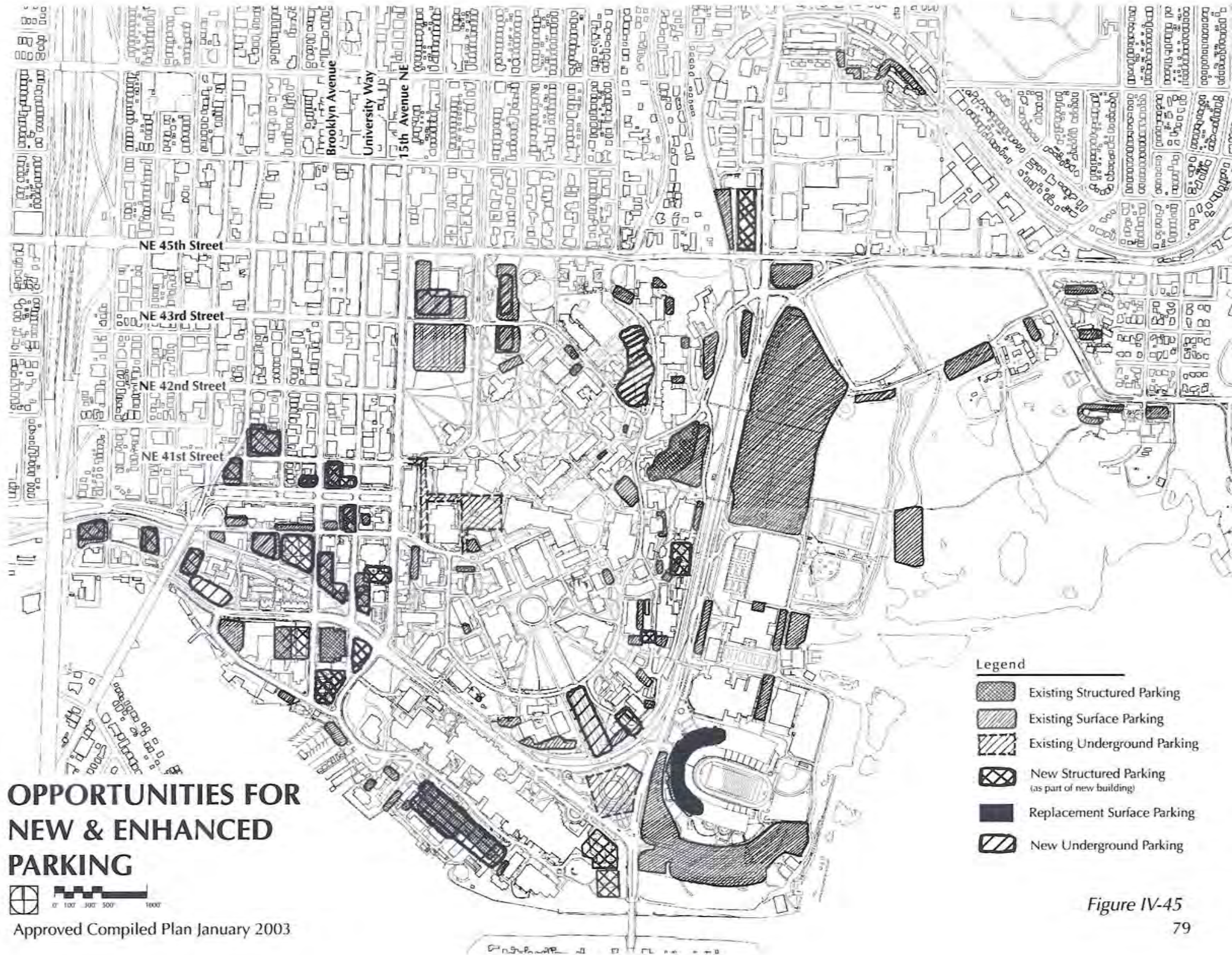


Figure IV-45

Development

Current Development

Within the Major Institution Overlay (MIO) the University of Washington Seattle Campus currently occupies 14.9 million gross square feet (gsf)* in approximately 255 buildings. The buildings range in size from the 140,000 gsf stadium with its large footprint to the 221,000 gsf Allen Library, the almost 500,000 gsf T-Wing of the Health Sciences complex and the 300 gsf Plant Lab Annex 2. Parking structures constitute 1.5 million gsf. The table below shows the square footage breakdown by campus area, including GPDP projects currently in design or under construction.

Existing and GPDP Square Footage by Campus Area

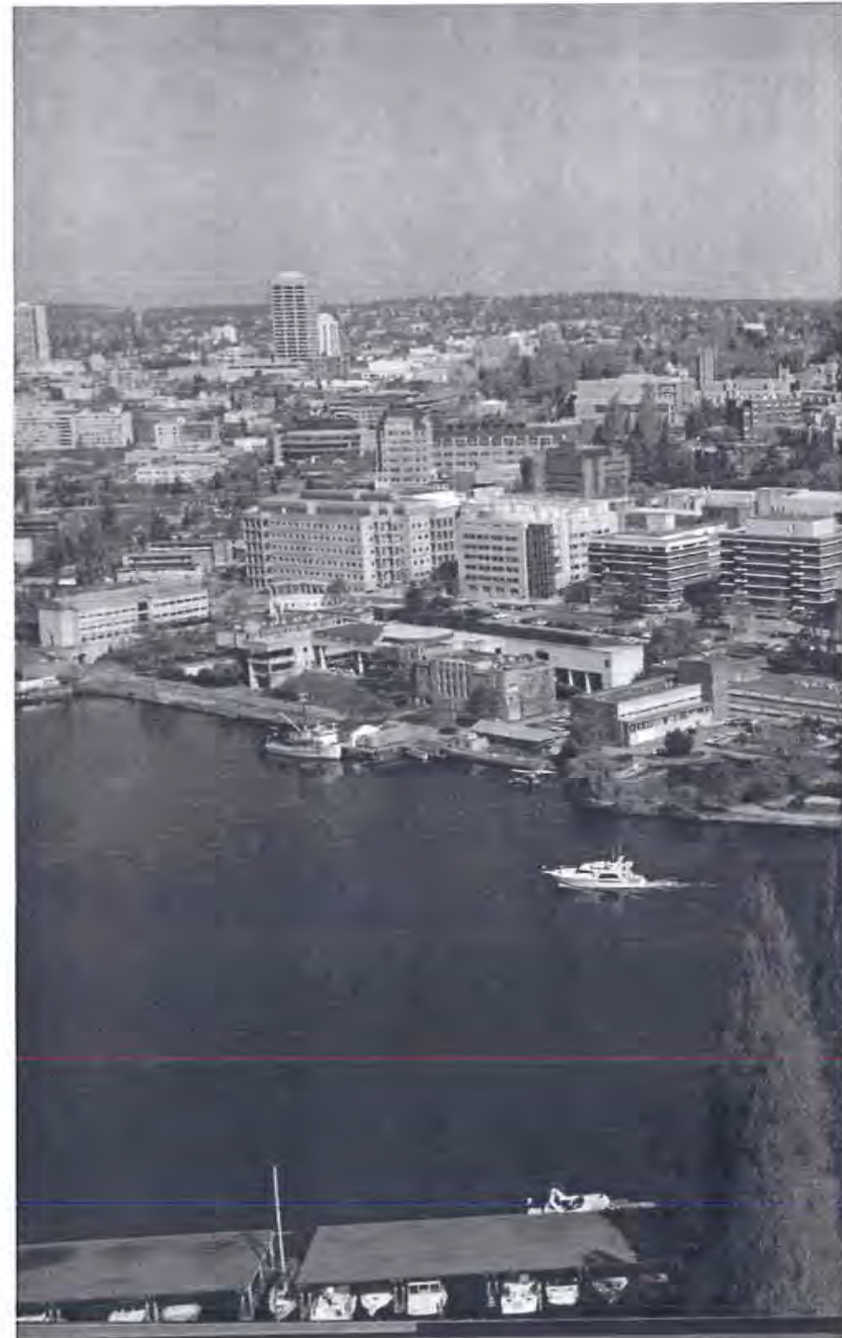
Table IV-2

| Campus Area (dev't sites: total GPDP and CMP) | Existing Flr. Area (SF) | GPDP Proj. In Design or Constr. | Total Existing and GPDP Projects | Pcnt. Total Existing |
|---|----------------------------|---------------------------------------|--|----------------------------|
| Central (26) | 7,439,390 | 475,000 | 7,914,390 | 49% |
| East (14) | 1,002,957 | 470,000 | 1,472,957 | 9% |
| South/SW (12) | 4,065,197 | 306,000 | 4,371,197 | 27% |
| West (16) | 2,380,148 | — | 2,380,148 | 15% |
| Totals (68) | 14,887,692 | 1,251,000 | 16,138,692 | 100% |

The illustration on page 81 shows the footprints of all existing buildings illustrating the pattern of development. Development tends to follow the overall campus structure and major systems including Stevens Way, Rainier Vista, NE Pacific Street, the shoreline, and the urban street grid of West Campus.

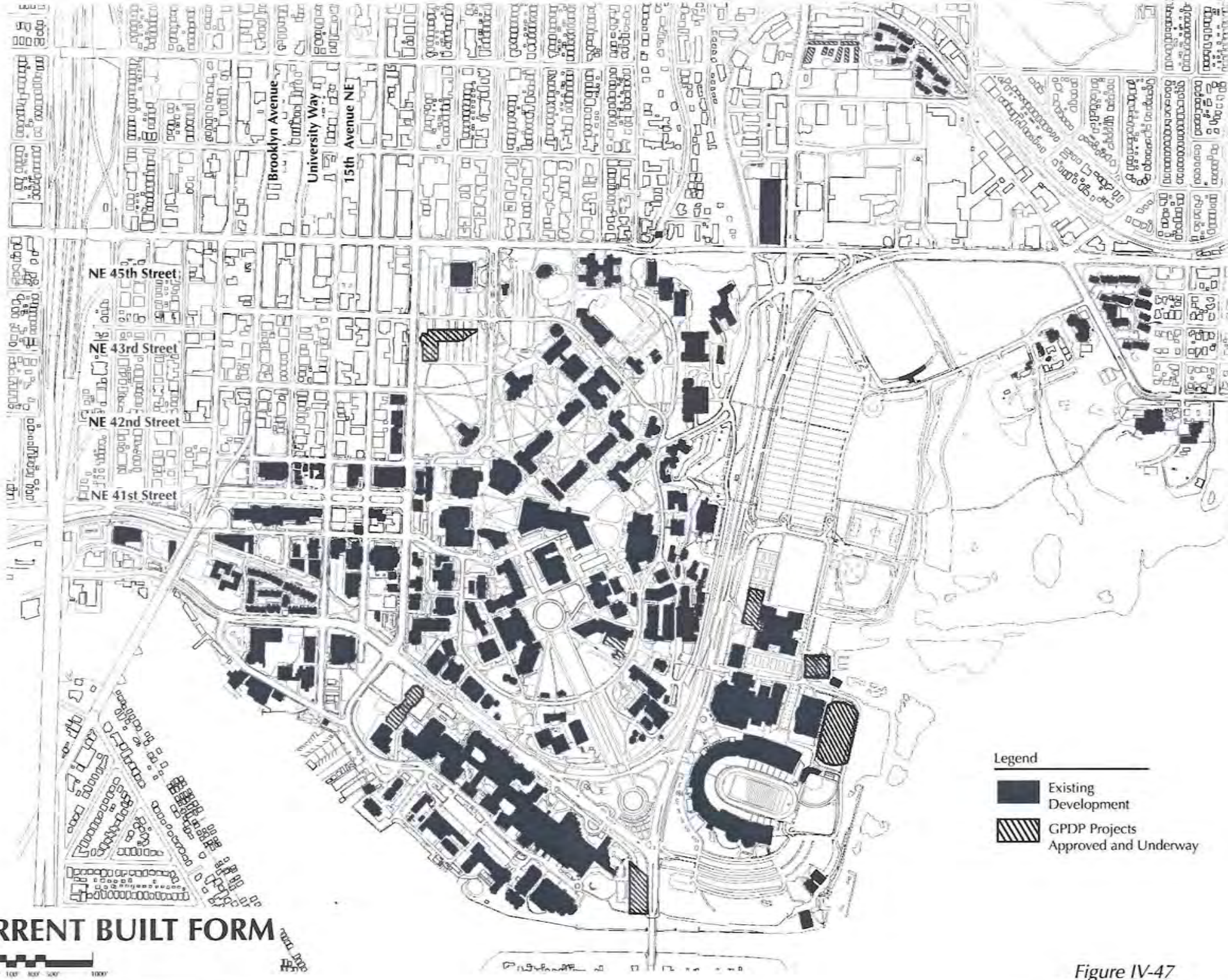
The recommended footprint of a potential development site is based on several criteria including but not limited to, access for circulation, open space, proximity to adjoining buildings, impact on the landscape, opportunities for development on sites to contribute to larger compositions or groupings of buildings and open spaces, and alignment with existing buildings if appropriate. The actual footprints will vary from the illustrative plan as shown on page 83 as the sites are developed.

* Source: Capital and Space Planning Office (CASPO), October 2000



Aerial View of Southwest Campus

Figure IV-46



CURRENT BUILT FORM



Approved Compiled Plan January 2003

Figure IV-47

Potential Development

The area available for long-term potential development was determined by identifying conceptual footprints (based on site conditions, the desired improvements to open space and circulation, and general campus form issues), and by applying maximum building height limits. When a new Campus Master Plan is prepared in the future, this long term potential will be reassessed.

Based on the conceptual footprints and building heights, the campus may accommodate approximately 8.3 million additional square feet in new buildings. Projections for the next 10 years have identified a need for an additional 3 million square feet on campus in addition to what was authorized in the GPDF (see Chapter I - Introduction). This capacity will be distributed within the sites identified on page 87. Several sites include the potential for some structured parking as many of the potential development sites presently are surface parking lots. Specific parking and program need requirements will be addressed and further defined with each project. The building footprints as shown in Figure IV-49 are used to visualize the intent for future development. The actual building footprints will vary from those shown.

The total gross square feet of development permitted in this plan shall be allocated to four campus areas as defined on pages 11-16, as shown in the following table. The four areas shall constitute "sectors" for the purposes of Section IIC of the 1998 Agreement between the City of Seattle and the University of Washington.

| <i>Development Capacity by Campus Area</i> | | |
|--|--|--|
| Campus Area | % of Total Campus Development Capacity in Campus Area | Permitted GSF Development (gsf) |
| Central | 53% | 1,590,000 |
| West | 29% | 870,000 |
| South/Southwest | 13% | 390,000 |
| East | 5% | 150,000 |
| Total | 100% | 3,000,000 |

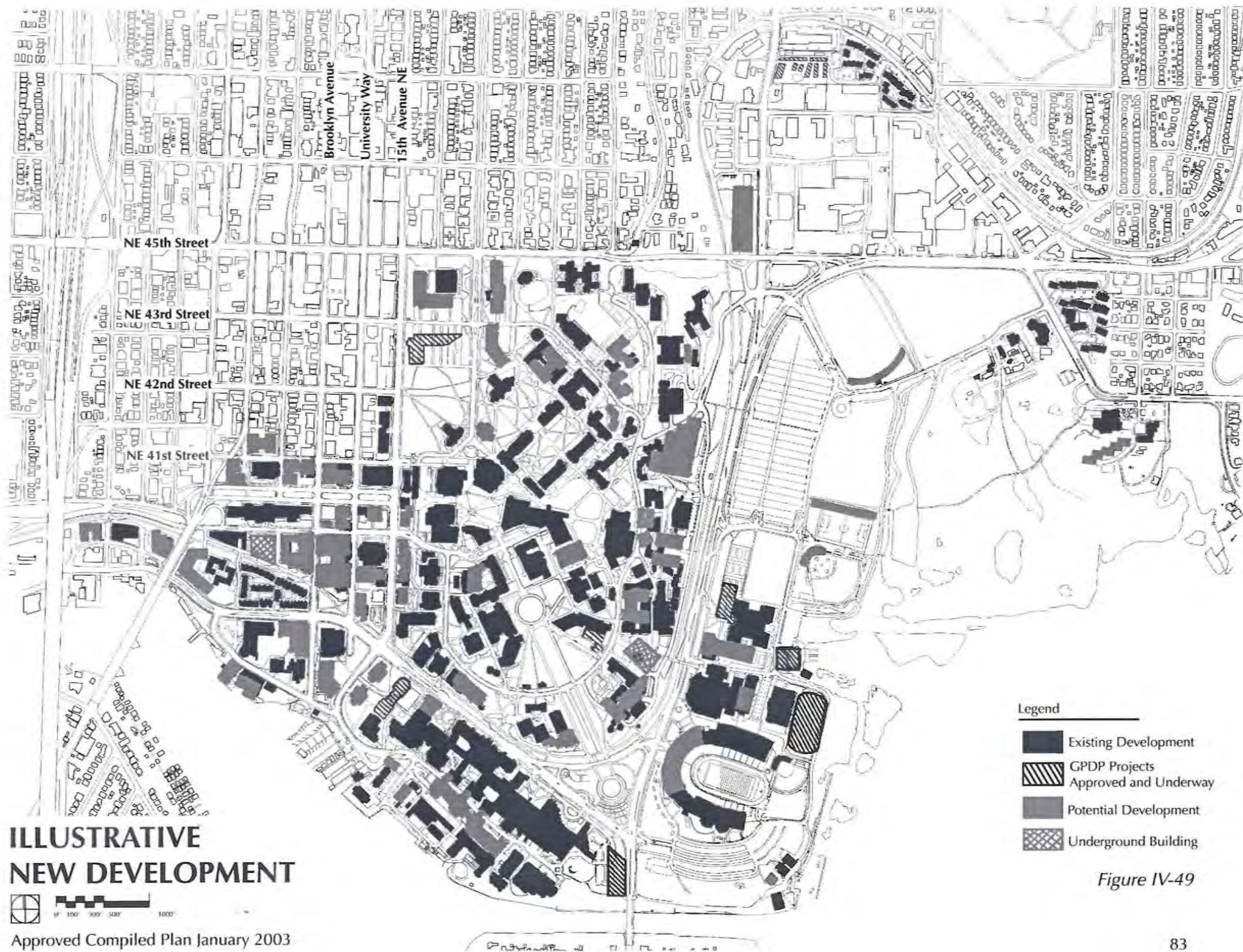


Illustrative Drawing of Site on Campus Parkway

Figure IV-48

The square footage of development may exceed the allocation for each campus area by up to 20% on a cumulative basis over the life of the plan without Plan amendment. Development that would cause the gross square footage for an area to exceed the permitted GSF development for an area by more than 20% on a cumulative basis over the life of the Plan, may be approved as a minor amendment, provided that the 3 million gross square feet for campus development is not exceeded, the change would not result in significantly greater impacts than those contemplated in the EIS for the CMP, and the amendment would be consistent with the CMP policies.

A proposal for a development not previously approved shall constitute an exempt Master Plan change, unless the proposal requires a Plan amendment according to the provisions of the 1998 City-University Agreement, or the DCLU Director determines that the specific use proposed for a site, within the broad use categories permitted in Table IV-3, is inconsistent with the area objectives or general policies of this Campus Master Plan because of the use relationship to, or cumulative use impacts upon, areas surrounding the University boundary. In such cases a Plan amendment shall be required.



Development Process

The process of identifying projects and priorities for capital budgets is initiated by the Capital and Space Planning Office (CASPO) and involves several steps beginning with an assessment of academic need. On a regular basis, academic and administrative units are asked to provide long-range facilities needs requests in support of their strategic plans. Major capital projects within these plans are reviewed for academic need and priority assessment by the Academic Advisory Committee (AAC), a standing committee appointed by the Provost. In addition, the proposed budget request and priorities are reviewed and developed through discussion with the University Budget Committee, the Senate Committee on Planning and Budgeting, 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 capital budget request. The Board of Regents is charged with the final adoption of the capital and operating budget proposal prior to submittal to the Governor's Office of Financial Management (OFM) and the State Legislature for approval.

Each major capital project is also reviewed for feasibility, priority, timing, and cost in the context of the Campus Master Plan. The development site approval process shall include an opportunity for CUCAC to review and comment on potential development sites prior to the Capital Facilities Committee's final site selection recommendation and the Board of Regents' preliminary site approval. The program for new buildings is of critical importance to the site selection process. As such, the determination of specific potential development sites for the life of the plan will depend on the prioritizing of major capital projects as driven by academic need and funding availability. Because the funding of capital projects depends upon the State Legislature and/or private sources, the University's development program is difficult to predict. Based on past



Physics/Astronomy Buildings

Figure IV-50

development trends, need and funding sources, it is anticipated that during the life of the plan the University will build approximately 600,000 gsf of new buildings every biennium up to 3 million gsf. However, there may be some biennia where the development is less than 600,000 gsf or more than 600,000 gsf.

Traditionally, the University has provided the University's Capital Budget Request to CUCAC. This tradition will continue. In addition, the University also prepares an annual report pursuant to the 1998 City University Agreement. The Annual Report contains information on the University's development program as identified in the Capital Budget Request, changes to these requests, new projects, on-going projects, and major and minor plan changes. The Annual Report and a supplement to that report issued six months after the issuance of the Annual Report, shall contain information on new projects, identify sites chosen for development, provide a description of the program or structure proposed (including gross square footage), and provide the anticipated schedule for development. The Annual Report will continue to provide information on timing and phasing of development, and the programmatic uses of potential development sites identified in the Campus Master Plan.

Potential Development Sites

Figure IV-50 shows 68 potential development sites identified throughout the University Campus. In addition to the eight projects currently approved and in design/construction under the GPDP, a total of 60 new sites have been identified including those on undeveloped land or existing surface parking lots and those replacing existing buildings. Sites identified for development vary from proposed buildings only, to buildings combined with parking and dedicated parking structures above and below ground. As mentioned previously, all displaced parking must be replaced to retain the required campus inventory, but not necessarily on the same site or at the same time.

The accompanying table shows the potential gross square footage for each site based on maximum height and recommended footprints. The gross square footages do not include potential new construction below grade. The second column lists the maximum allowable height limits based on *Table V-2, Maximum Height Limits* listed in *Chapter V, Development Standards*. The third column shows estimated floors based on the maximum height limit and floor-to-floor heights of 12-15 feet. The *Maximum Envelope Estimated* is the number of levels multiplied by the recommended footprint for the site. *Demo'd SF* lists the square footage of buildings that may be demolished on each site to accommodate new construction.

The total area available for new construction is estimated to be 8.3 million gross square feet not including the eight projects approved and in design/construction under the GPDP. The potentially demolished space (870,000 gsf) is considered replacement area and is in addition to the 8.3 million gsf available. The total potential for new construction on campus could approximate 9.1 million gsf.

During the life of the plan, the University is expected to grow by 3 million additional gross square feet (not including parking or the eight sites approved and in design/construction under the GPDP) to accommodate academic programs, research activities and new student growth. The 3 million gsf will be a portion of the total 8.3 million gsf available. (Any existing buildings demolished during the next ten years will be considered replacement square footage and in addition to the 3 million gsf. The total new construction (excluding parking) thus may include 3 million gsf plus the total area of all the demolished buildings.) All sites presented are expected to continue in their current use until selected by the Administration as sites that best meet the University's development needs. Demolition of current structures may occur prior to development.

Preliminary Square Footage Estimates (1) Table IV-4

| Site (description) | Max. Allowable Height Feet(2) | Est'd Floors(3) | Max. Envel. Est'd (4) | Demo'd SF | General Use (5) |
|---|----------------------------------|-----------------|--------------------------|----------------|--------------------|
| 1C (Burke Museum) | 105 | 8 | 312,000 | | A/T |
| 2C (East of Observatory) | 105 | 8 | 280,000 | | A/T |
| 3C (New Law School Building)* | | | | | A |
| 4C (North of Denny) | 105 | 8 | 272,000 | | A |
| 5C (NW of Savery Hall) | 105 | 8 | 128,000 | | A |
| 6C (MacKenzie / Balmer) | 105 | 8 | 207,200 | 43,099 | A |
| 7C (Southeast of Lewis) | 105 | 8 | 330,400 | 3,560 | A/T |
| 8C (Cyclotron Shop) | 160 | 10 | 140,000 | | A |
| 9C (Phys. Plant) | 50 | 4 | 204,000 | | A/MU/T |
| 10C (Northeast of Music) | 105 | 8 | 102,000 | | A |
| 11C (Padelford Garage) | 105 | 8 | | | T |
| 12C (South of Fluke Hall) | 105 | 8 | 96,800 | | A |
| 13C (Adjacent Faculty Center) | 105 | 8 | 17,600 | | A |
| 14C (Phys. Plant Offices) | 105 | 8 | 360,000 | 44,756 | A/T |
| 15C (Eng. Annex) | 105 | 8 | 303,200 | 125,896 | A |
| 16C (Nuclear Reactor, undergrnd.) | 65 | 5 | 100,000 | 6,677 | A |
| 17C (EE/CSE Phase 2)* | | | | | A |
| 18C (Rain. Vista/Robb. Hall) | 65 | 5 | 241,000 | 50,328 | A/T |
| 19C (Rainier Vista Garage) | 0 | 0 | | | T |
| 20C (Adj. Blood. & Wink.) | 65 | 5 | 66,000 | | A |
| 21C (Greenhouses & Plant Lab) | 105 | 8 | 316,000 | 22,112 | A |
| 22C (Guthrie) | 105 | 8 | 292,000 | 22,736 | A |
| 23C (South of Henry) | 105 | 8 | 89,600 | | A |
| 24C (Chem. Library) | 105 | 8 | 160,000 | 39,363 | A |
| 25C (West of Johnson) | 105 | 8 | 250,000 | 14,758 | A |
| 26C (Siege) | 105 | 8 | 140,800 | 57,180 | A |
| 27W (West of Pub. Serv.) | 65 | 5 | 145,000 | | A/MU/H/T |
| 28W (East of Pub. Serv.) | 65 | 5 | 168,000 | 22,077 | A/MU/H/T |
| 29W (West of Mercer Hall) | 65 | 8 | 160,000 | | A/MU/H/T |
| 30W (West of Condon Hall) | 105 | 5 | 165,600 | | A/MU/H/T |
| 31W (North of Condon Hall) | 65 | 8 | 195,000 | | A/MU/H/T |
| 32W (East of Condon Hall) | 105 | 8 | 264,000 | 28,716 | A/MU/H/T |
| 33W (W4 + Thtr. Bldg. Add.) | 105 / 65 | 8 / 5 | 240,000 | 10,831 | A/MU/H/T |
| 34W (W5 + Info. office) | 65 | 5 | 55,000 | 3,075 | A/MU |
| 35W (W6 + Ticket office) | 65 | 5 | 182,400 | 20,904 | A/MU/T |
| 36W (Adjacent Gould) | 65 | 5 | 100,000 | 5,811 | A/T |
| 37W (West of Gould Hall) | 65 | 5 | 309,000 | 63,507 | A/T/MU |
| 38W (S. of Terry Lander) | 65 | 5 | 208,000 | 32,497 | A/MU/H/T |
| 39W (W10, underground) | 65 | 5 | | | T |
| 40W (W42, West of Henderson) | 105 | 8 | 48,400 | | A/MU |
| 41W (South of Gould Hall) | 65 | 5 | 63,000 | 4,188 | A/T |
| 42W (S. of Mercer Hall, undergrnd.) | | | | | T |
| 43S (Bryant Marina) | 37 | 3 | 45,000 | 86,782 | A |
| 44S (Academic Computing) | 50 | 4 | 145,200 | | A/T |
| 45S (South of W. Camp Gar.) | 50 | 4 | 110,800 | | A/T |
| 46S (North of Ocean Tchng.) | 65 | 5 | 60,500 | | A |
| 47S (Biosciences)* | | | | | A |
| 48S (Bioengineering/Biotechnology) | 65 | 5 | 250,000 | | A |
| 49S (Portion of Harris Hydr.) | 65 | | 75,000 | 13,058 | A |
| 50S (North of S. Camp Ctr.) | 65 | 5 | 165,000 | | A/T |
| 51S (Old Fisheries) | 65 | 5 | 150,000 | 99,870 | A/T |
| 52S (J-Wing Expansion) | 105 | 6 | 120,000 | | A |
| 53S (UWMC Surgery Pavilion)* | | | | | A |
| 54S (E. of W. Campus Parking Gar.) | 50 | 4 | 28,000 | | A/MU |
| 54E (S. Douglas Rsch. Conserv.) | 37 | 3 | 90,000 | | A |
| 55E (W. of Urban Hort. Ctr.) | 37 | 3 | 22,500 | | A/T |
| 56E (Grounds Maintenance) | 37 | 1 | 4,500 | | A/MU |
| 57E (Golf Driving Range) | 37 | 3 | 22,500 | | A/MU |
| 58E (Soccer Field Stands) | 37 | 3 | | | A |
| 59E (Baseball Field Stands) | 37 | 1 | | | A |
| 60E (Crew House)* | | | | | A |
| 61E (BMA Expansion)* | | | | | A |
| 62E (Indoor Practice Facility)* | | | | | A |
| 63E (Waterfront Act. Ctr.) | 37 | 3 | 15,000 | | A/MU |
| 64E (Stadium) | 160 | 13 | | | A/T |
| 65E (Blakely Village)* | | | | | H/MU/T |
| 66E (Tubby Graves/Tennis Courts) | 65 | 3 | 180,000 | 29,000 | A |
| 67E (Pool/Tubby Graves Annex) | 105 | 1.5 | 56,250 | 17,000 | A |
| CAMPUSWIDE TOTAL AVAILABLE SITES | | | 8,272,250 | 869,781 | |

(1) GPDP Projects currently approved and in design/construction

(2) Excluding new construction below grade (3) Per Development Standards, Ch. V

(4) Assume 12-15' flr-to-flr, depending on typ. use of adj. sites (5) Based on recom'd footprint X max. ht.

(6) A=Academic H=Housing MU=Mixed Use T=Transportation (See Ch.V-Development Standards for details)

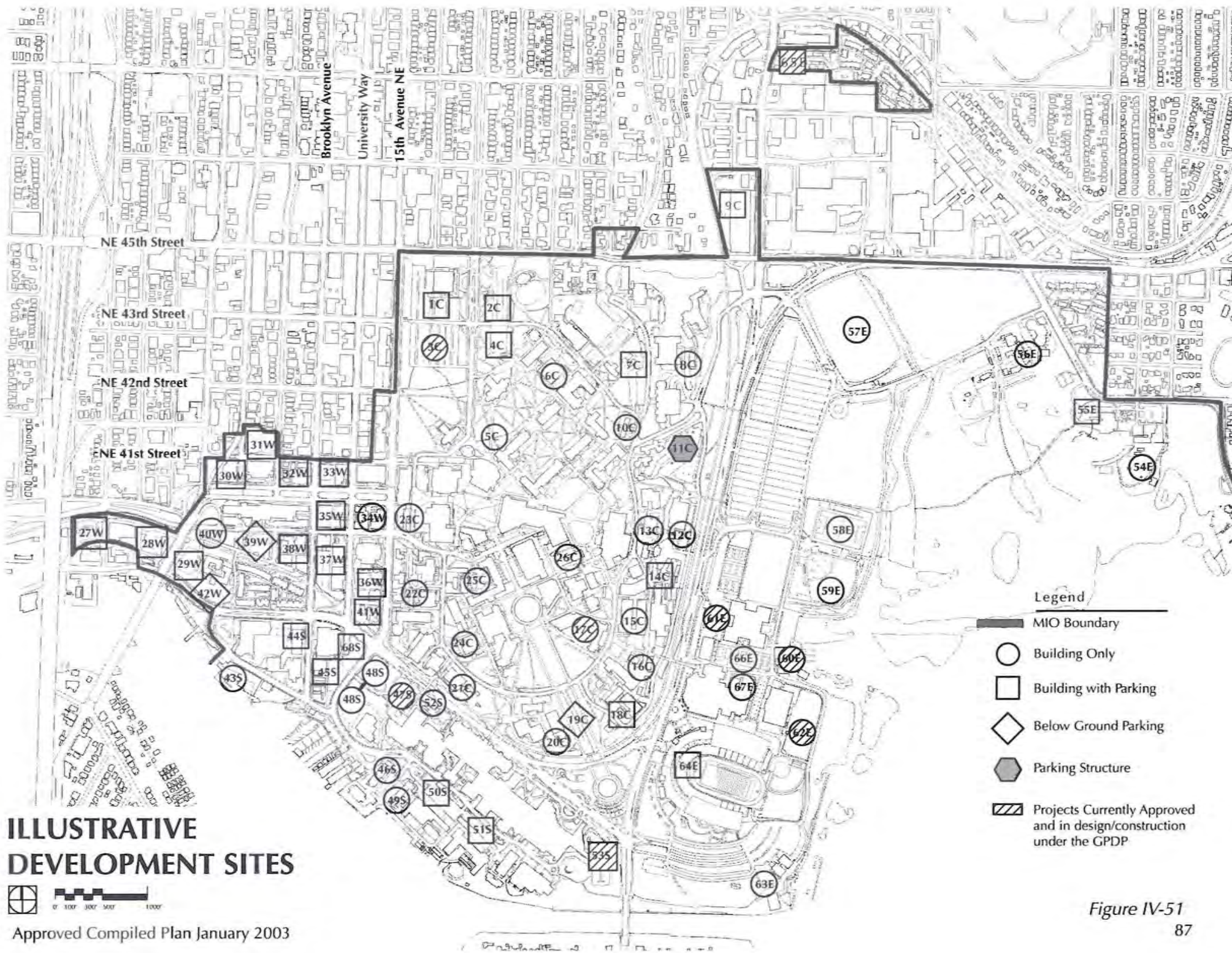


Figure IV-51

Master Plan Synthesis

The analysis and recommendations described in the preceding sections examine issues for landscape, circulation, and development. The campus environment is in reality experienced in parts and as an integrated whole. This Campus Master Plan addresses both distinctive environments as well as the unity of the campus. The relationship between the campus and the surrounding community is also a central theme.

Distinctive environments are both geographic (including the Central, West, Southwest, South, and East areas) and distinguished by varying activities. The Campus Master Plan recognizes and advances these distinctions as fundamental to realizing a rich, inspiring, and supportive environment.

The campus as a whole is distinctive as an academic community. The engagement in learning, teaching, and research provides this distinction. Physical features of the campus support this distinction. Importantly, the University community also includes residential, cultural, social, recreation, health care, administrative, commerce, and a variety of “work” activities. This complex array of activities and the interactions between them are facilitated by the campus environment and expressed in its richly diverse form, architecture, open spaces, and circulation.

To meet the challenges of supporting these activities, the environment must be dynamic, capable of embracing change and meeting new demands. Balancing this need is the function of the University and the campus environment as an institution in the larger community, providing a sense of permanence and continuity. Despite its size, variety, and complexity it should be perceived as one University with elements of unity. The Campus Master Plan sets forth goals, objectives, and policies directing the conservation and enhancement of the historic environment, the need to address contemporary requirements in new and existing facilities, campus growth in the future and a sense of one University with connections to its surrounding context and community.

A sense of unity and “one University” is experienced foremost through the landscape, open spaces, and the composition of grouped

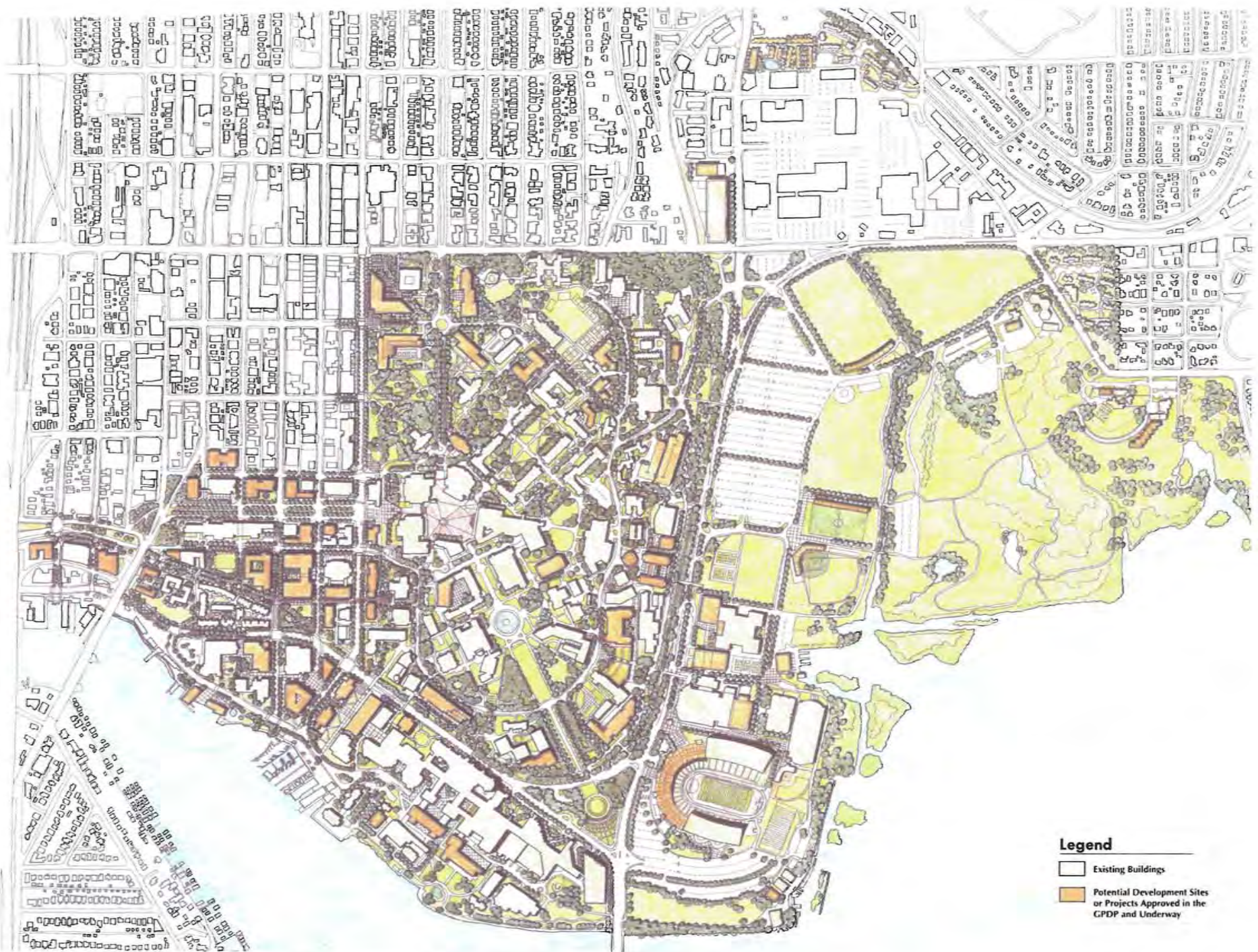
buildings forming outdoor spaces. Rarely are individual buildings on the campus perceived as memorable in themselves. A few buildings are rightfully important landmarks (Suzzallo Library) as are elements of buildings (the towers on Music and Art at the entrance to the Liberal Arts Quadrangle). Additionally, there is a hierarchy in the spaces, composition of building groupings, individual buildings, and circulation which gives form to the unified structure of the campus - that is, the manner in which the elements are organized and interrelated. The Campus Master Plan guidelines are intended to advance this structure so valued on the campus.

The Campus Master Plan describes and sets forth policies to conserve and strengthen the fundamental nature, structure, buildings, and landscape of the campus. The Campus Master Plan proposes and sets policies for additions to open space and the landscape, to circulation and parking, and for new building development.

Important to the realization of a unified campus and to facilitating interaction and access within the campus and to the surrounding communities is the need to strengthen and add to connections between and within areas. Additional walkways and bicycle lanes are proposed between the Central Campus and the West, Southwest, South, and East Campuses, the Burke-Gilman Trail, and to the adjoining communities. Views into and away from campus also are enhanced or conserved to strengthen the connection between the University and its surroundings. Along 15th Avenue NE the existing wall separating the campus from the community will be reduced with future development.

Figure IV-51, intended for illustrative purposes only, synthesizes and illustrates the relationships of potential new development, open space, and circulation with the existing, valued elements of the campus environment. It is intended to help visualize how the campus might appear if all 68 new sites were developed in accordance with the Campus Master Plan recommendations and policies. The Campus Master Plan proposes to develop 3 million gsf, more than one third of the maximum capacity as listed on page 84. The actual building footprints and spaces will vary from those shown and from perspective sketches included throughout this document.

Table IV-2 on page 80 indicates existing and GDPD square footage by campus area.



Illustrative Campus Plan with Proposed Development

Figure IV-52

Approved Compiled Plan January 2003

The supportive relationship and interaction between the campus and the surrounding community is an important aspect of the plan. The opportunities for contributing to the realization of goals outlined in the University Community Urban Center Plan are described in Chapter IX. The following text describes the characteristics and vision for each area of campus. (A breakdown of existing development and GPD projects by campus area is shown in the table on page 80.)

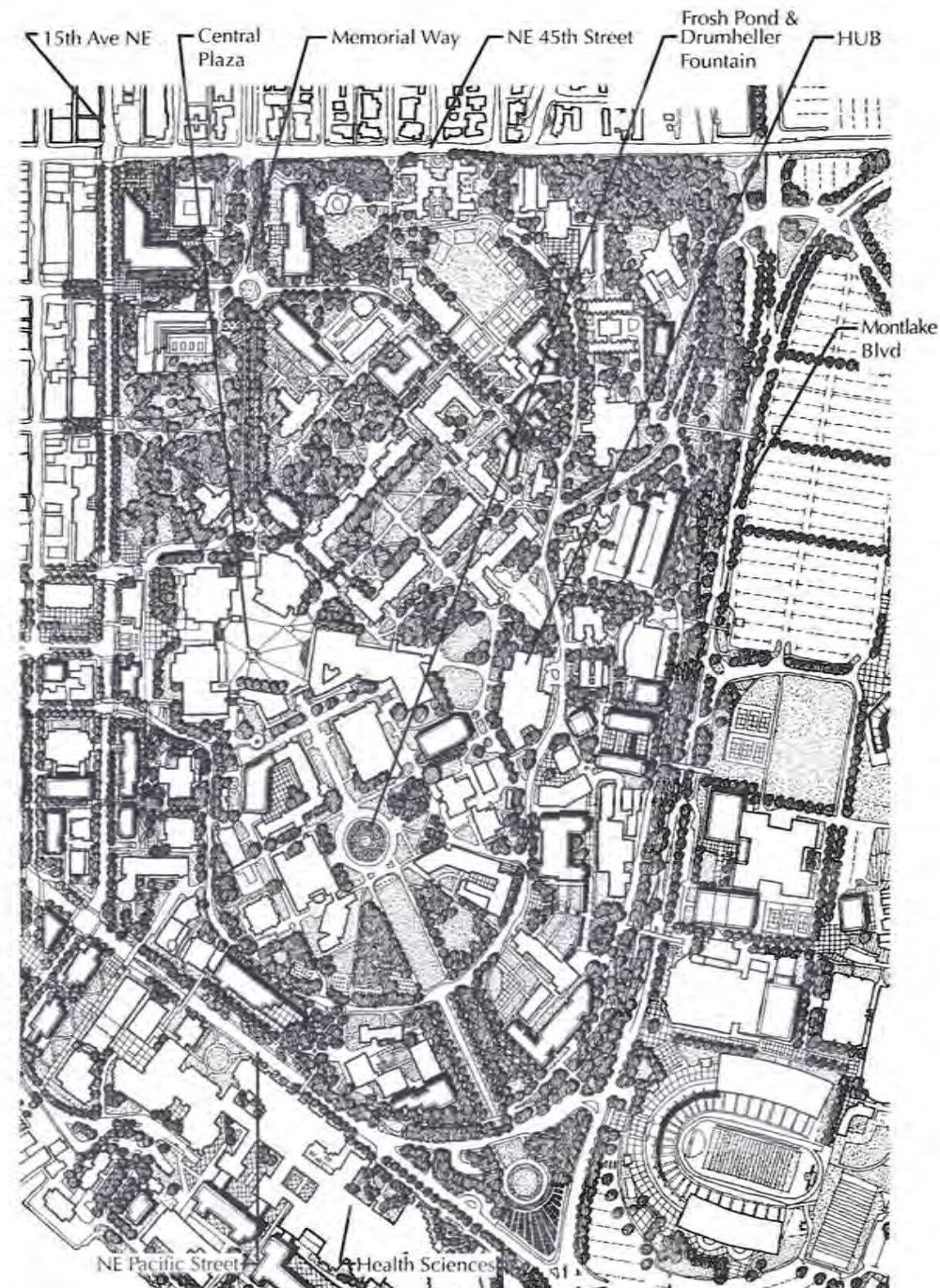
Central Campus

Central Campus consists of the original core and the surrounding central perimeter. Preservation and character enhancement are the primary concepts for the historic buildings and important open spaces found in the original core of the campus. These spaces include the Liberal Arts Quadrangle, Denny Yard, Memorial Way, Rainier Vista, Hub Yard, Parrington Lawn, and Central Plaza, Archery Range, Sylvan Theater, Hansee Hall Courtyards, Denny Field, and the Medicinal Herb Garden.

Potential development sites are identified in order to preserve the critical open spaces. Building footprints as exemplified in the illustrative plan are configured in a manner that complements rather than detracts from the existing context. In addition, connections are improved between different areas of campus such as the residence halls on the east slope and the Liberal Arts Quadrangle, Denny Field, Denny Yard, the Henry Art Gallery, and Physics/Astronomy.

The surrounding central perimeter includes the eastern bluff between Stevens Way and Montlake Boulevard, and the edges bordered by NE 45th Street, 15th Avenue NE and NE Pacific Street. It is these areas, particularly the eastern bluff and 15th Avenue NE edge, that will be most impacted in the next ten years by new development. The potential development of the new light rail stations will significantly contribute to these changes.

In the plan, important open spaces are improved and enhanced such as the plaza between More Hall and Mechanical Engineering and a southern extension of George Washington Lane. The 15th Avenue NE edge is softened and opened up to the neighborhood (see discussion on the following page for more detail).



Central Campus Area: Illustrative Plan with Possible Future Development

Figure IV-53

The NE 40th Street entrance is also improved, as is the pedestrian connection between the NE 43rd Street entrance and Memorial Way.

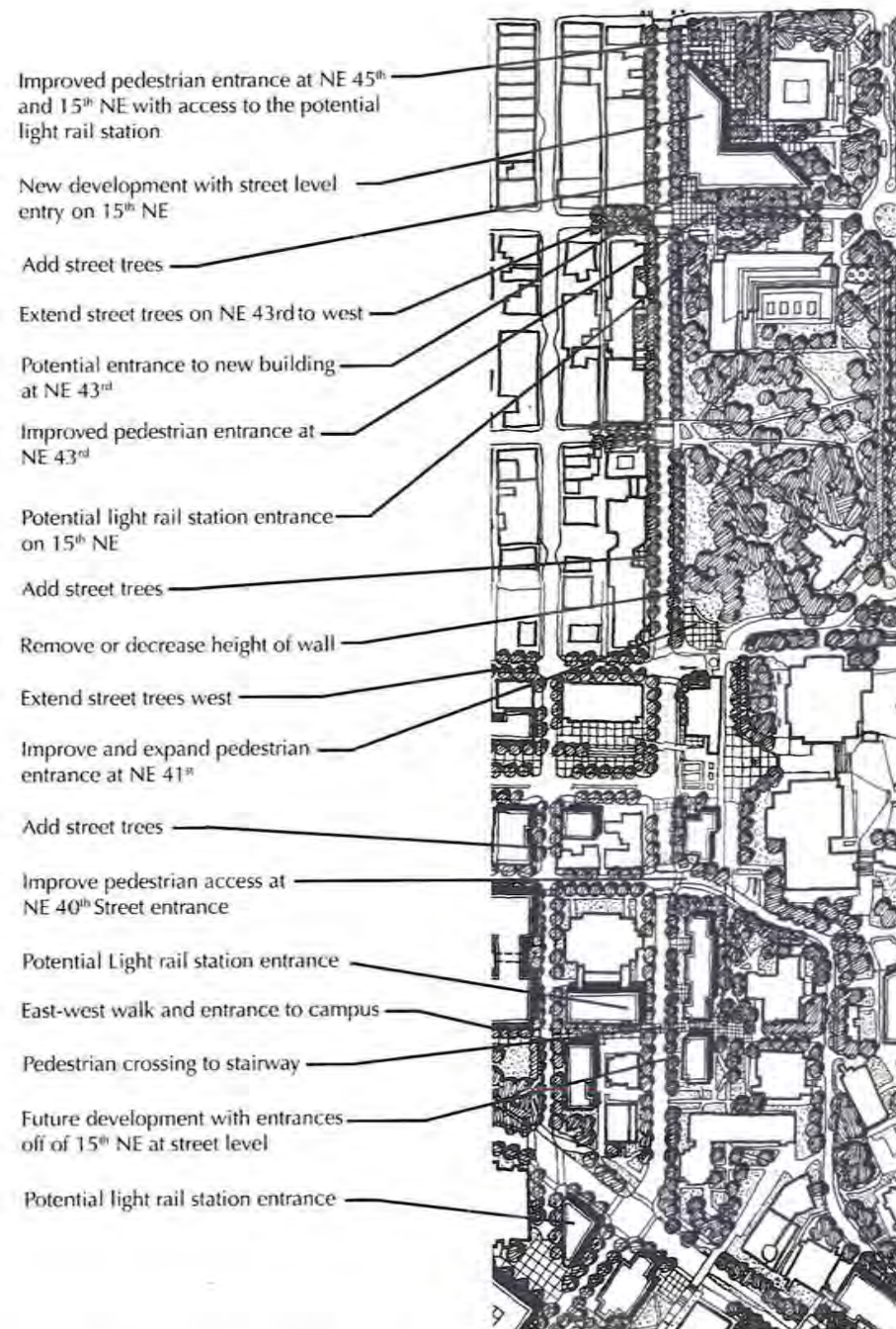
15th Avenue NE Corridor

An important means of improving the interaction and access between the campus and the community is to transform 15th Avenue NE from an edge separating the community and campus to a seam joining the two. As new development occurs along 15th Avenue NE, portions of the existing wall will be removed or lowered, each time reducing the physical and perceived barrier to campus.

The potential light rail stations at NE 45th Street, NE 43rd Street, south of NE 40th Street, and at NE Pacific Street, along with east-west connections to the station entrances, will in themselves increase connections. New campus development on sites along 15th Avenue NE should open onto the street rather than turn inward as they have in the past. This is especially true of buildings housing 'public' uses.

The landscaping of this corridor, including new street trees, enhancement of Parrington Lawn, removal and/or lowering of the walls and landscaping in conjunction with new development will further improve the physical relationship between the campus and community.

Improved connections between the West and the Central Campus are also important. An East-West walkway is proposed at the potential light rail station entrance south of NE 40th Street extending from Stevens Way, to the station and west to Brooklyn and the juncture with the Burke-Gilman Trail. Additionally, improvements to open space and pedestrian and vehicular circulation are proposed for further study on Campus Parkway (discussed in further detail in the next section).



Potential Improvements Along 15th Avenue NE

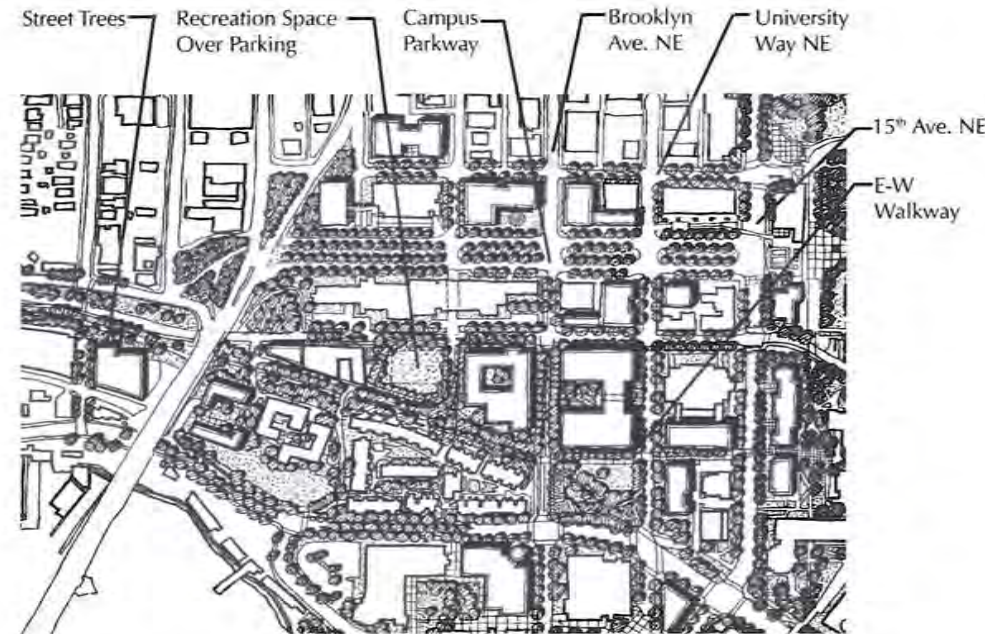
Figure IV-54

West Campus

A relatively sizeable amount of development may occur in the West Campus. The existing orthogonal street grid forms the underlying framework for the West Campus plan. New development will recognize and reinforce this grid with structures close and parallel to streets with exceptions noted in *Chapter VI, Street Vacations*. The Burke-Gilman Trail and NE Pacific Street run together as contrasting diagonal elements on the southern edge paralleling the Portage Bay shoreline. The streets along the street grid will provide the primary means of pedestrian circulation. Open space and land use will be improved with the pedestrian experience as a priority. The Burke-Gilman Trail and the shoreline provide opportunities to increase open space beyond the street grid. On the heavily used Burke-Gilman Trail in particular, there are opportunities to enhance the experience and quality of the trail as a popular public resource related to development. Included are proposals for connections to potential Sound Transit stations and improved open space easily accessible to the public.

The goals of the University Community Urban Center (UCUCP) Plan helped direct this Campus Master Plan for the West Campus. *Chapter IX, University Community Urban Center Plan and Master Plan Common Goals*, lists in detail goals from the UCUC Plan that are specifically supported by this Campus Master Plan.

NE Campus Parkway is an area that presents future opportunities for open space and development. It is recommended that this area be further studied if street vacations are proposed as described in Chapter VI. Alternatives include a possible reconfiguration of Campus Parkway, relocated to its southern alignment, which will increase the amount of usable open space, provide relief from vehicular traffic, and extend the campus environment into the urban grid. (Further details on the Campus Parkway area are described in the following pages.) In addition, a significant open space is planned for passive or active recreation in the vicinity of NE 40th Street, the Burke-Gilman Trail, and 12th Avenue NE just east of Henderson Hall. Also, an east-west pedestrian corridor in the mid-block of 15th Avenue NE between NE 41st Street and NE Pacific Street, as well as an improved NE 40th Street entrance, will connect the southern edge of

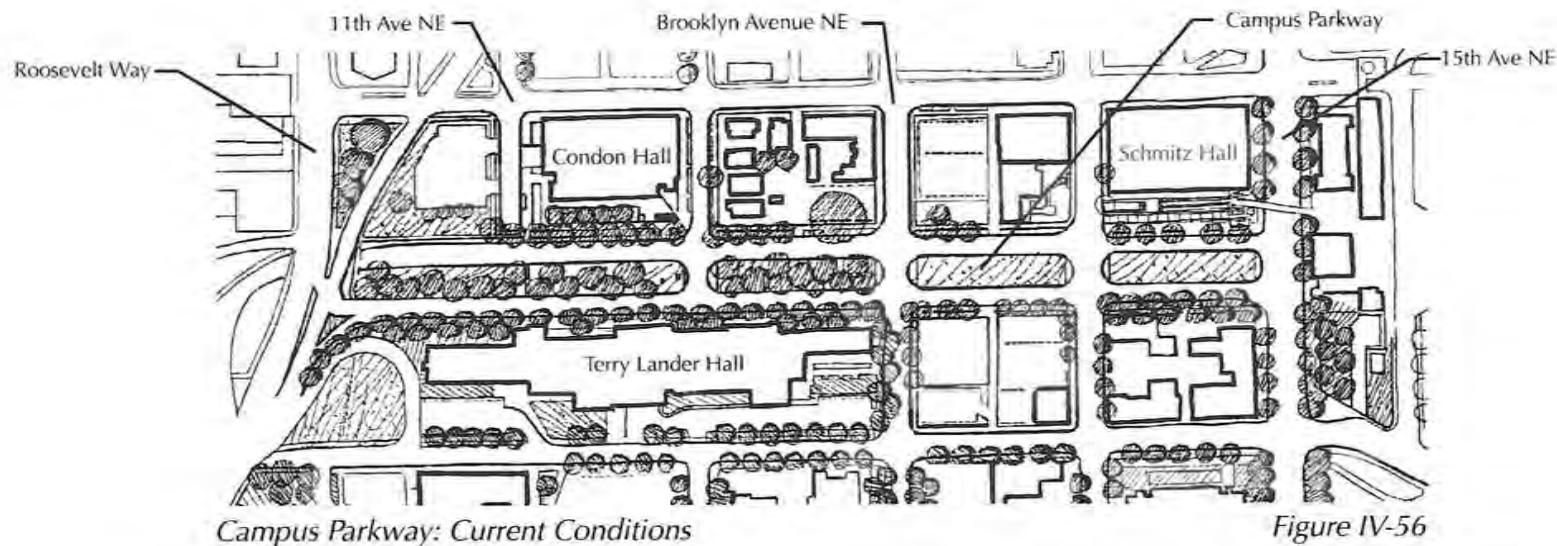


West Campus Area:
Illustrative Plan with Possible Future Development

Figure IV-55

the Central Campus with the West Campus across 15th Avenue NE, the possible light rail station, and the Burke-Gilman Trail.

It is anticipated that the West Campus will accommodate mixed-use structures with University services at the street level where appropriate. Uses above the street might include parking, offices, research, classrooms, other teaching spaces, and housing. Designs should express their mixed-use nature. Some properties may be developed as a partnership between the University and the private sector. Many opportunities for new development are of an infill nature and should be designed to be sensitive to adjacent privately owned and University properties.



Campus Parkway

Campus Parkway, completed in 1953, was originally designed as a ceremonial connection between the University Bridge and the Central Campus. It was designed as a boulevard, on axis with the original Meany Hall which was demolished in 1964. The ceremonial intent was never successfully achieved due to several factors including the use of NE 40th Street as the main western vehicular entrance, the entrance to the Central Plaza Garage at NE 41st Street, unsightly Metro trolley wires, inconsistent plantings of trees along the Parkway and western edge of the garage, and the topography from campus to 15th Avenue NE. Western sections of the Parkway median have trees that were planted as part of the 1961 International Forestry Congress.

In addition to aesthetic issues, the interface between the multiple modes of travel (pedestrians, bicycles, vehicles and transit) is confusing and potentially dangerous. This is especially true at the intersection of Campus Parkway, Roosevelt and the University Bridge.

A street vacation might be requested for portions of NE Campus Parkway and various realignment alternatives are discussed in the street vacation section of this plan.

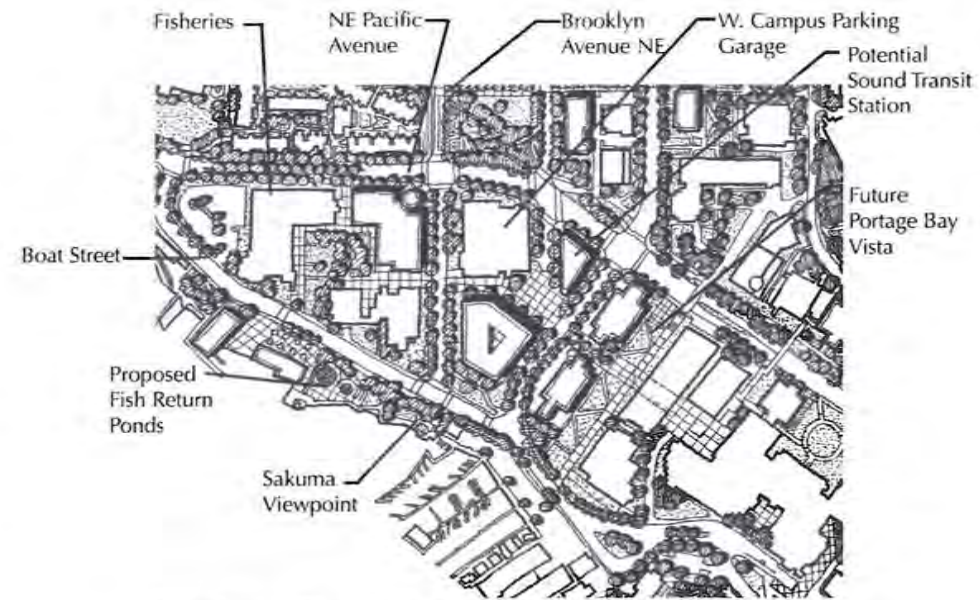
South West Campus

The Campus Master Plan concept provides a strong design framework for a more campus-like environment in the Southwest Campus, while maintaining the mixed-use maritime character of the existing waterfront. This framework includes the realigned 15th Avenue NE and a new landscaped vista, currently under construction, that will provide a view corridor from NE Pacific Street to Portage Bay.

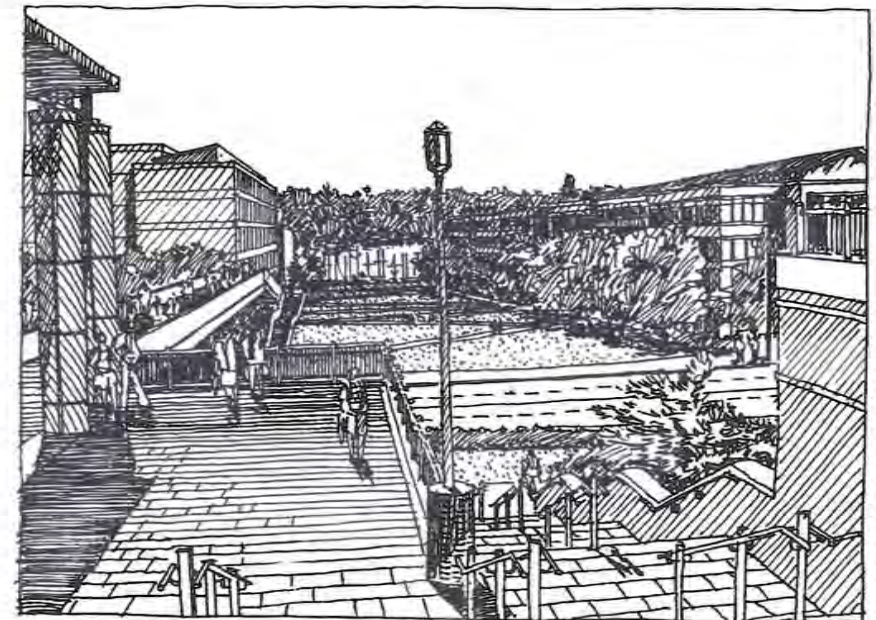
New buildings will be sited to help form landscaped open spaces of various sizes and will be linked by clearly articulated pathways. An east-west pedestrian corridor along Skamania Lane will extend from the west entrance to the Health Sciences Center building via the through-way (under the second floor of the planned BioScience building) past Portage Bay Vista, Bioengineering and Biotechnology adjacent to the potential Sound Transit station and terminating at the new Fisheries Building. In addition, potential Fish Return Ponds and a waterfront path along the shoreline will provide open space improvements. Within the Southwest Campus area, the scale of development will transition from the larger buildings on West Campus to the smaller buildings along the waterfront. A potential skybridge alternative may be considered linking Portage Bay Vista to the Physics/Astronomy courtyard across NE Pacific Street (see *Chapter VI, Street Vacations*).

Other potential improvements include repair of the University-owned marina, called University Boat Mart, to accommodate a mixture of University and privately-owned vessels. A car-top boat launching ramp, including dock facilities and public viewing and seating areas will be developed west of the existing Bryant Building. The west side of the Oceanography Pier may be slightly expanded to facilitate large truck access during the loading and unloading of vessels. The South Campus waterfront should be improved through the removal of temporary buildings, additional landscaping and a pedestrian path paralleling the shoreline. Signage should be provided along the waterfront clearly indicating where it is accessible to the general public. Boat Street should be enhanced as a water access street including widened sidewalks and landscaping. Benches and viewing areas should be provided along the waterfront for public use.

Approved Compiled Plan January 2003



Southwest Campus Area:
Illustrative Plan with Possible Future Development



Illustrative Drawing of Portage Bay Vista
Bridge Connection -
View from Physics/Astronomy

Figure IV-58

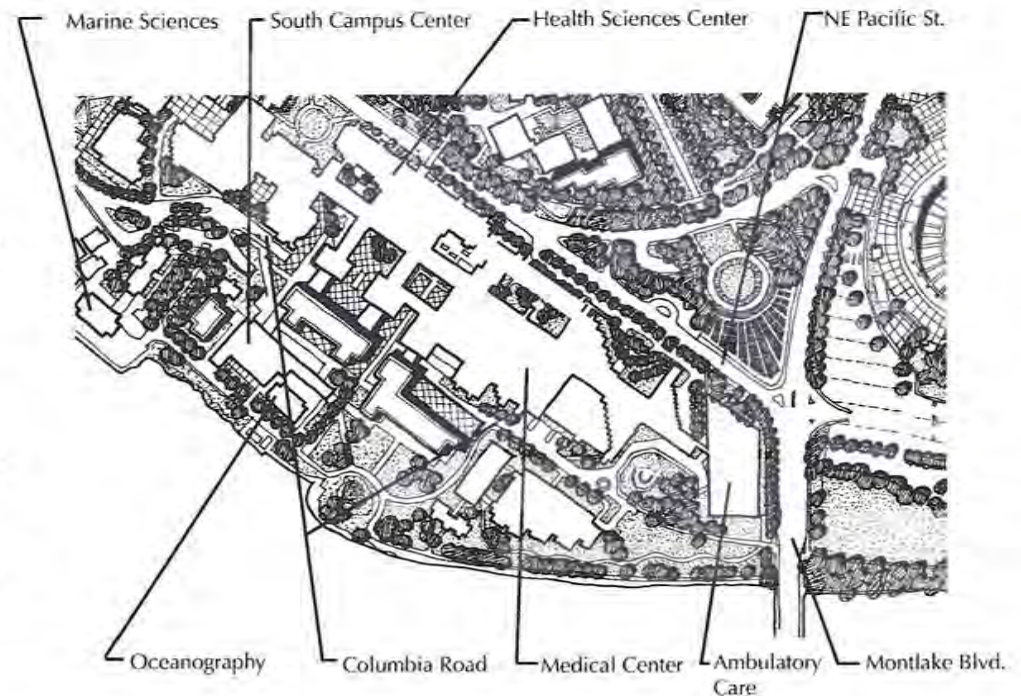
South Campus

The Campus Master Plan proposes increasing connections between the South campus and the Central campus, and connections to the shoreline. An additional pedestrian bridge from the Physics/Astronomy building to the Portage Bay Vista, as well as other improvements to the existing overpasses across NE Pacific Street, will help improve connections between South and Central Campus and public access between the Burke-Gilman Trail and the waterfront. Further details on development across NE Pacific are described in the following pages.

In the plan a portion of Columbia Road may be covered with a plaza at the level between F-Wing and B-Wing. This will strengthen the pedestrian connection between Health Sciences and South Campus Center and further enhance interconnections from Health Sciences and the Central Campus to the shoreline. Covering Columbia Road will also improve air quality and noise experienced in this area.

Open space on the shoreline could be further improved with the relocation of the fish return ponds to the Bryant Building site. A pedestrian/bicycle path could be developed from the existing fish return pond site eastward through the open space to the intersection of Montlake Boulevard and NE Pacific Street.

Other improvements to the South Campus area support projects currently underway. Pedestrian access from the potential new light rail station at 15th Avenue NE and NE Pacific Street to the western terminals of the Health Science / Medical Center will provide access via stairs and elevators to the third floor corridor of the Health Sciences Center (this is the only direct route through the entire complex). In addition, as a part of the development of the new Ambulatory Care Facility, pedestrian access from the street into the eastern wings along the circulation spine in the Medical Center will be improved.



*South Campus Area:
Illustrative Plan with Possible Future Development*

Figure IV-59

NE Pacific Street: Existing Conditions

NE Pacific Street currently acts as the south boundary and edge of the Central Campus. To the south of NE Pacific Street are the Health Sciences and Medical Center buildings. The Burke-Gilman Trail parallels the street to the north at a higher elevation. Sound Transit is planning a station entrance at the southwest corner of 15th Avenue NE and NE Pacific Street which is expected to increase the volume of all modes of transportation (transit, vehicular, pedestrian, and bicycles).

NE Pacific Street is currently the major barrier impeding a strong relationship between South and Central Campus. NE Pacific Street, the Health Sciences, and Medical Center also impede access to the shoreline. NE Pacific Street functions as the primary access to the Medical Center, an important east-west route for the South Campus and neighborhood traffic, a major contributor to campus structure, while accommodating an extensive amount of through-traffic. Links across NE Pacific Street are critical in connecting the South Campus with the rest of the University and providing access to the University's unique shoreline boundary. Additionally, pedestrian circulation east-west on NE Pacific Street should be improved and accommodated.

Potential open space and building development bridging over NE Pacific Street is identified as an area for possible further study. One alternative is a street vacation, as discussed in Chapter VI. The range of alternatives being considered is described in that chapter.



NE Pacific Street



Figure IV-60

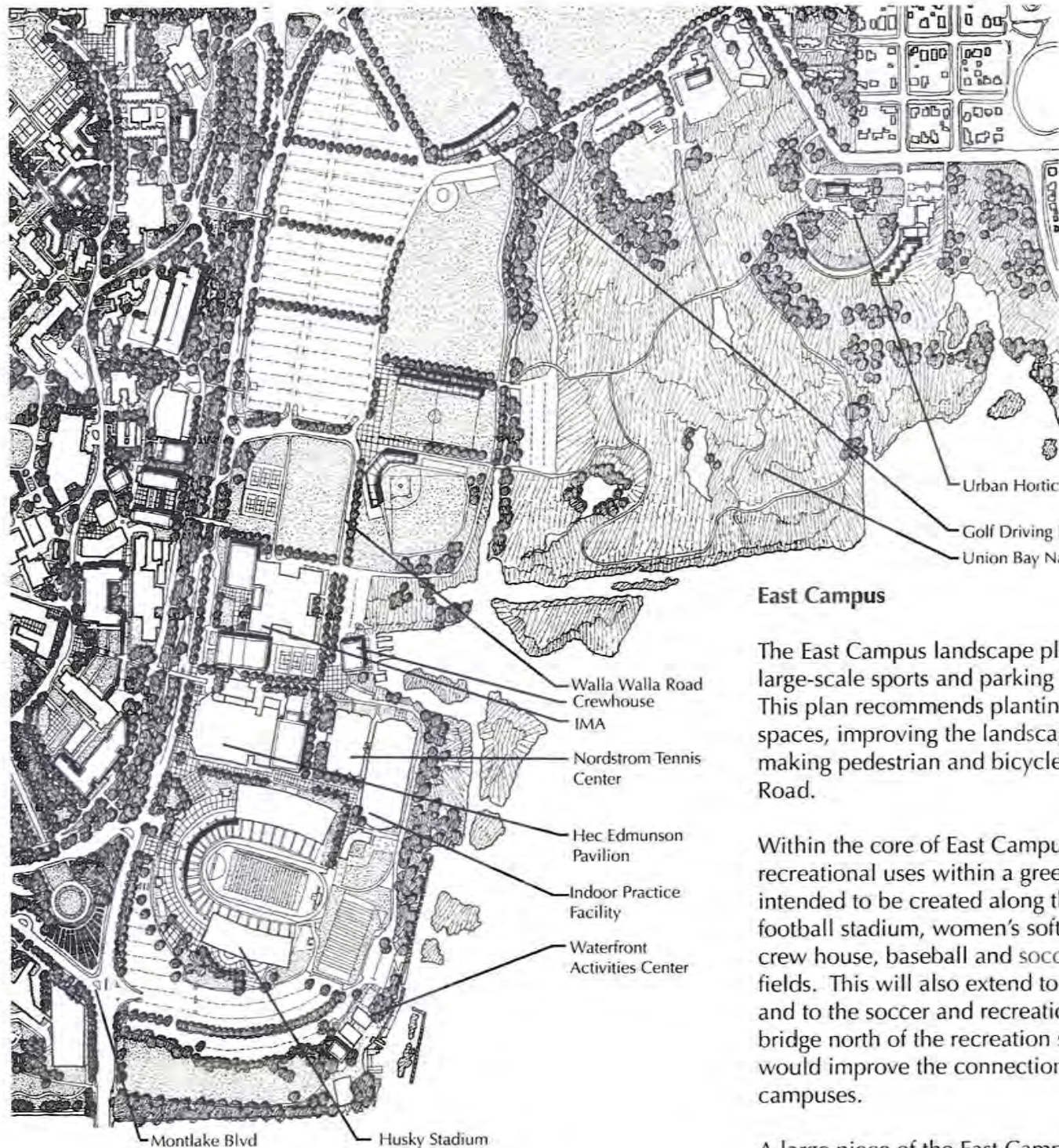


Figure IV-61

*East Campus Area:
Illustrative Plan with Possible
Future Development*

NE 41st Street

Urban Horticulture Center

Golf Driving Range

Union Bay Natural Area

East Campus

The East Campus landscape plays a major role in integrating the large-scale sports and parking facilities and the distances in between. This plan recommends planting trees at the border of the open spaces, improving the landscape and use of Montlake Boulevard, and making pedestrian and bicycle improvements along Walla Walla Road.

Within the core of East Campus a “village” of athletic and recreational uses within a green, pedestrian-oriented setting is intended to be created along the Walla Walla spine between the football stadium, women’s softball park, the indoor practice facility, crew house, baseball and soccer fields, and north to the recreation fields. This will also extend to the shoreline, the men’s baseball park, and to the soccer and recreation fields. The addition of a pedestrian bridge north of the recreation sports facility at Montlake Boulevard would improve the connections between the East, Central, and South campuses.

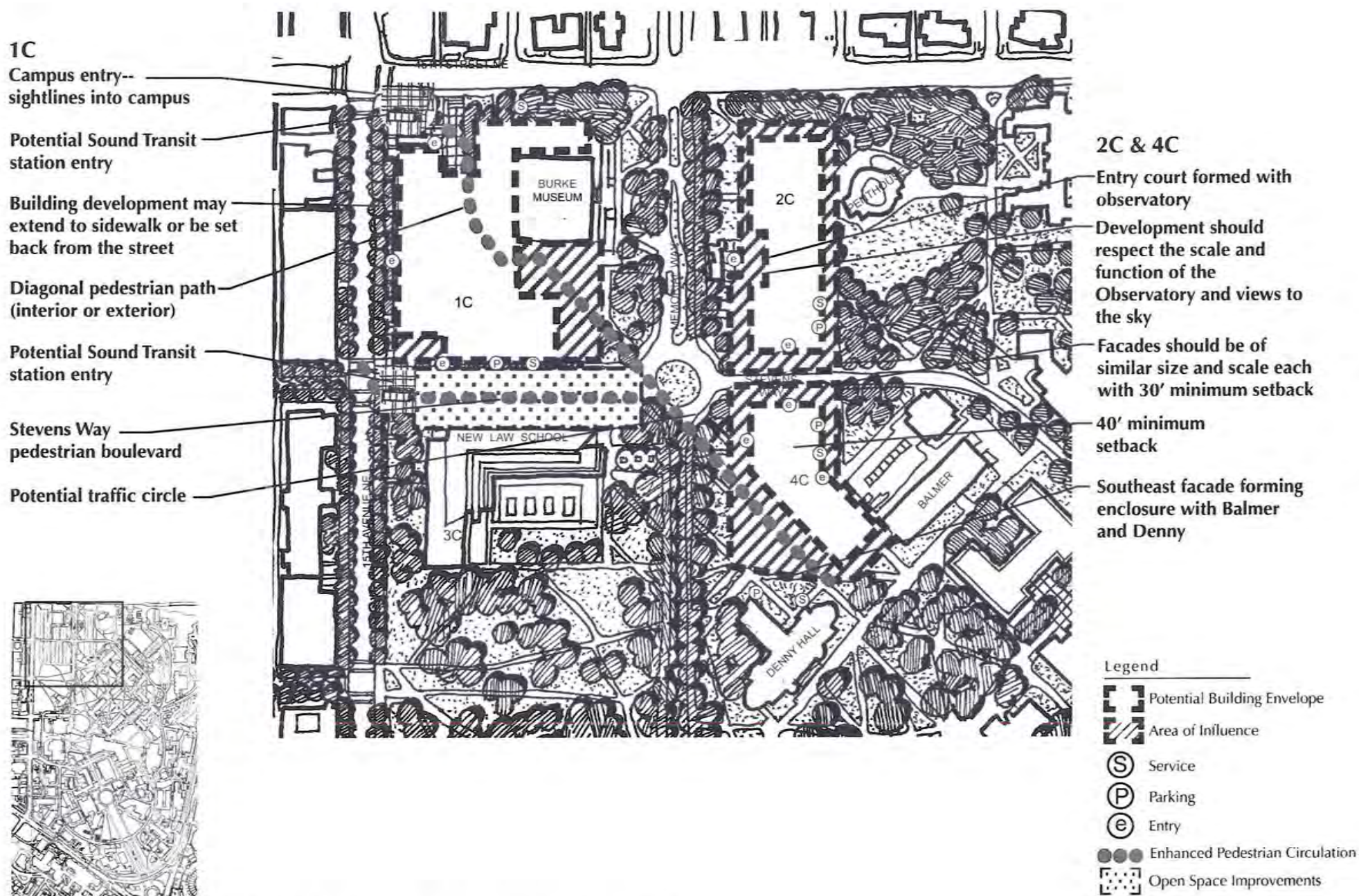
A large piece of the East Campus area is preserved as the Union Bay Natural Area and is used for passive recreation by birdwatchers and students of restorative natural landscapes.

Development Areas

The following graphics illustrate possible building envelopes and “areas of influence” for each of the 60 potential new development sites as outlined on the “Illustrative New Development” map, page 87. The “potential building envelope” outlines the recommended building limit line while the “area of influence” delineates the space beyond the building that must be considered for site development. Potential entry, parking and service access locations are also shown.

Specific configurations and access points illustrated may be modified as the result of the application of specific programs and projects on the site as long as fundamental intentions of the guidelines are adhered to.

Each of the 60 new development sites are grouped by “development areas” to recognize the importance of context and illustrative interrelationships. Where several development sites are located in the same area, it is important to consider how the nature of one development might influence another. In several cases a proposed amenity such as a pedestrian walk passes by several sites, or groups of buildings form open space, and for continuity requires study of the sites together.



ILLUSTRATIVE DEVELOPMENT AREA C-1

Figure IV-62
SITES 1C, 2C, 3C, 4C

6C
Enhance pedestrian walk and separate from service

8C
Improve pedestrian access between dorms and Pend Oreille
Avoid obstructing views from Haggett Hall

7C
Potential to provide access to underground parking from parking lot east of Haggett Hall

Design should be sensitive to the scale of Lewis

Relate development to Denny Field

Create stronger relationship with Quad; Acknowledge quad axis through building form and/or front courtyard

10C
Save trees
Create courtyard with Music Building or enclose as indoor space

Development could be addition or freestanding

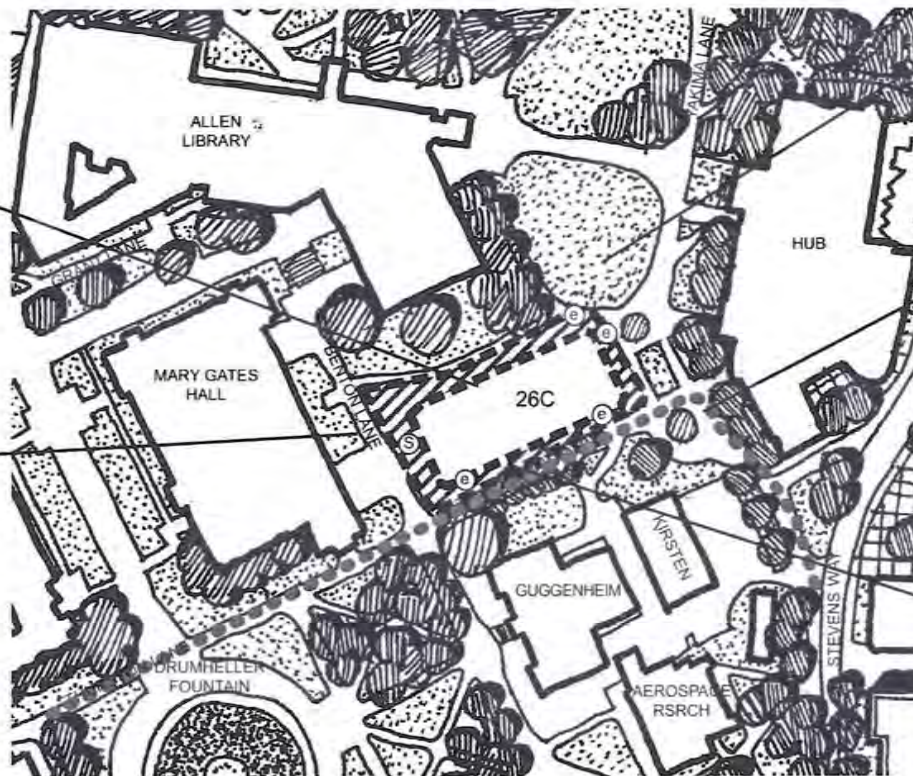
Legend

-  Potential Building Envelope
-  Area of Influence
-  Service
-  Parking
-  Entry
-  Enhanced Pedestrian Circulation

ILLUSTRATIVE DEVELOPMENT AREA C-2

26C
Expand or replace site
with larger building

Share service yard
with Mary Gates Hall
and library while
preserving and
enhancing pedestrian
route



Form should strengthen
enclosure of HUB yard

Enhance pedestrian paths
around the site

Develop south facade with
strong linear form to empha-
size E-W axis at north end of
Drumheller Fountain

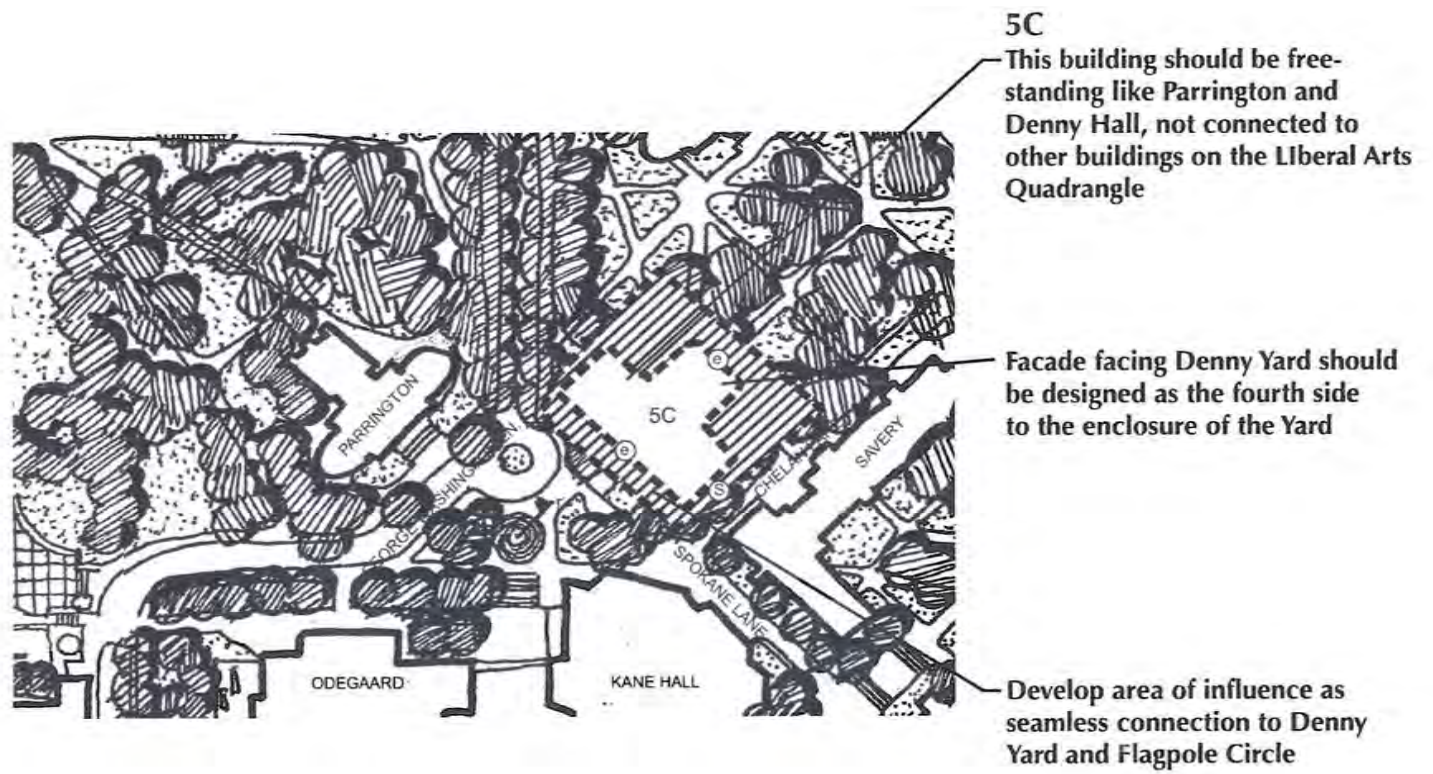


Legend

- Potential Building Envelope
- Area of Influence
- Service
- Parking
- Entry
- Enhanced Pedestrian Connection

ILLUSTRATIVE DEVELOPMENT AREA C-3

Figure IV-64
SITE 26 C



ILLUSTRATIVE DEVELOPMENT AREA C-4

Figure IV-65
SITE 5C

20C

Preserve existing trees

Connect open space with Forest Resources Courtyard

Maintain pedestrian link to Burke-Gilman and Husky Stadium

16C

(potential underground building)

Improve courtyard along Stevens Way

Develop as major pedestrian access between East and Central Campuses

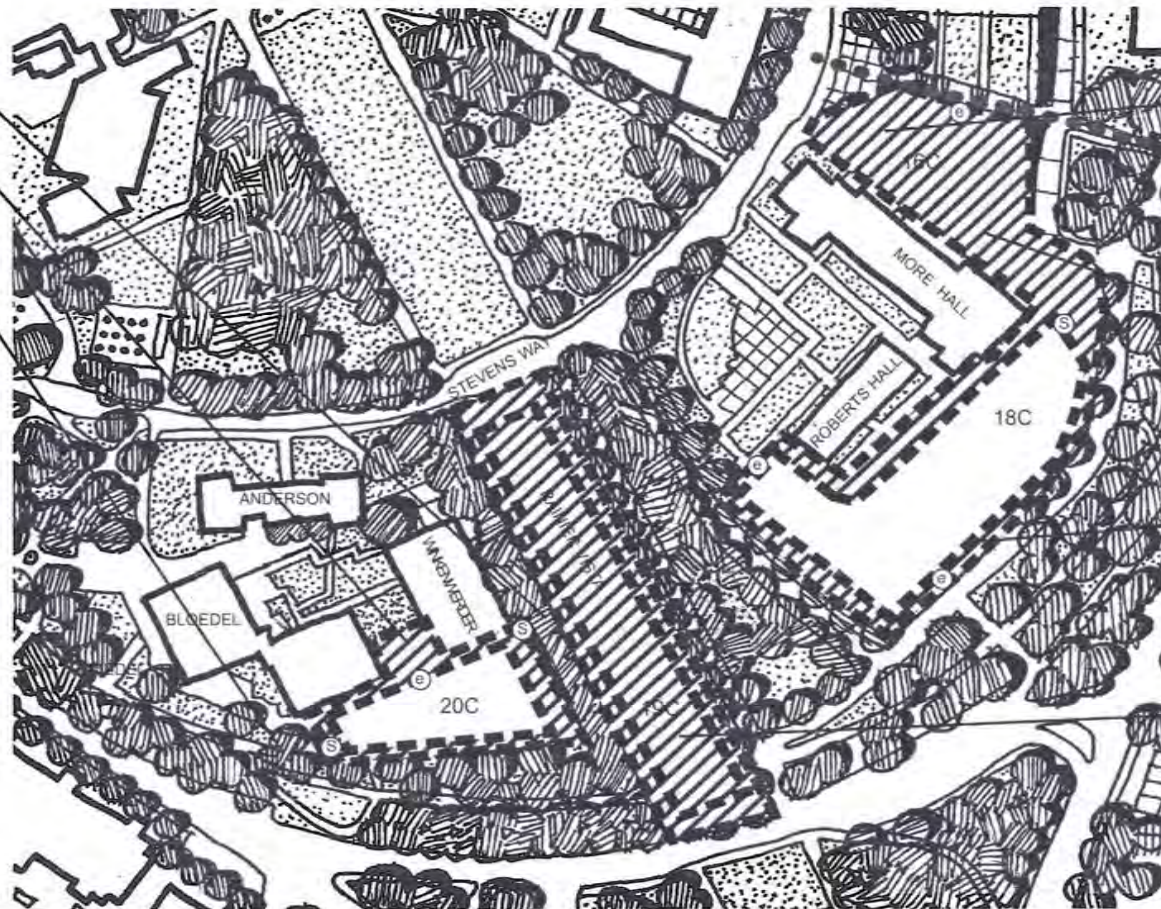
Maintain views to East

18C

Enhance views from the site and visibility of the site

19C(underground)

Underground parking with open space on top of deck

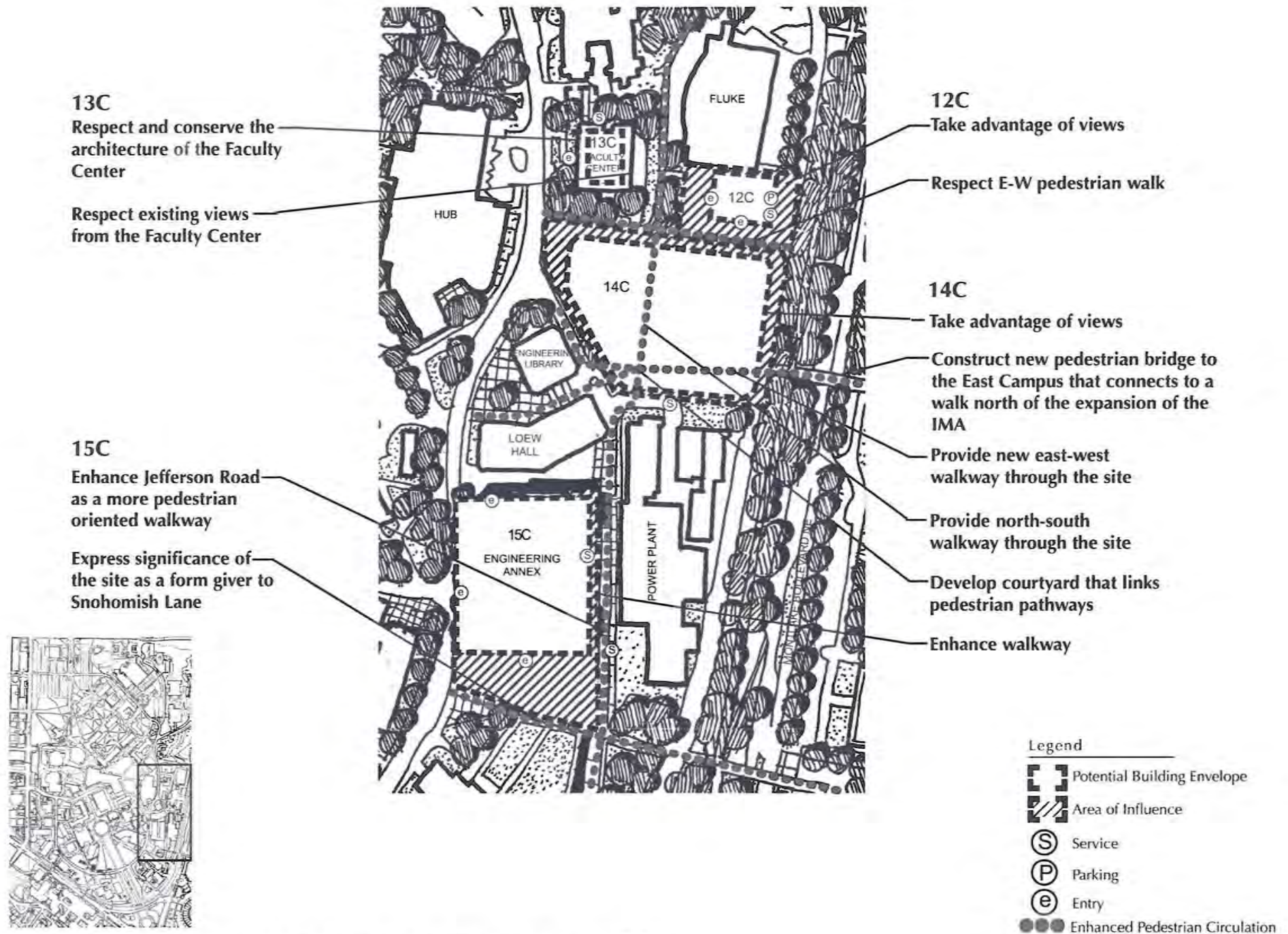


Legend

- Potential Building Envelope
- Area of Influence
- Service
- Parking
- Entry
- Enhanced Pedestrian Circulation

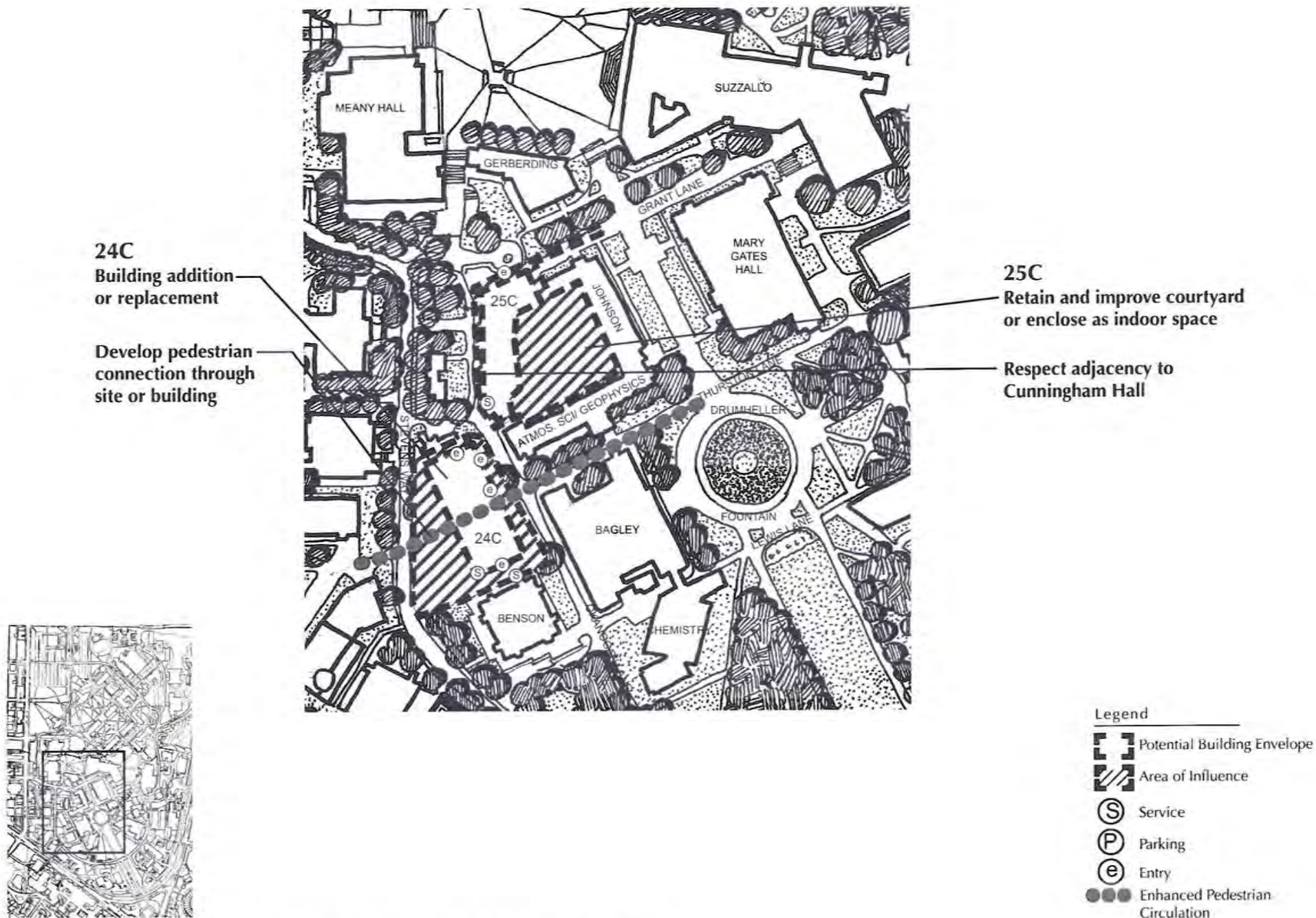
ILLUSTRATIVE DEVELOPMENT AREA C-5

Figure IV-66
SITES 16C, 18C, 19C, 20C



ILLUSTRATIVE DEVELOPMENT AREA C-6

Figure IV-67
SITES 12C, 13C, 14C, 15C



ILLUSTRATIVE DEVELOPMENT AREA C-7

Figure IV-68
SITES 24C, 25C

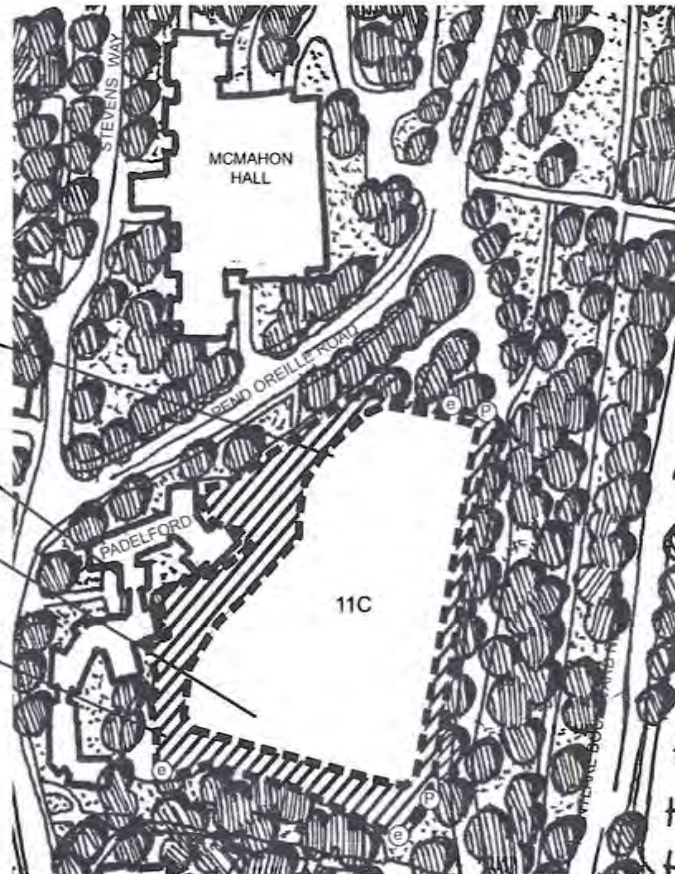
11C

Potential expansion of Padelford
Parking Garage






Respect views to and from
Padelford Hall

Provide pedestrian access
from Garage to east-west
pathway up hillside

Minimum 40' setback from
buildings and Wahkiakum Lane



Legend

-  Potential Building Envelope
-  Area of Influence
-  Service
-  Parking
-  Entry

ILLUSTRATIVE DEVELOPMENT AREA C-8

Figure IV-69
SITES 11C

31W

Development must respect and support residential area on the eastern edge. Potential mixed-use with parking

30W

Possible connection overhead or between Condon Hall and 30W

Develop site as gateway to the neighborhood and to the University. Gateway features shall include visual enhancements, such as improved landscaping, signage, artwork or other features that signify entries into the communities. The triangle-shaped lot located west of Eastlake Avenue NE shall be incorporated into the design of the gateway feature and enhanced with the development of site 30W. While the site may include other permitted uses, the University will consider retaining the entire site as a gateway.

32W

Conserve tree within improved open space

Building should anchor intersection corner

33W

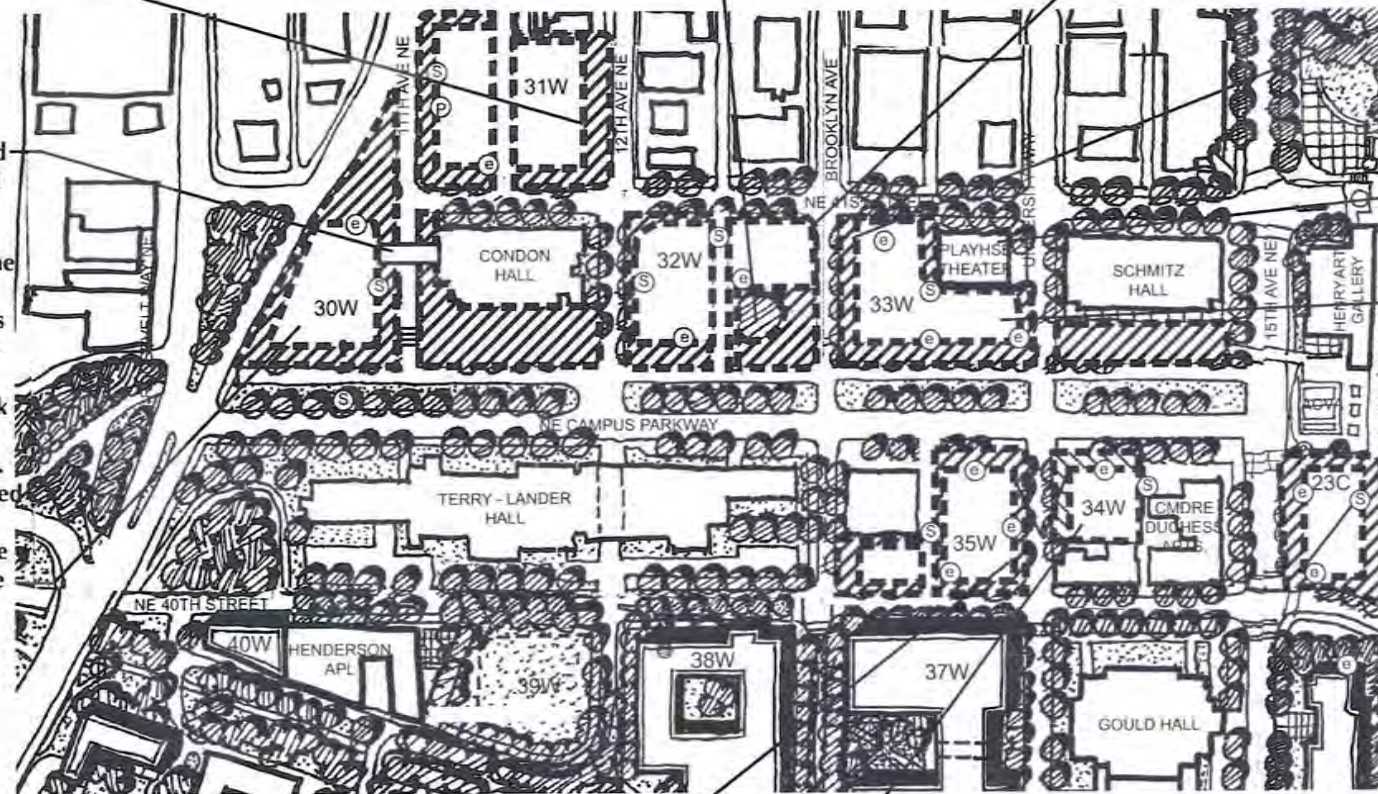
Develop with corner serving as anchor to intersection

Respect Playhouse Theater

Replace Courtyard

23C

Important edge along 15th Ave. NE; visible and pivotal site at NE 40th St. campus entry



35W

Anchor corner street improvements on Campus Parkway

34W & 35W

The bulk and scale of new development is to be compatible with the underlying zoning of the adjacent non-University properties (College Inn and Cavalier Apartments). Building setbacks, upper floor setbacks, modulation, modified rooflines and other design techniques shall be used to the extent necessary to address the relationship of the height, bulk and scale of new developments with those adjacent properties.

Notes

All frontages on Campus Parkway should provide improvements to pedestrian streetscape
University Way, Brooklyn Avenue, and 15th Avenue NE to connect community with campus and shoreline

Alley and street vacations might be requested in the future. Alternatives are discussed in Ch. VI, Street Vacations

Future development of sites 31 W, 32 W and 33 W should respect and enhance the street environment on NE 41st Street. Access to service should be screened from NE 41st Street.

Legend

- Potential Building Envelope
- Area of Influence
- Service
- Parking
- Entry

ILLUSTRATIVE DEVELOPMENT AREA S/W-1

Figure IV-70

SITES 30W, 31W, 32W, 33W, 34W, 35W, 23C

University of Washington Master Plan -- Seattle Campus: Development Program

37W

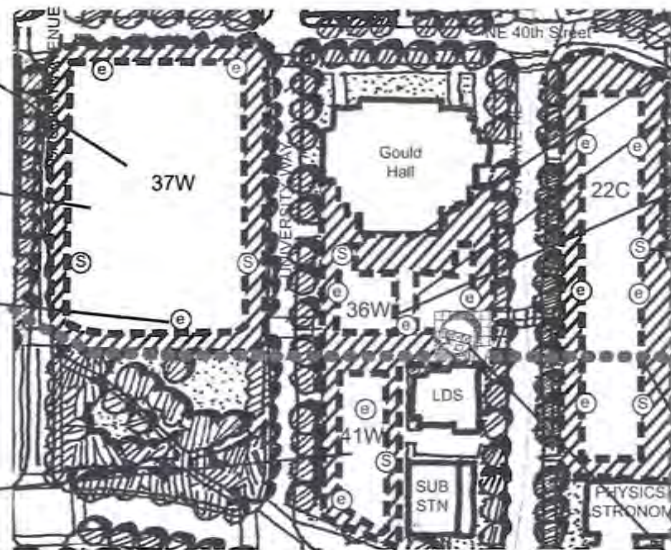
Development may be multiple buildings with possible mixed uses including parking (below grade, if possible)

Develop new, integral open space with possible pedestrian access through the block

Consider relationship of building facade and entries from E-W Walk, University Way, Brooklyn, 40th NE, and Burke-Gilman Trail

41W

Consider relationship of building facade and/or entries from E-W Walk, University Way, and Burke-Gilman Trail



36W

Screen existing work yard if retained

Consider relationship of building facades and entries from E-W Walk, 15th NE, and University Way

Consider vacation of alley

22C

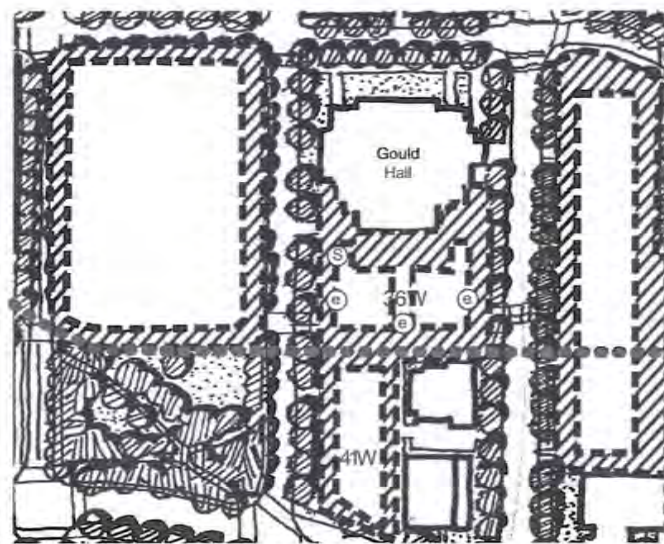
Service underground, accessed via Physics/Astronomy service extension

Improved walkway; George Washington lane extension

Consider relationship of building facades and entries from E-W walk, 15th NE, and George Washington Lane extension

Develop walkway as part of 22C development; building may span over walkway

Potential New Sound Transit station



Alternative without Sound Transit Station

Legend

[] Potential Building Envelope

[] Area of Influence

(S) Service

(P) Parking

(e) Entry

●●● Enhanced Pedestrian Circulation

ILLUSTRATIVE DEVELOPMENT AREA S/W-2



Figure IV-71

SITES 22C, 36W, 37W, 41W

48S

The presence and importance of the Physics/Astronomy sundial will be considered as new development occurs

Incorporate design with BioSciences building across Portage Bay Vista

Develop E-W walkway with Skamania Lane through Portage Bay Vista and open walkway under BioScience Building

Pathway connects to Health Sciences Building

Integrate development with what is already developed of Portage Bay Vista

Service access is underground via extension of existing underground service at K-wing

21C

Develop Stevens Way frontage with service screened from street

South facade should be sensitive to Burke-Gilman Trail

Consider retaining or integrating greenhouses in new development

Service could be from NE Pacific

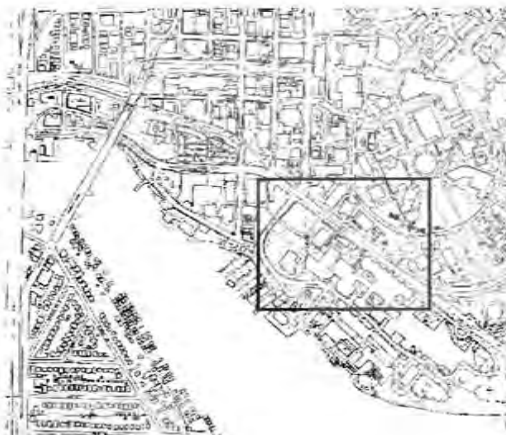
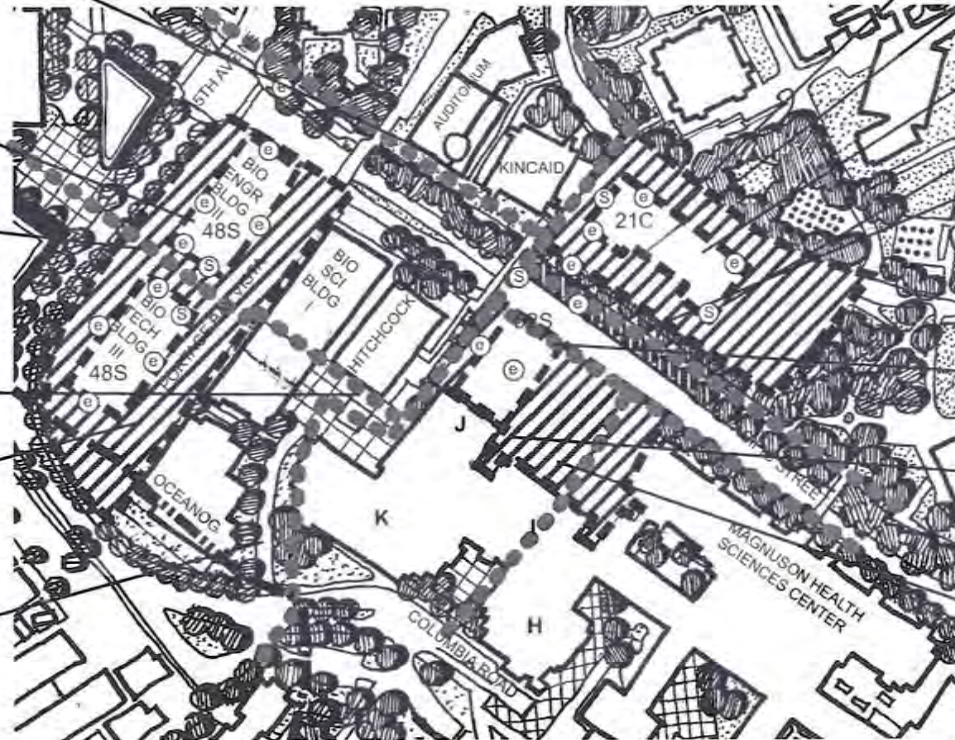
Possibility to develop above-grade connection over Pacific to increase connections and extend open space

52S

Design building that is sensitive to the pedestrian scale on the north and east sides

Service shared at existing J-wing service
Entrance at existing plaza level

Open space design must respect entry and pedestrian connection through I-wing



Legend

-  Potential Building Envelope
-  Area of Influence
-  Service
-  Parking
-  Entry
-  Enhanced Pedestrian Circulation
-  200' Shoreline Setback

ILLUSTRATIVE DEVELOPMENT AREA S/W-3

Figure IV-72
SITES 52S, 48S, 21C

46S

Preserve some open space at north edge of site near Gate 6

Provide open space in connection with the enhanced pedestrian circulation and an 'entrance' to South Campus. While the site may include other permitted uses, the University will consider retaining the entire site as publicly accessible open space

Preserve pedestrian connection

49S

Preserve and retain the original Harris Hydraulics Lab

New development should be sensitive to Harris Hydraulics Lab

Maximize views of water

A major public face of building is on the water

Provide a building setback from San Juan Road to allow for street trees and landscaping. While the site may include other permitted uses, the University shall consider retaining the portion NW of the designated building footprint as publicly accessible open space

Redevelop fish return pond area as landscaped open space when ponds are relocated

50S

Possible connection to existing Health Sciences

Improve courtyard spaces

All service access on Columbia Road level

Develop terrace connection to South Campus Center

Maximize views of water

Develop pedestrian connection to waterfront

51S

Possible connection to existing Health Sciences

Service on Columbia Road level

Development may or may not include replacement of Fisheries Center


Maximize views of water


Connect development with shoreline open space


Potentially preserve 1970's Fisheries Wing

Improve Pedestrian access along waterfront

Legend


 Potential Building Envelope


 Area of Influence

 Service

 Parking

 Entry

 Enhanced Pedestrian Circulation

 200' Shoreline Setback



ILLUSTRATIVE DEVELOPMENT AREA S/W-4

Figure IV-73
SITES 46S, 49S, 50S, 51S

44S

- Extend existing Fisheries Courtyard into site to engage new development
- Develop pedestrian extension to Skamania Lane
- Maintain access through to water

43S

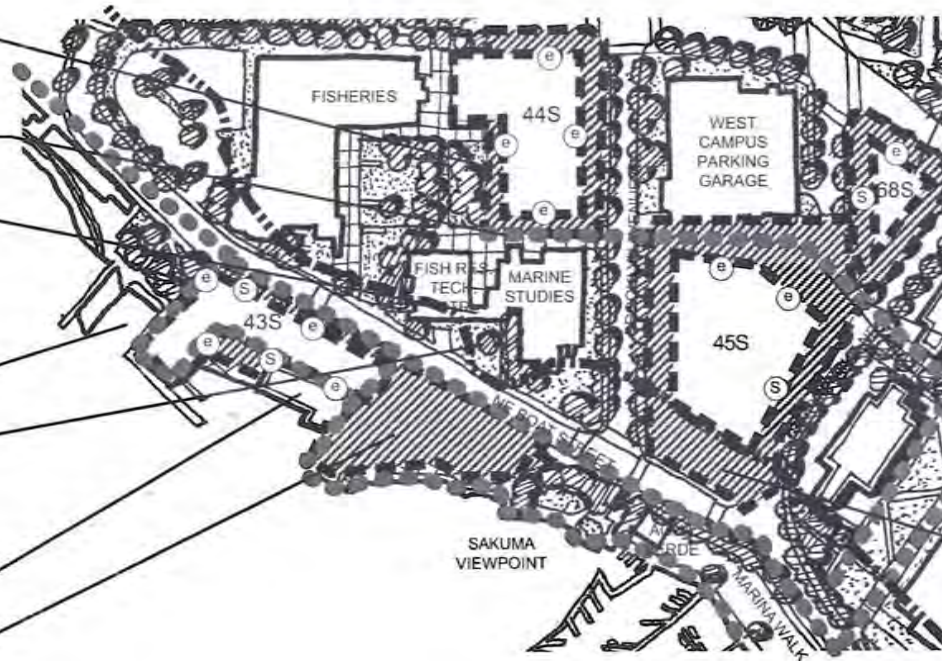
- Car top boat launch
- Improve open space as a part of a continuum along the north side of NE Boat Street
- Preserve the existing Bryant Annex shed if feasible (see illustrative drawings)
- Fish rearing ponds must be located inside the "area of influence"

68S

- Four stories 50' height limit allows 28,000 SF alternative open space, but building would serve to screen the garage from the east
- Integrate with Sound Transit Plaza

45S

- Develop pedestrian extension to Skamania Lane
- Integrate Skamania Lane extension with potential Sound Transit Plaza
- Develop open space as a connection to the Brooklyn Ave NE street end, an extension to the waterfront and as a part of the open space along NE Boat Street



Legend

- [] Potential Building Envelope
- [] Area of Influence
- (S) Service
- (P) Parking
- (e) Entry
- Enhanced Pedestrian Circulation
- 200' Shoreline Setback

ILLUSTRATIVE DEVELOPMENT AREA S/W-5

Figure IV-74

SITES 43S, 44S, 45S, 68S

40W

Addition to Applied Physics Laboratory

29W

Do not block windows to residential units
Enhance connection from University Bridge to waterfront from stairway
Develop housing or compatible use

42W (underground)

Underground parking with open space development on top of deck

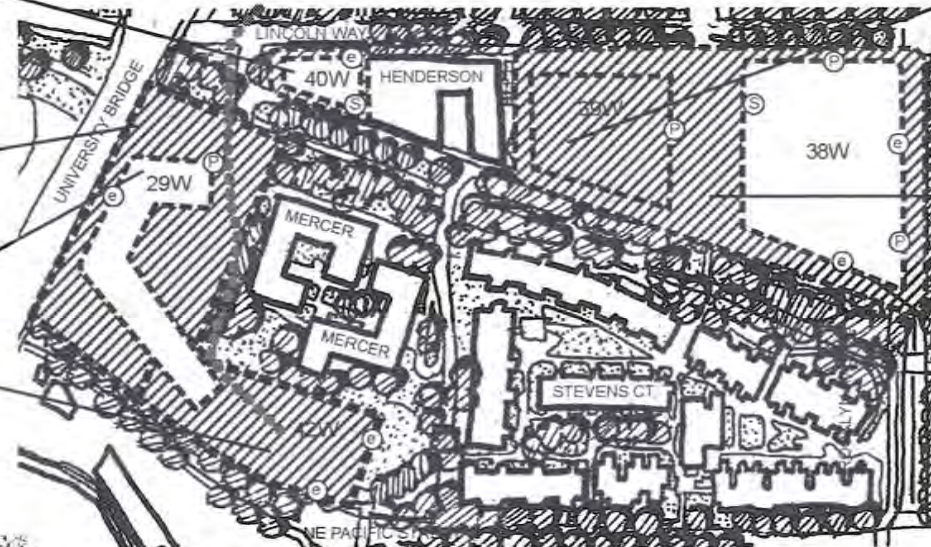
39W

Develop open space between 38W and Applied Physics Laboratory with potential underground parking

Road may or may not be retained depending on access requirements

38W

Develop facades with frontage on Burke-Gilman Trail at appropriate scale for the Trail



Legend

- Potential Building Envelope
- Area of Influence
- Service
- Parking
- Entry
- Enhanced Pedestrian Circulation

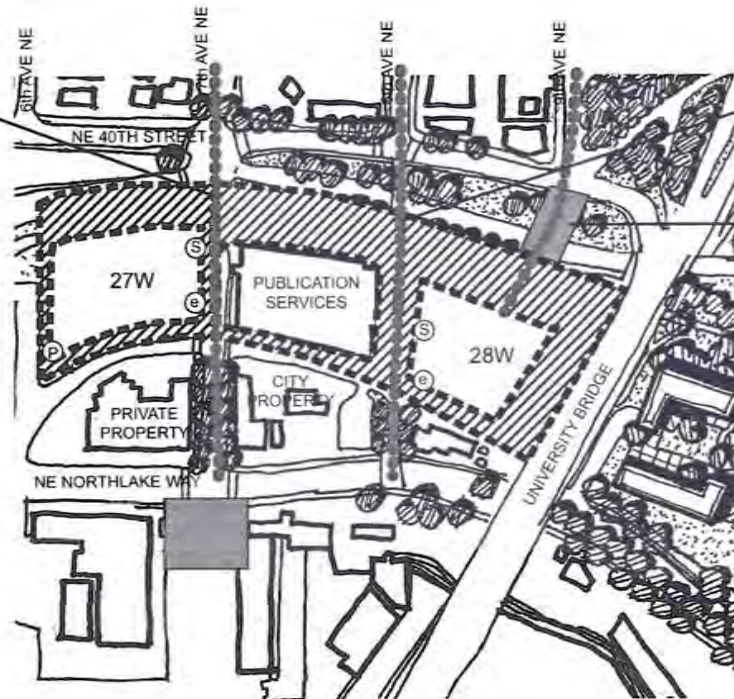


ILLUSTRATIVE DEVELOPMENT AREA S/W-6

Approved Compiled Plan January 2003

Figure IV-75
SITES 29W, 38W, 39W, 40W, 42W

27W
Maintain view corridors along the 7th Ave NE alignment and develop pedestrian connections to Burke-Gilman trail



28W
Maintain view corridors along the 8th Ave NE alignment and develop pedestrian connections to Burke-Gilman trail
Pedestrian connections to Burke-Gilman trail from 9th Ave NE per Neighborhood Plan

NOTE:

Consider the potential for increasing view access from the Burke-Gilman Trail through additional setbacks and limiting development to 50' at the northern edge of sites 27 & 28 W.



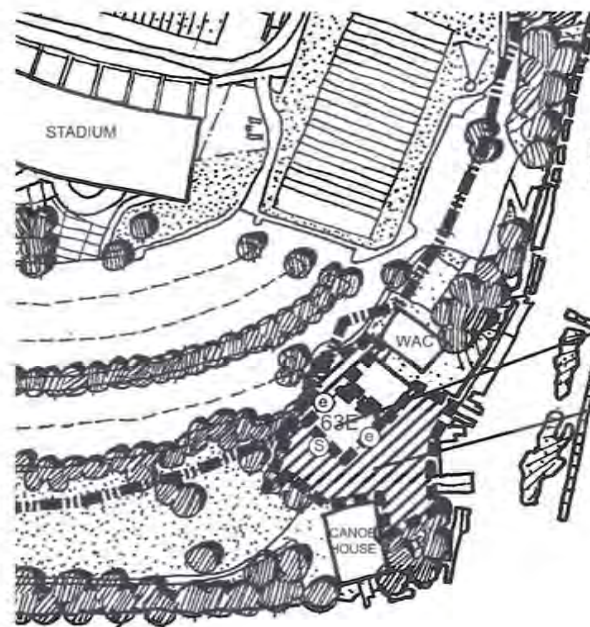
Legend

-  Potential Building Envelope
-  Area of Influence
-  Service
-  Parking
-  Entry
-  Enhanced Pedestrian Circulation
-  Shown in Neighborhood Plan as desired street end/boat launch improvements

ILLUSTRATIVE DEVELOPMENT AREA S/W-7

Figure IV-76

SITES 27W, 28W



63E
Expansion site

Development must be sensitive
to existing shoreline and
historic canoe house

Legend

-  Potential Building Envelope
-  Area of Influence
-  Service
-  Parking
-  Entry
-  200' Shoreline Setback

ILLUSTRATIVE DEVELOPMENT AREA E-1

Approved Compiled Plan January 2003

Figure IV-77
SITES 63E

66/67E

Improve walk on Walla Walla Road and Snohomish Lane

Possible connection to IMA

Eastern face should not extend beyond face of IMA, realign Walla Walla Road

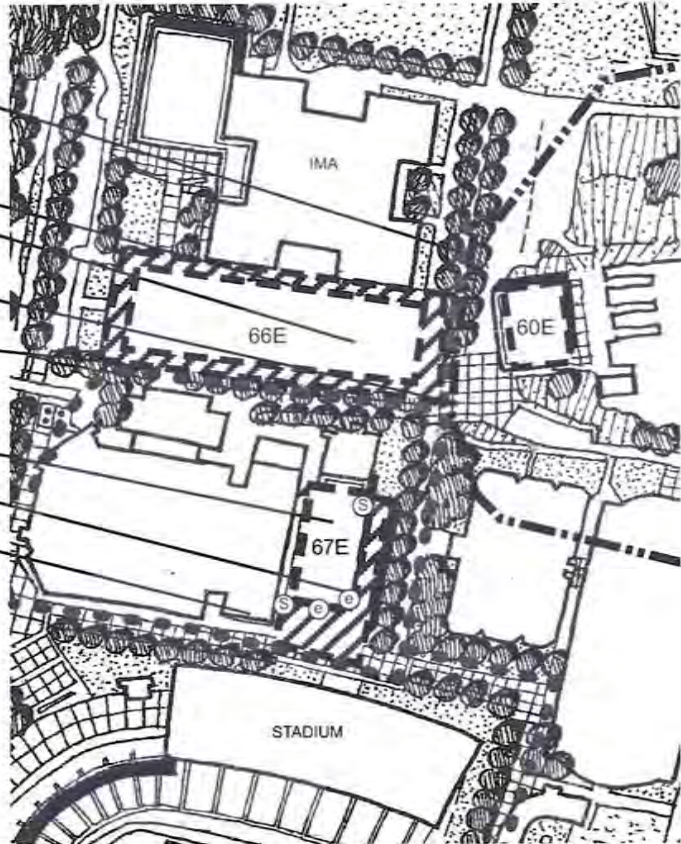
Improve intersection at Walla Walla Road and Snohomish Lane

Improve pedestrian walk and preserve view corridor

Possible expansion of Graves Annex

Possible expansion into portion of parking

Southern face should not extend beyond existing building face to west

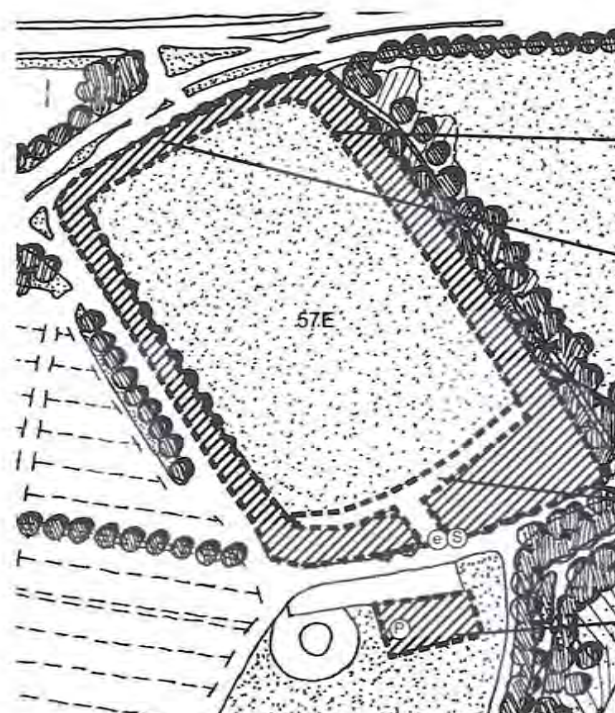


Legend

- Potential Building Envelope
- Area of Influence
- Service
- Parking
- Entry
- Enhanced Pedestrian Circulation
- 200' Shoreline Setback

ILLUSTRATIVE DEVELOPMENT AREA E-2

Figure IV-78
SITES 66E, 67E



- 57E**
- Increase fence height ranging up to 80' at driving range primarily to improve site safety and to accomodate partial second story
 - Existing trees should be preserved and additional planting added to minimize height of fence addition
 - Retain existing large poplars along east and west edge
 - Expansion to include a second story addition to driving range
 - Possible expansion of parking area associated with driving range expansion

Legend

- Potential Building Envelope
- Area of Influence
- Service
- Parking
- Entry

ILLUSTRATIVE DEVELOPMENT AREA E-3

Figure IV-79
SITES 57E

9C







Maximize development on available space

Preserve existing road

Add third floor



Legend

-  Potential Building Envelope
-  Area of Influence
-  Service
-  Parking
-  Entry
-  Enhanced Pedestrian Circulation

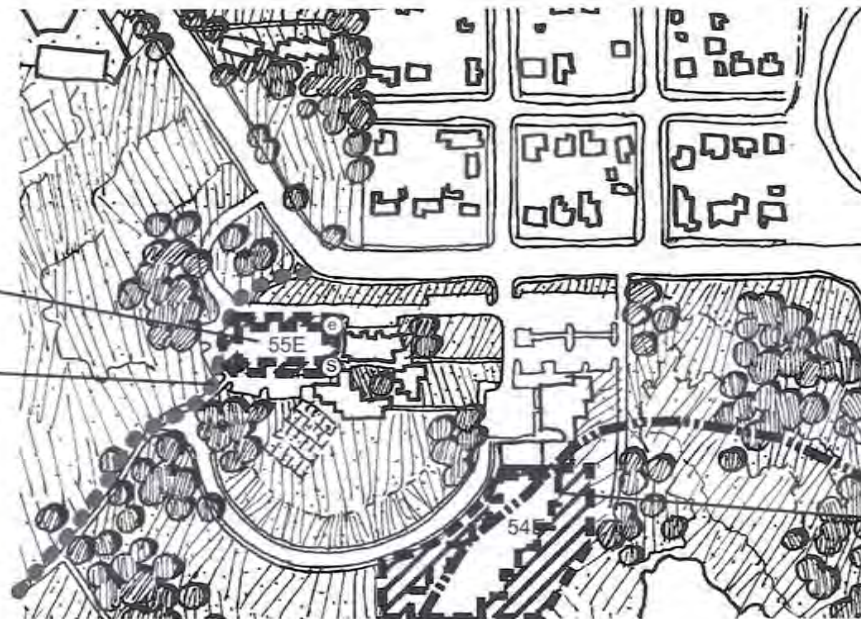
ILLUSTRATIVE DEVELOPMENT AREA E-4

Figure IV-80

SITES 9C

55E
Three story building




Maintain and improve
Wahkiakum Lane access
from Mary Gates Way to
Memorial Way



54E
Potential greenhouse additions
or other development



Legend

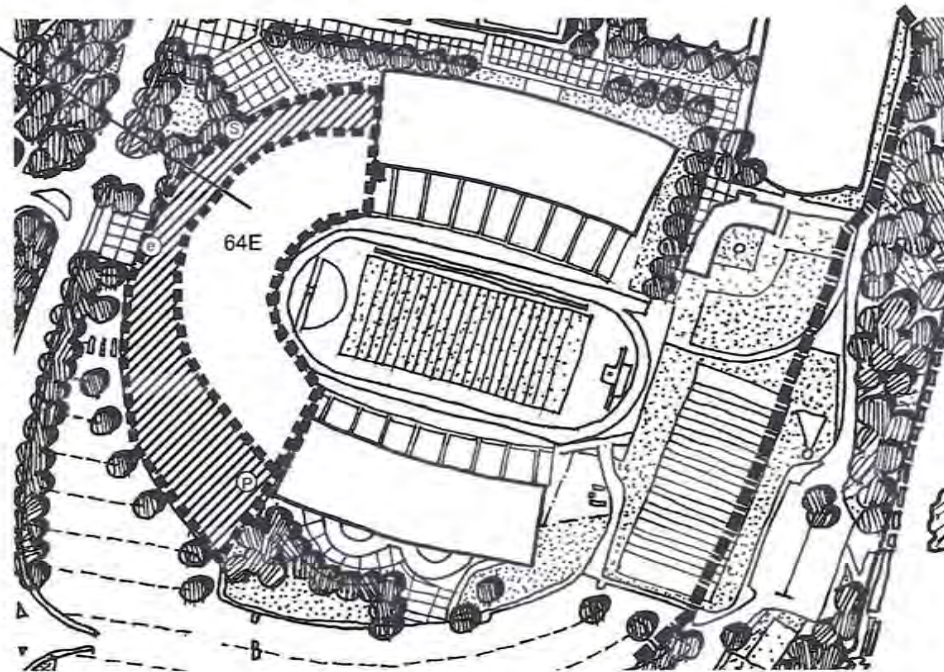
-  Potential Building Envelope
-  Area of Influence
-  Service
-  Parking
-  Entry
-  Enhanced Pedestrian Circulation
-  200' Shoreline Setback

ILLUSTRATIVE DEVELOPMENT AREA E-5

Figure IV-81
SITES 55E, 54E

64E

Expand concourse and Don James Center levels and possibly stadium seats. Expansion of seating would be done in conjunction with review of the existing Husky Stadium TMP



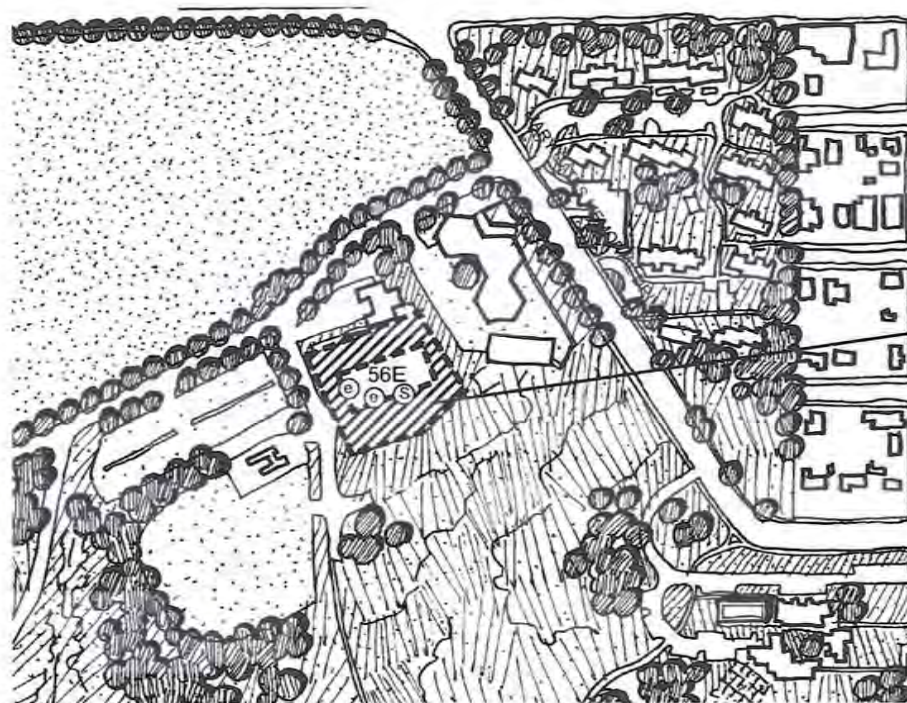
Legend

-  Potential Building Envelope
-  Area of Influence
-  Service
-  Parking
-  Entry
-  200' Shoreline Setback

ILLUSTRATIVE DEVELOPMENT AREA E-6

Figure IV-82

SITES 64E



56E
Retain outdoor storage
adjacent to development

Legend

-  Potential Building Envelope
-  Area of Influence
-  Service
-  Parking
-  Entry

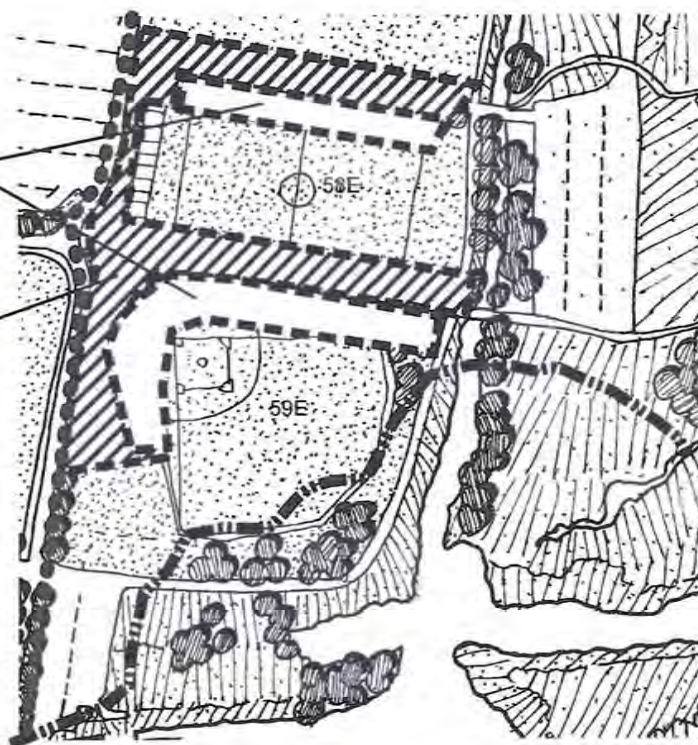
ILLUSTRATIVE DEVELOPMENT AREA E-7

Figure IV-83
SITES 56E

58E/59E

Projects will include spectator stands and support facilities (lockers, concessions, etc.) Alternatively soccer stands and support may be constructed on the south side of the soccer field

Develop coordinated entry plaza at the pedestrian scale to be shared by both sites



ILLUSTRATIVE DEVELOPMENT AREA E-8

Legend

-  Potential Building Envelope
-  Area of Influence
-  Service
-  Parking
-  Entry
-  Enhanced Pedestrian Circulation
-  200' Shoreline Setback

Figure IV-84

SITES 58E, 59E

V. Development Standards

This section outlines the development standards to be applied to and processes for review of proposed development within the campus boundaries, including provisions addressing architectural and landscape review, height, setbacks, light and glare, signage, telecommunications, parking, open space, and environmental issues. This section also describes how square footage and height are calculated. All University of Washington development occurring within the Major Institution Overlay (MIO) boundaries must follow the standards outlined in this section.

The University's process for design and environmental review helps ensure that the architectural and environmental quality of the campus is enhanced when new development occurs. An Architectural Opportunities Report (AOR) is prepared for projects anticipated to be valued over one million dollars and which affects either public spaces identified in Figure III-2 page 25 of the Campus Master Plan and/or the exterior of buildings. The AOR is prepared before design work begins and identifies, at the earliest point possible in project development, important issues, opportunities and constraints. The report assesses the architectural context of the site location, its historical context, as well as environmental considerations, Campus Master Plan guidelines and landscape/open space context. The AOR accompanies the project through the development process and may be added to and refined based on new information. The AOR is reviewed by the Site Programming Committee, the Campus Landscape Advisory Committee, the Architectural Commission, the Provost and/or the Executive Vice President and the Board of Regents.

In addition to an AOR, the University also prepares an Historic Resources Addendum (HRA) for any project that makes exterior alterations to a building over 50 years old, or is adjacent to a building or a significant campus feature older than 50 years and public spaces as identified in Figure III-2. The HRA will be an attachment to project documentation and will be considered by the appropriate decision maker.

The information and analysis provided in the HRA provides a framework and context to insure that important elements of the campus, its historical 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.

For other projects, the University Capital Projects Office Design Review Board (DRB) determines if an AOR should be prepared for the project. This determination is based on an analysis of the proposed project relative to the scope and content of the Campus Master Plan, site considerations such as surrounding uses and open space, pedestrian access and service, historic preservation issues,

environmental issues, etc. The AOR is reviewed by the DRB and will accompany the project through the design process.

The University's design review process fosters continuous use, required improvements and innovations for significant buildings and the landscape. In addition, 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 that this occurs on a project by project basis, the University prepares an Historic Resources Addendum and utilizes the multi-step process involving several review points: the Capital Projects Design Review Board, the Campus Landscape Advisory Committee, the Architectural Commission, the Architectural Advisor to the University and finally the Board of Regents. Advice is sought from faculty with expertise on University campus history. While the University is particularly sensitive to historical structures over 50 years old, these same considerations are applied to all campus development through the University's implementation of the State Environmental Policy Act and through the AOR.

A Site Programming committee is established for major projects to involve a wide spectrum of University faculty and staff in determining the objectives related to the site and supporting the academic purpose of the project. The objectives may be functional, such as providing a service access route, or aesthetic, such as creating a new vista or reducing the visual and noise impacts of a loading dock. Each committee produces a site program document, which guides project development.

The Campus Landscape Advisory Committee reviews proposed projects that affect the landscape environment of the campus. The committee includes University experts in planning, botany, landscape architecture, urban design, horticulture, art, architectural history and grounds maintenance.

The Architectural Commission includes distinguished design professionals from the University and nationally from the private sector, the chair of the Campus Landscape Advisory Committee (ex officio), the Campus Architectural Advisor and a student

representative. The Commission recommends the selection of architects and reviews projects affecting the exterior appearance of buildings or changes to major public interior spaces and which are valued at over one million dollars. The Commission selects architects, and reviews projects at each stage of the design process (planning, pre design, schematics, and design development) and recommends applicable design guidelines and considerations for projects in accordance with their design expertise in light of the Campus Master Plan goals and policies. The Commission is highly regarded by the University community and the design community at large and its advice is carefully integrated into the project development process.

As the lead agency for SEPA (State Environmental Policy Act), the University prepares environmental checklists, threshold determinations, and EIS (environmental impact statements) documents, and conducts environmental review. The University, as lead agency, invites public comment on proposed Declarations of Non-Significance, Mitigated Declarations of Non-Significance and the proposed scope of a project's Draft Supplemental EIS, and responds to comments in the final Supplemental EIS and in appropriate cases, processes EIS Addenda. 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 1998 City-University Agreement, environmental documents are provided to the City University Community Advisory Committee (CUCAC) for review and comment.

By adopting and approving the Master Plan, neither the University nor the City of Seattle waives or concedes its legal position concerning the scope of either party's legal authority to control or regulate University property.

Definitions

Institutional uses on the University of Washington Seattle campus include:

- *Academic:* 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; support facilities such as bookstores, food services, faculty club; athletic/recreation facilities; teaching hospital and clinics; and facilities supporting the plant maintenance functions of the University.
- *Housing:* 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:* Facilities that include multiple activities such as transportation, housing, academic, and commercial uses.
- *Transportation:* Underground, surface, and structured parking and roads supporting vehicle circulation including service and emergency service.
- *Open Space:* Outdoor open and landscaped areas integral to the overall campus environment and/or supporting pedestrian circulation or athletic/recreation.

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

Primary and Secondary Impact Zones: Primary and Secondary Impact Zones are outlined in Appendix F.

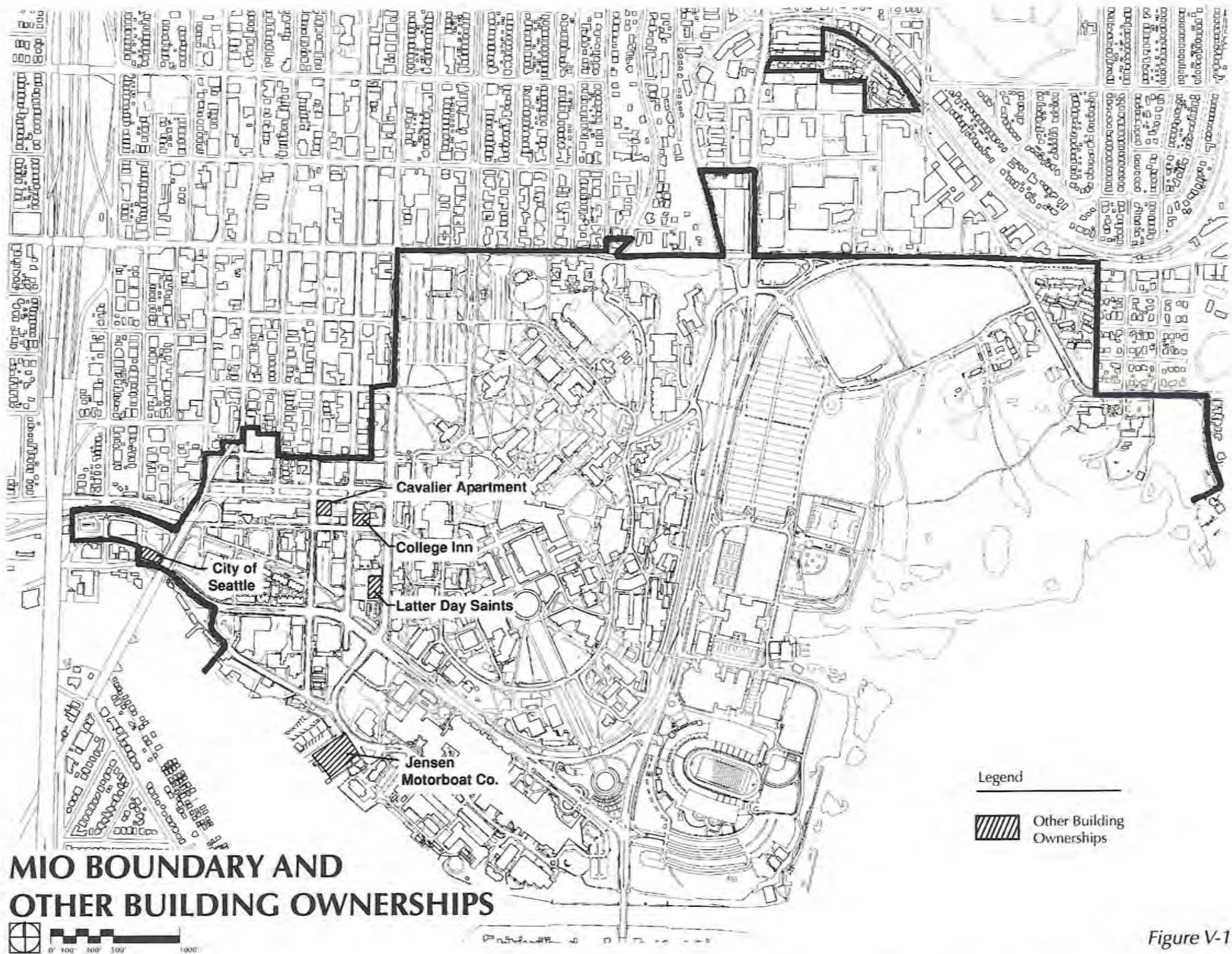


Figure V-1

Sector: In this Campus Master Plan, 'sector' refers to the entire campus-wide area located within the MIO boundaries.

Upland Property: A property wholly or partly within the shoreline district which is separated as of March 17, 1977, from the water by a street, arterial highway, railroad right-of-way or government-controlled property which prevents access to and use of the water. Streets and other areas which create upland property include, but are not limited to: Canal Road, NE Boat Street, San Juan Road, Walla Walla Road, Columbia Road, and parking lots E-11 and E-12, and any other road or street which runs between the shoreline and the water.

Waterfront Property: Any portion of property which is offshore or abuts upon the ordinary high watermark or mean high watermark and any other property partially or entirely within the Shoreline District which is not separated as of March 17, 1977, from the water by a street, arterial, highway, or railroad right-of-way or government controlled property which prevents access and use of the water.

Boundaries

Figure V-1 illustrates the campus boundaries. No expansions to the MIO boundaries are planned. If an expansion is sought in the future, the provisions of the City/University Agreement would apply. Current non-University ownerships within the MIO District are shown in the figure.

Burke-Gilman Trail

The setback from the Burke-Gilman Trail will be measured from the paved edges of the trail. The minimum setback requirement for new University buildings will be generally 20 feet. In some cases the setback is or may be less than 20 feet from the trail. For example, if there is an existing structure, significant landscaping, topography, some other kind of structure such as a bridge abutment, the setback may be varied. In these kinds of situations, project specific review will be conducted in order to mitigate impacts on the trail. This review will follow the University's design review process.

Density: Gross Square Footage

The following is the method by which the University will calculate the gross square footage (GSF) for the Campus Master Plan maximum growth limit.

The objective is to establish a procedure that allows the University to utilize its current and established FICM-GSF in calculating an adjusted GSF, herein after referred to as "Campus Master Plan GSF." (FICM stands for the Post-Secondary Facilities Inventory and Classification Manual published by the U.S. Department of Education). It is important that the University retain the FICM method as a base line because all of its historical GSF, frequently used to measure growth and change, has been calculated using FICM; the method for measuring is clearly defined and not subjective; the need for data comparability between institutions (who also use FICM) is critical; and the ability to correlate Campus Master Plan GSF with FICM is important.

The purpose of the Campus Master Plan GSF is to achieve a measurement comparable to those commonly used measures for calculating, permitting, and zoning GSF.

The Campus Master Plan GSF will be calculated by first, calculating the FICM GSF, as described below, and second, adjusting the FICM-GSF in accordance with the Adjustments and Exceptions listed below.

FICM GSF Calculation:

1. The FICM-GSF will apply only to "buildings" on the Seattle Main 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.
2. 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. 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.

3. 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.

4. In addition to all the internal floored spaces covered in 2. FICM-GSF above, gross area will 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

1. If a project includes demolition, the GSF demolished will be a deduction from the total project GSF to calculate net additional GSF. Only the net GSF will be deducted from the Campus Master Plan.

2. Consistent with other methods of calculating building square footage the Campus Master Plan GSF will 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 will include top, unroofed floors of parking structures where parking is available.

3. The Campus Master Plan GSF will not include the gross floor area for areas/portions of areas of the building that are entirely below existing grade. This area will 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.

4. For purposes of the Campus Master Plan GSF, covered walkways and open roofed areas that are paved will have the architectural area multiplied by an area factor of 0.50 and be added to the measured building GSF.

5. All parking areas such as structured parking, loading areas and interstitial space required for mechanical and electrical systems to support the building will be excluded from the Campus Master Plan GSF. Interstitial space is the space between floors for mechanical, electrical, and HVAC systems.

Demolitions

Demolitions are permitted as long as sites are left in a safe condition and free of debris. Demolition may be permitted prior to future development.

Ground Floor Uses

Particularly in the West Campus, the goal of the Campus Master Plan is to encourage a variety of ground floor uses. Ground floor uses may be offices, commercial, academic, housing, mixed use, parking.

Landscaping and Open Space

Open space is planned on a campus-wide basis, not a building-specific basis. Proposed and enhanced open spaces are shown in Figure IV-18. Open space ranges from passive to active. The University controls uses and hours of operation consistent with state law. Policies guiding the retention and design of Open Space and Landscaping are set forth in Chapter III.

Parking should be screened with landscape and plantings to avoid detracting from the overall quality of the environment. Parking lots adjacent to City streets and adjacent to property not owned by the University outside of the MIO also should be screened. In the west campus, parking shall be screened from the street by landscaping, structure, or another use.

The Campus Landscape Advisory Committee will review landscape plans in accordance with the University's Landscape Policies. The Capital Projects Design Review Board, will also determine when a landscape plan is required, and if required, will determine if this plan should be reviewed by the Campus Landscape Advisory Committee or the Capital Projects Design Review Board. All landscape plans will be prepared by a qualified landscape design professional.

Leasing and Acquisition

In 1987, the Seattle City Council and the Board of Regents adopted a Joint Statement of Goals and Policies which recognized the need to coordinate planning efforts related to campus size, land use, acquisition, site development, design, transportation, and housing in order to protect the integrity and quality of adjacent communities. In the intervening years, the University Master Plans have implemented these goals and policies.

In the 1998 City-University Agreement, the City and the University recognized the City's adopted neighborhood plans and stated that in its next Master Plan, with the exception of the permitted leasing zone boundary and amount of leased space, the University may propose changes to the Land Acquisition and Leasing policy contained in the 1991-2001 General Physical Development Plan. After this Campus

Master Plan is adopted, it is permissible under the 1998 City-University Agreement for the University to propose changes to the limitation on the permitted leasing zone boundary and amount of leased space. (see Section E.1. Land Acquisition and Leasing of the 1998 City-University Agreement).

The University can better contribute to the revitalization of the greater University area and better manage the transportation of its employees if it has the flexibility to respond to the real estate market.

The University will limit its real property leasing to the use of office and/or research spaces or land as necessary to carry on the University's educational, research and community services programs that cannot reasonably be accommodated within existing University facilities.

This means that prior to considering leasing or rental agreements, the University will make reasonable attempts to locate academic and research activities within available and suitable University facilities.

When existing facilities are not available or suitable, the University will make reasonable attempts to lease in areas where the University-related activity is a use compatible with the existing uses in the area.

Leased property location, amount of space, use, term of lease, and known plans for additional leases or other changes in leasing patterns and plans for acquisitions, as reported in the *2000 Annual report, University of Washington General Physical Development Plan*, shall constitute the information required to comply with paragraphs II.E.2.a. and b. of the 1998 City-University Agreement.

Transportation Management Plan measures shall apply at University leased or acquired facilities everywhere in the Primary and Secondary Impact Areas.

As with all other major institutions in Seattle, the University may purchase property within the City of Seattle.

Light and Glare

The campus is used 24-hours a day. Lighting is important for the campus to function and to ensure the safety of students, faculty, staff and visitors to campus. Lighting will 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 will be shielded or directed away from structures in adjacent or abutting residential zoned areas and arterials.

Lighting practices should be both interior and exterior and should be designed and managed to realize efficient use of energy.

Glare diagrams which clearly identify potential adverse glare impacts on residential zones and on arterials will be provided as an element of supplemental environmental reviews if the facade of the structure is less than 200 feet from a residential zone or 500 feet from an arterial street and will have a facade of reflective coated glass or highly reflective materials and the facade will be more than 30 percent comprised of clear or tinted glass.

Modulation

Modulation is not required, however the design of buildings will incorporate measures that provide for appropriate variety, express varying functions of the building and respect the pedestrian scale at the ground level.

Noise

University facilities will be designed to meet the provisions of applicable noise control regulations.

Odors

Ventilation devices and other sources of odors will be directed away from residential zoned property.

Parking Quantity

Motor vehicle parking will be limited to a maximum of 12,300 spaces, not including service and load zones, cycle spaces, accessory off-campus leased spaces, and spaces associated with student housing. 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.

Minimum parking standards for student housing will be one space per unit for family housing and one space per four bedrooms for single students.

Parking Space Dimensions

Parking lots and garages may contain standard and small vehicle spaces. No minimum parking stall size is established. The standard size to use in design planning for standard vehicle space may be approximately 8.5 feet in width and 19 feet in length. The standard size to use in design planning for a small vehicle space may be approximately 8 feet in width by 16 feet in length. Disabled stalls are distributed and assigned around campus to accommodate need.

Setbacks

Setbacks will 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 across from the structure is not owned by the University.

Structures across a City street from residential zones with property not owned by the University will be set back from the lot line according to facade height of the proposed University development and the designation of the facing zone, as shown in Table V-1. Setbacks may be averaged horizontally or vertically.

University structures across a City street or alley from commercial, manufacturing, or industrial zones will have no required setbacks.

Pedestrian bridges, retaining walls, raised plazas, sculpture and other site elements shall have no setback requirements in any zone.

Structures adjacent to a campus boundary not formed by a City street (and the property across the boundary is not owned by the University) will have a setback from the boundary equivalent to the side yard requirement of the zone of the adjacent non-institutional property.

Table V-1

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

| Facade Height* | Single Family | LDT & Low-rise 1 to 4 | 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 |

**Required setbacks will be interpolated proportionally between heights shown on table.*

Minor communications utilities exceeding the maximum height of the MIO district will be located a minimum of 100 feet within the campus boundary.

Underground structures may be located within the setback areas set forth above. Covered and uncovered pedestrian bridges, walkways, and similar facilities are permitted within setbacks.

The setback from the Burke-Gilman Trail will be measured from the paved edges of the trail. The minimum setback requirement for new University buildings shall be 20 feet. In some cases the setback is or may be less than 20 feet from the trail. For example if there is an existing structure, significant landscaping, topography, and proximity

of some other kind of structure such as a bridge abutment the setback may be varied. In these kinds of situations, project specific review will be conducted in order to mitigate impacts on the trail. This review will follow the University's design review process.

Signs

In the design and location of signage, the intent is to minimize its aesthetic impact while effectively serving the purpose of conveying information. The natural environment, views, planting and significant buildings should dominate the campus experience, and signs should not compete for attention. Signs located across a street, alley, easement, or lot line from property in a residential zone not owned by the University, that are visible from non-University property will be limited to:

- 35 square feet per sign for main entrance signs and 20 square feet for all other permanent signs.
- The number of signs will be limited to one sign for each entrance to the campus, and one sign for each building front or parking lot entrance.
- Illuminated signing will be minimal and the light source should be shielded from view.
- Freestanding signs will be limited to 12 feet in height.
- Temporary signs and banners erected to publicize special events, emergency entrance signs, and traffic and directional signs will be exempt from these standards.
- The Husky Stadium reader board is also exempt.

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

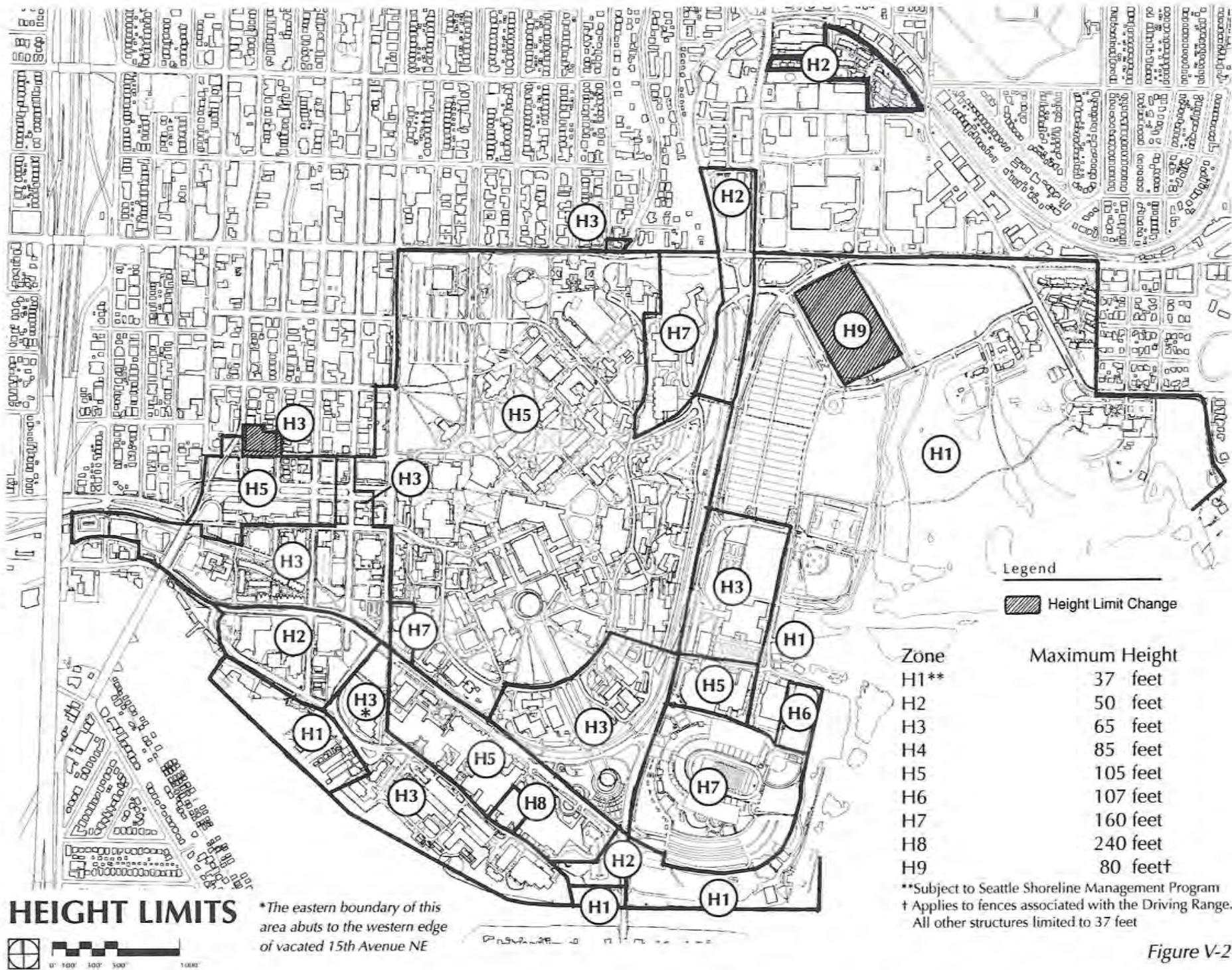


Figure V-2

Structure Height

Table V-2

Maximum Height Limits

Height limit zones as shown in Figure V-2 are as follows:

| Zone | Maximum Height |
|------|----------------|
| H1* | 37 feet |
| H2 | 50 feet |
| H3 | 65 feet |
| H4 | 85 feet |
| H5 | 105 feet |
| H6 | 107 feet |
| H7 | 160 feet |
| H8 | 240 feet |
| H9 | 80 feet** |

**Subject to Seattle Shoreline Management Program*

***Applies to fences associated with the Driving Range. All other structures limited to 37 feet*

Changes in maximum height limits (from the prior General Physical Development Plan – GPDP) are shown with a hatch pattern. The golf driving range is proposed to increase from H-1 to H-9 (80 foot height limit) to accommodate a maximum 80-foot safety net, supporting poles and appurtenances required with the addition of a second level to the building, provided that other structures on the rezone site shall remain at or below 37 feet in height. The following conditions shall apply in order for the golf driving range safety net to exceed 37 feet in height:

- The existing lighting system shall be replaced with a state-of-the-art system to target specific greens and minimize offsite glare.
- The new safety net shall have 13 poles with increased spacing that is at least 180 feet on center.
- Grass shall be replaced with artificial turf that will eliminate or minimize use of fertilizers, herbicides and pesticides and lessen attraction to birds.
- A methane mitigation system shall be installed to address methane gas emanating from former City landfill and an enhanced drainage system shall be installed.

- Assessment of the following potential adverse impacts on the environment: light and glare impacts; impacts to wildlife from netting system ("a bird on net" study); and, construction impacts to adjacent wetland and riparian corridor.

Site 31-W, just north of Condon Hall, will be decreased from H-5 to H-3 as recommended in the UCUCP to ensure a better transition from Campus Parkway buildings to the residential neighborhood to the north.

Structure height is measured from finished or existing grade, whichever is lower, up to a plane essentially parallel to the existing or finished grade. Therefore, the height limit profile for 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 and television aerials, flagpoles, light poles and exhaust ducts are exempt from the height controls. Stair and elevator penthouses, chimneys, mechanical equipment, minor telecommunications utilities and accessory communication devices, greenhouses, and open mesh fencing may extend up to 15 feet above the maximum MIO height, as set forth in Figure V-2 if the combined coverage of all rooftop features does not exceed 25 percent.

The University is unique in that many of the structures contain fume hood exhausts ducts. These ducts are exempt from the height controls. To preserve views and vistas and create aesthetically pleasing roofs that will be viewed and become part of the campus open space vistas screening is permitted. This screening may exceed the height and coverage percentage to insure that views and vistas are not adversely impacted.

Telecommunications Equipment

Communication is an integral element in the education and research functions of the University. Education cannot be provided today without continual improvements to the telecommunication infrastructure. Wireless communication is expected to be the future transport medium for video, data, and voice, and therefore the

University must maintain flexibility for changing technologies. Antennae are a necessary part of the wireless communication infrastructure. The University uses antennae for a range of applications from television broadcasts to receiving data from weather satellites. Currently the University has a cluster of antennae located northeast of Lewis Hall and south of the tennis courts. There are also antennae located on the roof of Kane Hall. Other antennae are located on individual buildings.

This section summarizes general guidelines in the siting of antennae and related telecommunication infrastructure. For more detail please refer to the *University of Washington Communications Infrastructure Guidelines*.

Minor communications utilities exceeding the maximum height of the MIO district will be located a minimum of 100 feet within the campus boundary.

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.

It is preferable to locate antennae adjacent to support space/electrical shelters and on the ground to accommodate size and minimize vibration. Roof top installations are also acceptable and better satisfy space and security requirements; however, wind loads and space requirements for associated equipment should be considered.

The University will consider the following when siting ground or roof top antennae on campus:

Public Health and Safety — The University will comply with the health and safety regulations of the Federal Communications Commission (FCC).

Aesthetics — Ground locations will be screened (with buildings or

landscaping) if appropriate and will not conflict with valued open space. Roof top locations will be sited to ensure that prominent vistas will not be adversely affected. Architectural suitability and character of the building will be considered for roof top installations. Technical issues such as “line-of-sight” will be balanced with aesthetic considerations.

Security — All facilities will be secured to prevent vandalism. Design will 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).

Portable Antenna — Truck mounted, portable antennae for occasional or specialized uses such as sporting events or press announcements are allowed and require a parking space near the transmission location. Cable is then run on the ground from the antenna to the transmission site. Parking space locations should not conflict with primary service or pedestrian circulations and entrances to venues.

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

Process for Review

The *University of Washington Communications Infrastructure Guidelines* outlines the siting review process for telecommunications facilities. Please refer to that document for a description of the process.

Temporary Facility

The term “temporary facility” includes such structures as trailers, mobile office, prefabricated buildings, modular buildings or other structures/facilities where the quality of construction and materials is

lower than the normal University of Washington standards and leased/ acquired to meet short-term facility needs.

While the University discourages the use of temporary facilities, due to the need for temporary surge space during construction and continuing departmental space shortages for many University units, temporary facilities may represent the only viable alternative for short-term occupancy. It has policies and procedures in place to review and approve the use of temporary facilities and to ensure that their use is only temporary and utilized when there is no other space option. Temporary structures will be designated for a specific length of time and the need and timeframe will be evaluated by the University's Design Review Board. The Design Review Board will also review any extensions.

Temporary uses, accessory uses, and events, which fulfill the mission and goals of the University, are permitted.

Uses

Institutional uses within the following use categories are permitted: academic, open space, transportation, housing, mixed-use, and all other uses that are determined by the University to be necessary to fulfill the mission of the University of Washington (see Definitions in this chapter for institutional use definitions). Uses on each potential development site are limited to those shown in the sixth column on Table IV-4, on page 86 of this plan.

Development Review

The zoning of the Campus is Major Institution Overlay (MIO), with the area covered by the MIO zoning as shown in Figure V-1. As provided in SMC 23.69.006 and SMC 23.12.120, development within the MIO is governed by this Campus Master Plan, not the underlying zoning or land use code. Within the MIO boundaries for the University of Washington, development standards of the underlying zoning may be modified by an adopted master plan or by an amendment or replacement of the 1998 City University Agreement. This Campus Master Plan replaces all the underlying zoning standards with the development standards in this Campus

Master Plan (for all University development occurring within the MIO boundary). The development standards are tailored to the University of Washington and its local setting and are intended to allow development flexibility and improve compatibility with surrounding uses. The development standards supercede the standards of the underlying zone. If a development standard of the underlying zone is not discussed in this chapter, it does not apply.

Standards not addressed in the Campus 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 1998 City-University Agreement and the goals and policies of this Campus Master Plan relevant to the proposed use provided. However, the lack of specificity in the Campus Master Plan development standards shall not result in application of provisions of the underlying zoning or other provisions in the City's land use code.

State and federally mandated regulations such as critical areas and/or endangered species are acknowledged and will be followed.

Exceptions and/or variations from other local regulatory standards may be required to implement the master plan. Such details are not known at this stage of the process. Under the Campus Master Plan, such exceptions shall be considered as part of the administrative review and approval of specific projects and evaluated by the Campus Master Plan policies, goals and objectives. Strict adherence to these other standards are not a requirement of the Campus Master Plan.

VI. Street Vacations

The City University Agreement of 1998 between the City of Seattle and the University states that the Master Plan should include a description of any proposed street and alley vacations during the term of the plan. Under the City of Seattle street vacation policies, proposals such as major institution master plans may be filed prior to the associated vacation petitions if the development involving the vacation is not imminent and the vacations are not necessary to the land use proposal. Several street, alley and aerial vacations have been identified in conjunction with certain potential development sites and alternatives. Because they are not imminent or imperative to the success of the Campus Master Plan, petitions are not being filed at this time. However, during the process of the plan's development, the University presented vacation options to the Design Commission on two separate occasions to gain preliminary feedback. The Design Commission comments were valuable and informative.

The potential future vacations are discussed here for purposes of disclosure, in order to identify the range of alternatives that may be pursued during the life of the plan. To provide guidance for the possible future vacation, this section includes an overview section that discusses purpose, timing and the scope of a future workplan that will be followed when vacations are proposed. In addition, the following framework is provided for each individual vacation area:

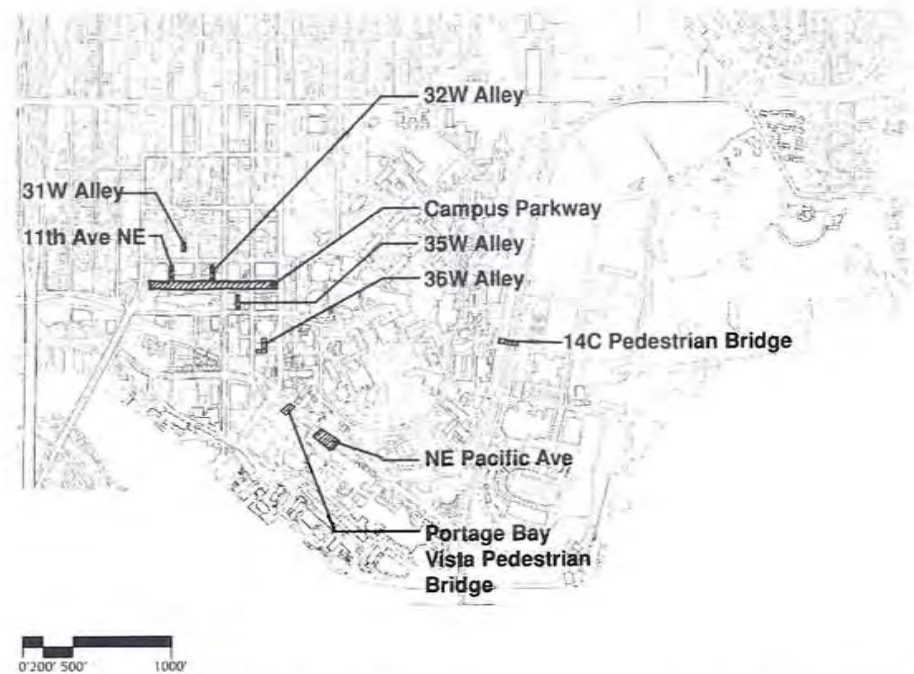
- **Background** - a discussion of relevant background information useful to understand the planning context of the potential vacation area;
- **Alternatives** - a description of the range of alternatives that may be studied;
- **Considerations** - a set of guiding principles that should be considered in any future vacation request

Street and Aerial Vacations Overview

Several street and aerial vacations have been identified in conjunction with certain potential development sites and alternatives. Approval of the University Master Plan does not constitute approval or assume future approval of any street, alley, or aerial vacation that the University may seek during the life of this Master Plan. The City's decision on the vacation(s) will be made in the context of a street vacation petition(s) initiated by the University.

The potential vacations discussed in this chapter are shown in Figure VI-2 and include the list below:

- Campus Parkway Re-Alignment
- NE Pacific Street Building Bridge
- 11th Avenue NE - West of Condon Hall
- Montlake Blvd Pedestrian Bridge
- Portage Bay Vista Pedestrian Bridge
- Site 31W Alley
- Site 32W Alley
- Site 35W Alley
- Site 36W Alley



Potential Street/Aerial Vacations

Figure VI-2



Campus Parkway Existing

Figure VI-1



NE Pacific Street: Existing



Figure VI-3

Purpose

The potential vacations are identified not to significantly increase development capacity, but rather to create a better campus design. For example, some vacations would permit a more unified development between the campus areas and the community, by creating more usable open space for the broader community and the University, or by creating better access and circulation routes for the public.

WorkPlan

Before any vacation petition is filed for a street, alley or air rights, it is expected that additional study of the area will occur. The elements of future study will include:

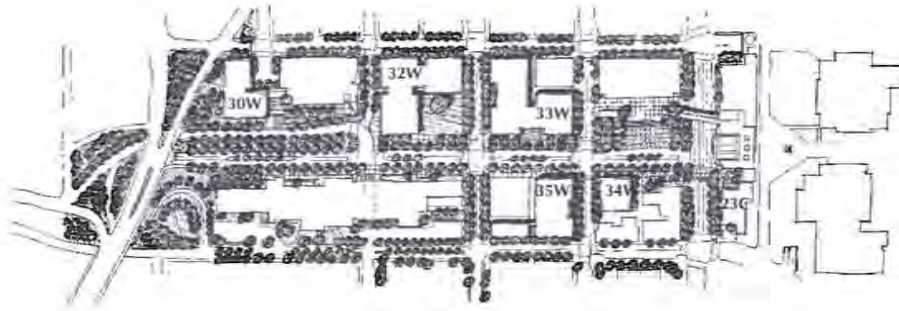
- *Public Participation:* The study of the vacation area will include opportunities for early and meaningful public participation. The vacation process required by the City of Seattle also includes many opportunities for input by affected agencies and the public. This process will include the review of impacts of alley vacations on private property owners and alley functions; demonstration of support or concurrence of affected property owners; information on utility relocations and any necessary upgrades; information on any impacts to the future delivery of utility services;
- *Appropriate Mechanism:* A discussion of whether a skybridge permit or street or aerial vacation is the appropriate mechanism to provide desired benefits will be undertaken and include justification for any aerial connection and description of alternatives considered.
- *Traffic and Circulation:* An analysis of projected need and impacts will be undertaken, including a detailed traffic analysis of the proposed changes to the street grid;
- *Utilities:* A utility plan identifying any utilities that will need to be relocated or upgraded should be conducted. Information on impacts to the future delivery of utility services should be included.
- *Design and Environmental Studies:* It is expected that the vacation petitions would be submitted before a design is complete, as required by City Council policy. Nonetheless, some additional information should be developed to address impacts in the following areas: light, shadow, and air; pedestrian safety, traffic impacts (including alley functions), aesthetic studies (including a discussion

of the scale of the development in the neighborhood context) and impact on private property owners. Early coordination with the Seattle Design Commission should occur in order to develop several design alternatives for study. If Campus Parkway is considered for a street vacation, an alternative that improves Campus Parkway will be considered.

- *Landscaping:* The proposal should include conceptual landscaping plans. Maintenance responsibilities should be clearly identified.
- *Public Benefits:* As articulated in the City of Seattle street vacation policies, vacations may be approved only when they provide public benefits. Articulation of the public benefits to be achieved in the vacation proposal and may include but are not limited to: benefits which accrue from the use of the vacated land for a public purpose, such as a park, viewpoint, recreational, educational or governmental use; benefits which accrue from improvement of public trust functions such as circulation, access, utilities, or open space; benefits which accrue from the post vacation development of the site including economic activity, or furthering adopted land use policies beyond what is possible without the vacation; benefits which accrue to the community at large including relieving the city of responsibility, liability, and costs; benefits that accrue in support or concurrence of affected property owners. To protect the long-term public interest, public benefits may be stated in general terms and placed in a Property Use and Development Agreement that runs with the land. The difficulty of development without the vacation will be considered.

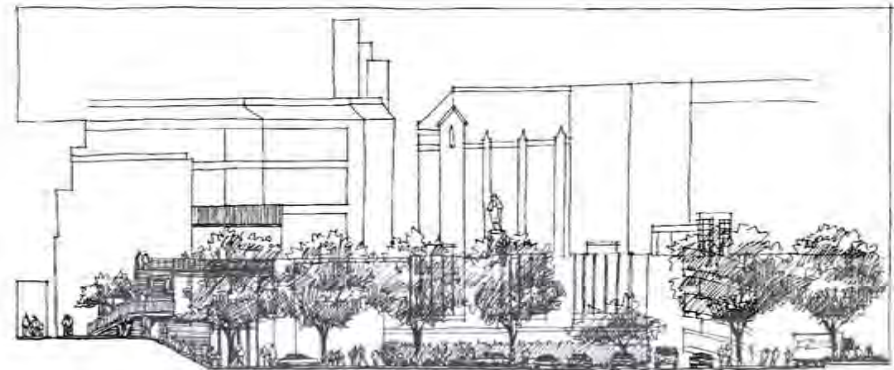
Campus Parkway

The group of development sites lining Campus Parkway (30W and 32W through 35W) together afford the opportunity to reexamine the success of Campus Parkway as an urban form and major element of the campus structure. By broadening the scope beyond Campus Parkway, and with City of Seattle involvement, major improvements to traffic conflicts could be implemented that better support the multiple modes of transportation in the area.



Campus Parkway: Vacation Alternative A

Figure VI-4



Section: Schmitz Hall Plaza

Figure VI-5

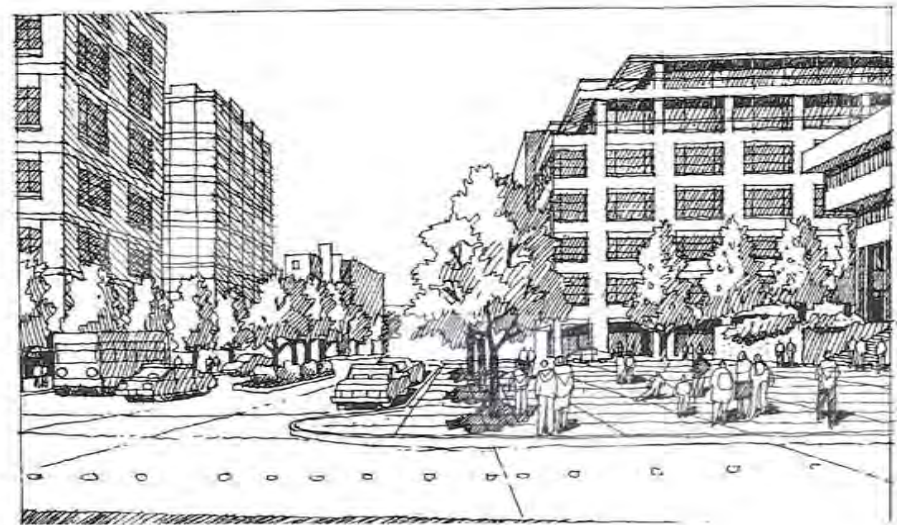
As described in Chapter IV, Campus Parkway was originally designed as a ceremonial connection between the University Bridge and the central campus. The ceremonial intent has never been successful. Unsightly Metro trolley wires, an unusable green with inconsistent plantings of trees in marginal health and the topography between the central campus and 15th Avenue NE weaken the potential of this corridor as a ceremonial element. (See **West Campus** in Chapter IV for further detail).

Background

The University took public comment on a proposal to vacate Campus Parkway and realign the street to better utilize the open space. A number of comments were received that indicated the need to study this area further before a preferred alternative was identified.

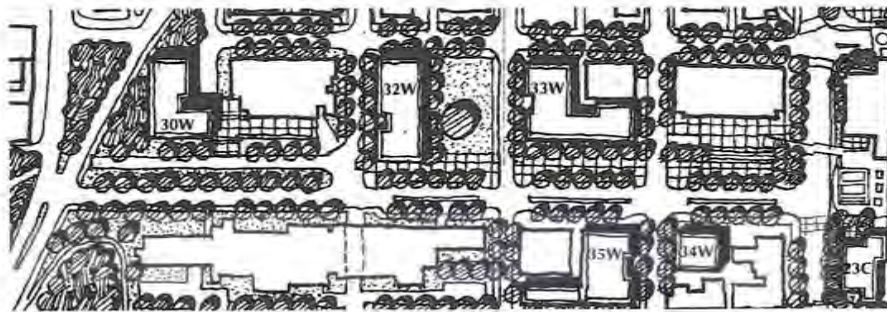
Alternatives

The University and greater community will continue to study a range of alternatives for improving Campus Parkway. Alternatives that may be considered are described in the following pages.



Campus Parkway Vacation Alternative A: View West

Figure VI-6



Campus Parkway: Vacation Alternative B

Figure VI-7

Vacation Alternatives

The vacation alternatives that may be considered include a proposal to consolidate traffic on the southern alignment creating more usable open space with southern exposure adjacent to the northern edge. In this alternative, the two potential development sites, 32W and 33W are extended south into the existing public right-of-way slightly. The public open space is expanded north of the right-of-way on to University property at the NW corner of Campus Parkway and Brooklyn in order to preserve an existing tree and integrate it into public open space. This concept is shown in Figures VI-4 and VI-6.

A second vacation alternative that may be considered includes consolidating the traffic on the southern alignment and creating more usable open space similar to the variation described above. With this approach only one potential development site, 32W, would be extended south into the right-of-way, to terminate the public open space on the west where the tree is to be preserved, and screen that space from vehicular circulation connecting to 12th Avenue NE. This concept is shown in Figures VI-7 through VI-9.

In both variations of the 'Vacation' Alternative Schmitz Hall Plaza would be extended (Figure VI-5).



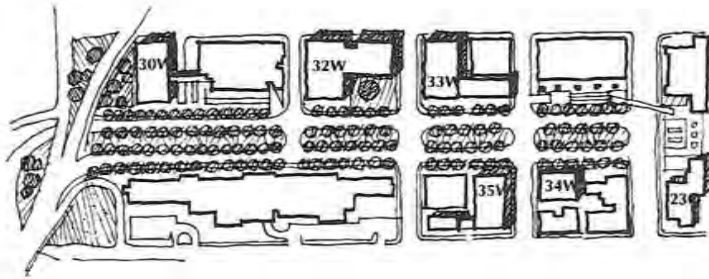
Campus Parkway Vacation Alternative B:
View West

Figure VI-8



Campus Parkway Vacation Alternative B:
Open Space at 32W

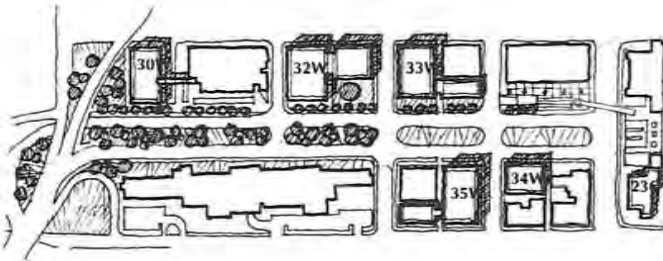
Figure VI-9



Campus Parkway: No Vacation, With Improvements *Figure VI-10*



*Campus Parkway No Vacation
With Improvements, Looking West* *Figure VI-11*



*Campus Parkway: No Vacation, Without
Improvements* *Figure VI-12*



*Campus Parkway No Vacation Without
Improvements, Looking West* *Figure VI-13*

No Vacation Alternative

The University will also study a “No Vacation” alternative. This alternative would leave Campus Parkway in City ownership, and identify ways in which the City, the University and greater community could improve the open space function of the existing right of way.

This concept is shown in Figures VI-10 and 11. Another “No Vacation” alternative would include University development on the potential development sites, without improvements to the existing open space. This concept is shown in Figures VI-12 and 13.

Considerations

In evaluating the various Campus Parkway alternatives, the following should be given consideration, along with the City street vacation policies and principles articulated elsewhere in this Campus Master Plan.

- *UCUC Plan:* The City of Seattle and surrounding community groups have produced the University Community Urban Center (UCUC) Plan. These recommendations include several specific activities associated with the key strategies for the Southwest Quadrant of the UCUC planning area. Consideration should be given to coordinating these activities with any plan for Campus Parkway.
- *Circulation and Access:* Campus Parkway provides a major route for circulation and access for University users and the greater community. Metro transit vehicles utilize the area. Sound Transit is currently considering alternative routes that may utilize the area. Pedestrians and bicyclists must also coexist in the area in a manner that minimizes conflicts. Consideration must be given to meeting all of these vital circulation and access requirements.
- *Light, Air, Open Space and View:* In the study of future alternatives, consideration should be given to the creation of an open space that enhances connections between the broader community and the University. The open space should be welcoming and open to both University community users and members of the broader public. This can be accomplished both by design and by programming the space. Care should be taken to avoid the feeling that the open space is a forecourt to University buildings available only to University users. An example of a welcoming open space is the Sakuma viewpoint.
- *Design:* The new open space should be designed and configured to be public open space: inviting, accessible and useable by the broader community as well as the University.
- *Pedestrian Environment:* Consideration should be given to the continuity of pedestrian circulation throughout the length of the open space on the Parkway, the public nature and accessibility pedestrian pathways, circulation, linkages to the north on 15th Avenue NE, University Way, Brooklyn Avenue NE and 12th Avenue NE into the community and south into the Southwest campus, to the Burke-Gilman Trail and to the waterfront.
- *Land Use:* The land use impacts of any vacation should be considered. The University will identify any increased development potential gained from the street vacation proposals to be considered. The long-term impacts of any increased development potential also will be considered.
- *Public Benefits:* As articulated in the City of Seattle street vacation policies, consideration shall be given to the public benefits created by any potential street vacation.

NE Pacific Street Plaza and Bridge Building - Aerial Vacation

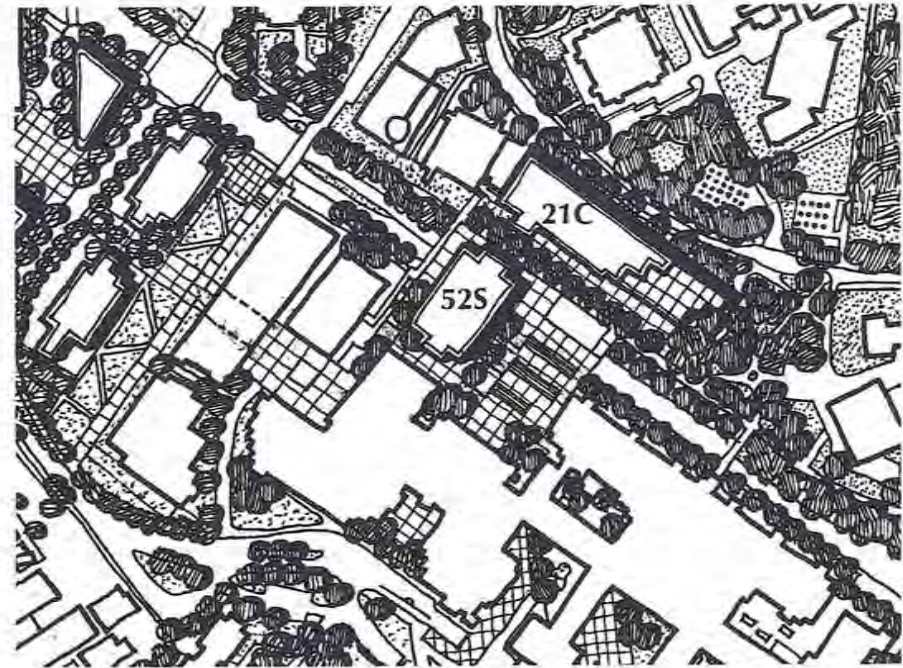
Background

The Campus Master Plan recognizes the need to accommodate future development in a way that preserves the campus open space system. One alternative considered in the Draft Campus Master Plan was the development of a landscaped plaza and bridge-building that crosses NE Pacific Street to help improve connections between the South and Central campuses and public access between the Burke-Gilman Trail and the waterfront. The alternative generated a range of comments, and the University desires to study this option further before filing for a street vacation petition for a preferred alternative.

Alternatives

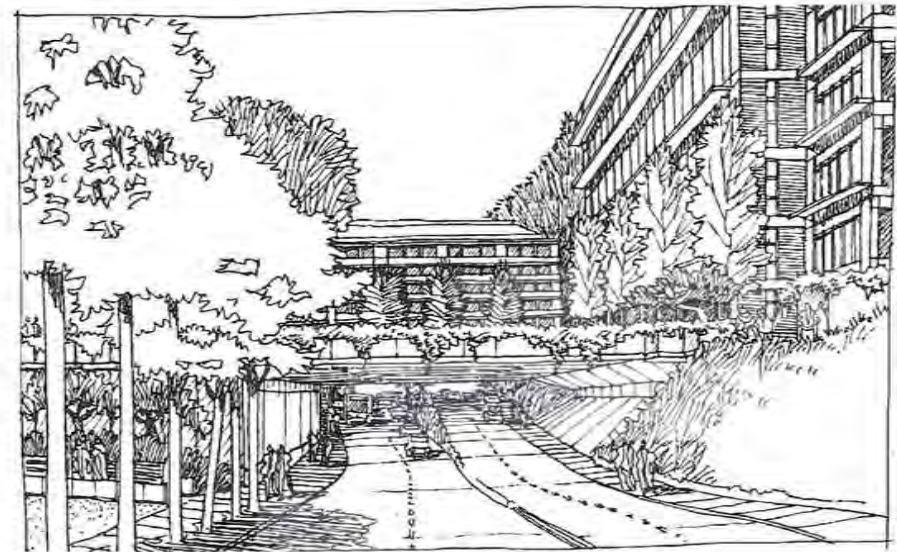
Aerial Plaza and Bridge Building

One alternative that may be studied would include a building which bridges over NE Pacific Street with an extended terrace and landscaped open space connected to a major development site to the north. The plaza would expand the amount of public open space while providing improvements to the Burke-Gilman Trail and connections to the waterfront. This concept is shown in Figures VI-14 and 15.



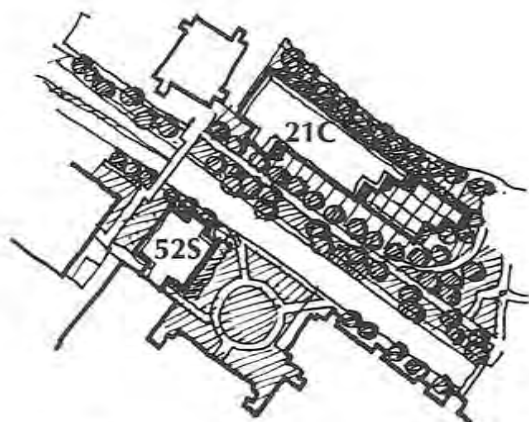
Plaza Over NE Pacific

Figure VI-14



NE Pacific Street Plaza with Bridge-Building -
View Looking West

Figure VI-15



NE Pacific Street:
No Vacation

Figure VI-16

No Vacation

A “No Vacation” alternative will also be considered. This concept is shown in Figure VI-16.

Considerations

In evaluating the NE Pacific Street Plaza and bridge-building, the following should be given consideration, along with the City of Seattle street vacation policies and the overall objectives of the Campus Master Plan.

- *UCUC Plan:* As mentioned under Campus Parkway, the City of Seattle and surrounding community groups have produced the University Community Urban Center (UCUC) Plan. These recommendations include several specific activities associated with the key strategies for the Southwest Quadrant of the UCUC planning area. Consideration should be given to coordinating these activities with any plan for NE Pacific Street.

- *Circulation and Access:* NE Pacific Street is a major vehicular circulation route. Pedestrians and bicyclists also provide heavy use of the area. In any future vacation request, consideration must be given to ensure that circulation and access is enhanced and not negatively impacted.
- *Light, Air, Open Space and View:* An aerial plaza proposal will require careful analysis of impact on light, air, open space and views. Any design proposal must minimize negative impacts.
- *Design:* Given the nature of the plaza alternative, careful consideration must be given to the design. Specific design guidelines should be developed with any street vacation petition. Conceptual design information should include: massing, size, building height and dimensions, interior height of the tunnel, number of lanes, sidewalk widths, materials, interior lighting of the tunnel.
- *Pedestrian Environment:* As with any plaza-lid, careful consideration must be given to create a safe and welcoming pedestrian environment, both above and beneath the plaza-lid. A lighting plan should be provided and openings through the plaza may be provided to allow access to natural light at the street level. Additional design details such as landscaping or art treatment should be identified in a conceptual manner.
- *Land Use:* The long term impacts, precedent and cumulative effect of creating a plaza-lid shall be considered.
- *Public Benefits:* As articulated in the City of Seattle street vacation policies, consideration will be given to the public benefits to be created by any potential street vacation.

11th Avenue NE - West of Condon Hall

Background

11th Avenue NE is currently a dead-end at Condon and is used only for service and access to a UW parking lot. South of the dead-end, a stairway leads down to the Campus Parkway. The alternative proposed in the Draft Campus Master Plan included closure of this section of 11th Avenue NE and generated a range of comments. The University desires to study this option further before filing for a street vacation petition for a preferred alternative.

Alternatives

Vacation Alternative

One alternative that may be studied includes closure of 11th Avenue NE between NE 41st Street and the stair connecting 11th Avenue NE to Campus Parkway. With development of site 30W, service would continue to be accessed from NE 41st Street, but screened from view. Additionally pedestrian access would be provided north-south through the site. This alternative is shown in Figure VI-17.

Aerial Vacation Alternative

Another alternative to consider may be to allow an aerial connection from a new structure on Site 30W to the west end of Condon Hall while retaining the street right of way.

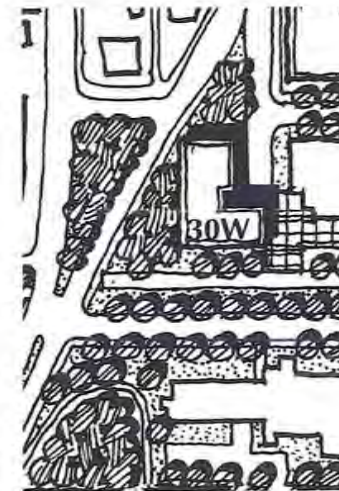
No Vacation

Any future study will include consideration of the no vacation alternative.

Considerations

In evaluating the 11th Avenue NE vacation west of Condon Hall, the following should be taken into consideration, along with the City of Seattle street vacation policies and the overall objectives of the Campus Master Plan.

- *UCUC Plan:* As mentioned under Campus Parkway, the City of Seattle and surrounding neighborhood groups have produced the University Community Urban Center (UCUC) Plan. One recommendation includes the development of a gateway in this area. Alternatives should explore the use of open space and/or a building in creating the gateway on the site.
- *Circulation and Access:* 11th Avenue NE south of NE 41st Street does not currently continue to Campus Parkway. Access to service and/or parking to Condon Hall and site 30W must be provided
- *Pedestrian Environment:* north-south pedestrian circulation, now existing, should be provided in new development.
- *Public Benefits:* As articulated in the City of Seattle street vacation policies, consideration will be given to the public benefits to be created by any potential street vacation. Vacations may allow for the provision of more public space for the development of a "gateway" on the western perimeter of site 30W in conjunction with the design of a structure on that site.



11th Avenue NE Street Vacation Figure VI-17

Montlake Boulevard Pedestrian Bridge - Aerial Vacation or Term Permit

Background

The Campus Master Plan incorporates a continuous pedestrian connection through campus that connects Portage Bay Vista with the Union Bay Natural Area. The alternative proposed in the Draft Campus Master Plan, a bridge connection across Montlake that completes the proposed pedestrian connection, generated a range of comments. The University desires to study this option further before filing for a street vacation petition for a preferred alternative.

Alternatives

Aerial Vacation Alternative

One alternative that may be studied is a pedestrian bridge across Montlake Boulevard that connects the Central Campus area with the IMA, recreational/athletic fields, parking and the Union Bay Natural Area. The bridge connects to site 14C on the Central Campus, a major development site adjacent to the HUB. This development site includes recommendations for a walkway from a potential East Campus bridge to the HUB area and linking with the proposed pedestrian connection to Portage Bay. This concept is shown in Figure VI-18.

Term Permit

Another alternative that may be studied includes use of a term permit versus an aerial vacation. A term permit is an alternative which does not require the city to permanently vacate the right-of-way.

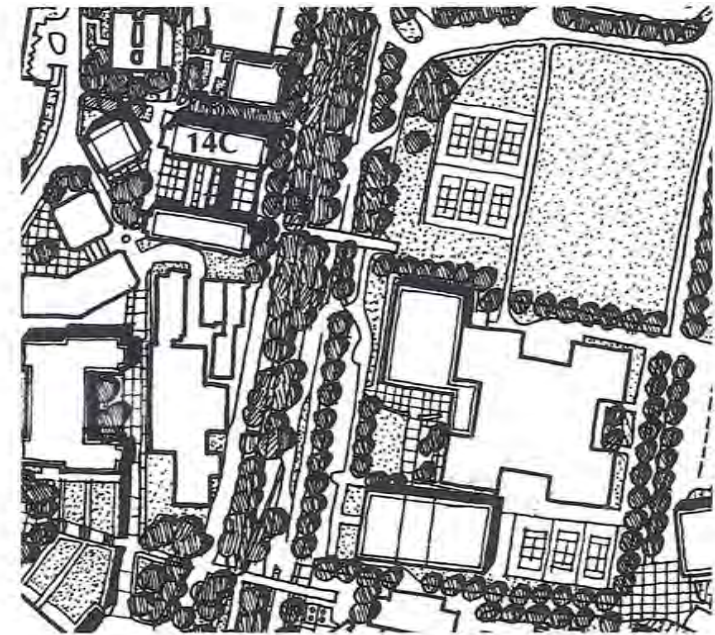
No Aerial Vacation

Any future study will include consideration of the no vacation alternative.

Considerations

In evaluating the Montlake Boulevard Pedestrian Bridge proposal, the following should be given consideration, along with the City of Seattle aerial vacation policies and the overall objectives of the Campus Master Plan.

- *UCUC Plan:* As mentioned, the City of Seattle and surrounding community groups have produced the University Community Urban Center (UCUC) Plan. These recommendations will be carefully reviewed to ensure coordination with UCUC goals.
- *Circulation and Access:* Montlake Boulevard is a major regional vehicular circulation route. The Burke-Gilman Trail is a regional bicycle route and heavily utilized pedestrian path. There is substantial pedestrian traffic moving from the central campus to the educational, recreational and parking areas in the east campus across Montlake Boulevard. In any future vacation request, consideration must be given to ensure that circulation



Montlake Boulevard
Pedestrian Bridge--Illustrative

Figure VI-18

- and access is enhanced and not negatively impacted.
- *Light, Air, Open Space and View:* The alignment and design concept of the bridge should minimize any negative impact on the flow of vehicular traffic (provide sufficient headroom), provision of light and air and conservation of views.
- *Design:* Consideration should be given to designing a light structure, relating the bridge landing to the Burke-Gilman Trail to minimize conflict, and providing access at both ends including consideration of access for bicyclists if realistically feasible. Conceptual design information should include a structural concept, width, materials, alignment, site development and landscaping at the east and west ends.
- *Pedestrian Environment:* Consider access to the Burke-Gilman Trail, through development on site 14C and potential conflict with bicyclists on Trail. The bridge should be designed to accommodate pedestrians primarily unless bicyclists also become a factor, in which case both must be considered.
- *Landscaping:* The east and west ends of the bridge should include sufficient open space to provide landings and thresholds; the landscaping should enhance adjacent areas while taking into account safety and visibility.
- *Public Benefits:* As articulated in the City of Seattle aerial vacation policies, consideration shall be given to the public benefits to be created by any potential aerial vacation. In this instance, the separation of pedestrians from Montlake Boulevard and the definition of need balanced with the presence of existing pedestrian bridges in the vicinity will be considered.

Portage Bay Vista Pedestrian Bridge - Aerial Vacation or Term Permit

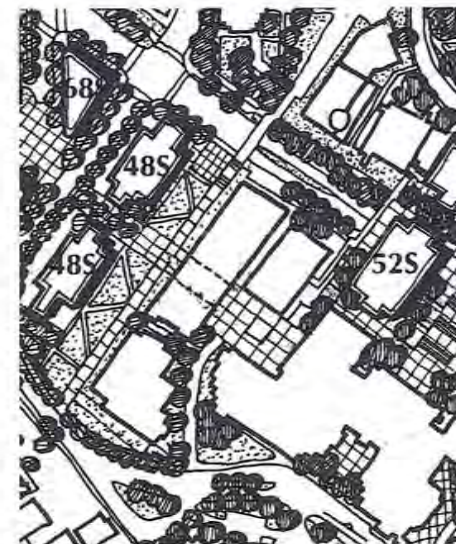
Background

The Portage Bay Vista Pedestrian Bridge is a critical element of the Southwest Campus Plan initiated in 1993. The bridge provides an important pedestrian connection between the Physics/Astronomy Building (a cornerstone of Central Campus) and Portage Bay Vista, a major connection between the campus and the shoreline. The alternative presented in the Draft Campus Master Plan generated a range of comments, and the University desires to study this option further before filing for a street vacation petition for a preferred alternative.

Alternatives

Aerial Vacation Alternative

One alternative that will be studied is the alternative described above, a pedestrian bridge connecting the Physics/Astronomy Building and Portage Bay Vista. This concept is shown in Figures VI-19 & 20.



Portage Bay Vista

Figure VI-19

Term Permit

An alternative that may be studied includes use of a term permit versus an aerial vacation. Term permits do not permanently vacate the right-of-way.

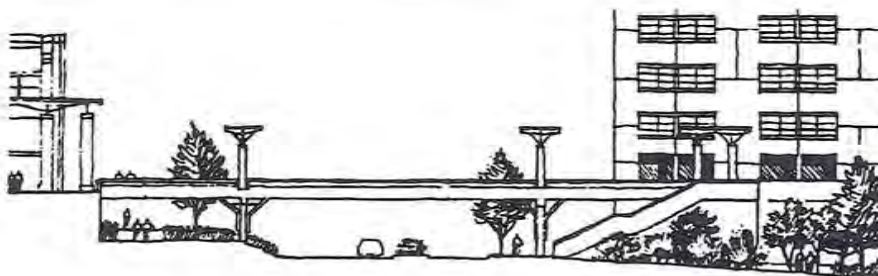
No Aerial Vacation

Any future study will include consideration of the no vacation alternative.

Considerations

In evaluating the Portage Bay Vista Pedestrian Bridge proposal, the following should be given consideration, along with the City of Seattle aerial vacation policies and the overall objectives of the Campus Master Plan.

- *UCUC Plan:* As mentioned, the City of Seattle and surrounding community groups have produced the University Community Urban Center (UCUC) Plan. These recommendations include several specific activities associated with the key strategies for the Southwest Quadrant of the UCUC planning area. Consideration should be given to coordinating these activities with any plan for a Portage Bay Vista connection.
- *Circulation and Access:* NE Pacific Street is a major vehicular circulation route. Pedestrians and bicyclists also provide heavy use of the area. In any future vacation request, consideration



Portage Bay Vista Pedestrian Bridge

Figure VI-20

must be given to ensure that circulation and access is enhanced and not negatively impacted.

- *Light, Air, Open Space and View:* The alignment and design concept of the bridge should minimize any negative impact on the flow of vehicular traffic (i.e., provide sufficient headroom), provision of light and air and conservation of views.
- *Design:* Consideration should be given to designing a light structure, the relation of the bridge landing to the Physics Astronomy Plaza at the north and the Portage Bay Vista to the south. It is possible that the southern end will link directly into development on development site 47S. Care and consideration must be given to the relation and impact of the bridge on the Burke-Gilman Trail. Conceptual design information should include a structural concept, width (scaled wide enough to function as a bridge but also as a link between the Physics Astronomy Plaza and the Central Campus to the Portage Bay Vista and the Southwest Campus.), materials, alignment and site development at the north and south ends.
- *Pedestrian Environment:* The bridge will be designed to accommodate pedestrians, and possibly bicyclists. Stairs and an elevator, either free standing or as a part of development on site 47S, will provide access to the Portage Bay Vista open space at the south end. The solution to providing pedestrian access and alignment at the north end is not determined and requires development and analysis of alternatives. Consideration may be given to providing access to the Burke-Gilman Trail to and from the bridge for bicycles, if possible with the elevation change.
- *Landscaping:* The north and south ends will require sufficient open space to accommodate landings. The areas under the bridge in the vicinity of the Burke-Gilman Trail and NE Pacific Street will require landscaping complementary with the surrounding landscape.
- *Public Benefits:* As articulated in the City of Seattle aerial vacation policies, consideration shall be given to the public benefits to be created by any potential aerial vacation. In this instance the separation of pedestrians from crossing NE Pacific Street at grade, the elevation change from the Physics Astronomy Plaza, and the definition of need balanced with the presence of existing pedestrian bridges in the vicinity will be considered.

Alley on Site 31W- Alley Vacation

Background

The alley bisecting University owned property, site 31W, on the southern half of the block bordered by 11th Avenue NE, 12th Avenue NE and NE 41st Street may be closed, bridged or realigned with the development of site 31W to provide for development flexibility. Access on the alley to the private properties of the north portion of the block must be accommodated. Service on site 31W will be screened from the surrounding streets. The alternative presented in the Draft Campus Master Plan generated a range of comments, and the University desires to study this option further before filing for an alley vacation petition for a preferred alternative.

Alternatives

Realignment

One alternative that will be studied is the realignment of the southern half of the existing alley to run in the east-west direction at the northern perimeter of site 31W, connecting to 11th Avenue NE and/or 12th Avenue NE and providing access to the northern portion of the alley serving private properties. This concept is shown in Figure VI-21.

Other Alternatives

Other alternatives that could be studied include cul-de-sac, aerial or below-grade. An aerial vacation would keep the alley in place and provide an overhead bridge or building extension between those portions bisected by the alley. Access between the two segments may also be achieved below grade, beneath the alley, to connect parking.

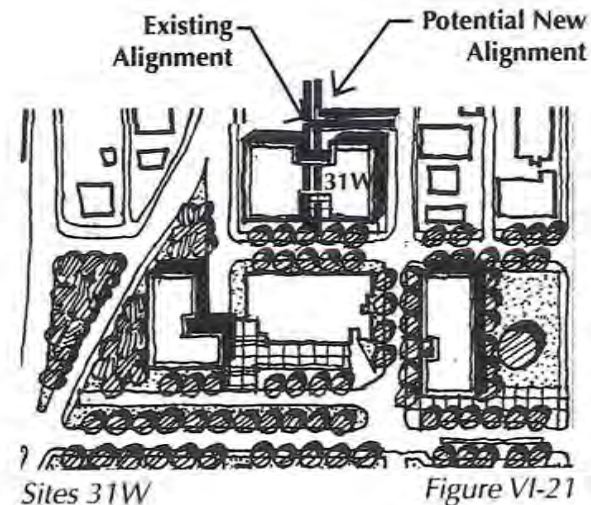
No Vacation

Any future study will include consideration of the no vacation alternative.

Considerations

In evaluating the alternatives for the alley on site 31W, the following should be given consideration, along with the City of Seattle alley vacation policies and the overall objectives of the Campus Master Plan.

- *UCUC Plan:* As mentioned, the City of Seattle and surrounding community groups have produced the University Community Urban Center (UCUC) Plan. These recommendations include several specific activities associated with the key strategies for the Southwest Quadrant of the UCUC planning area. Consideration should be given to coordinating these activities with any plan for site 31W.
- *Circulation and Access:* The alley provides access to private properties on the portion of the block north of site 31W. This access must be accommodated in the future.
- *Light, Air, Open Space and View:* Alleys provide light, air, open space and views to their surrounding buildings. The development of site 31W should replace any loss of these features caused by an alley vacation.



- *Design:* Alleys typically break down the scale of city blocks. Design guidelines should be developed with the vacation or realignment requiring modulation in the design of any new development on site 31W. This modulation should not be driven by the alignment of the alley, but by the functions of the new development, relations to adjoining properties and streets.
- *Pedestrian Environment:* Use of the existing alley should be evaluated and if appropriate, pedestrian access through site 31W should be accommodated in future development proposals.
- *Land Use:* The long term impacts, precedent and cumulative effect on site 31W and adjoining properties, of vacating, not vacating, realigning or bridging the alley shall be considered.
- *Public Benefits:* As articulated in the City of Seattle alley vacation policies, consideration shall be given to the public benefits to be created by any potential street vacation.

Alley on Site 32W- Alley Vacation

Background

The alley bisecting University owned properties (there are no privately owned properties on this block) identified as development site 32W is proposed for potential vacation to provide for development flexibility, the conservation of a significant existing tree and the development of adjoining open space around the tree. The alternative presented in the Draft Campus Master Plan generated a range of comments, and the University desires to study this option further before filing for an alley vacation petition for a preferred alternative.

Alternatives

Vacation Alternative

One alternative that should be studied is an alley vacation for contiguous development of the site. This alternative is shown in Figure VI-22.

No Vacation

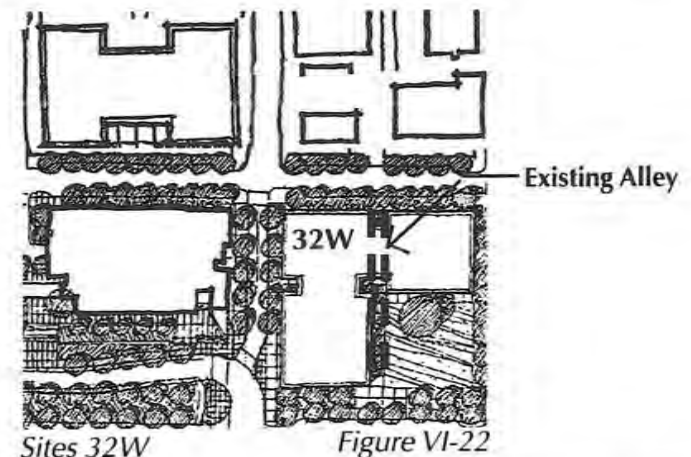
Any future study will include consideration of the no vacation alternative.

Considerations

In evaluating the alternatives for the alley on site 32W, the following should be given consideration, along with the City of Seattle alley vacation policies and the overall objectives of the Campus Master Plan.

- *UCUC Plan:* As mentioned, the City of Seattle and surrounding community groups have produced the University Community Urban Center (UCUC) Plan. These recommendations include several specific activities associated with the key strategies for the Southwest Quadrant of the UCUC planning area. Consideration should be given to coordinating these activities with any plan for site 32W.

- *Circulation and Access:* The existing alley provides service and parking access to the University properties on this block. If the alley is vacated, service on site should be screened from view from surrounding streets and the proposed open space. There are no private properties requiring access from the existing alley.
- *Light, Air, Open Space and View:* Alleys provide light, air, open space and views to their surrounding buildings. The development of site 32W should replace any loss of these features caused by an alley vacation.
- *Design:* Alleys typically break down the scale of city blocks. Design guidelines should be developed with the vacation or realignment requiring modulation in the design of any new development on site 32W. This modulation should not be driven by the alignment of the alley, but by the functions of the new development, relations to adjoining properties and streets, and the development of planned open space.
- *Pedestrian Environment:* Use of the existing alley should be evaluated and if appropriate, pedestrian access through site 32W should be accommodated in future development proposals.
- *Land Use:* The long term impacts, precedent and cumulative effect on site 32W and adjoining properties, of vacating or not vacating the alley shall be considered.
- *Public Benefits:* As articulated in the City of Seattle alley vacation policies, consideration shall be given to the public benefits to be created by any potential street vacation. The provision of public open space opening on to, and accessible from, the public street, the Campus Parkway, will provide a significant public benefit.



Alley on Site 35W- Alley Vacation

Background

The alley extending north-south from Campus Parkway to NE 40th Street between University-owned properties identified as development site 35W and a privately owned property on the west, the Cavalier Apartments, was proposed for potential vacation in the Draft Campus Master Plan to provide for development flexibility. The alternative generated a range of comments, and the University desires to study this option further before filing for an alley vacation petition for a preferred alternative.

Alternatives

Vacation Alternative

One alternative that should be studied is an alley vacation for development flexibility of University property. This alternative should not consider vacation of the alley along the east facade of the Cavalier Apartments to preserve access to daylight in the residential units. This concept is shown in Figure VI-23.

Other Vacation Alternatives

Another alternative may be to maintain the alley in-place and provide an overhead bridge or building extension between those portions of the development site to be bisected by the alley. Access between the two segments may also be accessed beneath the alley below grade to connect parking.

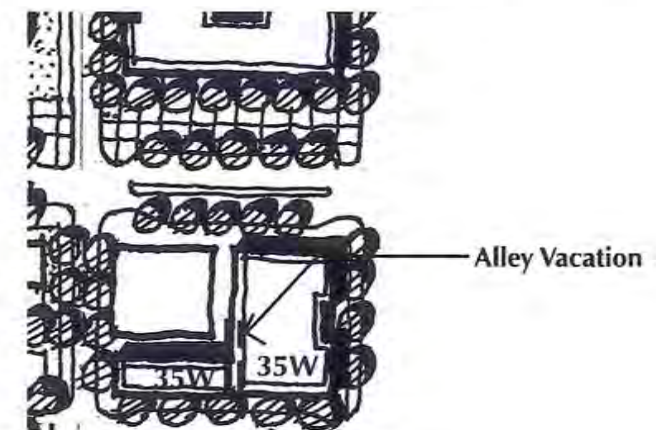
No Vacation

Any future study will include consideration of the no vacation alternative.

Considerations

In evaluating the alternatives for the alley on site 35W, the following should be given consideration, along with the City of Seattle alley vacation policies and the overall objectives of the Draft Campus Master Plan.

- *UCUC Plan:* As mentioned, the City of Seattle and surrounding community groups have produced the University Community Urban Center (UCUC) Plan. These recommendations include several specific activities associated with the key strategies for the Southwest Quadrant of the UCUC planning area. Consideration should be given to coordinating these activities with any plan for site 35W.
- *Light, Air, Open Space and View:* Alleys provide light, air, open space and views to their surrounding buildings. The development of site 35W should replace any loss of these features caused by an alley vacation. Light and air must be provided to the eastern façade of the adjoining private property now facing on the alley, (the Cavalier Apartments).
- *Design:* Alleys typically break down the scale of city blocks. Design guidelines should be developed with the alley vacation petition requiring modulation in the design of any new development on site 35W. This modulation should not be driven by the alignment of the alley, but by the functions of the new



Site 35W Figure VI-23

development, relations to the adjoining private property and streets.

- *Pedestrian Environment:* Use of the existing alley should be evaluated, and if appropriate, pedestrian access through site 35W should be accommodated in future development proposals.
- *Land Use:* The long term impacts, precedent and cumulative effect on site 35W and adjoining properties, of vacating, an aerial vacation, or not vacating the alley shall be considered.
- *Public Benefits:* As articulated in the City of Seattle alley vacation policies, consideration shall be given to the public benefits to be created by any potential alley vacation.

Alley on Site 36W- Alley Vacation

Background

The potential development site 36W is bordered by the proposed east-west pedestrian walkway on the south, Gould Hall on the north, 15th Avenue NE on the west and an alley on the east. The alternative presented in the Draft Campus Master Plan generated a range of comments, and the University desires to study this option further before filing for an alley vacation petition for a preferred alternative.

Alternatives

Vacation Alternative

One alternative that may be considered is vacating a portion of the alley, specifically, the east-west leg and northern portion north of the privately owned LDS property to provide for development flexibility and pedestrian access. This concept is shown in Figure VI-24.

No Vacation

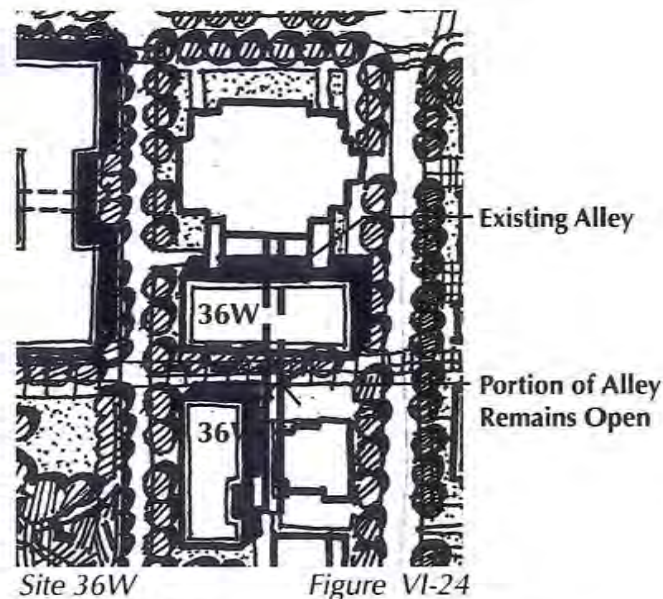
Any future study will include consideration of the no vacation alternative.

Considerations

In evaluating the alternatives for the alley on site 36W, the following should be given consideration, along with the City of Seattle alley vacation policies and the overall objectives of the Campus Master Plan.

- *UCUC Plan:* As mentioned, the City of Seattle and surrounding community groups have produced the University Community Urban Center (UCUC) Plan. These recommendations include several specific activities associated with the key strategies for the Southwest Quadrant of the UCUC planning area. Consideration should be given to coordinating these activities with any plan for site 36W.

- *Circulation and Access:* The existing alley provides service and parking access to the University property and the one private property on the block. If the alley is vacated, service on-site to both the private and University properties should be screened from view from surrounding streets. Service to the properties on the southern portion of the block will continue to be provided by the existing alley alignment. Although the final plan for Sound Transit is not yet confirmed, the site should continue to accommodate potential future use by Sound Transit.
- *Light, Air, Open Space and View:* Alleys provide light, air, open space and views to their surrounding buildings. Future development on site 36W should replace any loss of these features caused by an alley vacation. Light and air must be provided to the open space, proposed east-west walkway and to the planned for Sound Transit Station. Consideration must also be given to the impact of new development on the private property located to the southwest of site 36W.
- *Design:* Alleys typically break down the scale of city blocks. Design guidelines should be developed with the alley vacation petition requiring modulation in the design of any new development on site 36W. This modulation should not be driven by the alignment of the alley, but by the functions of the new development, relations to the adjoining private property and streets.
- *Pedestrian Environment:* The Master Plan includes an east-west pedestrian walk which will provide access and replace the east-west leg of the alley. North-south pedestrian and bicycle access from the Burke-Gilman Trail to the proposed Sound Transit Station, east-west walkway, and site 36W must be provided.
- *Land Use:* The long term impacts, precedent and cumulative effect on site 36W and adjoining properties, of vacating, or not vacating the alley shall be considered.
- *Public Benefits:* As articulated in the City of Seattle alley vacation policies, consideration shall be given to the public benefits to be created by any potential alley vacation.



VII. Transportation Management Plan

A Transportation Management Plan (TMP) at the University of Washington was first developed in 1983 with the intent to expand commuting options for University students, staff, and faculty, shifting them away from the single occupancy vehicle trips. The primary goal was to reduce the number of peak hour vehicle trips at the University of Washington.

This Master Plan builds on the success of the current TMP. The University shall develop and implement its enhanced TMP and make changes as needed to achieve the goal of limiting peak-period, peak-direction vehicle trips of students, staff and faculty at or below 1990 levels. There are eight elements of the TMP, each one being a significant part of the overall TMP program. Changes to the TMP will be made as needed to achieve the TMP goal. Under each of the eight TMP elements is a list of "possible improvements." These are the improvements/changes that will be implemented, one at a time or in combination with other elements, to ensure that the TMP goal – limiting peak-period, peak-direction vehicle trips of students, staff and faculty at or below 1990 levels - is reached. The University will choose among the identified TMP measures to maintain or reduce motor vehicle traffic as necessary, and to increase the availability and effectiveness of alternative transportation modes, provided that the 9 bullets listed under "Develop Methodology to Replace Cordon Count" and "Monitoring Strategies" shall be required. Additional measures may be added to the TMP list during the life of the Master Plan if such measures appear likely to further the objectives of limiting vehicular trips and encouraging the use of alternative modes. The University and the City will know if the goal is not being reached when they review the monitoring reports that are outlined in the "Monitoring and Evaluation" section of this chapter.

This TMP is not intended to address transportation to and from Husky Stadium. Transportation for Husky Stadium events is specified in the

Husky Stadium Transportation Management Plan. If Husky Stadium were expanded, the Husky Stadium Transportation Management Plan would be reviewed and amended as needed to ensure compliance with its TMP goals.

The University will continue to limit the number of parking stalls it has on campus to 12,300

Conditions described in this section shall not preclude the City from requiring the University to mitigate environmental impacts of projects as determined by project level environmental review (for example service level impacts from a proposed parking garage).

Background

Historic data shows that as the population of students, faculty, and staff has risen over the past decade, the number of motor vehicle trips to/from the University has decreased. The table below summarizes this data.

Table VII-1 *Change in Motor Vehicle Trips to the University from 1988 to 1999*

| | 1988 | | | 1999 | | |
|---------------------|--------|---------|---------|--------|---------|---------|
| | Daily | AM Peak | PM Peak | Daily | AM Peak | PM Peak |
| Motor Vehicle Trips | 61,724 | 7,940 | 9,629 | 59,667 | 6,878 | 8,634 |
| Total Population | 49,700 | | | 55,525 | | |

Annual campus traffic count performed by the University of Washington

While the University has been successful in managing its motor vehicle trip generation, motor vehicle traffic growth in the vicinity of the University District (U-District) has become a regional concern. The University will continue to address its share of the traffic which is currently pegged at one third of the total U-District traffic (see FEIS, Tables 38 and 39). However, for the University's investment in reducing motor vehicle demand to be effective, other area public agencies and private employers need to be equally committed to reducing their share of the traffic growth.

Transportation Management Plan Elements



Transportation Management Plan Elements

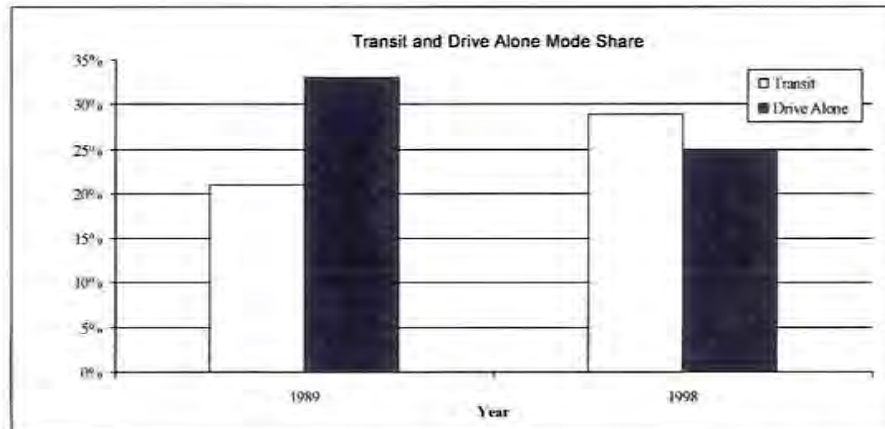
Figure VII-1

Figure VII-1 shows the current elements of the TMP and how they relate to one another. Each of these elements has supporting programs that target staff, faculty, and students.

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 the dependence on single occupancy vehicle (SOV) trips to and from campus during peak hours. Figure VII-2 shows the difference from 1989 and 1998 in transit use and driving alone.

The U-PASS program covers multiple elements of the TMP including transit, parking management, carpool/vanpools, bicycle, and pedestrian. Each element is addressed separately in this TMP for potential improvements.



Comparison of Transit and Drive Alone Mode Choice Figure VII-2

Possible U-PASS Improvements:

- Improve use of card technology to link with Intelligent Transportation Systems (ITS) software/hardware that can be used in a multi-modal format. This universal card could be used for multiple ITS elements such as tracking parking and transit usage and/or storing user information for on-campus bike use.
- Change pricing to charge all faculty, staff, and students an access fee with rebates for use of alternative modes.
- Change the current subsidy method for staff and faculty, while at the same time charging more for parking than transit and keeping the relative price of parking and transit at or above the same ratio.

Transit

The current transit element of the TMP incorporates many components including enhanced bus service and local shuttles. The following discusses each of these components of the existing transit element of the TMP.

Current Transit Service

The University District currently enjoys excellent transit service provided by King County Metro, Community Transit and Sound Transit. As part of the U-PASS program, the University purchases service from these agencies and consults about service. Service is provided along the perimeter of the campus as well as along Stevens Way, which is the primary interior campus roadway. Transit stops are located in and around campus and incorporate shelters and other transit amenities.

Sound Transit Central Link light rail transit may serve the campus in the future. While the Campus Master Plan is not dependent on light rail services, its introduction to the University District will be an important addition to transit options.

Possible Transit Improvements:

- Encourage transit agencies to increase evening service (after 6 PM) to provide greater user flexibility and use of non-peak service.
- Incorporate Intelligent Transportation System (ITS) solutions such as advanced transit traveler information (kiosks at bus stops/stations to relate “real-time” bus locations and times).
- Incorporate light rail station access into campus planning, providing direct pedestrian paths to and from each station entrance.
- Incorporate light rail ridership subsidies into the U-PASS program.
- Seek methods to provide transit ridership subsidies for visitors to

the campus and patients at the University of Washington Medical Center.

- Strive to further improve transit service between the Seattle Campus and nearby neighborhoods.
- Work with King County-Metro, and other transit service providers as appropriate, to provide an equitable share of funding for new transit service and capital improvements designed to serve the University of Washington community.

The new light rail system plan includes two potential stops serving the campus and the University District. Each stop will have two entrances. The southern station will be located at NE Pacific Street with entrances on the southwest corner of 15th Avenue NE and NE Pacific Street and along 15th Avenue NE between NE Pacific Street and NE 40th Street. The northern station will have entrances along 15th Avenue NE at NE 45th and NE 43rd Streets.

Local Shuttles

The University operates two local shuttles. The Health Sciences Express provides all-day service between South campus, Roosevelt Clinic, and Harborview Medical Center. The Night Ride provides evening, academic year service between Stevens Way and nearby off campus residential areas to the west and north. Both services supplement commuter services, but neither is designed as a commuter program.

Ride Sharing

Currently, the University coordinates with the transit agencies for ridematching, which helps facilitate carpools and vanpools to and from campus. A Regional Ridematch System allows students, faculty, and staff to receive a list of potential commuters who live nearby. It is up to the individual to organize a carpool or vanpool.

Carpooling

Carpooling is encouraged through the U-PASS program by offering an on-campus parking subsidy for carpools and vanpools. Groups of two or three U-PASS holders can park in designated campus parking lots for free, if they meet University requirements.

Vanpools

Vanpools are coordinated through the local transit agencies and are operated by the participants. They are also subsidized for commuters that live 10 or more miles from campus. The U-PASS program provides participants a monthly subsidy, currently \$40. Vanpool rates vary by size of van and distance traveled.

Possible Ride-sharing Improvements:

- Include the option during phone registration for classes that students can be listed in the Regional Ridematch System.
- Actively assist in carpool and vanpool formation rather than relying on individual initiative.
- Develop “intelligent carpool/vanpool” technology (ITS software) that cross-references zip code and class registration information (time of classes) for students and prints possible ridematch candidates on each student’s registration (upon student’s approval).
- Focus increased carpool/vanpool efforts on areas currently not served by transit.

- Develop a residence hall student car-sharing program.
- Use web and e-mail more effectively to improve ridematching.
- Assist departments to develop carpool programs for events and conferences
- Continue to promote carpool and vanpool use through marketing.

Parking Management

Parking management is aimed at altering the supply, demand, or operation of the parking system. This promotes other transportation modes and accommodates the needs of the users. Commuter parking can be purchased at the University and is available to students, faculty, and staff. Some parking lots are designated for commuting students while others are allocated for faculty and staff. The University uses parking pricing to limit demand.

Currently, the University offers discounted parking rates to carpool/vanpool users. With a U-PASS, members of a carpool/vanpool can park on campus for free (depending on the number of passengers and the lot location).

Another option for faculty or staff members with a U-PASS is individual commuter tickets. These allow the opportunity to park on campus in designated lots at a discounted rate for the occasional driver (two or fewer times a week).

Possible Parking Management Improvements:

- Increase enforcement on campus to reduce parking violators.
- Change the permit area assignment system to improve ride-sharing incentive.
- Increase parking pricing at a higher rate than cost of living increases.

- Develop graduated parking pricing to create pricing “tiers” for users that allows discounted parking for infrequent users and increased parking fees for frequent users.
- Emphasize the “just once a week” theme for modes other than SOV and develop ITS technology that allows for a discounted parking price if modes other than SOV are used to access campus.

Residential Parking Zones (RPZs)

The University will pay for one Seattle Police Parking Enforcement Officer dedicated to enforcing the residential parking zones in the University District. The City will work to balance parking ticket revenues with enforcement expenses, and will offset the University’s contribution by related RPZ parking ticket revenues. Also,

- a. The University shall support local groups in the development and implementation of RPZs within the primary or secondary impact zones. The University shall offer its support of neighborhood RPZs to the City through written letters and testimony at appropriate department hearings.
- b. 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.
- c. 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.
 - i. 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.
 - ii. 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.
 - iii. 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.

- iv. 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.
- v. The University shall not pay more than \$50,000 annually for permit costs in the secondary impact zone.
- d. 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.
- e. The University's share of an RPZ shall be reduced to the extent that development in the primary or secondary impact zones includes a condition of approval related to RPZ costs.
- f. Where costs are shared, such as between the University and residents for annual permits, amounts shall be rounded to the nearest dollar.
- g. The University shall not provide employees with RPZ stickers unless the employees are residents within the University's major institution boundaries or within the area of the RPZ.

Bicycle

The University of Washington currently supplies bicyclists with multiple locations for securing and storing their bicycles on campus. The University has the largest inventory of bike lockers in the nation. Clothes lockers and showers are available at some campus locations for students, staff, and faculty. Bike lockers can be rented for a small fee on a quarterly basis; many have a waiting list.

Bicycle routes such as the Burke-Gilman Trail and the University Bridge provide bike access to campus. The Burke-Gilman Trail provides excellent access to West, South and East Campus.

Possible Bicycle Improvements:

- Improve interfaces between off-campus bike network, the Burke-Gilman Trail, and Central Campus.
- Provide additional covered, secured bike storage at high use locations.
- Program covered or secured bicycle parking into each new building.
- Provide additional clothes storage and shower facilities.
- Coordinate with the City on bicycle detection at signals along the primary bicycle corridors accessing campus.
- Encourage local transit agencies to accommodate the demand for bike use on transit.
- Implement a bike/pedestrian safety program. This could include selling discounted helmets and fluorescent vests and providing a map of high traffic accident locations.
- Coordinate with the City to create bicycle connectivity through the street network, particularly along the University Bridge, Montlake Bridge, north to Ravenna Park, and west over I-5.

- Establish a program to facilitate the purchase or lease of bicycles by students, faculty and staff.
- Create bike centers at one or two locations on campus that rent and store “campus bikes.” This could be linked to the universal card program (mentioned in the U-PASS TMP element), a debit system for renting, or a database check-out system for “free” loaner bikes.
- Create additional secured, covered bike lockers and shower facilities on campus to promote bicycle use.
- Implement a bicycle / pedestrian safety program with measurable goals to help promote the use of bicycles as an alternative mode of travel and raise the awareness level of bicycles on the transportation network.
- Subsidize bicycle sales or leasing for students, faculty, and staff to help increase bicycle ownership.
- Coordinate with the City to enhance corridors identified in the Master Plan for use by bicycles.
- Develop intelligent transportation system solutions to help “track” individual bicycle use to/from campus, which in turn offers parking subsidization for selecting an alternative mode to school/work.

Pedestrian

Pedestrian transportation is the largest single way that students commute to and from campus and has the lowest negative impact. The University of Washington has pedestrian paths throughout the campus. Connectivity is in place through the local street network to access campus from multiple locations with sidewalks on nearly all streets.

Possible Pedestrian Improvements:

- Coordinate with the City to identify improvements to the local pedestrian network, such as filling in gaps within the network, changing signal timing to establish pedestrian priority over vehicles, improving lighting, etc.
- Work with City and community groups to adequately maintain pedestrian network.
- Designate and improve on-campus pedestrian commuting corridors.
- Establish expectations for not blocking pedestrian pathways and enforce compliance.
- Improve maintenance on-campus pedestrian facilities.
- Work with transit agencies to improve pathways, transit stops, and pedestrian amenities for transit services.
- Require a pedestrian circulation plan with all new campus and off-campus development to assure pedestrian accessibility and barrier removal.
- Consider rain protection for new pathways.
- Identify and propose improvements to the local pedestrian network. The City will work with the University to review proposed improvements, such as filling in gaps in the pedestrian

network, optimizing signal timing, improving lighting, and enhancing pathways/sidewalks (either by widening or a regular maintenance program).

- Designate and improve priority pedestrian commuting corridors
- Increase pedestrian safety through the use of better lighting and innovative roadway designs (such as raised crossings, curb extensions, and advanced warning signage).
- Increase marketing of walking as an alternative mode.

Marketing

Marketing is essential to build understanding and support of the TMP's goals and objectives. The University currently maintains an extensive marketing program to inform students, staff, and faculty of commuting options. The University conducts transportation fairs where options are highlighted and promoted.

Students, faculty, and staff receive a *U-PASS User's Guide* annually that covers travel options and U-PASS features. The University of Washington website also contains useful information about the U-PASS program and other travel options.

Possible Marketing Improvements:

- Focus marketing efforts on new employees.
- Increase marketing of biking, walking, and carpooling.
- Link marketing to national modal days (i.e., bike to work day, take transit to work day, etc.)
- Incorporate walking into promotions.
- Improve transit information to off-campus sites, visitors and patients.
- Encourage use of multiple modes of alternative transportation.

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 controlling forecasted growth in trips.

Possible Institutional Policy Improvements:

- Establish policies and aggressively promote telecommuting, flex-time, compressed work weeks, and other techniques that reduce peak period travel. This could include a program for staff and faculty to have computers with high-speed communication access while off campus.
- Expedite U-PASS delivery to new employees.
- Centralize off-campus development near transit facilities.
- Site off-campus facilities within walking distance of campus.
- Concentrate off-campus facilities that are not in walking distance.
- Consider expansion of off-site educational facilities.
- Eliminate free or discounted parking for employees at off-campus work sites.
- Encourage the development of a car sharing program for U-District residents.
- Direct growth to off-peak academic quarters (especially summer).
- Modify and expand faculty / staff housing benefits to favor nearby housing.
- Partner with developers for off-campus U-District and transit corridor housing development.

- Increase on-campus student employment to decrease linked SOV trips.
- Encourage surrounding employers / institutions to implement similar TMP strategies when applicable.
- Increase student housing development consistent with housing policies.
- Coordinate with the City so that costs for transportation facilities can be shared in a fair and equitable manner (e.g., district fees, area-wide fees, transportation improvement fees, etc.).
- Provide transportation orientation packages to new faculty, including but not limited to, information about the U-PASS, to acquaint them with the range of transportation alternatives available in the University District and in Seattle in general.
- Work with the Faculty Senate or other appropriate bodies to develop faculty-targeted programs to encourage use of alternative modes.

Monitoring and Evaluation

The University has an extensive program of monitoring, evaluating, and reporting transportation conditions. This includes counting vehicles, on-street surveying of vehicles operators, telephone surveying about commute behavior, counting bicycle rack utilization, and other ad hoc surveys.

The University and the City will cease the biennial “University District Cordon Count”, while continuing a variety of other measurements, including the campus traffic count, biennial telephone survey of faculty, staff and students and the annual bike utilization survey. These tools, listed in detail below, will be used to give the City and the community the information they previously received from the cordon count. These tools will do a better job of capturing the information needed to ensure that the University meets its TMP goals.

The TMP monitoring elements will be improved or expanded to keep the traffic levels created by the University at or below the levels established in 1990.

Monitoring and Reporting Activities:

- Conduct an annual campus traffic count to evaluate the number of vehicles entering and leaving campus.
- Conduct biennial parking survey to identify and track non-permit parking inventory usage.
- Conduct annual bicycle rack utilization survey. Modify the location and quantity of bike racks to accommodate demand.
- Conduct biennial telephone surveys of students, staff and faculty. Based on the results, calculate trips generated by students, staff, and faculty. If these trips increase, implement additional elements to prevent trips from exceeding the goals established in 1990.
- Conduct supplemental counts and surveys to better understand market segments.
- Use these data to model the total peak hour vehicle trips of students, staff and faculty. Review the model with City staff and CUCAC and modify as necessary.
- Produce and distribute reports on the annual Campus Traffic Count, biennial telephone survey and peak hour vehicle trip model. Produce and distribute the U-PASS Annual Report. Post the results on the Web.
- Regularly review TMP results with City staff to get input on possible changes and improvements.

Develop Methodology to Replace Cordon Count

Utilizing the monitoring strategies outlined below and others as necessary and appropriate, complete the following:

- Provide the City an active and ongoing role in developing, reviewing, and modifying the proposed methodology.
- Continue conducting cordon count until new methodology has been developed and validated to the satisfaction of City transportation staff.
- Conduct counts at, or surveys of, University off-campus facilities as needed to accurately estimate all University related trips to the University District, including visitors and patients.

Monitoring Strategies

- Provide the City an active and ongoing role in reviewing data collection instruments (e.g., questionnaires) and monitoring data collection efforts; reviewing results of the various data collection efforts and the methods by which the results are aggregated to produce an overall estimate of campus vehicle trips; and, reviewing significant proposed changes to the TMP.
- Conduct an annual campus traffic count to evaluate the number of vehicles entering and leaving campus.
- Conduct a biennial transient parking survey to identify and track non-permit parking inventory usage.
- Conduct an annual bicycle rack utilization survey and modify location and quantity of bike racks to accommodate demand.
- Conduct biennial U-PASS telephone surveys. Based on the survey results, calculate all University-related trips generated to and from the University District as well as trips by students, staff and faculty.
- If campus trips increase, implement additional TMP elements to prevent trips calculated from the subsequent survey from exceeding the goals.

Monitoring, Baselines and Enhancements

- Conduct supplemental counts and surveys to better understand market segments.
- Produce and distribute a U-PASS Annual Report that identifies the results of monitoring efforts. Post the monitoring results on the Web.

Other Strategies

- Improve pedestrian, bicycle, and vehicular travel surfaces that service recreation and sports facilities.
- During the course of this Master Plan, develop packages of TMP mitigation strategies as needed to keep vehicular trips below established caps.
- Increase parking charges above the annual consumer price index. Adjust parking charges based on changes in vehicular trips as measured by the cordon count program or a replacement monitoring program.
- Work closely with King County-Metro (and other affected transit service providers) to forecast future demand on specific routes at peak times, and to develop methods of enhancing transit service and providing additional capacity where necessary.
- Work with King County-Metro to pursue an off-street bus staging facility to accommodate increased layover demand and to relieve competition for curbside street use in the University District.
- Baseline trip limits (caps) shall be adjusted downward by the appropriate percentages to hold the caps constant for students, faculty and staff.

The baseline traffic volumes shall consist of two measures: the campus cordon count shall be based on the average of the years 1988-1990 plus a 5% error factor for random variation. The larger

University District area will also be based on the average of the years 1988-1990, plus an error factor of 6.1% will be applied to account for both random variation and survey variations. University student, faculty and staff trips shall not be allowed to increase beyond any of the following volumes, adjusted downward to exclude visitor and patient trips. The section below on City Permits describes remedies which may apply if increases occur.

Baseline Traffic

| | |
|----------------------------|-------|
| AM Peak-period TO CAMPUS | 8,267 |
| PM Peak-period FROM CAMPUS | 9,782 |

And:

University District Area

| | |
|---------------------------|--------|
| AM Peak-period (inbound) | 10,760 |
| PM Peak-period (outbound) | 13,270 |

The annual traffic counts and survey results for the campus and biennial University District area estimates shall be included in the Annual Report.

Conducting Surveys

The following lists who is responsible for conducting surveys and estimates and the payment schedule for the surveys:

- a. Automatic traffic counts on City streets: City pays 100%
- b. Total University-generated weekday campus traffic counts: University pays 100%
- c. University District area - implementation of alternative estimation methodology: City pays 50% and University pays 50%
- d. University parking utilization: University pays 100%
- e. Annual Report preparation costs: University pays 100%

City Annual Report

The University shall provide an annual report to the City on the number of transit passes and/or U-Passes, carpool/vanpool registrations and SOV permits by campus population.

City Permits

Master Use Permits and Building Permits shall not be issued until it has been demonstrated to the satisfaction of the DCLU Director that additional mitigation measures will be implemented that will restore University student, faculty and staff vehicle trips to the baseline levels or below. If a peak-period baseline level is exceeded in two consecutive traffic counts or University District area estimates following a DCLU Director determination that mitigation measures will restore vehicle trips to baseline levels, Master Use Permits or Building Permits shall not be issued for subsequent projects until baseline levels have been restored. However, this measure shall not be applied to maintenance or other minor projects proposed by the University.

This condition shall not preclude the City from requiring the University to mitigate environmental impacts of projects as determined by project level environmental review (for example, service level impacts from a proposed parking garage).

| Element | Existing Strategies | Possible Strategies |
|--------------------|---|---|
| U-PASS | <ul style="list-style-type: none"> • Offered to students, faculty and staff to promote multi-modal trips | <ul style="list-style-type: none"> • Develop a “universal card” that links into ITS elements of the TMP. |
| Transit | <ul style="list-style-type: none"> • Frequent existing service along perimeter and interior of campus • U-PASS program subsidizes transit passes | <ul style="list-style-type: none"> • Develop direct pedestrian linkages to light rail transit stations. • Incorporate light rail ridership subsidies into the U-PASS program. • ITS solutions for real-time information at stops/stations. • Increased service during the evenings (after 6PM). • Transit subsidies for visitors and patients. |
| Ridesharing | <ul style="list-style-type: none"> • U-PASS program promoting carpools and vanpools • Regional Rideshare System • HUB rideshare board | <ul style="list-style-type: none"> • Reserved faculty/staff carpool and/or vanpool parking at multiple locations on campus. • Park-n-ride lots contain a portion of parking spaces restricted for use after 9AM for later users. • Incorporate/develop ITS software for Regional Rideshare System and students registration to create “intelligent carpooling/vanpooling.” • Develop a residence hall student car sharing program. |
| Parking Management | <ul style="list-style-type: none"> • Restricted parking areas • U-PASS carpool/vanpool parking • Enforcement • Aggressive pricing | <ul style="list-style-type: none"> • Increase parking pricing at a rate greater than the rate of increase in the cost of living. • ITS technology to allow for graduated parking pricing for users. • ITS technology that links parking and multi-modal use. • Incorporate “once a week” theme for multi-modal use instead of parking. |
| Bicycle | <ul style="list-style-type: none"> • Lockers and showers on campus • Burke-Gilman trail access to campus | <ul style="list-style-type: none"> • Create additional bike lockers and shower facilities. • Create bicycle lanes along Stevens Way and other identified key corridors on and off campus. • Coordinate with the city to enhance these corridors through connectivity and bicycle detection. • Implement a bicycle/pedestrian safety program with measurable goals. • Subsidized bicycle sales for students, faculty and staff to help promote use of bicycles. • Create bike center(s) on campus that link with the universal card (ITS technology to offer a “campus bike” program for registered users. |

| | | |
|------------------------|---|---|
| Pedestrian | <ul style="list-style-type: none"> • Large pedestrian network | <ul style="list-style-type: none"> • Focus improvement on paths, sidewalks, street lights and signals. |
| Marketing | <ul style="list-style-type: none"> • U-PASS Users Guide • Annual Transportation Fair | <ul style="list-style-type: none"> • Shift of market focus to modes that need it. • Incorporate national modal days (i.e. transit day, bike day, etc.). • Improve transit information to off-campus sites. |
| Institutional Policies | <ul style="list-style-type: none"> • U-PASS program including transit, bicycle, pedestrian, carpool/ vanpool and parking elements | <ul style="list-style-type: none"> • Program including flex-time, compressed work week and telecommuting. • Direct growth to other quarters (i.e. summer and evenings). • Increase student housing close to campus. • Increase student on-campus employment. |
| Monitor and Evaluate | <ul style="list-style-type: none"> • Annual Campus Traffic Count • Biennial U-District Cordon Count • Biennial transient parking survey • Annual bicycle rack utilization count • U-PASS Annual Report | <ul style="list-style-type: none"> • Continue annual campus traffic count to evaluate the number of vehicles entering and leaving campus. • Conduct biennial transient parking survey to identify and track non-permit parking inventory usage . • Continue annual bicycle rack utilization survey. • Modify the location and quantity of bike racks to accommodate demand. • Continue biennial U-PASS telephone surveys. Based on the results of the survey, calculate trips generated by students, staff and faculty. If these trips increase, implement additional elements to prevent trips calculated with the subsequent survey from exceeding the goals established in 1991. • Conduct supplemental counts and surveys to better understand market segments. • Produce and distribute a U-PASS Annual Report that identifies the results of monitoring efforts. Post the monitoring results on the Web. |

VIII. Community Involvement Process

Public outreach is a top priority for the University of Washington. The University is committed to a Campus Master Plan that reflects the interests of the large and diverse community it serves. To achieve this goal, the University developed a community outreach program to facilitate and encourage meaningful and ongoing community involvement throughout the planning process. The result has been an extensive public involvement effort that began in the earliest phases and continued throughout the plan's development.

Community involvement will continue to play an integral role in the reviews of the Campus Master Plan and Environment Impact Statement (EIS) by the City of Seattle and implementation of the plan over the next decade.

The Process

The Campus Master Plan was developed in four major phases over a three-year period:

- 1) Vision and Goals, Analysis of Existing Conditions
- 2) Assumptions and Alternatives, Scoping for EIS, Transportation Management Plan
- 3) Draft Campus Master Plan, Draft Environmental Impact Statement
- 4) Final Campus Master Plan, Final Environmental Impact Statement

The Community Outreach Program (“Outreach Program”) involved the campus and community through each phase of this process, offering opportunities for various levels of participation. Outreach for each phase included the dissemination of preliminary information, request and opportunity for timely and meaningful public input, public meetings, and review and incorporation of public comment into the master plan document.

The Outreach Program also incorporated elements stipulated in the 1998 City-University Agreement between the City of Seattle, the surrounding communities, and the University regarding development of the Campus Master Plan. That agreement called for the University to:

- Develop an outreach plan
- Cooperate with the City University Community Advisory Committee (CUCAC) on proposals that could directly affect them
- Consult with the City and CUCAC regarding the scope and content of the Campus Master Plan before it is prepared
- Conduct a public review of the Campus Master Plan once a draft is released

The University’s Outreach Program went well beyond what was outlined in the “Communications Plan” as approved by CUCAC in April and May 1999 (*see Appendix D: Communications Plan*).

The University worked with CUCAC in developing the scope and content of the Campus Master Plan. CUCAC, consisting of 12 representatives appointed by the surrounding community councils

and 4 representative for University faculty, staff, students and at-large, played a vital role in providing community input and guidance for the planning process. During the development of the scope and content of the Campus Master Plan, representatives of the University of Washington Campus Master Plan staff regularly attended monthly CUCAC meetings to present updates and solicit feedback as the plan developed.

Upon issuance of the draft master plan and draft EIS, University staff met with CUCAC members to “walk through” and closely review the contents of the plan. The University also responded to a request from the general public to extend the public review period from 45 days SEPA requirement, to 86 days. This extension provided the general public additional time to review both the Campus Master Plan and the Draft EIS and submit comments in writing, via the web on-line comment form, via e-mail or by phone.

In support of the cooperative planning process, CUCAC and the UW co-sponsored ten Campus Master Plan public meetings. These meetings were arranged for members of the general public to comment on the scope and content of the Campus Master Plan as it developed as well as providing comment on the Draft Campus Master Plan and Draft EIS once they were issued. These meetings are described in more detail in this chapter under the “Public Meetings” section. (For more information on CUCAC, visit the University’s Community Affairs Web site at <http://www.washington.edu/community/>.)

The University also developed a Transportation Management Plan (TMP) and conducted a comprehensive environmental analysis of alternatives as called for under the Washington State Environmental Policy Act (SEPA). Public involvement for the TMP and the Environmental Impact Statement (EIS) process was conducted as part of the Outreach Program for the Campus Master Plan.

Opportunities for public input will continue during the City’s review process of the Campus Master Plan and the FEIS. The City’s hearing examiner will conduct a public hearing prior to submitting recommendations to the City Council.

The Community Outreach Program

The Outreach Program established a variety of mechanisms to provide for the exchange of information between the University and the community. The Program encouraged participation from the University's constituencies including:

Campus community

Students, Faculty, Staff
Board of Regents
Architectural Commission
Landscape Advisory Committee
Faculty Council on University Relations
Faculty Council on Facilities and Services
Standing Committee on Accessibility
President's Cabinet
Board of Deans
University of Washington Medical Center Board of Trustees
Faculty Committee on Planning and Budgeting
Visioning Advisory Committee
University Transportation Committee
Associated Students of the University of Washington
Graduate and Professional Student Senate

CUCAC (City University Community Advisory Committee)

comprised of representatives from:
Eastlake Community Council
Greater University District Chamber of Commerce
Laurelhurst Community Club
Montlake Community Club
Portage Bay/Roanoke Community Council
Ravenna-Bryant Community Association
Ravenna Springs Community Group
Roosevelt Neighbor's Alliance
Roosevelt Neighborhood Association
University District Community Council
University Park Community Club
Wallingford Community Council
University Faculty, Staff, Students and At-Large Members

City of Seattle Department of Neighborhoods
City of Seattle Department of Design, Construction and Land Use
University of Washington

Community and business organizations in the Greater University and North Capitol Hill /Eastlake areas including:
Neighborhood councils and clubs that participate in the
Northeast District Council and CUCAC
University District Chamber of Commerce
The AVE Group

Residents in adjacent neighborhoods, communities, and businesses

Local government agencies

City of Seattle (including Seattle Design Commission)
King County Metro
State Agencies

General Public

As described below a variety of written materials (brochure, newsletters, reports) were produced and an interactive web-site was established to keep the community informed on the progress, issues, and developments of the Campus Master Plan targeting the diversity of communications modes. Formal and informal presentations were held during each phase of the plan. A telephone "hotline" was established for people to learn about upcoming events as well as submit comments. A dedicated Campus Master Plan e-mail account was created to receive and respond to questions and concerns. A synopsis of the Outreach Program for the Campus Master Plan is outlined below. The community was informed of the many ways to communicate with the Campus Master Plan staff by the listing of all communication modes (e-mail, voice mail, fax, public meetings, mailing address etc.) in each of the written materials described below.

Building A Vision with the Community

The University initiated community involvement in the new Campus Master Plan long before the planners and architects began discussing potential development sites and landscape improvements. In 1998, a studio sponsored by the University administration, gave students and faculty of the Department of Landscape Architecture the opportunity to lead a campus “visioning” effort which involved members of the neighborhood community and University faculty, staff, and students. Through an interactive web-site, surveys, and focus groups, the campus and neighboring communities were asked what they valued about the Seattle campus and what they envisioned for its future. The opinions of 1,882 people were registered either by survey or participation in a focus group. Findings from this project were used to develop the goals of the Campus Master Plan. (See *Appendix B, A Vision for the Campus*)

Invitation to Participate—A Letter from the President

The first phase of developing the Campus Master Plan began in spring 1999. To encourage widespread and broad based participation of this planning effort, the University notified each household in the adjacent communities of its intent to begin planning for the future. A letter from President McCormick was sent to approximately 78,000 households inviting the community to participate in the University’s Campus Master Plan project. The letter outlined the different ways people could comment on the development of the scope and content of the Draft Campus Master Plan and also encouraged them to attend the first public meetings set for April 27, 1999.

The letter was sent to the geographic area within the zip codes 98105, 98115, 98103, 98102, 98112. These areas are bordered by NE 85th Street to the north, Denny Way to the south, Greenwood Avenue to the west and Lake Washington to the east. This large area (approximately 7.5 square miles) also reflects the communities represented by two umbrella organizations that are actively interested and involved in actions of the University; CUCAC and the NE District Neighborhood Council.

Community Databases—Mail and E-Mail Lists

The University developed and maintained a database of stakeholders, organizations, and individuals interested in participating in the development of the Campus Master Plan. The database was initially assembled from several existing campus and community mailing lists including various University committee and council rosters, University’s SEPA Mailing List, Campus Visioning Project, University Community Urban Center project, University Chamber of Commerce, City University Community Advisory Committee (CUCAC), and the NE District Neighborhood Council. State, City, and County agencies and local elected officials were also included in the database.

Throughout the project, names were added to the database at open houses, through comment submissions, or through requests made via the Campus Master Plan web-site or telephone hotline. The original database of 1100 grew to approximately 1700 names and addresses by the completion of the Final Campus Master Plan document.

This database was used extensively to both notify participants of upcoming public meetings as well as to share information about ideas and comments that had been received from the general public.

Brochure

Help Shape the Future

A project brochure was developed to provide a general overview of the Campus Master Plan project. It addressed the need and purpose for developing a master plan, and the University’s approach and strategy for planning. It identified the three main areas the plan would focus on — open space, circulation and development. The brochure also contained information on how to get involved including contact information such as e-mail addresses, web site and UW contacts as well as the project schedule.

The brochure was designed for use in response to general inquiries and has been useful throughout the project. It was initially mailed to the project database of approximately 1100 people, and was also available at public meetings, presentations, and briefings.

Newsletters and Special Supplements to the *University Week*

A series of newsletters provided background information for each project phase, promoted upcoming meetings, and encouraged public participation. Newsletters were “inserts” to the *University Week* and were distributed to all 19,000 staff and faculty on campus. The newsletters were also mailed to the project mailing list and distributed at public meetings, briefings, and presentations.

The first newsletter was published on April 1999 during the “Vision and Goals” 1st phase. This newsletter introduced readers to the Campus Master Plan project and encouraged them to participate in the planning process. Articles focused on the visioning project, the need for long range planning, an explanation of the planning process, the strategy for the Campus Master Plan, and transportation issues.

The second edition was sent out in November 1999 during the “Assumptions and Alternatives” 2nd phase. This newsletter included articles on the draft plan goals, transportation management strategies for the future, the beginning of the environmental scoping process, and a report on the public comments received during the previous phase of the project.

The third edition, published in October 2000, provided highlights of the Draft Campus Master Plan, Environmental Impact Statement, and the Transportation Management Plan which were developed during the 3rd phase and issued to the community. The newsletter also encouraged people to review the documents, submit comments, and attend the public meetings.

The final newsletter, published in the fall of 2001, presented the concepts and alternatives of the final plan that was developed during the 4th phase of the Plan that was issued to the City. Also highlighted in the newsletter were the changes made between the issuance of the Draft Campus Master Plan in October of 2000 and the issuance of the Final Campus Master Plan and Final EIS which was issued in September of 2001.

Campus Master Plan Web-site

<http://www.washington.edu/community/cmp.html>

The web-site was established in April 1999. It provided comprehensive information about the Campus Master Plan project, including:

- project background
- project status
- preliminary plans and other draft planning documents (e.g. Draft Transportation Management Plan)
- development site maps and descriptions
- news articles
- public comments
- copies of newsletters
- updates and handouts
- public meeting summaries
- online survey and comment form
- links to related sites
- project schedule
- meeting dates and times
- how to get involved
- UW contacts

New information was routinely added to the web-site as it became available, including the Draft and Final Campus Master Plan and EIS, TMP technical appendix and other documents related to the Campus Master Plan. In March 2000, the web-site was improved with a new look and format. All comments received during public meetings were routinely summarized and posted on the web-site to inform the general public about the major issues identified in public meetings. Comments received via e-mail were also posted on the web. More detailed information, maps and photographs were added, and its usability enhanced. A postcard was distributed to the project mailing list announcing the “new and improved” web-site and an e-mail announcement was sent to the e-mail database.

E-mail masterpl@u.washington.edu

The Campus Master Plan e-mail served as a convenient venue for Internet users to submit comments and questions to the project team, request information, or be added to the mailing list. Questions, comments, and responses were filed and tracked in a logbook. The Campus Master Plan e-mail address could be accessed directly or linked through the web-site.

Telephone Hotline 206-221-2811

The project hotline went live on April 1, 1999. The purpose of the hotline was to provide another venue for people to obtain information regarding upcoming events, submit questions, or leave verbal comments. The hotline was particularly appreciated by non-internet users.

Public Meetings

Public meetings were held during each of the four phases of project to give the general public the opportunity to learn more about the project-in-progress, meet with planners, ask questions, and provide input. The format of the meetings was designed to encourage active and open participation. In total, there were ten public meetings during the development of the Draft and Final Campus Master Plan and EIS. These meetings were co-sponsored by CUCAC and the UW.

During each phase of the process, two meetings — one during the day and one during the evening — were held to maximize participation by the general public. The ten meetings were held:

| | | | |
|------------|----------------|--------------------|-----------------|
| Phase I: | April 27, 1999 | Kick-off of CMP | aft. & eve. mtg |
| Phase II: | Oct.13, 1999 | TMP Scoping | aft. & eve. mtg |
| Phase II: | Nov. 16, 1999 | EIS Scoping | aft. & eve. mtg |
| Phase III: | Nov. 9, 2000 | EIS Public Hearing | aft. & eve. mtg |
| Phase III: | Dec. 6, 2000 | CMP Open House | aft. & eve. mtg |

At each of the above meetings, participants were encouraged to submit written comments at the meeting, through e-mail and phone or through the mail on pre-addressed comment forms provided at the meeting. At many of the meetings, the use of e-mail was encouraged

as a way to provide comments. Flip charts and pens were placed around the room during open houses so that people could record their comments as they viewed displays. Verbal comments were also recorded during the presentations and meetings.

At the April 27, 1999 mid-day and evening meeting, the meeting consisted of an overview and topical presentations, a slide show, display board illustrations, maps, and a facilitated discussions.

Mid-day and evening open houses were held on October 13th for the development of the Transportation Management Plan to garner community input on improving ways to get to, from, and around the Seattle campus. On November 16, 1999 another mid-day and evening meeting was held to gather information from the general public about the scope and content that had been developed so far by the University planners for the Campus Master Plan as well as the EIS Scoping meeting. The open house format enabled the public to view displays, talk with planners about specific transportation and traffic issues, and provide comments and feedback.

After the draft documents were issued on October 16, 2000, a mid-day and evening formal public hearings were held on November 9, 2000 for the draft EIS. The mid-day and evening open houses for the Draft Campus Master Plan were held on December 6, 2000. The written and verbal comments submitted at the hearings and meetings, along with all comments submitted during the formal DEIS comment period have been acknowledged and/or addressed in the FEIS and final Campus Master Plan documents.

Press releases and/or paid advertisements were sent to campus, neighborhood, community, and local print media to encourage the media and the community to attend the meetings. (See media contact list in Media Relations section in this Chapter.) Meeting reminder flyers and postcards were also sent directly to general public on the project database.

Posters were developed and distributed to promote the draft EIS public hearings and the draft Campus Master Plan meetings. The posters were placed along main circulation paths and on kiosks around campus, and also distributed to administrative and academic

departments. Posters were also distributed to 140 neighborhood merchants and organizations with the request that they display the posters in public areas. In addition, the posters were mailed to the UW general distribution mailing list that goes to 1,400 staff and faculty asking them to post the flyers in public places.

In addition, the post-card announcing the November 9th and December 6th public hearing and meetings, was mailed to all property owners within a 3 to 14 block radius of the University of Washington boundaries. This mailing was sent to approximately 3,000 property owners within those blocks (NE 52nd Street to the north, 1st Avenue NE to the west, NE 40th Street to the east, and East Hamlin to the south).

Presentations and Briefings

Project staff contacted campus and community groups to promote its desire and availability to make project presentations. During each phase of the project, briefings were held with numerous groups to inform, update and obtain input and comments that would help guide the development of the Campus Master Plan. Project planners made over 120 presentations during the 3-year planning process.

Briefings with City of Seattle

Briefings were held with the City of Seattle Department of Design, Construction and Land Use, Sea Trans, the Seattle Design Commission, and the Department of Neighborhoods and other interested City departments and Council member staff, throughout the planning process to obtain guidance and feedback for the development of the Campus Master Plan. City staff was given updates on the progress of the Campus Master Plan, Transportation Management Plan, and the environmental review process. A tour of the preferred alternative and potential development sites followed one of the briefings.

University staff met regularly with city staff throughout the planning process to maintain open communications and to enhance mutual understanding and success of the plan.

Workshops and Tours

CUCAC Campus Tour

The University sponsored a walking and bus tour for CUCAC representatives to familiarize them with the campus and provide them with a better understanding of the challenges and opportunities, open spaces, circulation patterns, and potential development sites for the new Campus Master Plan.

Student Leader Workshop

In an effort to obtain greater student input for the Campus Master Plan, student leaders from governing boards of the Associated Students of the University of Washington (ASUW) and Graduate and Professional Student Senate (GPSS) were invited to a workshop to discuss the preliminary ideas and alternatives of the new Campus Master Plan. Following a briefing of the project, students shared their thoughts and concerns regarding the campus and provided ideas for future development. In addition, presentations were given before the ASUW and GPSS during every phase of the planning process.

Media Relations

Press releases were sent to the following newspapers to promote all of the public meetings and open houses discussed in this section:

| | |
|----------------------------|---------------------------|
| Seattle Post Intelligencer | Filipino American Herald |
| Seattle Times | Nguoi Viet Tay Bac |
| University Herald | Daily Journal of Commerce |
| Capitol Hill Times | University Week |
| Madison Park Times | |
| North Central Outlook | |
| Seattle Press | |
| The Daily | |
| La Voz | |
| North American Post | |
| The Facts | |

Press packets also included project newsletters to provide project background in an effort to build general community awareness, disseminate information, and encourage public participation in the planning process.

The Campus Master Plan project received coverage primarily from campus publications, community club newsletters, and neighborhood newspapers.

Paid advertisements were placed twice in the following newspapers to announce the availability of the draft Campus Master Plan and draft Environmental Impact Statement documents and to promote the November 9th 2000 DEIS public hearing and December 6th 2000 public meeting on the Draft Campus Master Plan. The ads also encouraged comments and input from the general public at both the noon time and evening meetings. These ads were placed in the:

University Herald
Capitol Hill Times
Madison Park Times
North Central Outlook
Seattle Press
The Daily

The University of Washington legal notice announcing the SEPA process was advertised in:

Daily Journal of Commerce
University Week
The Daily
Seattle Times
Post Intelligencer

Campus Master Plan Outreach Activities Schedule

Phase I: Goals and Vision, Spring-Summer 1999

- Invitation letter to participate in the planning April 1999 process from President McCormick distributed to 78,000 households in neighboring communities
- Campus Master Plan website online April 1999
- Campus Master Plan Telephone Hotline April 1999 activated
- Campus Master Plan Brochure distributed 1,100 April 1999
- Special University Week insert—general campus April 1999 distribution and direct mail to list of 1,100
- Project briefings with CUCAC, City of Seattle, ongoing and campus committees/councils
- Campus and community meetings/open houses April 27, 1999
- CUCAC Bus Tour of Campus June 8, 1999

Phase II: Assumptions and Alternatives, Summer 1999 – Spring 2000

- Project briefings with CUCAC, campus ongoing committees/councils
- Transportation Open House Oct 13, 1999
- Special *University Week* insert—general campus Nov 1999 distribution and direct mail to list of 1400
- Campus and community meetings and Nov 16, 1999 open houses
- New and improved website online March 2000
- Draft Transportation Management Plan posted March 2000 to website for review and comment
- Briefing and campus tour with City of Seattle March 7, 2000 Department of Design, Construction and Land Use, and Department of Neighborhoods staff
- *Update* Newsletter, distribution to list of 1400 April 2000
- ASUW/GPSS Student Leader Workshop April 25, 2000

**Phase III: Draft Campus Master Plan and Draft EIS,
Summer 2000 - Summer 2001**

- Project briefings with CUCAC and campus ongoing committees/councils
- Special insert in *University Week*, October 2000 general distribution and direct mail to list of 1,500
- Draft Campus Master Plan and Draft Environmental Impact Statement issued October 16, 2000
- Public hearing on DEIS November 9, 2000
- CUCAC public meetings on Draft Campus Master Plan December 6, 2000
- Public Comment period for DEIS and Campus Master Plan October 16, 2000 - January 10, 2001

**Phase IV: Final Proposed Campus Master Plan and Final EIS,
Summer – Fall 2001**

- Final Master Plan and Final EIS issued to CUCAC and DCLU for review August 2001
- Special insert in *University Week*, October 2001
- Formal review and hearing of final proposed Fall 2001/Winter 2002 Campus Master Plan and Final EIS by City of Seattle and City Council

IX. University Community Urban Center Plan and Master Plan Common Elements

The neighborhood in which the University of Washington is located is the University Community Urban Center (UCUC). Since early 1995, neighborhoods throughout Seattle have engaged in efforts to plan their communities' growth. These neighborhood planning efforts represent an innovative, grass-roots approach to growth management that supports neighborhood residents, business owners, and other community members in planning their future. This urban center includes two urban villages – the University District NW Urban Village and the Ravenna Urban Village.

Students, staff and faculty from the University of Washington were actively engaged with the community and city in drafting the neighborhood plan for the University Community Urban Center. In March of 1997 President McCormick met with members of the community and outlined the University of Washington's support for efforts to revitalize the Ave and surrounding neighborhoods. In May of the same year, the University of Washington Cascadia Institute sponsored an Economic Forum that focused on the jobs and economic vitality of the Ave. In addition, students and faculty from the University of Washington College of Architecture and Urban Planning (CAUP) spent three months, during a studio project, creating a lot-by-lot photographic record of the Southwest Quadrant area with analysis of key open spaces and design issues. During another University of Washington CAUP studio, students took the goals of both the Draft Campus Master Plan and the University Community Urban Center Plan (UCUCP) and created development proto-types that could meet the overall goals of both planning efforts and analyzed their financial feasibility for implementation within the UCUCP planning area.

The University has a long history of being involved in the development of the UCUC Plan from many avenues. At the present time, members of the University of Washington are involved in an effort being lead by the City called the “UCUC Stakeholders,” which is a group of citizens, property owners, and local businesses in the area who are committed to working towards implementation of the UCUC Plan.

This chapter outlines the common links between the Campus Master Plan and UCUCP vision, plan directives, goals and objectives, and adoption matrix action items.

UCUC Plan Vision Statement

The UCUCP vision statement addresses five major points as follows. The University Community will....

1. be an inviting and welcoming, people-oriented urban community meeting the social, educational, residential, and commercial needs of a diverse array of people in an environmentally pleasing setting. The University Community will build on its current strengths and assets and proceed in new directions to accomplish its vision of the future.
2. offer a wide range of quality housing options to meet the needs of its diverse and growing population while retaining a sense of neighborhood and community.
3. be a vital and progressive economic area, an integral part of the city and the region, acknowledging the role of the University of Washington in our regional economy and recognizing the Community's diverse needs as well as those of the City.
4. be a hub of efficient, environmentally sound multi-modal transportation serving needs of residents, students, customers, and visitors.
5. seek an active partnership with the University of Washington as a catalyst for positive change involved in both residential and business concerns

UCUC Plan Directives

The UCUCP discusses two major themes, ‘integration’ and ‘support’ of the area’s three components: the residential neighborhoods, the business districts and the University of Washington. Plan directives support one or more of these themes.

1. Create / enhance / protect stable residential neighborhoods that can accommodate projected growth and foster desirable living conditions.
2. Support vibrant commercial districts serving local needs and offering regional specialties.
3. Integrate transportation modes into an efficient, balanced system.
4. Provide housing to serve a broad spectrum of life styles and affordability levels.
5. Provide neighborhood recreation facilities and open space.
6. Upgrade the area’s physical identity.
7. Actively work with the University of Washington on areas of mutual interest.
8. Coordinate and expand the community’s arts and cultural activities to be an important aspect of the community’s identity.
9. Build on present youth-oriented activities and organizations to provide an integrated social service delivery network that serves the entire community.
10. Increase public security and lower the crime rate as both a necessary ingredient and an outgrowth of a high quality of life in the community.
11. Enforce existing building and housing codes and regulations to promote the health, welfare, and quality of life of all community members and increase the level of public civility.
12. Conserve the historic resources and other elements that add to the community’s sense of history and unique character.
13. Increase public education resources in the community.

UCUC Plan Goals and Objectives

The UCUCP includes goals and policies. Goals are stated to be broad outcomes that the community wishes to achieve. Policies are statements of intent to guide decisions and set priorities. What follows (in bolded italics) are the goals and policies of the UCUCP that relate to the Campus Master Plan followed by a statement describing the connection between the UCUCP and the Campus Master Plan.

Land Use and Economic Development

Land use and economic development goals of the UCUCP are supported by many of the major principles of the campus plan including improving the street-scape and open space on University property, softening the boundary between the University and the community, and efforts to support multiple modes of transportation and opportunities for mixed use.

Goal A-1

Make the UCUC an attractive place for people to live, work, and shop.

The Campus Master Plan focuses on improving the streetscape and open space on University property in the West Campus. (see discussion of the West and Southwest Campuses in Chapter II, pp. 13-14)

It also discusses how University mixed-use development will help activate the street. Development will include streetscape improvements to 15th Avenue NE, Brooklyn Avenue NE, and University Way NE. Creating opportunities for increased open space is also a fundamental part of the plan.

Goal A-2

Help retail districts meet needs and opportunities consistent with sound environmental and urban planning principles.

- ***Policy A-2.1 – Objective: Link University Avenue to the campus and ensure multi-modal circulation***

Approved Compiled Plan January 2003

The University of Washington Campus Master Plan includes opening up the campus to the community along 15th Avenue NE through eliminating portions of the existing wall as new development occurs, designing new buildings with entrances on 15th Avenue NE, and enhancing pedestrian connections to campus. (see p. 90-92)

Goal A-3

Support long-term commercial redevelopment to maintain the UCUC's diverse economic base.

- ***Policy A-3.2 Create a vital mixed-use commercial/residential center with master planned development, integrating open space and pedestrian connections***

The University of Washington Campus Master Plan recommends university mixed-use development on university property in West Campus, new open space integrated with the Burke-Gilman Trail, Campus Parkway, and entrances to campus at 15th Avenue NE, and pedestrian connections between the campus and the University District along 15th Avenue NE. (see pp.13, and 92, 93)

- ***Policy A-3.3 Encourage redevelopment that supports and derives benefit from public transportation systems, including bus and rail transit***

The University of Washington Campus Master Plan includes bus shelters and pedestrian connections to campus linked to potential Sound Transit station locations. (see page 74,75)

- ***Policy A-3.4 Explore innovative parking measures such as a joint-use policy, off-site parking, and parking structures***

The University of Washington Campus Master plan recommends parking as part of the development program for many potential building sites as well as some stand alone parking structures.

Goal A-4

Maintain and enhance stable residential neighborhoods

- ***Policy A-4.5 Strengthen and enhance the mid-rise residential neighborhood south of NE 43rd Street between Roosevelt Avenue NE and Brooklyn Avenue NE***

The University of Washington Campus Master Plan includes recommendations for university mixed-use residential development on University property in this area. (see pp.13-14)

Goal A-5

Accommodate University of Washington growth in a way that benefits the community as well

- ***Policy A-5.1 Provide community input where appropriate into the University Campus Master Plan process***

The University of Washington Campus Master Plan process has included numerous public meetings and hearings to advise on the scope and content of the Campus Master Plan as well as to gain feedback from the University's neighboring communities on the Draft Campus Master Plan. (see Chapter VIII)

- ***Policy A-5.2 Allow University of Washington uses off-campus where there is also a benefit to the community***

The University of Washington Campus Master Plan recommendations for university mixed-use development on University property in the University District will allow for more open space, and other functions accessible to the community. (see pp.13-14)

Additional leasing on non-University property in the area could increase University-affiliated employment in the community and decrease transportation impacts to the community since University of Washington employees have the U-Pass program. Private development could increase housing for University-affiliated employees. (see FEIS, Major Issues section)

Transportation

Goal B-1

Establish and improve pedestrian and bicycle facilities in the UCUC to provide safe, convenient, and desirable surroundings that encourage walking and bicycling

The University of Washington Campus Master Plan recommendations include a range of possible enhancements to bicycle paths, bicycle storage, and pedestrian routes in West Campus areas. (see pp. 33-37; 64-67)

Housing

Goal C-1

Provide housing for a mix of demographic and income groups

University of Washington Campus Master Plan recommends increasing student housing units on campus to accommodate demand. The Housing Task Force report has recommended ways for the University to assist faculty and staff to purchase housing in the neighborhood. (see Chapter XI)

Goal C-3

Enhance Neighborhood design quality and compatibility

- ***Policy C-3.1 Maintain attractive, pedestrian-oriented streetscapes through design guidelines, zoning requirements, and streetscape improvements***

The University of Washington Campus Master Plan recommends improvements to the streetscapes on Brooklyn Avenue NE, 15th Avenue NE, Campus Parkway, NE 40th Street, NE 41st Street, NE 42nd Street, NE 43rd Street, and a new east-west pedestrian link between the potential north Pacific Street Sound Transit station and the Burke-Gilman Trail. (see Illustrative Development areas C-1 p. 100, S/W-1 p. 108, S/W-2 p. 109, S/W-5 p. 112; S/W-7 p. 114, and the Illustrative Campus Plan with Potential Development, p. 89)

Parks, Recreation, Open Space, and Urban Design Features

Goal D-1

Increase open space to serve existing and projected needs.

The University of Washington Campus Master Plan enhances and creates more open space on campus as well as discusses ways to increase and improve usable open space along 15th Avenue NE, on Campus Parkway, and between 15th Avenue NE and the Burke-Gilman Trail. (see “General Open Space and Landscape Policies” pp. 28-32 and 92-95, Chapter IV, and Illustrative Development Area S/W-6, page 113)

Goal D-2

Accommodate each neighborhood’s specific open space needs

- ***Policy D-2.2 In the lower section of Brooklyn Avenue, provide open space for residents, workers, and students and strengthen physical connections to the waterfront and campus. Work with the University of Washington on campus edges a redevelopment. Improve unused land in the public ROW.***

The University of Washington Campus Master Plan increases open space in Lower Brooklyn Avenue NE and strengthens connections to the waterfront on Brooklyn as well as adds new street trees as development occurs. (see Illustrative Development Areas S/W-5 and S/W-6, pp. 112-113; and sites 39W and 42W would develop new open spaces)

- ***Policy D-2.5 In The Ave – 15th Avenue NE corridor, upgrade University Way with street-oriented open space nearby***

The University of Washington Campus Master Plan increases street-oriented open space along 15th Avenue NE by bringing development closer to the street and softening the edge by removing or decreasing the height of the existing wall. (see p. 92)

Goal D-3

Improve the pedestrian and bicycle connections from neighborhoods to parks and recreational resources as a high priority

The University of Washington Campus Master Plan connects a new east-west pedestrian path to the Burke-Gilman Trail, improves the crossing of the Burke-Gilman Trail at Brooklyn and enhances pedestrian connections along the shoreline to the Sakuma Viewpoint. (see Illustrative Development Area S/W 5, pp. 60-63)

Goal D-5

Strengthen the visual, spatial, and circulatory connections between the University of Washington and the community

- ***Policy D-5.1 Work with the University on the campus edge and shoreline improvements in the upcoming Master plan.***

The University of Washington Campus Master Plan outlines improvements to bicycle and pedestrian access and enhances open space along the shoreline. (see pp.33-35, 57, 60-63, 95)

Goal D-8

Retain and restore environmental amenities.

One of the primary goals of the University of Washington Campus Master Plan is to preserve and enhance existing open space. (see pp. 54-57)

Arts and Cultural Activities

Goal E-4

Consider public art that enhances safety and pleasure for pedestrians.

- ***Policy E-4.1 Support functional public art through urban design, such as street lighting and other sidewalk amenities that enrich and support the pedestrian environment***

Like all state agencies, the University of Washington is required to set aside 1/2 of 1% of all state-allocated design and construction funds

for the acquisition of new works of art. Projects with budgets of less than \$200,000, most infrastructure projects and projects funded by self-sustaining budgets are not subject to this set-aside.

The University works collaboratively with the Washington State Arts Commission Art in Public Places Program to develop artwork projects and to select artists to create the works. A jointly-appointed standing body, the WSAC/UW Public Art Commission, is charged with the design and oversight of the program, with staff assistance from the Campus Art Administrator and contract management by WSAC.

All artwork commissioned by the WSAC/UWPAC is considered part of the state's art collection. As of 2001, there are 20 works in the state's art collection on the University campus.

UCUC Plan Adoption Matrix

From the plan directives and goals and objectives flow the specific action items that are included in the "UCUC Plan Adoption Matrix." This matrix was adopted via a resolution by the City Council in September 1998. The matrix is designed to establish a work program in response to the recommended activities proposed in the neighborhood plan. The matrix guides city actions and the allocation of resources for capital improvements in the UCUCP neighborhood. The matrix is divided into three sections:

1. *Key Strategies:* usually complex projects or related activities that the neighborhood considers critical to the successful implementation of the neighborhood plan.
2. *Additional Activities for Implementation:* clearly defined activities that are not directly associated with a Key Strategy, ranging from high to low in priority.
3. *Activities for Longer Term Consideration:* activities that, for a variety of reasons, are not yet ready for formal City response or are intended to be implemented several years in the future.

The effort to implement the UCUC Plan has been given to the City's Department of Neighborhoods (DON). In working with the DON and the community members, the University of Washington carefully reviewed each of the action items listed in the UCUC Plan "adoption matrix" to determine which items could be implemented through the Campus Master Plan. What follows is a listing of those action items that the University of Washington will be working to implement during the life of the Campus Master Plan as development occurs. The majority of the action items in the adoption matrix are outside the University's geographical boundaries or jurisdictional authority. Where that is the case, the University, through the Office of Regional Affairs, will continue to work with the City and the Community to be a part of the ongoing efforts to implement the vision of the UCUC Plan. Those action items that fall within the University boundaries or jurisdictional authority and can be implemented as development occurs in conjunction with the Campus Master Plan, are listed below.

I. Key Strategies

Key Strategies consist of activities for a single complex project or theme that the neighborhood considers critical to achieving its vision for the future. While the Key Strategies are high priorities for the neighborhood, they are also part of a twenty-year plan, so the specific activities within each Key Strategy may be implemented over the span of many years. What follows are the UCUC Plan Key Strategies from the Adoption Matrix and how the Campus Master Plan will work to implement these strategies on campus during the life of the Campus Master Plan as development occurs. The diagrams refer to the location of the key strategies (in bubbles). For reference, potential development site numbers are also shown.

Southwest Quadrant

"The vision for this quadrant is that both areas become more attractive and better connected to surrounding services and amenities. Rather than a major shift in land use patterns, the UCUC Plan envisions a continuation of existing trend, with additional capital improvements to upgrade the physical setting."

D15 Enhance gateway along 11th Avenue NE. Improve vacant triangles at NE 41st Street and 11th Avenue NE. Construct gateway features and upgrade bus stops.

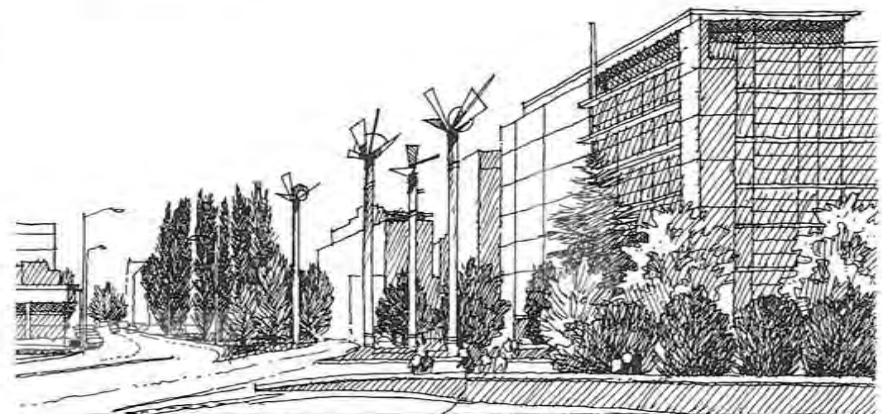
In the University of Washington Campus Master Plan, any open space, landscaping or building proposed for site 30W would be designed as a "gateway" to the University District and the University of Washington Campus. As part of development of site 30W, street trees could be added to the vacant triangle opposite 11th Avenue NE and its use as a "gateway" enhanced. University of Washington staff will work with the DON, SEATRAN, Community Transit and King County Metro to upgrade the bus stop. (see Figs. IX-1 and IX-2)

D11/D23 Upgrade the area around the Burke-Gilman Trail near the University bridge, I-5 bridge, and Peace Park. Improve the landscaping and paths. Add security lighting where needed.



West Campus

Figure IX-1



Illustrative Drawing of Site 30W: Gateway to the University District and the University of Washington

Figure IX-2

In the University of Washington Campus Master Plan, landscape improvements are proposed for the streets bordering Sites 27W and 28W in conjunction with the development of those sites, thus upgrading the area below the University Bridge. Improved pedestrian connections are proposed from 9th Avenue NE, across NE 40th Street

and to the Burke Gilman Trail (see page 115 and Figure IX-1). These improved connections would feed into the small boat ramp park proposed at the end of 7th Avenue NE and Brooklyn Avenue NE (Figure IX-1).

D27 Require sidewalks and street trees for all new development south of the Burke-Gilman Trail and east of the University Bridge.

In the University of Washington Campus Master Plan, as potential development sites are developed, preservation of open space and landscape improvements are part of the building program. This includes street trees and sidewalks. The potential development sites south of the Burke-Gilman Trail and east of the University Bridge would be 43S, 44S, and 45S (page 112).

Lower Brooklyn

“The vision for Lower Brooklyn is to intensify and solidify the residential neighborhood’s character, to provide a better transition between the campus and adjacent activities, to integrate proposed transit improvements, and to improve gateways and connections around the periphery.”

A3 Rezone from L-3 to Midrise (MR) in Lo-Bro and refine design guidelines to ensure privacy for neighbors, hidden parking, visible open space, and design quality.

In the University of Washington Campus Master Plan, heights in the Campus Master Plan for that area approximate the mid-rise zoning as contemplated by this action item. The CMP Objectives by Campus Area as listed on page 13 ensure that development in the West Campus will not turn its back on the residential community in the Lower Brooklyn Avenue neighborhood. The University agreed to lower the height of development site 31W to conform with this action item. A height rezone is being requested in this Campus Master Plan from 105 feet to 65 feet for site 31W to conform with the UCUC Plan. (see page 132 for height rezone request for site 31W and Figure IX-1)



Southwest Shoreline

Figure IX-3

D9 Support the University of Washington’s enhancement/ expansion of Sakuma park at the foot of Brooklyn Avenue NE as part of the master plan update.

In the University of Washington Campus Master Plan, the University has enhanced Sakuma Viewpoint and as part of the vision for the Campus Master Plan, the plan proposes that the UW Fish Rearing Ponds be relocated to the area of influence adjacent to site 43S. This development would be done so that the Sakuma Viewpoint would be further enhanced and the ponds could be enjoyed by the public. (see pp. 15-16 and Illustrative Development Area S/W-5, page 112 and Figure IX-3)

D13 Support University of Washington efforts to construct a contiguous waterfront trail extending from the Montlake Bridge to the University Bridge

In the University of Washington Campus Master Plan, it is proposed that pedestrian circulation be enhanced by connecting the waterfront trail so it is contiguous from the Montlake Bridge to the University Bridge. (see page 63 and Figure IX-3)

D26 Improve Brooklyn Ave NE as a green street and signed bicycle route for Ravenna Boulevard to the water.

In the University of Washington Campus Master Plan, street trees will be added as development occurs that fronts Brooklyn (see p. 114, Sites 44S, 45S and p. 112, Site 38W and p. 113, Site 37W, p. 109): bicycle improvements between NE Pacific Street and NE 40th Street (see p.67). The University will cooperate with the City in providing a network of bicycle paths to, from, and on campus (see "General Transportation Policy", p.33-34 and Figure IX-1)

D33 Unify the area between NE 40th and 41st Streets/Brooklyn Avenue NE and 15th Avenue NE. Develop small open spaces and improve streets as parcels are redeveloped.

In the University of Washington Campus Master Plan, Campus Parkway alternatives include developing more usable open space on Campus Parkway and new open space above sites 42W and 39W, street trees added adjacent to proposed development. (see Illustrative Development Area S/W-1, p.106 and S/W-6, p. 113)

General policies call for better use of Campus Parkway by improving open space (see p. 13, Chapter VI, and Figure IX-1)

University Gardens Mixed-Use Core Development

"The vision for the University Gardens Core is its redevelopment into a more intense pedestrian-oriented, mixed-use complex, with amenities, open space, and transit accessibility supporting a wide variety of compatible activities. The UCUC plan envisions this area as an ideal location for new knowledge-based business centers that might branch off from university research, and as a likely setting for university off-campus activities. The University Gardens Core is also seen as a strong multifamily residential neighborhood, with pleasant streets, open spaces, and amenities."

B17 Transit Staging. Provide adequate (preferably off street) staging facilities to serve transit demand. Pursue mixed use transit staging facility between 11th and 12th Avenues NE and NE 45th and 47th Streets.

D24 Partner with KC/Metro to develop open space in association with KC/Metro's bus staging/parking structure.

While this specific project was set back with the passage of Initiative 695, the University is still interested in working with the City, King County, SEATRA, UDPA and the community to make this project a reality.

D31 Identify key open space opportunities associated with new development. Institute workable development incentives for developers to provide open space.

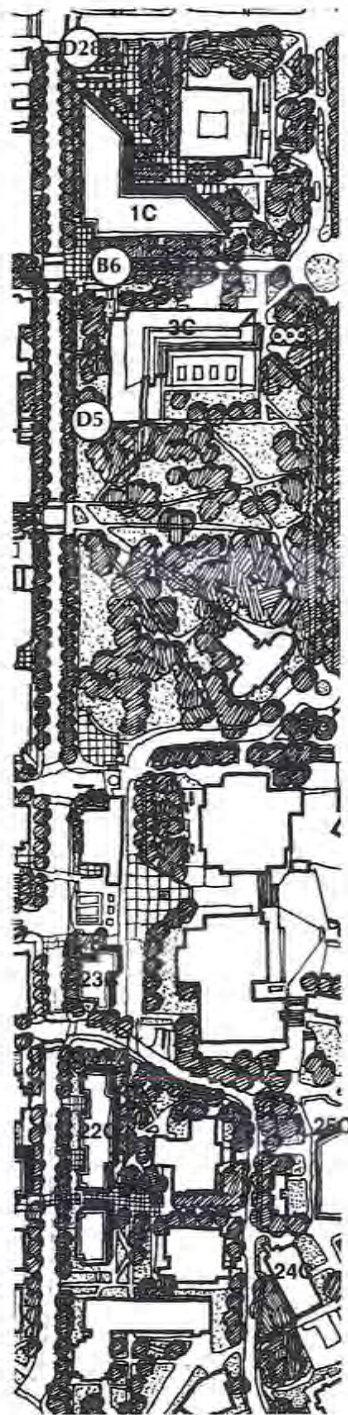
The University of Washington Campus Master Plan identifies new and enhanced open space that will be developed and/or improved as campus development occurs. (see p. 54-57)

The Ave/15th Avenue NE Corridor

"The community sees this area as a vibrant retail shopping district, with both regional attractions and local services. With the Burke Museum, the Henry Gallery, Meany Theatre, and other attractions, it is also the focus of cultural activities. Finally, its role as a regionally important transportation hub should be explored, but not allowed to overrun its role as a community and retail focus."

B1 Transit Corridors. Evaluate the existing operations and future conditions (including Sound Transit station and increased service) of the key UCUC transit corridors of NE Pacific Street, NE 45th Street, NE 50th Street, 15th Avenue NE, and University Way NE and develop a set of strategies that will improve transit speeds under future conditions.

In the University of Washington Campus Master Plan, the University proposes bus stop improvements, bus layovers, and is working with Sound Transit on the development of potential new light-rail stations on University of Washington property (see pp. 34, 72-75). The University is also providing local shuttles for Health Sciences and Night Ride (see p. 160). General transportation policies call for working with transit agencies to provide a high level of service for the area (see p. 33, 37, 160). An example of this is the University of Washington's work with Metro to increase the speed of Route 44.



15th Ave NE Figure IX-4

B5 University Way NE. Move forward with the construction of wider sidewalks, installation of bus bulbs, and other features as outlined in *The Ave Street Design Plan*.

The University supports and has worked with members of the “Ave Group” to get the Ave Street Design Plan funded. In addition, the University of Washington may install street trees and other improvements along University Way, south of NE 41st Street adjacent to proposed development. Also, extension of street trees from 15th Avenue NE along NE 42nd Street & NE 43rd Street will enhance Ave improvements (see p. 92 and Figure IX-1)

B6 NE 43rd Street between the Ave and the campus. Improve the pedestrian link between the Ave and the campus on NE 43rd Street without closing the street and maintain alley access. Study in conjunction with the Sound Transit station design to determine the scale and scope of improvements.

In the University of Washington Campus Master Plan street trees may be extended along NE 43rd Street from 15th Avenue NE adjacent to proposed development: pedestrian access at NE 43rd Street will be improved, new development will be designed to open up to 15th Avenue NE as well as on to campus; University of Washington did work with Sound Transit on station design until it was put on hold (see p. 34, 74). Transportation policies call for providing enhanced pedestrian linkages across 15th Avenue NE (see p. 92). Central Campus policies call for creating better connections between campus and community (see p. 12-13 and Figure IX-4).

B18 Transit Service. Improve transit linkages to community destinations, including U Village, Ravenna Urban Village, the University of Washington campus, the Ave, and Sound Transit stations, through shuttle bus service and or the use of existing KC/ Metro bus routes to provide frequent, convenient and economical service with in the UCUC.

The University of Washington operates two local shuttles (Health Sciences and Night Ride) which supplement commuter services (see p. 160). In the University of Washington Campus Master Plan general transportation policies call for working with transit agencies to

maintain a high level of service in the area (see p. 33). The University is currently working with the City on the University Area Transportation Study.

D5 Improve 15th Avenue NE with landscaping and transit amenities. Encourage the University of Washington to soften the University of Washington campus edge and provide open space enhancements on the campus at NE 45th Street, NE 42nd Street and/or NE 43rd street. Do not reduce transportation capacity.

The University of Washington has been working with Sound Transit to incorporate potential light rail stations into this campus plan, providing direct pedestrian paths to and from each station (see pp. 75, 160). In addition, a plan for the 15th Avenue NE Corridor includes removing or decreasing the amount and height of the retaining wall as new development occurs, adding new street trees, and designing new

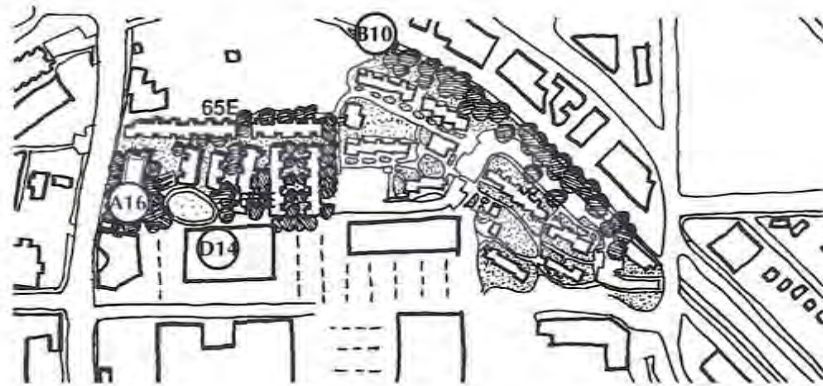
buildings to open onto the 15th Avenue NE and the Campus (see p. 92 and Figure IX-4).

Ravenna Urban Village

"The vision for Ravenna builds on the area's history. 'Aims' listed in the description includes increasing transit and pedestrian connections, retaining the current scale of residential development and enhancing the neighborhood shopping area to support a vision for the area that is consistent with the urban village strategy."

B10 University Village Access. Maintain controlled access at the "north gate" connecting through University of Washington family housing to Burke-Gilman. Improve pedestrian and vehicular safety at access drives on south side and east side of Village. Investigate ADA access from 25th Avenue NE to University Village parking lot.

In the University of Washington Campus Master Plan, the University of Washington will maintain controlled access through this gate as part of the 25th Avenue NE Blakeley Village Addition Housing Project being developed under the GPDP. (see Figure IX-5)



Blakeley Village Housing Site

Figure IX-5

II. Specific Activities for Implementation

The activities listed under this title are not directly associated with the Key Strategies listed above. For each activity, the City has identified next steps as a part of the City's work program in response to the UCUC Plan. Many of the next steps are actions to be taken by the City, but in some cases, the neighborhood or another agency will be able to take the next steps. As with the activities listed for each of the Key Strategies above, these activities are intended to be implemented by the City, the neighborhood, or other agencies over the span of many years. What follows are the UCUC Plan-specific activities from the adoption matrix and how the Campus Master Plan will work to help implement these activities on campus during the life of the Campus Master Plan as development occurs.

Land Use and Economic Development

A 16 Develop design guidelines for tree preservation and planting on 25th Avenue NE and in Ravenna Urban Village area in general.

In the University of Washington Campus Master Plan, the University of Washington student housing being developed along 25th Avenue NE on the old "Vic Mix" property next to the Silver Cloud Inn, will include street trees along 25th Avenue NE and within the property as well. The trees along 25th Avenue NE will blend with other plantings that are envisioned by the City under this goal. (see Figure IX-5)

Transportation

B4 Signal timing refinements to improve movement of traffic.

In the University of Washington Campus Master Plan, general transportation policies encourage the University to cooperate with the City in improving traffic flow on streets surrounding and leading to campus. (see p. 33)

B14 Shoreline/Campus trail. Establish a bike route through the University of Washington linking the planned bicycle lanes on NE Boat Street with an underpass at Montlake Boulevard on the north side of the Montlake bridge.

Bicycle circulation improvements proposed in the University of Washington Campus Master Plan (see pp. 66-67 and Figure IX-3), include a continuous path proposed along the waterfront between the University Bridge and the Montlake Bridge. The Montlake Underpass was studied in the SW Campus Master Plan and was put on hold due to high costs and limited traffic improvement benefits.

B 24 Urban Center Transportation Programs. Study the feasibility of developing a TMP for the UCUC under the stewardship of a broadly-based community planning association.

In the University of Washington Campus Master Plan, the University recognizes its role in non-university processes designed to study and address transportation issues that affect the university area (see p. 33).

The University is currently working with the City of Seattle Strategic Planning Office as they develop the University District Transportation Study.

B25 Ride Free Zone. Establish a ride free transit zone within the UCUC area. Alternatively, establish a shuttle system to cover specific needs.

In the University of Washington Campus Master Plan, the University of Washington plans to continue providing local shuttles for Health Sciences and Night Ride, although these are not commuter programs (see p. 160)

Housing

C1 Institute an employer assisted housing program in which major employers (e.g. University of Washington) encourage employees to locate in the community through reduced loan fees and closing costs.

In the University of Washington Campus Master Plan, the University of Washington plans to continue participating in the City-initiated Hometown Home Loan program which provides discounts on certain fees and closing costs. Nearly 2/3 of homes purchased under this program were in Seattle and 1/3 were in North Seattle. (see p. 208)

C2 Institute a shared equity housing partnership program.

In the University of Washington Campus Master Plan, the University Housing Task Force plans to continue evaluating a shared equity housing program as a possible expansion to the Hometown Home Loan Program. (see p. 208)

Parks, Recreation, Open Space, and Urban Design Features

D10 Encourage the University of Washington to consider incorporating open space into University of Washington development between 11th Avenue NE and 12th Avenue NE just north of NE 41st Street.

In the University of Washington Campus Master Plan, development must respect housing to the east (see p. 108). A potential courtyard is shown in the illustrative plan. (see p. 95 and Figure IX-1)

D11 Install sidewalks, lighting, and street trees on 7th Avenue NE connecting the Burke-Gilman Trail to the shoreline.

In the University of Washington Campus Master Plan, sidewalks and street trees may be developed adjacent to proposed development as shown in the illustrative plan (see p. 112 and Figure IX-1); pedestrian connections to the Burke-Gilman Trail also may be developed. (see p. 116)

D12 Explore various ways to upgrade Campus Parkway to increase useable open space.

The University of Washington campus planners explored ways to make the median on Campus Parkway more usable during the discussions with the community and City about the Draft Campus Master Plan. While no conclusion was reached on this issue, *Chapter IV, Street Vacations* continues to explore alternatives to make this space more usable. (see Figure IX-1)

D14 Encourage the University of Washington to explore opportunities for sharing the Vic Mix Pond area (east of 25th Avenue NE between Silver Cloud Motel and University Village) as part of housing development or community recreation space.

In the University of Washington Campus Master Plan, the new student housing development at 25th Avenue NE being developed under the GPDP will bring back the man-made "Vic Mix" pond. The pond will be accessible to the general public however a low fence

and planting will surround the pond to keep small children from falling in. (see Figure IX-5)

D28 Create a north gateway to the University District at the Ave or 15th Avenue NE and NE 45th Street. Consider "University of Washington front door" Burke Museum, Sound Transit potential new development and KC/Metro improvements.

The University of Washington Campus Master Plan includes an improved pedestrian entrance at NE 45th Street and 15th Avenue NE which could serve as a gateway to the University District and the Ave (see p. 92 and Figure IX-4). Campus entry with sightlines onto campus and into the Ave will be created as development occurs on sites 1C, 2C and 4C(see p. 100). The potential Sound Transit station is slated for the corner of 15th Avenue NE and NE 45th Street. If the Burke decides to expand on its current site, the new building could act as the "University of Washington front door." If the Building is not the Burke, the potential design will also open to 15th Avenue NE and to the community and include a walkway connection through the site.

D35 Encourage tree planting in the University Urban Center.

In the University of Washington Campus Master Plan, all proposed University of Washington development sites include landscaping considerations which usually include the addition of adjacent street trees and open space with trees. (see pp. 28-32)

Arts and Cultural Activities

E10 Identify historically important buildings and work with arts and government agencies to preserve significant landmarks that contribute to the continuity and character of the community.

The University of Washington Campus Master Plan describes the University's ongoing commitment and process for preserving historical buildings and significant landscapes on campus. (see p.23-27)

E11 Encourage the University of Washington to employ cultural and public oriented performances and facilities to create greater interaction between the community and the University. This can be done through physically timing and orienting features to the community and through programs to give local community members special access.

The University schedules many such activities including the “Summer Arts Festival” that will showcase its second year in the summer of 2001. This festival is open to the general public and has free activities in addition to the ticketed events.

Public Safety

G1 Integrate security planning with development of parks and open space.

In the University of Washington Campus Master Plan, planting design and maintenance will consider personal safety on campus. (see p. 29)

Community Coordination, Communication, and Participation in Decision Making for Plan Implementation and Redevelopment Activities.

H3 Create a liaison task force of UCUC Planning Committee members or its successor organization to advise and assist the University of Washington in interpreting the Urban Center Plan as necessary to expedite the University of Washington Campus Master Plan process.

The University of Washington planners worked closely with members of CUCAC and other community members involved in drafting the UCUC as they developed the Campus Master Plan. (see Chapter VIII)

III. Activities for Longer-Term Consideration

At the time of the UCUC Plan adoption in 1998, these activities were items that the City needed more time to prepare responses to. Many

of the items listed in the adoption matrix under this title have been more fully developed and analyzed by the City since 1998. What follows are the UCUC Plan activities for longer-term consideration from the adoption matrix and how the Campus Master Plan will work to help implement these activities on campus during the life of the Campus Master Plan as development occurs.

B23 Bicycle Parking Areas. Increase the number of required bicycle parking stalls for developments in areas in the UCUCP. Authorize, as part of mitigation requirements, the establishment of community bicycle parking areas such as that found in front of the University Bookstore.

In the University of Washington Campus Master Plan, secure bicycle storage will be programmed into each new building project (see pp. 35) as well as additional covered bicycle storage (see p. 163)

D36 Develop design guidelines to protect the Burke-Gilman Trail, to address issues such as minimal setbacks, shading, driveways, trailside plantings, etc.

The University of Washington Campus Master Plan creates guidelines for University development along the Burke-Gilman Trail. (see p. 21 and 129)

I1 Conduct an urban center-wide transportation analysis of all arterial corridors with the objective of assessing existing capacity issues, forecasting future demands, and establishing implementation policies, funding priorities and strategies in the form of a UCUC Transportation Plan.

In the University of Washington Campus Master Plan, the University recognizes its role in non-university processes designed to study and address transportation issues that affect the university area (see p. 33). The University is currently working with the City of Seattle Strategic Planning Office as they develop the University District Transportation Study.

X. Utilities

The University of Washington Engineering Services Division reviewed the capacity and condition of the campus utility system and determined that the system is adequate to handle the remainder of the buildings being constructed under the current GDPD and the additional 3 million gross square feet being added under the Campus Master Plan. The Campus Master Plan identifies proposed development sites (Figure IV-50) but does not determine which sites will be built during the life of the plan. Most developable sites will be served from Central Campus utilities, while a few will be served from public utilities. At each developable site, utilities and tunnel extensions will be required as part of the project to serve the building.

Summary of Utility Needs

Steam Generation

The steam generation capacity for the campus is adequate to handle both the remaining GPDP capacity and the addition of 3 million gsf. When an additional 3 million gsf have been built, the oldest boiler will have exceeded its useful life and will need replacement for the next phase of campus development. The steam distribution system is considered adequate for the new buildings as well. The condensate return system, while sized adequately, may need replacement of selected piping which deteriorates because of the more aggressive nature of condensate return. In the near term, the condensate return piping will be tested to check for potential failure.

Chillers

Chillers in the central power plant for the central cooling water system (CCW) have a generating capacity approximately equal to the current campus demand. Provisions have been made for the installation of one additional chiller; however, the distribution piping is at capacity. The future chiller at the power plant could serve new buildings in the central area; however, limited distribution piping would prevent service to other areas of the campus. New chiller capacity must be provided for new construction in the North, West, South and Southwest areas and new distribution piping will be required. A detailed study of this utility will establish the most appropriate means of providing adequate cooling water to meet future demands.

Electrical Power

The electrical power receiving stations have the capacity and modern switchgear necessary to serve the electrical loads for the fully developed campus and should not require major upgrades for approximately forty years. Significant portions of the distribution cabling system and building electric service equipment is aged and needs to be replaced and expanded to provide for new and renovated facilities. Additionally, new circuits must be installed to maintain operating flexibility and system reliability. If the potential

development site listed as 3N is chosen for development, it may require relocation of an existing substation.

Emergency Power

The existing emergency electrical power system is adequate for only present demands. Any new construction or major building renovation will require a new emergency power source. The central system must be expanded and additional cable distribution provided to areas not served by the emergency system or where the cabling is aged or of inadequate capacity.

Compressed Air

Compressed air is generated at the central power plant for power plant use, building environmental control systems, and laboratory use. Reliable generating capacity is inadequate during annual maintenance cycles. A separate, more reliable system should be provided for the power plant. Building usage varies considerably depending on the building occupancy. Therefore, it is probable that an aged compressor will need to be replaced to provide more reliability and additional capacity as the campus develops. The distribution system is considered adequate for new buildings.

Central Fire Alarm

The central fire alarm system that provides fire alarm enunciation from the buildings to the Seattle Fire Department is forty years old with limited capacity for expansion. Replacement of the present system will probably be required during the 2002-2012 time frame to provide adequate capacity for the new development and to allow enhanced information to be available to the UW police and the Seattle Fire Department.

Water

The campus is served by the Seattle Water Department at multiple connections to the city system. It is considered that the system on campus is adequately sized to meet the projected building needs.

Portions of the distribution system are very old and will need replacement as failures occur.

Sanitary Sewer

The sanitary sewer system on the Central Campus area connects to the Metro trunk line, which follows the Burke Gilman Trail around campus. Buildings in the East campus area connect directly to City of Seattle sanitary sewer lines. A portion of the sanitary sewage collected south of NE Pacific Street and east of 15th Avenue NE goes to a University-operated sewer lift station where it is pumped to the Metro truck sewer. Sewage collected south of NE Pacific Street and west of 15th Avenue NE flows to a city-operated lift station which pumps to the north trunk sewer. The campus sanitary sewer system is considered adequately sized to meet current and future needs. Some older lines no longer drain properly because of settlement and tree root obstruction. Repair and replacement of these systems will need replacement as failures occur.

Storm Drainage

Major portions of the campus storm drain system flow to University or City of Seattle storm drains. Where storm drains are not available, storm run-off is handled by the sanitary sewer system. As the opportunity presents itself additional separation of storm and sanitary sewers will occur during the development of any of the potential development sites. As new regulations develop, capital expenditures to improve storm water quality may be required. Whenever feasible, site water will be returned to the soil or recycled to reduce storm water collection.

Natural Gas

Natural gas service is provided through a metering station in the south campus for that area and at the central power plant. From the central power plant, a University-maintained system distributes gas to a limited number of buildings. The University recently participated in a project that increased the size of the Puget Sound Energy main for more reliable and better service. No major improvements are expected to be required.

Solid Waste and Product Recycling

Two haulers manage the University's waste collection and recycling. The University has its own self-haul program coupled with supplemental service provided by Waste Management. The self-haul program has the capacity to absorb the generation of additional waste and recyclables in the next phase of development. However, as new waste reduction regulations are legislated and the waste reduction efforts increase through the promotion and collection of recyclables, capital expenditures will be necessary to expand the collection of paper, cardboard, glass, plastics, and construction waste. Replacement of the present system of collecting recyclables coupled with an increase in the inventory of both recycling and garbage containers will also be required. The current capacity for sorting the volume of recycled paper collected on campus will be saturated. An additional sorting belt station needs to be added to the current operation. Therefore, a new facility for processing recycled paper should be identified.

Energy Efficiency

The University has maintained strong and aggressive programs in energy conservation, water conservation, product and green waste recycling, and other programs that conserve natural resources. The University regularly participates with local public utilities, such as Seattle City Light and the Seattle Water Department, to strive for resource conservation in new projects. Currently, the University is working with the King County Department of Natural Resources on plans to recycle wastewater. The University also has a long-standing relationship with the Department of Ecology and provides consultation to many state and public entities in the process of developing and implementing recycling and waste reduction programs.

Telecommunications

The University is recognized as an internet pioneer in the area of data, voice, and video network services, the University provides leadership in the development of next generation networking technology. New construction and remodeled buildings will continue to have the cable infrastructure needed to function, while older buildings on campus

may not. Unfortunately, in older buildings, behind the service "hubs" lie an ancient wiring infrastructure that is incapable of supporting current physical networking standards and, in many cases, cannot be expanded to provide additional circuits. The University has depleted capacity and lacks significant capital funding to enhance or replace the wire, horizontal and vertical distribution, and communications closets in many of the older buildings on campus.

Disaster Resistance

The University of Washington is committed to the welfare of its community—students, faculty, staff, visitors; and to preserving the institution. The primary mission of the University of Washington is the preservation, advancement, and dissemination of knowledge. To fulfill the University's mission and commitments in the event of a disaster, the University strives to become disaster resistant. Disaster resistance is achieved through recognition and analysis of the risks of natural and man-made hazards, mitigation of the human and economic impact of disasters, and comprehensive planning for resumption of University functions. Responsibility for incorporating disaster resistance into the planning and operation functions of the University rests with the vice presidents, deans, directors, and chairpersons of all University units.

XI. Housing

This section of the Campus Master Plan describes the University's future objectives related to:

- Housing policy
- Demand for on-campus student housing,
- Emerging housing issues for faculty and staff

Summary of University Housing Policy

The *University of Washington Student Housing Statement of Principles (Principles)*, adopted by the Board of Regents in 1978, provides policy direction for University decision-making related to provision of student housing. The main points of the *Principles* are:

- The primary source for student housing continues to be the off-campus private housing market.
- University-owned housing must be allocated on a priority basis that supports the University's educational goals.
- The University will cooperate with the City of Seattle and the neighboring communities in seeking ways to offset negative impacts arising from demand for housing for students.

In both 1988 and 1997, the Board of Regents reaffirmed the first point related to the off-campus market as the primary source of student housing.

The University and the Private Housing Market

The private market will continue to be the primary source of student housing throughout the period of the CMP. Therefore, the impact on the private market of demand created by student growth was considered in assessing the need for additional University-owned housing.

First, recent information shows that less than half of all students change their place of residence to attend the University. In the most recent U-Pass survey, 53% of respondents reported that they did not move when they began classes.

The *University Community Urban Center Plan (UCUC Plan)* assumed an increase of 300 student households in the neighborhood during the period covered by the CMP. The University plans to add 800 to 1,000 beds in the same timeframe. (See following discussion of single student housing.) With development of the new beds, it is estimated that an additional 200 to 300 student households might be seeking housing in the private market. Since this is within what was anticipated by the *UCUC Plan*, the proposal for new beds responds to the identified on-campus housing need without creating an unanticipated increase or negative impact on the private market.

Finally, new private market units *are* being developed in the University District consistent with the housing goals of the *UCUC Plan*. The University District urban center is one of the three fastest growing in the City. It is one of the neighborhoods in Seattle that is on target to achieve its housing growth goal. Through 1999, 414 new units had been built and 150 additional units had been permitted. Together these represent 27% of the overall 20-year goal of 2,110 new units, accomplished in the first five years (or 20%) of the planning period.

University Student Housing

On Campus Housing Options

Housing and Food Services (HFS) is responsible for University-owned housing. HFS develops University housing, both directly and through public/private partnerships with nonprofit organizations. Under these partnership agreements, the nonprofit secures the financing, oversees construction, and is responsible for property management. The University markets the housing and determines resident eligibility.

Housing Inventory

In 1999 the University provided housing for 5,104 single students and 578 families.

Table XI-1 *Current HFS University Housing Inventory, 1999*

| Type | # Beds/Units | # Buildings/Projects |
|----------------|--------------|----------------------|
| Single Student | 5,104 | 9 |
| Family | 578 | 5 |

Funding of Housing Development and Operations

HFS is a self-sustaining unit of the University. As such, it receives no state or University funds. Revenues from housing and related food sales are the sole source of funds to pay for debt service, capital improvements, and operations.

Issuing long-term debt, typically 30-year revenue bonds, finances construction and renovation of student housing—whether done by the University or through a private, nonprofit partner. In order to secure financing, HFS must be able to demonstrate that housing demand and revenues, can be sustained over 30 years. Long-term housing demand is critical to the financial feasibility of each housing project.

Single Student Housing

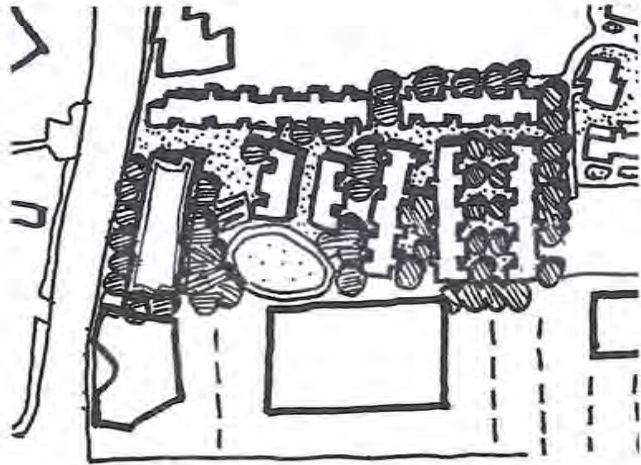
Demand for single student housing fluctuated dramatically in the 1990's. Between 1993 and 1995, single student demand dropped so low that HFS temporarily closed a residence hall. While demand has increased in the last several years, future demand will be affected as much by the State's ability to fund higher education, as by demographics. Thus, since new housing development requires 30-year debt financing commitments that can be repaid only through housing revenues, HFS must consider new housing development carefully.

Based on the projected student growth of 3,000 to 4,000 new students during the life of the plan, there is the potential demand for 850 to 1,000 more beds for single students by 2012. HFS is currently exploring the financial feasibility of additional housing projects, and it shall make all reasonable efforts to find ways to move ahead with the development of 850 - 1,000 more beds during the life of the Master Plan. Sites have been identified which could support development of 500 to 1,000 additional single student spaces. Decisions regarding such development are subject to further analysis, particularly of the long-term ability of the projects to pay debt service.

Family Housing

Demand for family housing is high due to its relative affordability. For example, 1999 rents for one- two- and three-bedroom family housing units are \$400 to \$650 compared with market rents of \$800 to \$1,000. Current University policy is to provide family housing at below-market rents, although relative affordability will likely change as older projects are rehabilitated or redeveloped and rents are raised to cover the costs of the capital investments. There are currently 311 households on the family housing waiting list.

Recent housing development has focused on improving and expanding the supply of family housing in response to the GPDP, demand, and property condition. In 1997, the Commodore Duchess Apartments, which is located directly west of the main campus, was rehabilitated, preserving 139 family housing units.



Illustrative of Blakely Village Addition Figure XI-1

Sand Point Homes, with 200 units, was constructed in 1942 and had reached the end of its useful life. Redevelopment plans call for demolition of the existing units, renovation of 24 of 32 units at Sand Point Addition, and construction of 375 new units. Construction of the new project, Radford Court, began in September 2000, with approximately 200 new units opening in each of the fall quarters of 2001 and 2002. Completion of Radford Court will increase the family housing inventory by 167 units, an increase in family housing units of 30%.

University Housing Growth

Preliminary planning has been completed for a single student housing project that would add between 400 and 500 beds. The project would be located near the Blakely Village Apartments north of the University Village shopping center on site 65E in this Campus Master Plan. If financing can be secured, the project could open by 2003.

Additional sites throughout campus are also being analyzed for development and financial feasibility. Many of these sites could support an additional 500 beds.

With the completion of Radford Court, and if the University is able to develop up to 1,000 new beds for single students (Blakely Village addition would be part of the 1,000 new beds), the overall inventory of housing would increase by 20%.

Table XI-2 Potential University Housing Inventory, 2012

| Type | # Beds/Units | # Buildings/Projects |
|----------------|--------------|----------------------|
| Single Student | 5,950-6,100 | 11-13 |
| Family | 741 | 5 |

Any new University housing developed under the Campus Master Plan will likely be single student apartments of wood frame construction over a concrete base. Given current conditions, wood frame construction is more affordable than high-rise, dormitory style housing.

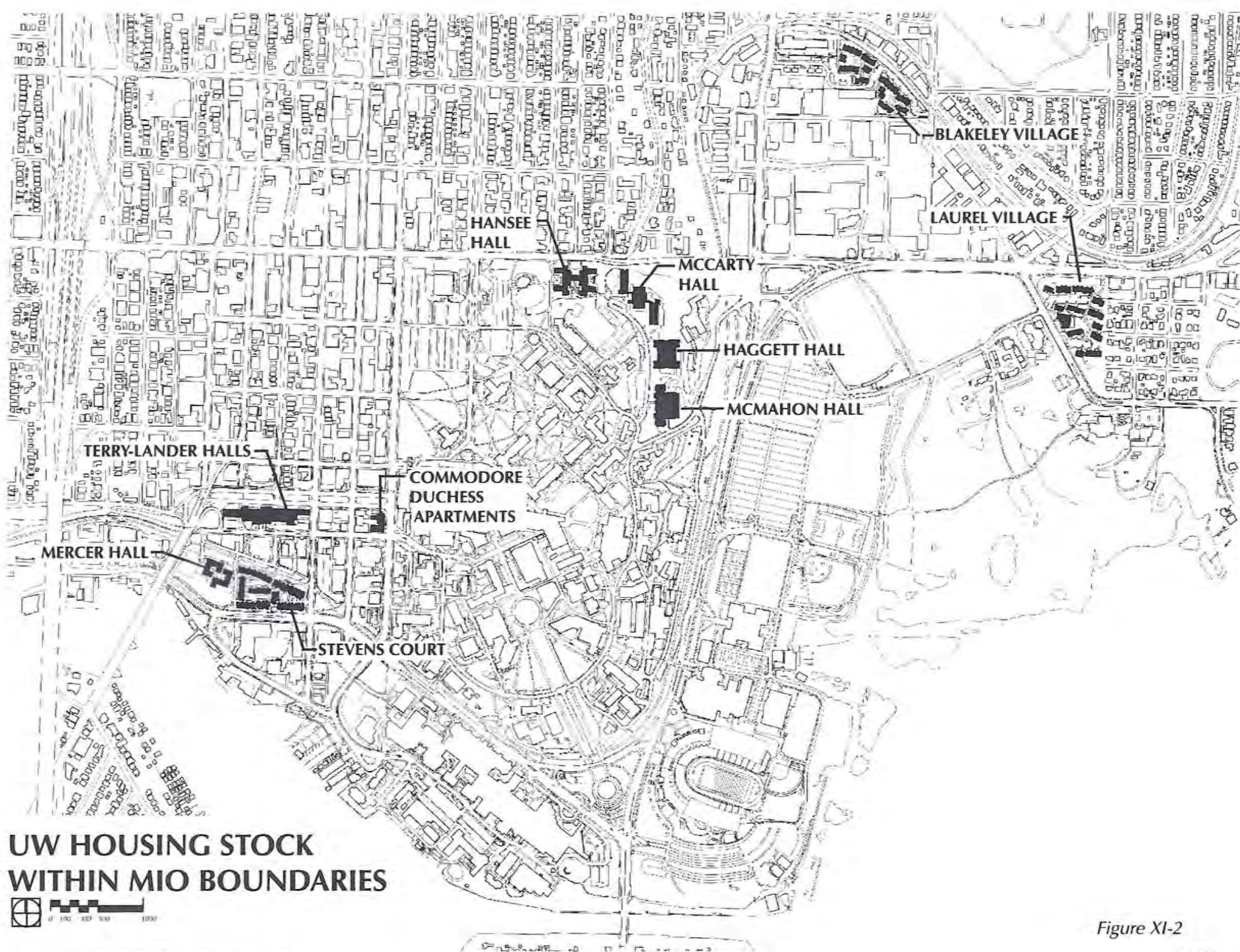


Figure XI-2

Off-Campus Housing Options

The majority of students are not housed on campus, but choose to live throughout the Puget Sound region, mostly in Seattle and the balance of King County. As noted previously, recent information shows that less than half of students physically relocate when they begin classes at the University. Since the University will remain primarily a non-residential campus, the private market will continue to be the main source of student housing, whether or not students move as a result of coming to the school.

The areas most impacted by student housing demand are the University District and surrounding neighborhoods, primarily those north of the Ship Canal. Approximately 40% of enrolled students live in the area bounded by 1st Avenue NE, NE 60th Street, Lake Washington and the Ship Canal (zip codes 98105 and 98195). This area includes the University District, as well as parts of the Wallingford, Ravenna, Laurelhurst, and Sand Point neighborhoods. Not counting students living in University-provided housing and those in sororities or fraternities, an estimated 5,000 students live in private housing in this area.

Assuming an average household size of two persons, approximately 2,500 private rental units are leased to students. (Students live both alone and in shared housing. An average two-person household is a conservative estimate based on 1990 Census data for this area.) This represents about one quarter of the rental housing in the area. Depending on the number of new beds developed by the University, an estimated 200 to 300 additional rental units could be needed to accommodate the projected student growth at the current level of demand.

The University District neighborhood had recently completed a neighborhood plan that includes goals for population and housing growth. The *UCUC Plan* assumed an increase of 300 student households between 2000 and 2010, roughly comparable to the estimate described above. If neighborhood housing goals are achieved, 1,696 new housing units will be developed between 1999 and 2014. Over 75% of those units are likely to be rental housing. An increase of 200 to 300 student households represents about 16% to

24% of likely rental housing growth, about equal to, or somewhat less than the percentage of student households currently living in the area.

The University will pay for one Seattle Police Parking Enforcement Officer dedicated to enforcing the residential parking zones in the University District. The City will work to balance parking ticket revenues with enforcement expenses, and will offset the University's contribution by related RPZ parking ticket revenues.

Due to low vacancy rates in the University District and high costs for newly constructed units, it is also possible that student demand for off-campus housing could shift to other areas. That shift would likely be to areas further north and west (Wallingford, Fremont, Greenlake, Roosevelt, Northgate, Lake City) where about 15% of current students (based on zip codes) already live. Housing in areas immediately south of campus (Capitol Hill, First Hill, Eastlake, Queen Anne, Downtown) is more expensive relative to the University District. Probably due to the distance from campus, few students choose to live in areas further south, even though housing is more affordable.

Rents in Wallingford, Fremont, Greenlake, and the Roosevelt neighborhood are comparable to those in the University District. Housing in Northgate and Lake City is relatively more affordable. Based on neighborhood plans, these areas are projected to add 5,491 new units by 2014. The University provides information to newly accepted students identifying areas with good transit service.

University Faculty and Staff Housing

The University does not provide housing for faculty or staff. Where faculty and staff choose to live is relevant to transportation planning and traffic and parking management. More recently, in response to faculty/staff recruitment and retention needs, the University has also begun to focus on housing affordability as a factor in locational choice.

Projected Growth in Faculty and Staff

The projected increase in faculty and staff is 5,000. About 3,600 new employees are expected to be staff and 1,400 faculty. In addition to full, associate, and assistant professors, the faculty includes top level administrators, researchers, librarians, lecturers, instructors, senior fellows, and hospital residents. Staff positions fall into one of three categories—professional, classified, and contract.

Like many local employers, the University hires people who currently live in the Puget Sound Region and may have lived here for any number of years. For planning purposes, these people are currently housed and will not create additional housing demand in the region. Typically local residents have filled 80% of new staff positions (about one-third of all professional positions and nearly all classified and contract positions) and 10% of faculty positions. Assuming continuation of this trend, projected growth in faculty and staff will generate about 2,000 new households looking for housing in the Puget Sound market. This is a very small amount of the anticipated growth in the region. King County has planned for an increase of about 185,000 to 212,000 households between 1992 and 2012. The City of Seattle alone has planned for an increase of between 50,000 and 60,000 households, over 16,000 of which are anticipated in neighborhoods north of downtown.

Based on zip code information in the 1998 U-Pass Survey, the majority of both the faculty and staff lives in the City of Seattle. Nearly 60% of each group live north of the Ship Canal where transit service is good.

Area Housing Costs and Salaries

For several years, housing costs in the Puget Sound region have been increasing at higher rates than the salaries in most fields. While University salaries have increased by 27% since 1990, the average price of a single family home in Seattle has increased by 64% and average rents have increased by 60%.

The University has multiple interests in having affordable housing choices for faculty and staff in relative proximity to campus. They include:

- An ability to recruit faculty and staff, particularly those coming from parts of the country with relatively more affordable housing and comparable wages.
- The management of traffic and parking demand in the University area.
- Cooperation with surrounding neighborhoods, particularly the University District, which would like to attract more faculty and staff as homeowners.

It is not likely that housing costs will decrease in the future, although they may not increase as rapidly as they have in recent years. Even with increased costs, it is likely that all new employees of the University will be able to afford housing someplace in the Puget Sound region.

However, the University's goal continues to be for employees to live near campus if possible. Based on a comparison of 1999 average salaries and housing costs, those coming to the University to fill junior faculty and professional positions (about 85% of the projected new hires) will have the fewest options to purchase a single family home in areas close-in to the campus. Condominiums could provide an affordable option for some of these households. There are, however, few condominiums in the housing supply. (In 1999, only 13% of Seattle homeowners lived in a condominium unit.) All of these households could afford average rents in the area, although vacancy rates have averaged only 2.5% over the last five years in North Seattle.

Given all of these factors, it is likely that many of the newly hired junior faculty and professional staff will live in areas beyond the close-in campus neighborhoods. Nevertheless, excellent transit service is provided from many neighborhoods and the University remains an attractive destination for ridesharing.

Housing Task Force

In recent years the University has increasingly looked for new ways to be a better neighbor in the community. The University participated with the University District neighborhood in developing the *UCUC Plan*. The *Plan* established the goal of increasing the number of homeowners in the neighborhood and identified University faculty and staff as potential new homebuyers. However, the University has also come to recognize that faculty and staff are experiencing more and more difficulty finding affordable housing near campus.

In response to both employees housing concerns and the desire to explore ideas to address the neighborhood's housing goals, the University formed an ad-hoc committee in 1998 to explore housing issues. The Housing Task Force conducted surveys of employee housing programs at other universities, and of UW faculty and staff with respect to housing cost, location, and satisfaction with housing choices. Findings include:

- Housing cost and location are factors influencing the recruitment and retention of key employees.
- University housing programs in other locales include various forms of assistance from limited assistance with home purchase closing costs, to second mortgage financing, to university-owned housing for faculty and staff.
- Homeownership rates are highest among junior faculty and staff with the longest commutes and the level of dissatisfaction with housing is highest among those living in suburban locations.

The Task Force considered a variety of program options that could assist University faculty and staff, primarily with the cost of homeownership in close-in neighborhoods. Recommendations to the University administration will likely include ideas such as mortgage

guarantees, interest buydowns, shared equity, as well as a discussion of options for direct development of housing by the University.

It is important to note that there are significant obstacles to the University's direct involvement in providing housing for faculty or staff, as has been done at other universities. The University of Washington's ability to lease land, or buildings, in and around the permitted leasing zone is governed by an agreement with the City. Modification of this agreement would be necessary before the University would be able to consider certain forms of off-campus housing development. In addition, the State constitutional prohibitions on uses of public funds and lending of state credit may limit University of Washington options in financing housing or providing financial forms of housing assistance.

Other Housing Assistance Options for UW Employees

Efforts to increase the rate of homeownership in Seattle have resulted in various City programs that have benefited University personnel and will be available to future employees. Since March of 1999, almost 600 permanent employees of the University have benefited from the Hometown Home Loan Program. The Program discounts certain fees and closing costs for homebuyers. Nearly two thirds of all homes purchased were located in Seattle and about one third north of the Ship Canal. The Location Efficient Mortgage (LEM) is a new mortgage product that could benefit University employees buying homes in certain parts of Seattle. The LEM recognizes that living in densely populated areas, well-served by public transit and close to employment and retail centers, can mean savings related to vehicle ownership and maintenance. These savings are considered in qualifying for a home mortgage.

Appendix A: Contributors

The following individuals were contributors to the UW Seattle Campus Plan:

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Appendix B: A Vision for the Campus

A VISION FOR THE CAMPUS



Washington Overlooking Campus Parkway

University of Washington Campus Plan

April 1999

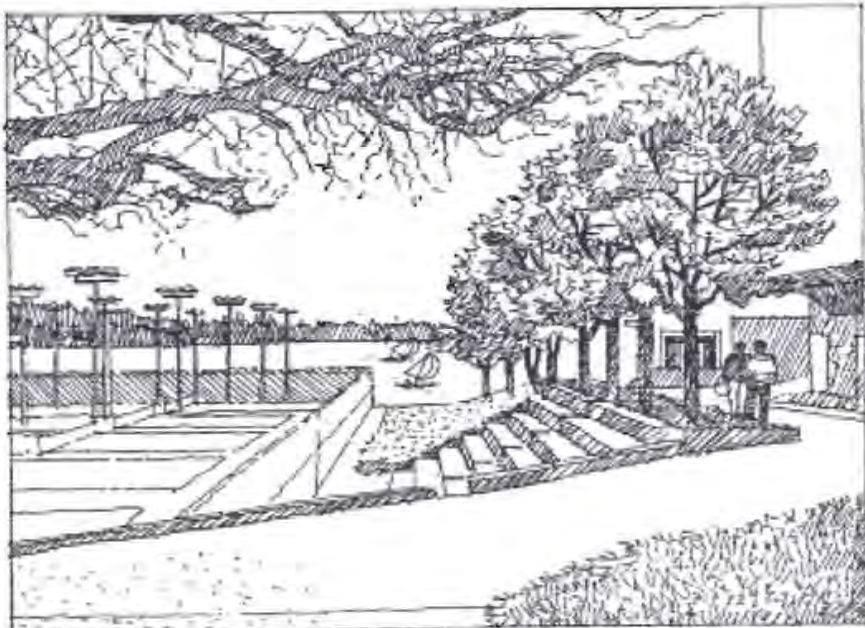
Introduction

The University of Washington is working on a new Campus Master Plan that will guide the physical development of the Seattle campus from 2002 to 2012. In order to understand the elements of the campus valued by the community, the University undertook the Visioning Project, soliciting input from students, faculty, staff, and the University District community as a basis for the Master Plan. The full study is included in the Master Plan as an Appendix, but this summary highlights some of the points of consensus found through the Visioning Project. The following quote from the report illustrates the intent of the project:

“Previous UW planning efforts have developed a great deal of data about patterns of use and space and facility needs of UW programs and activities. These include transportation studies, building square foot needs, and the capacity of open spaces to accommodate new buildings, etc. The goal of this study is not to replicate this work but to provide insight into factors less fully studied and known, the perceptions and values of the campus community about the contributions of the campus to the work of the University.”

Visioning Process

The visioning process was based on surveys and focus groups, with the intent of learning how different groups use the campus and perceive its value. Questions emphasized open space and the outdoor environment, because the vision was intended to address the common spaces of the campus. The survey was not intended as a rigorous scientific study, but an attempt at a broader understanding of the influence of the physical environment, and the value that it holds for different members of the University community and its neighbors.

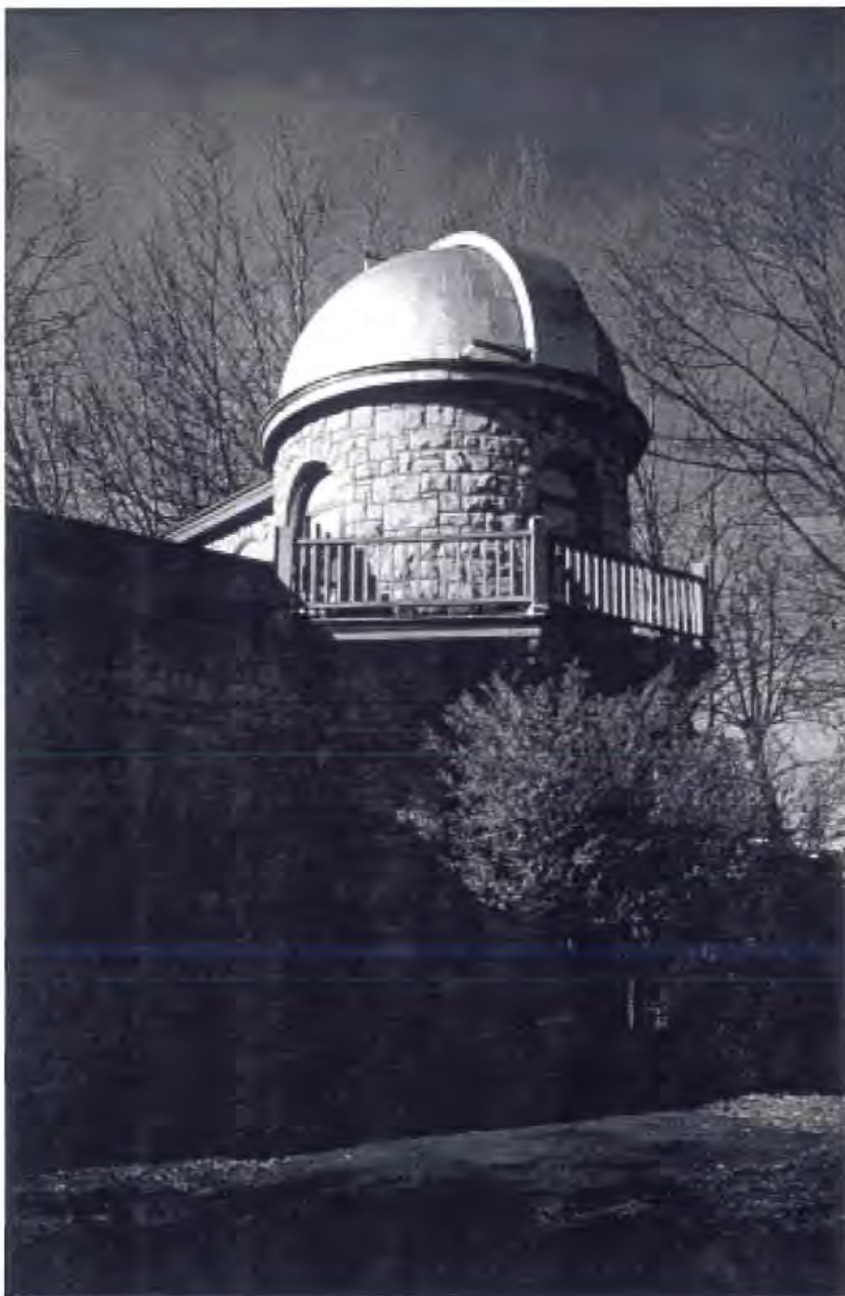


Eastern view from Graves Building

The Visioning Project was led by faculty in the Department of Landscape Architecture. The faculty were guided by an advisory committee made up of faculty, staff, and community representatives. Input was solicited through distributed surveys, web site surveys and focus groups. The surveys were distributed in the spring through fall of 1998 and also posted on an interactive website. Six two-hour focus groups were held over the summer of 1998 in different areas of the campus. A total of 1,882 surveys were completed and over 100 faculty, students, staff and community members attended the focus group sessions, providing a rich multiplicity of viewpoints in regard to the campus.

The visioning process was designed to ensure not only a voice for members of the University community and its neighbors, but also to incorporate and understand the less tangible, but essential qualities of the campus environment. The report states how this type of input can contribute to the creation of the Master Plan:

“... a goal of master planning should be to develop buildings and circulation patterns within an open space matrix that is functionally efficient, aesthetically and emotionally rich and supportive and provides inspiration, delight and other intangible qualities to the spirit that either tangibly or intangibly, overtly or covertly, contribute to the quality of the lives of the campus community and in so doing promote the institution’s mission of teaching, research and service through providing a setting for this work that is a high quality environment.”



Observatory

April 1999

Summary of Results

The surveys and focus groups showed a strong consensus on a number of points:

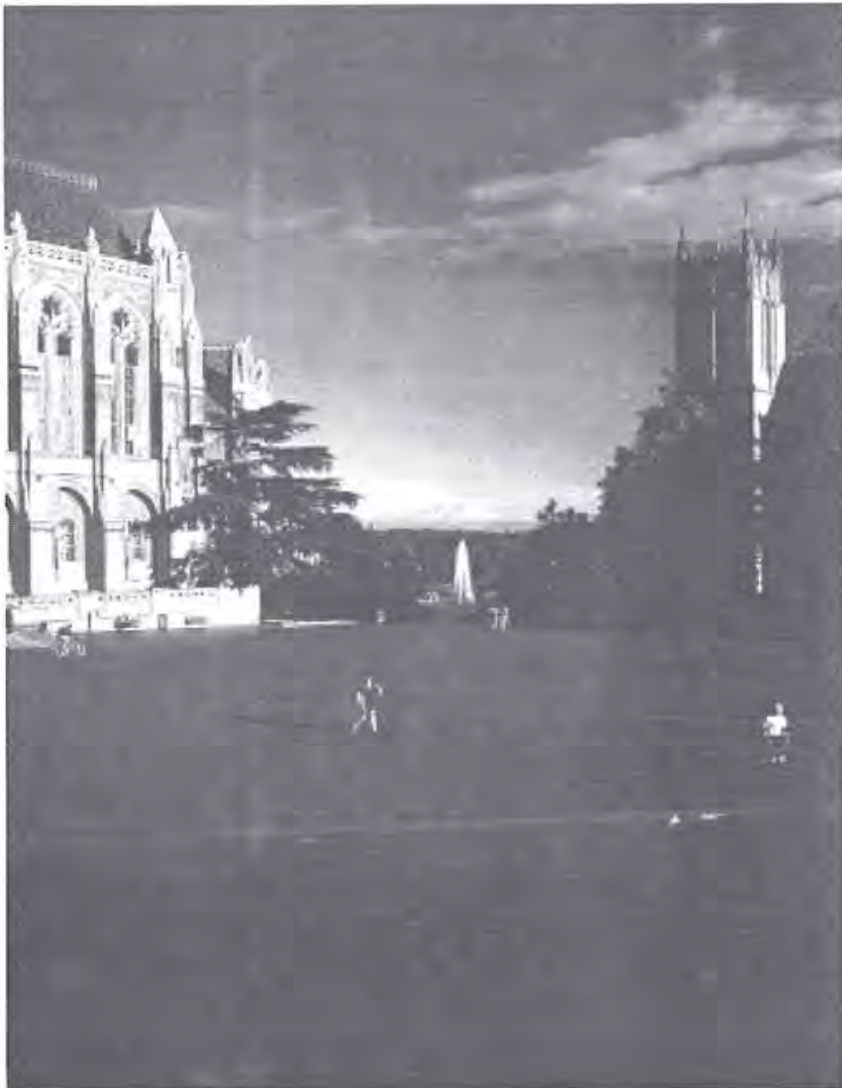
The quality of the campus is highly valued by the University community and the surrounding neighborhoods.

Overwhelming numbers of every group (95 to 98%) reported that they believe that the open space and landscape on the campus is of significant importance, and that the campus environment makes a strong impact on the quality of life. This is true for members of the surrounding neighborhoods as well as for the University community. Comments express the mutual connection between the quality of the environment and the quality of the programs at the University. The following quotes are representative of comments from focus groups and written responses to the survey:

"Outstanding students and teachers have many choices for their work and education. The environment was a major factor in my decision to come here."

"In the hectic world of medical academia someplace quiet and peaceful, a place to retreat to, is important. It helps one's sanity."

Given the strong and widely voiced opinions regarding the quality of the campus, the Master Plan should be emphatic in its role of preserving the character of the campus, because it is clear that the issues at stake in modifying the physical environment are not merely superficial aesthetics or utilitarian convenience but are of tremendous concern to the community. The character of the University's campus contribute directly to the central mission of the institution by affecting the creativity and productivity of the faculty, students and staff.



Rainier Vista

Regional views and vistas were sources of inspiration

It was clear from the survey results that all segments of the campus and local community found the campus to be a source of inspiration (faculty 96.5%, staff 94.8%, community members 92.0%, students via web 90.6%, student paper survey 79.3%). These responses also indicate that those with a longer term relationship with the campus, such as faculty, staff, and community members, had a deeper concern for quality of the campus than the students, who are on campus for a more limited time.

By a wide margin, the place most frequently cited as inspiring was Rainier Vista. (faculty 39.0%, staff 37.6%, community members 45.6%, students 29.8%). The Quad and general views of the mountains and water were also reported as sources of inspiration. The setting, and the power of nature override the built environment of the campus as a source of inspiration. This correlates to the often mentioned "Mt. Rainier factor" in attracting faculty and students to our campus.

The majority of respondents were inspired by the regional surroundings, and many of the written comments noted that the connection to the natural environment improved their state of mind in a stressful academic environment:

"The view can be incredible and inspiring. Just walking through the groves of trees can allow a sense of escape from the hectic dealings with faculty and students and allow me to regain my balance and perspective."

The outdoors and views provide relief from work pressures. The feeling of 'campus' is strengthened by the environment."



Herb Garden

Frequently mentioned spaces tended to be large, central areas

The Quad, Rainier Vista, and to lesser extents, the HUB yard and Red Square were the most frequently mentioned places to visit on a sunny day by all groups. Active spaces such as the HUB yard and Red Square received frequent mention by students, but were little favored by staff. The waterfront was mentioned more often by staff, presumably because there is a larger group of staff affiliated with the south campus. The community residents showed a similar ranking, but were the only respondents to give significant mention to the Burke Museum and the Henry Gallery.

The variety of sizes and types of open spaces is a strength

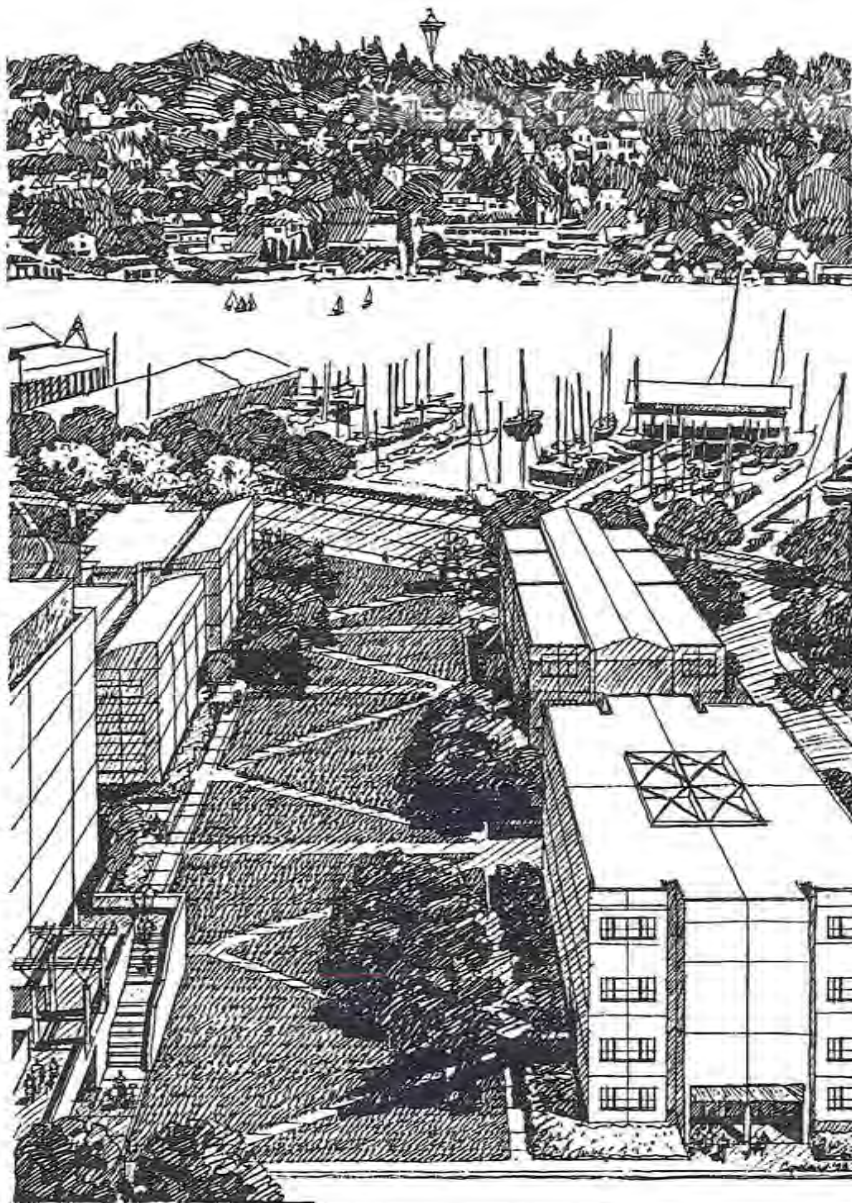
While the large and well known spaces generated a good deal of response, many people were attached to smaller, intimate green spaces such as Grieg Garden, the Herb Garden and the Sylvan Theater. The variety of open spaces is valued, offering a wide range of opportunities and experiences for the different needs and moods of those on campus.

Favorite spaces tended to be clearly defined

The landscape and buildings are inseparable, and clearly defined open spaces are outdoor “rooms” created by edges of buildings or distinctive landscape which are most often mentioned as favorite places. The spaces which are frequently mentioned as valued spaces are clearly defined - the Quad by the collegiate Gothic buildings and the Rainier Vista by both built and landscaped edges. Spaces such as the Archery Range that are well defined but not strongly connected to the campus open space network were not mentioned in the surveys.

There is little support for building on the prominent open spaces.

Greater, but not overwhelming support was indicated for building outside of the campus core in areas such as Campus Parkway and the east campus recreational fields.



Aerial view of Portage Bay and Southwest Campus

The quality of entrances is poor, especially along 15th.

Traditionally, 15th Avenue has been treated as the western edge of the campus. The current ambivalence regarding the relationship between the campus to the east and the mix of uses to the west needs to be addressed and better defined. In addition, the existing entrances along 15th do not currently live up to their potential as gateways from the University District to the campus.

People are attracted to places on campus where historic buildings are set in the landscape.

Responses show that areas with the traditional campus form of buildings set within landscaped open space, such as Denny Yard, were preferred over “research park” environments, such as the health sciences complex. People seem to value the expansive feeling of open spaces on the campus.



Physics/Astronomy Buildings

April 1999

Directives for Master Planning

Given the direct responses to the survey as well as written comments and the discussions of the focus groups, a number of opportunities can be extrapolated for incorporation into the Master Plan.

Conserve, preserve and enhance the valued open spaces of the campus.

The plan should recognize the importance of the common life that occurs on campus by conserving valued spaces. An important component of the plan will be to ensure the preservation of the campus' major open spaces.

Create new open spaces with expected development.

New development considered in the plan should occur as part of the creation of new open spaces supportive of the common life of the University. This new open space should address the qualities that were valued in the visioning report. The west campus will offer opportunities to expand a network of open spaces on the campus.

Strengthen definition and character of existing open spaces.

The plan should look for opportunities to improve those open spaces that do not currently live up to their potential. All new development should improve, rather than detract from, campus open spaces. The plan should also look for mechanisms to improve landscaping and open space without associated development.

Preserve views and vistas.

The plan should reinforce the views and vistas towards the water and the mountains. New development, where appropriate, should enhance and direct views and vistas.



Liberal Arts Quad

Emphasize regional qualities for a unique campus.

In addition to the views and vistas that are unique to the campus, other elements that contribute to the campus' sense of place within the region should be encouraged. The climate and vegetation of the Northwest can be expressed in the architecture and in the landscape design and materials.

Create stronger connections to the waterfront.

Lake Washington and the Ship Canal are important assets to the campus, but need to be better connected to the central campus both visually and physically. The pedestrian routes toward the water in the east campus need improvement, and connections between the central and south campus could be made much stronger. One faculty member noted that:

"The waterfront/Ship Canal areas of campus should be better connected. This area and the southwest area of campus appear to be the ugly areas of campus that are not connected to the upper parts of campus."

Also relevant is that when community members were asked which of three facilities would most benefit the general community, 62% preferred increased access to Lake Washington and the Ship Canal.

Pay attention to the edges and entries to the campus.

The edges and entries are important to both the campus community and the neighborhood. The edges of the University should be both defined and inviting. The areas where the edge should be green and where the edge should be open need to be clarified in the plan.

Retain a variety of types and sizes of open spaces.

Different types of open spaces support varying activities, and the campus should offer a wide variety of kinds of open space,

including small green places with seating, gathering places, active social spaces, intimate meditative spaces, opportunities for recreation, and places to enjoy views, eat lunch and come into casual contact with others. Newly created open spaces should reflect this variety, but all spaces and the connections between them should reflect a high level of quality.

Develop a compelling architectural language for urban portions of the campus.

In addition to the beloved quadrangles of the central campus, the plan faces the challenge of promoting attractive buildings and memorable open spaces west of 15th Avenue in areas that have traditionally been part of the urban grid.

New development should not deteriorate the valued open space, landscape and vistas, but should contribute to the quality of the campus environment.

While it was clear in the survey that the valued open space should not be used as building sites, the plan should look for ways in which development can be an asset to the campus. Buildings that are now considered as detractions to the campus environment could be replaced with better buildings, surface parking can be replaced with a combination of new building and open space, and underutilized places at the campus periphery can be knit into the campus with green, pleasant pedestrian routes.

Consider alternative methods to accommodating growth.

Many respondents suggested looking at options for accommodating growth other than new construction. Of options listed in the survey, the alternative chosen by all survey groups for accommodating growth was to increase evening classes. Other options included distance learning, using buildings outside the University District, building within current open spaces and building within the University District outside of the campus core.

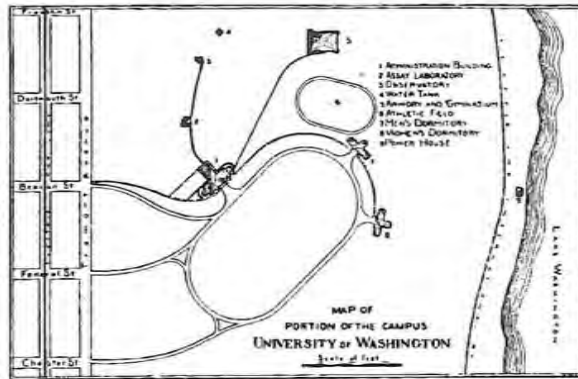
Appendix C: Campus Planning at the University of Washington

CAMPUS PLANNING AT THE UNIVERSITY OF WASHINGTON

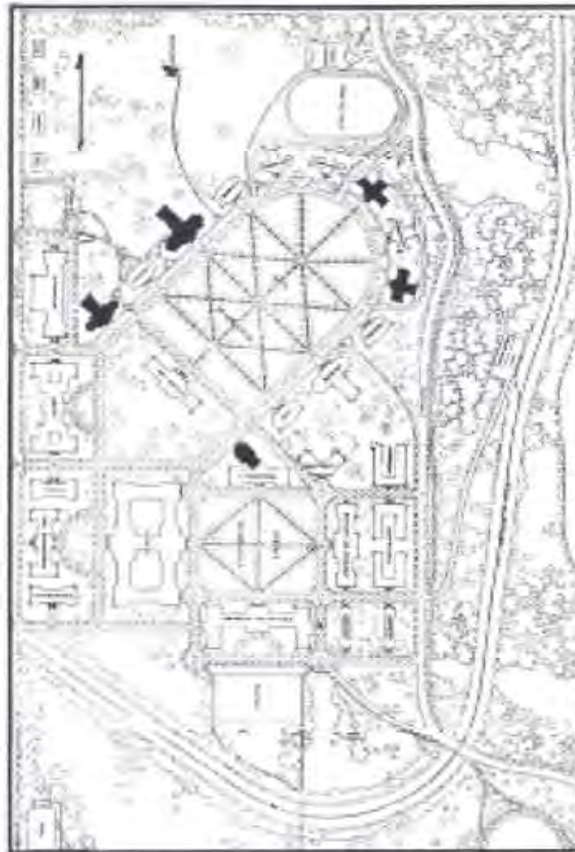


University of Washington Campus Plan

March 1999



The 1898 Oval Plan



The 1904 Olmsted Plan

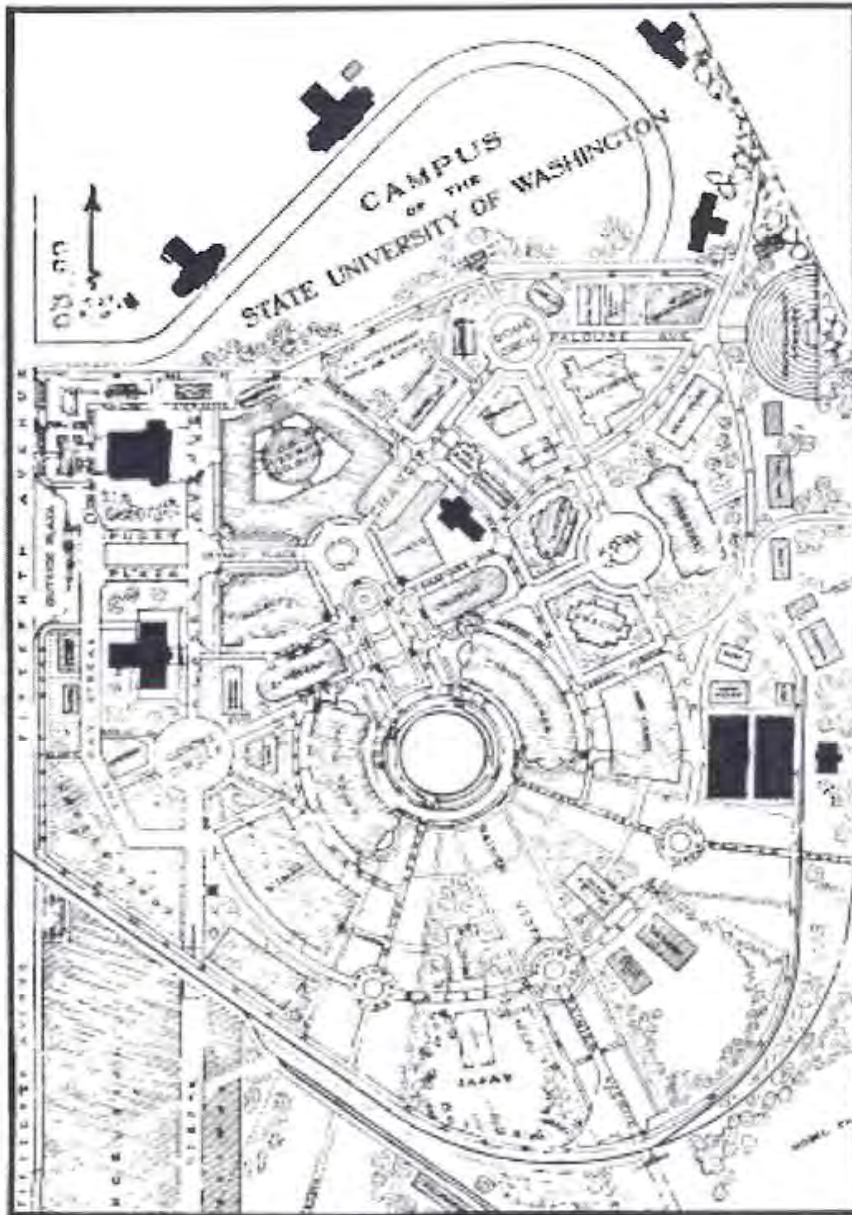
The University of Washington, founded in 1861, is one of the oldest state institutions of higher education on the Pacific Coast. Planning of the campus has been an almost continuous process since its move from downtown Seattle to its present location in 1891.

In planning for the future it is important to look at the past. This section briefly reviews the history of planning on the University of Washington Seattle Campus.

The word "campus" is Latin, meaning "a field" and describes the green expansiveness which distinguishes many American university campuses including our university. The decision to move the University from downtown Seattle to its present site likely was influenced by a desire to not only have room to grow, but to achieve a true "campus." Paul Venable Turner in "Campus-An American Planning Tradition" writes:

"Another trait that typifies American college planning is its spaciousness and openness to the world." "But beyond these purely physical meanings, the word has taken on other connotations, suggesting the pervasive spirit of a school, or its genius loci, as embodied in its architecture and grounds. Campus sums up the distinctive physical qualities of the American college, but also its integrity as a self-contained community and its architectural expression of educational and social ideals."

The first plans for the present campus, the Oval Plan of 1898, also known as the Fuller Plan, and the Olmsted Plan of 1904, sited the first buildings including Denny, Parrington, Lewis and Clark Halls, and established a respect for the value of the landscape, open space and vistas.



The 1909 Olmstead Brothers Plan for the Alaska-Yukon-Pacific Exposition

Through the two plans, the campus evolved from an initial informal organization of buildings to a more formal oval. Under the direction of the Olmsteds the oval evolved into a more formally organized but separated "Arts and Sciences Quadrangles." These initial plans might have grown from precedence established on some uniquely American campuses in non-urban settings during the mid nineteenth century. This established the University and its buildings truly in a "field," the Latin definition of "campus." Oddly though, this second plan did not take advantage of the vistas that drove the siting of the first building, Denny Hall.

Another plan developed in 1906 in conjunction with the Alaska-Yukon Exposition of 1909 was inspired by the the Beaux-Arts system of architectural planning. As Paul Venable Turner notes in "Campus An American Planning Tradition," "...the Beaux-Arts movement was well suited to express the character of the new educational institution. Its principles of monumental organization facilitated orderly planning on a grand scale and were capable of including many disparate buildings or parts within a unified overall pattern." The strongest legacy resulting from the Exposition was the establishment of the Rainier Vista and a number of additional radials that oriented the campus outwards to Lake Washington, the Cascades, and Mt. Rainier.

The next question, as Norman J. Johnston puts it in *The Fountain and the Mountain, the University of Washington Campus 1895-1995* "....was how to meld the grandeur of the former exposition grounds with the uncertain planning of upper campus." The Olmsted firm was hired to prepare a plan which subsequently was rejected by the Board of Regents. The Regents Plan, another campus plan, was prepared by Carl Gould in 1915 and refined and developed further by Bebb and Gould in 1920. These plans established the additional axis through what became the liberal arts quadrangle and the pivotal hinge space, now Central Plaza, which became the site of Suzzallo Library, the original Meany Hall auditorium, and the central point of the three main campus axes (Rainier Vista, the Liberal Arts Quad, and Campus Parkway). With this plan, the fundamental skeleton of the structure of the campus was established.



The 1915 Plan



The 1940 Plan



A 1946 Aerial Photo

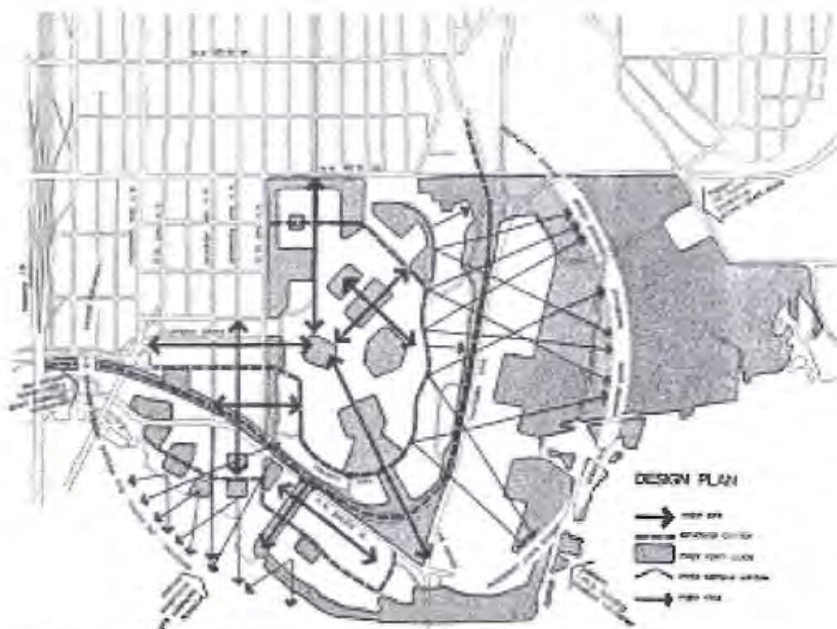


The 1948 Plan

Bebb and Gould and the successor firm Jones and Bindon continued to update and prepare new plans for the campus as well as design buildings through the 1940s. An update of the 1915 and 1920 Plan published in 1935 reaffirmed the basic design principles of earlier plans: "These (Liberal Arts, Science, and Central) quads are the center of academic life and the institution and the key to the entire campus plan." As Norman Johnston summarized: "It also called for some adjustments that eventually informed major campus development decisions (but not until after World War II): the location of a comprehensive student union building due east of Suzzallo Library, the assignment of the campus golf course south of Northeast Pacific Street to a health sciences complex and the development of the northeasterly campus ridge above and paralleling Montlake Boulevard for student housing." During this period a new University boulevard was proposed as the westerly approach to the campus from the University Bridge.

Medicine joined the University in 1946 at the same time the campus was facing a major post-War expansion. The 1948 Plan reaffirmed ideas for expansion such as the location of dormitories on the northeast slope of central campus, the development of health sciences, expansion of construction surrounding the old Meany Hall, the increasing of density around the science quad, development of the Campus Parkway, and the continuation of the historic structure. The plan also recommended acquisition of the land east of the railroad right-of-way (now the Burke Gilman trail) to Union Place and north of Northeast Forty-fifth Street. While the University acquired a portion for a service building, the rest was acquired by others for what became the University Village shopping center.

The early 1960s also saw the expansion of the campus into those areas west of 15th Avenue NE and south of Campus Parkway. Plans were developed for the greater campus by architects Paul Thiry (1962) and Walker & McGough (1963) and in the 1970s and 80s by the Campus Planning Office established in 1969. These plans directed the introduction of substantially larger



The 1964 Design Plan



The 1983 Land Use Plan

developments including the plaza garage, red square and the surrounding buildings, additions to Suzzallo Library, new science, engineering, medical and health, other professional schools, recreation and sports and residential buildings.

Much of this development and the focus of the plans has been concentrated around the perimeter of the central campus on the eastern slope, in the south campus and in the west campus. Therefore, much greater attention and concern has focused on the interface between the campus and the surrounding communities, on environmental concerns associated with development on slopes, near shorelines and in other environmentally sensitive areas, and with transportation impacts due to growth on campus, in surrounding areas and along the Interstate 520 corridor.

Since 1962, University planning has taken place in the context of the urban neighborhoods surrounding the campus. With the adoption of the 1975 State Environmental Policy Act (SEPA), the University (with lead agency jurisdiction) instituted a more formal process for evaluating community impacts for all plans and projects. As the entire Seattle community grew, the University, the neighborhoods and the City recognized the need for more planning coordination and adopted, in 1977, the "Joint Statement of Goals and Policies of the City of Seattle and the University of Washington." It contains specific policies related to the development of the campus and the surrounding area including policies related to campus size, land use and acquisition, site development and design, transportation, housing, and interface with the community. In addition, it established a community advisory process.

In 1983, a City-University Agreement was established which committed the University to prepare a new comprehensive master plan for future campus development for review and approval by the City. This was the first master plan required of a major institution in Seattle. The University's General Physical Development Plan for 1991- 2001 established policies and plans for land use, design, open space and landscape, site development, waterfront, transportation goals and management as well as a ten-year development program. It was a plan approved by both the Regents and the City Council.



1991-2001 General Physical Development Plan

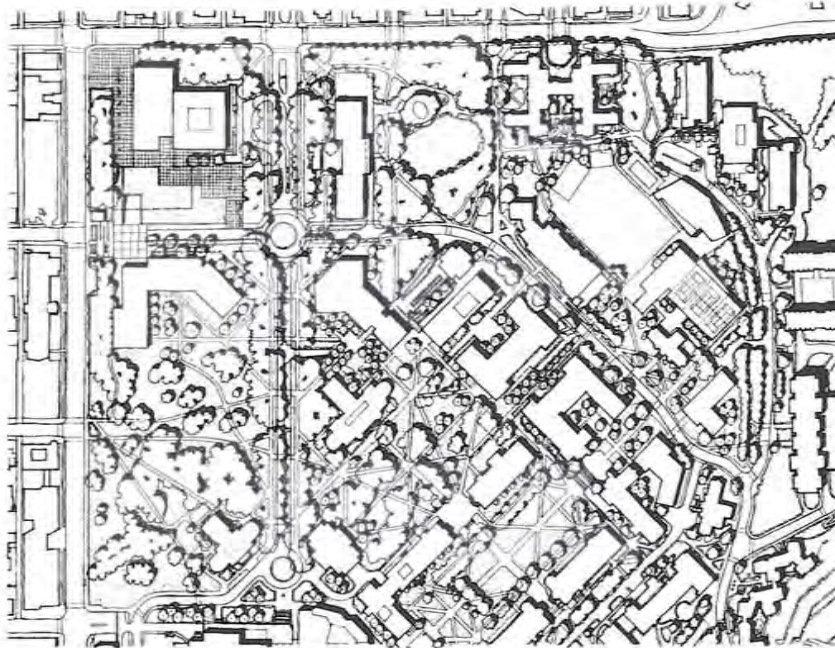
Supplementary to the GDPD was the development and approval of a separate Southwest Campus Plan in 1994. Plans for the North and East campus sectors have been subsequently prepared as advisory plans (not formally adopted by the city). Their recommendations are updated and integrated into this Master Plan.

The 1998 City-University agreement governs the current master planning process. This agreement requires that the University formulate a 10-year conceptual Master Plan and Environmental Impact Statement (EIS) including items such as development standards, a transportation plan, a description of future energy needs and improvements, proposals for physical development and proposed street or alley vacations. The Master Plan and EIS will then move through a series of city and community reviews before final completion.

Since the development of the Regents plan in 1915, the plans prepared and the processes and policies pursued have all respected the fundamental concepts and structure which originally established the campus environment. In most instances plans have proposed means of both conserving and reinforcing the historic and valued components of that environment.

Changing technologies, new programs, the nature of research, and architectural style has affected proposals for new development. Some development, especially that built during the 1960s, caused conflicts with the historic structure, but often, as in the 1980s and 90s, new construction extended the campus structure in a compatible way, retaining the essential qualities valued in the campus environment.

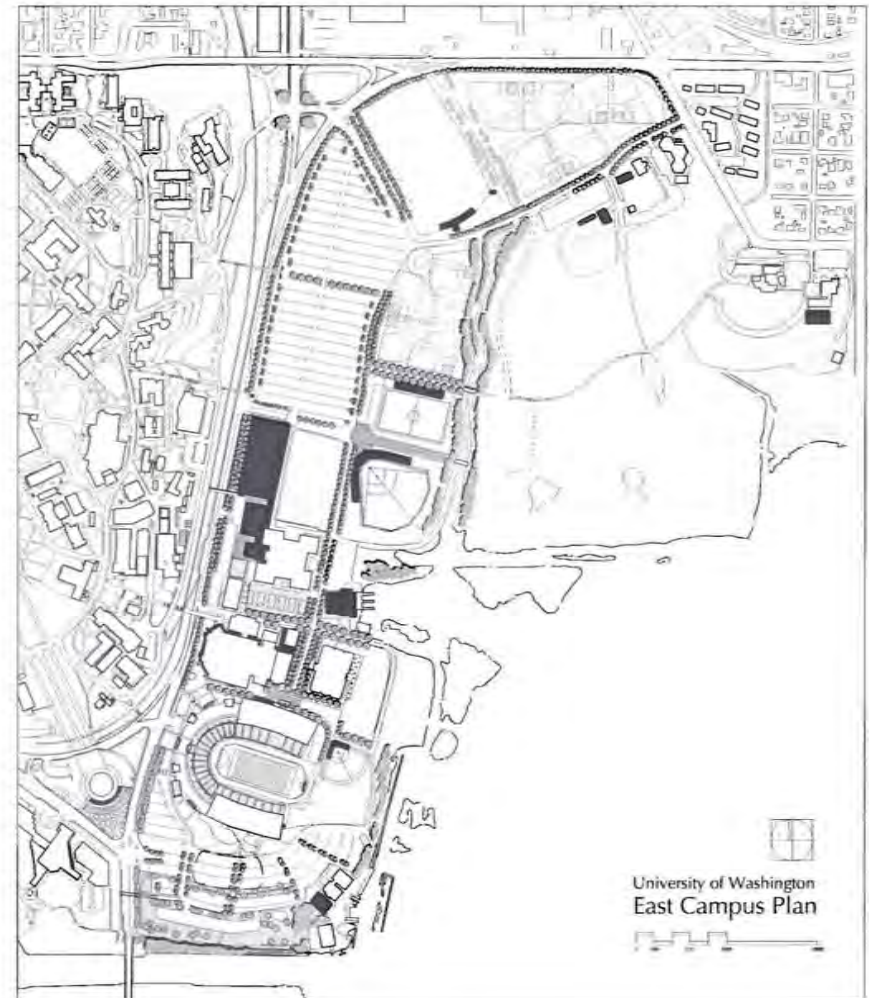
The Master Plan described in this document, like previous ones, addresses the need to conserve and enhance our valued, historic environment with the contemporary need for new development while anticipating future needs and opportunities. This latter responsibility argues for building policies which recognize flexibility. While the mission of the University will likely remain the same, the means and activities for achieving that mission will change in unanticipated ways. The new Master Plan should embody and embrace continuity and permanence, symbolic of institutions in our culture, as well as maintain an openness to change and experimentation, reflective of the creative search for new knowledge fundamental to the role of a University.



1997 North Campus Sector Plan



1995 Southwest Campus Sector Plan



1997 East Campus Sector Plan

Appendix D: Communications Plan

Communications Plan

Purpose

The University of Washington is developing a ten-year Campus Master Plan that will guide the physical development of its Seattle campus from 2002-2012. This new plan will replace the current master plan, the General Physical Development Plan (GPDP), which runs through the year 2001. The GPDP will remain in effect until a new plan is adopted.

Involving the large and diverse group of constituents who have a vested interest in the future of the University is critical in developing a successful plan. This communications plan is designed to facilitate and encourage early, ongoing, and meaningful participation throughout the planning process.

This plan includes opportunities for participation to 1) accommodate the varying needs and desires of those who wish to participate and 2) reflect the wide range of interests and influences that will enhance the planning process and the ultimate success of the Campus Master Plan.

Audiences

The University's presence in the community extends far beyond its role as an academic institution. It is a nationally recognized center for research projects and medical services, a hub for cultural resources and events, and a recreational center for the community and the region.

Diverse audiences have a vested interest in the future of the University. The University will actively solicit and include (but not limit) the participation and input from the following individuals, groups, and organizations:

- Campus community (Students, Faculty, Staff, Board of Regents)
- Adjacent neighborhoods, communities, and businesses
- City of Seattle
- Sound Transit, METRO, Community Transit
- Local Governments
- General Public

Approach

The goal of the communications plan is to involve the campus and community at every stage of the planning process. The Master Plan will be developed in three major phases over two years. Those phases include 1) development of the vision and goals and analysis of the existing conditions on campus, 2) development of assumptions and alternatives and the Transportation Management Plan, and 3) development of a preliminary plan and Draft Environmental Impact Statement.

Once a preliminary plan and Draft Environmental Impact Statement (DEIS) are complete, they will undergo a City of Seattle and public review process as specified under a 1998 agreement between the City of Seattle and the University. The review process will include city and public reviews of the preliminary plan and Draft EIS, and final proposed plan and Final EIS (FEIS).

Public Involvement

Campus and community reviews will take place during each of three major phases of plan development. Each phase will begin with preliminary information gathering. Once input has been received from the campus and community, the information will be refined in response.

Informing Major Stakeholders

The University will produce communications materials throughout the planning process to keep audiences informed of progress, issues, and developments. Those materials will include:

- **Project Overview Brochure** - general distribution response to general inquiries
- **Newsletters** with project overview and updates - distributed with *University Week* and as a self-mailer to a list of interested groups and individuals prior to public meetings in each phase of the project or as needed
- **Fact Sheets** - distributed at public meetings and in response to inquiries as needed
- **Frequently Asked Questions (FAQ's)** - distributed at public meetings and in response to inquiries as needed
- **Preliminary Plan Brochure** - general distribution overview of preliminary Master Plan
- **Master Plan Web site** (<http://www.washington.edu/community/cmp.html>): Will provide general information, project newsletters, updates, fact sheets, documents, and FAQ's, etc., and information on how to submit comments
- **Media** -Use print and broadcast media to build general community awareness, disseminate information, and encourage public participation in the Campus Master Plan through media releases, meeting notification advertisements, and community calendars. Media markets and publications will include campus publications, community newsletters, neighborhood newspapers, and local/regional/national publications

General Mailings and Notices

The University will develop and maintain a database of stakeholders, organizations, and individuals interested in participating in the development of the Master Plan and mail communications materials to this list. The database will include:

- Campus community (committees, organizations, groups, and individuals)
- Adjacent neighborhoods and communities (including neighborhood and community groups and individuals)
- City of Seattle
- Local Governments
- Transportation Agencies
- Media
- General Public

To be added to the mailing list, write to:

Campus Master Plan
University of Washington
P.O. Box 351264
Seattle, WA 98195

Soliciting Responses

Throughout the planning process, responses from the campus and greater community will be solicited in ways designed to provide opportunities for meaningful two-way communication.

- Conduct briefings with stakeholders at each phase of the project and/or as needed.
- Develop and maintain interactive project Web site (<http://www.washington.edu/community/cmp.html>).
- Establish a dedicated Master Plan e-mail account to receive public comments and questions. (masterpl@u.washington.edu).
- Establish a Master Plan hotline with information on project status, upcoming events, and to receive public questions and comments. (206) 221-2811.
- Conduct public forums—meetings, open houses, workshops, etc. During key phases of the project, public meetings will focus on individual sectors of campus, thus allowing audiences to concentrate on the area of campus that interests them most. The public meetings will be co-sponsored by the City University Community Advisory Committee (CUCAC). CUCAC, which consists of 16 representatives appointed by surrounding committees, is playing a vital role in providing community input into the planning process. For more information on CUCAC, visit the University's Community Affairs Web site at <http://www.washington.edu/community/>.

Environmental Review

As part of the Master Plan development, the University will conduct a comprehensive analysis of alternatives, as called for under the Washington State Environmental Policy Act (SEPA). The scope of this analysis will be determined during the 'development of assumptions and alternatives' phase of the plan. A Draft Environmental Impact Statement (DEIS) will be produced in conjunction with a preliminary Master Plan that includes the analysis of the environmental impacts of various alternatives. Comments will be solicited on both the DEIS and preliminary plan. A Final EIS will be produced in conjunction with a final proposed Master Plan. Comments will be solicited on both the FEIS and final proposed Master Plan.

Plan Approval

The Master Plan must be approved by both the University's Board of Regents and the Seattle City Council.

Master Plan Schedule

Goals and Vision

Spring 1999

- Develop goals and vision
- Analyze existing campus conditions
- Ongoing community involvement
- Campus and community meetings and open houses - 4/27/99

Assumptions and Alternatives

Summer-Fall 1999

- Develop assumptions and alternatives
- Develop Transportation Management Plan
- Begin EIS scoping
- Transportation Open House - 10/13/99
- Ongoing community involvement
- Campus and community meetings and open houses - 11/16/99

Preliminary Master Plan and Draft EIS

Winter-Summer 2000

- Develop preliminary Master Plan and Draft EIS.
- Ongoing community involvement.

Review of Draft Master Plan and Draft EIS

Winter-Summer 2000

- Review of draft Master Plan and Draft EIS by City, CUCAC and community.
- Draft Master Plan and Draft EIS issued on October 16th.
- Public Hearings for Draft EIS & Open House for Draft Master Plan - November 9th.
- Public Meetings for Draft Master Plan - December 6th.
- Ongoing community involvement.
- Review of comments and preparation of final Master Plan and EIS by University of Washington planners.

Review of Final Proposed Master Plan and Final EIS

Fall 2000-Summer 2001

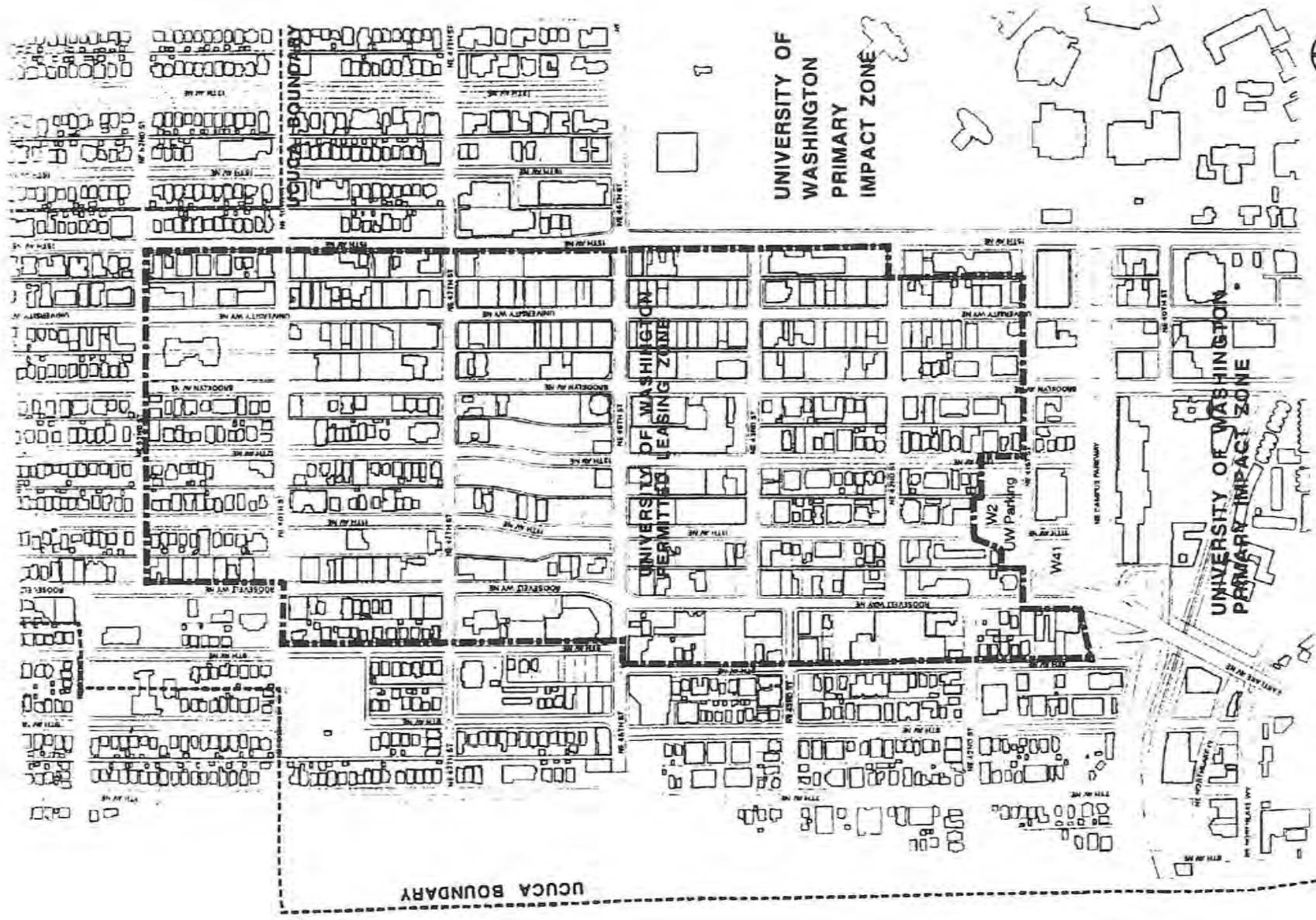
- Review of proposed Final Master Plan and Final EIS by City, CUCAC and community.
- Ongoing community involvement.
- Final proposed Master Plan and EIS issued.
- Formal review and hearing of final proposed Master Plan and Final EIS by Hearing Examiner, Seattle City Council and Board of Regents.
- Final Master Plan and EIS adopted by Seattle City Council and Board of Regents.

Appendix E: Glossary

The following acronyms appear in the
University of Washington Campus Master Plan:

| | |
|--------------|---|
| AACF | Academic Advisory Committee on Facilities |
| ASUW | Associated Students of the University of Washington |
| CCW | Central Cooling Water |
| CUCAC | City University Community Advisory Committee |
| EIS | Environmental Impact Statement |
| MIO | Major Institutional Overlay |
| OFM | Governor's Office of Financial Management |
| FTE | Full Time Equivalent |
| FCC | Federal Communications Commission |
| FICM | Facility Inventory and Classification Manual |
| GPSS | Graduate and Professional Student Senate |
| GPDP | General Physical Development Plan |
| GSF | Gross Square Feet |
| ITS | Intellectual Technology Software |
| RPZ | Residential Parking Zone |
| SEPA | State Environmental Policy Act |
| SOV | Single Occupancy Vehicle |
| TMP | Transportation Management Plan |
| UBNA | Union Bay Natural Area |
| UCUCP | University Community Urban Center Plan |
| UW | University of Washington |
| UWMC | University of Washington Medical Center |

Appendix F: Primary and Secondary Impact Zones



Appendix G: List of Campus Buildings

List of Campus Buildings*

The following list includes all campus buildings within the Major Institution Overall Boundaries as of May of 2001. They are listed in chronological order, based on year constructed. Buildings which are

leased and owned are included. Those with an (S) or (N) have State or National Historic Register designation, respectively.

| Facility Code | Name | Address | Leased or Owned | Year Constructed | Gross Square Feet |
|---------------|-------------------------|------------------|-----------------|------------------|-------------------|
| DEN | DENNY HALL (S) | MAIN CAMPUS | O | 1895 | 89,745 |
| OBS | OBSERVATORY (S) | MAIN CAMPUS | O | 1895 | 2,147 |
| CLK | CLARK HALL (S) | MAIN CAMPUS | O | 1896 | 30,568 |
| LEW | LEWIS HALL (S) | MAIN CAMPUS | O | 1896 | 23,220 |
| | DENNY YARD | MAIN CAMPUS | | 1900 | |
| | DENNY FIELD | MAIN CAMPUS | | 1900 | |
| PAR | PARRINGTON HALL (S) | MAIN CAMPUS | O | 1902 | 53,963 |
| | PARRINGTON LAWN | MAIN CAMPUS | | 1905 | |
| | RAINIER VISTA | MAIN CAMPUS | | 1906 | |
| | DRUMHELLER FOUNTAIN | MAIN CAMPUS | | 1906 | |
| ARC | ARCHITECTURE | MAIN CAMPUS | O | 1909 | 47,485 |
| ICH | CUNNINGHAM HALL | MAIN CAMPUS | O | 1909 | 5,104 |
| EGA | ENGINEERING ANNEX | MAIN CAMPUS | O | 1909 | 28,128 |
| PPO | PHYSICAL PLANT OFF | MAIN CAMPUS | O | 1909 | 10,303 |
| PO4 | PLANT OPS ANX 4 | MAIN CAMPUS | O | 1909 | 8,525 |
| PWR | POWER PLANT | MAIN CAMPUS | O | 1909 | 174,767 |
| | SYLVAN THEATER | MAIN CAMPUS | | 1911 | |
| | MEDICINAL HERB GARDEN | MAIN CAMPUS | | 1911 | |
| RAI | RAITT HALL | MAIN CAMPUS | O | 1916 | 48,148 |
| | LIBERAL ARTS QUADRANGLE | MAIN CAMPUS | | 1916-39 | |
| ADL | AERODYNAMICS LAB | MAIN CAMPUS | O | 1917 | 1,871 |
| SAV | SAVERY HALL | MAIN CAMPUS | O | 1917 | 102,105 |
| GA1 | GUTHRIE ANNEX 1 | 3920 15TH AVE NE | O | 1918 | 6,301 |
| GA2 | GUTHRIE ANNEX 2 | 3940 15TH AVE NE | O | 1918 | 7,672 |
| ADA | 3945 15TH AVE NE | 3945 15TH AVE NE | O | 1918 | 2,198 |
| CNH | CANOE HOUSE (N) | MAIN CAMPUS | O | 1918 | 13,267 |
| JHA | JOHNSON ANNEX A | MAIN CAMPUS | O | 1918 | 14,758 |
| RUS | RUSSIAN HOUSE | 2104 NE 45TH ST | O | 1920 | 9,513 |
| HHL | HARRIS HYDRAULICS | MAIN CAMPUS | O | 1920 | 22,933 |
| | MEMORIAL WAY | MAIN CAMPUS | | 1920 | |
| | ARCHERY RANGE | MAIN CAMPUS | | 1920 | |
| ROB | ROBERTS HALL | MAIN CAMPUS | O | 1921 | 32,471 |
| EGL | EAGLESON HALL | 1417 NE 42ND ST | O | 1922 | 18,966 |
| ADI | 3937 15TH AVE NE | 3937 15TH AVE NE | O | 1922 | 3,613 |
| MLR | MILLER HALL | MAIN CAMPUS | O | 1922 | 72,655 |

*As of May 2001

| Facility Code | Name | Address | Leased or Owned | Year Constructed | Gross Square Feet |
|---------------|------------------------|----------------------|-----------------|------------------|-------------------|
| ATS | 1209 NE 41ST | 1209 NE 41ST ST | O | 1925 | 1,552 |
| UTO | 4001-7 UNIV WAY NE | 4001-7 UNIV WAY NE | O | 1925 | 2,815 |
| AND | ANDERSON HALL | MAIN CAMPUS | O | 1925 | 33,543 |
| OSS | OCEANOGRAPHY STOR | MAIN CAMPUS | O | 1925 | 2,446 |
| SUZ | SUZZALLO LIBRARY | MAIN CAMPUS | O | 1926 | 317,942 |
| GA3 | GUTHRIE ANNEX 3 | 3960 15TH AVE NE | O | 1927 | 5,337 |
| HAG | HENRY ART GALLERY | 4000 15TH AVE NE | O | 1927 | 12,539 |
| CDA | COMMODORE-DUCHESS | 4009 15TH AVE NE | O | 1927 | 97,849 |
| BRK | BROOKLYN BLDG | 4045 BROOKLYN AVE NE | O | 1927 | 23,497 |
| HUT | HUTCHINSON HALL | MAIN CAMPUS | O | 1927 | 55,164 |
| EDP | EDMUNDSON PAVILION | 3870 MONTLAKE BLVD | O | 1928 | 229,479 |
| PWY | PARKWAY HSING | 3900-3902 UWay | O | 1928 | 4,288 |
| NLB | NORTHLAKE BLDG | 814 NE NORTHLAKE PLC | O | 1928 | 22,077 |
| MGH | MARY GATES HALL | MAIN CAMPUS | O | 1928 | 183,435 |
| HND | HENDERSON HALL | 1013 NE 40TH ST | O | 1929 | 106,340 |
| GUG | GUGGENHEIM HALL | MAIN CAMPUS | O | 1929 | 56,207 |
| POB | PLANT OPS BLDG | MAIN CAMPUS | O | 1929 | 9,131 |
| OTS | 1429 NE BOAT ST | 1429 NE BOAT ST | O | 1930 | 5,935 |
| JHN | JOHNSON HALL | MAIN CAMPUS | O | 1930 | 121,573 |
| GCS | 3935 UNIV WAY NE | 3935 UNIV WAY NE | O | 1931 | 5,363 |
| MSS | 4034 12TH AVE NE | 4034 12TH AVE NE | O | 1931 | 1,986 |
| LSS | 4042 12TH AVE NE | 4042 12TH AVE NE | O | 1931 | 1,681 |
| PHT | PLAYHOUSE THEATER | 4045 UNIV WAY NE | O | 1931 | 10,137 |
| ODB | OCEANOGRAPHY DOCK | MAIN CAMPUS | O | 1931 | 1,330 |
| GWN | GOWEN HALL | MAIN CAMPUS | O | 1932 | 68,925 |
| OCE | OCEANOGRAPHY BLDG | MAIN CAMPUS | O | 1932 | 25,066 |
| CFU | 1303 NE BOAT ST | 1303 NE BOAT ST | O | 1936 | 3,820 |
| HNS | HANSEE HALL | 2011 NE 45TH ST | O | 1936 | 111,364 |
| HLL | HALL HEALTH CTR | MAIN CAMPUS | O | 1936 | 57,794 |
| KIR | KIRSTEN WIND TUNNEL | MAIN CAMPUS | O | 1936 | 23,963 |
| BAG | BAGLEY HALL | MAIN CAMPUS | O | 1937 | 223,700 |
| PVP | PAVILION POOL | MAIN CAMPUS | O | 1939 | 27,045 |
| PLT | PLANT LAB | MAIN CAMPUS | O | 1939 | 6,234 |
| SMI | SMITH HALL | MAIN CAMPUS | O | 1939 | 92,757 |
| | HANSEE HALL COURTYARDS | MAIN CAMPUS | | 1939 | |
| IC2 | 3930 BROOKLYN NE | 3930 BROOKLYN NE | O | 1940 | 3,108 |
| HPT | HUGHES PENTHOUSE | MAIN CAMPUS | O | 1940 | 15,354 |
| ICT | INSTR CTR/THEATER | 1307 NE 40TH ST | O | 1941 | 12,176 |
| EIC | 3939 UNIV WAY NE | 3939 UNIV WAY NE | O | 1941 | 4,748 |
| DSC | 3941 UNIV WAY NE | 3941 UNIV WAY NE | O | 1941 | 7,576 |
| BRY | BRYANTS BLDG | 1101 NE BOAT ST | O | 1943 | 86,782 |
| MOR | MORE HALL | MAIN CAMPUS | O | 1946 | 81,173 |
| WCL | WILSON CERAMIC LAB | MAIN CAMPUS | O | 1946 | 4,909 |

| Facility Code | Name | Address | Leased or Owned | Year Constructed | Gross Square Feet |
|---------------|--------------------|----------------------|-----------------|------------------|-------------------|
| GA4 | GUTHRIE ANNEX 4 | MAIN CAMPUS | O | 1947 | 3,426 |
| PO2 | PLANT OPS ANX 2 | MAIN CAMPUS | O | 1947 | 546 |
| SEB | STAFF EMPLOYMENT | 1320 NE CAMPUS PKWY | O | 1948 | 10,831 |
| UHF | URB HORT FIELD HSE | 4120 UNION BAY CRCL | O | 1948 | 1,920 |
| BGH | BOTANY GREENHOUSE | MAIN CAMPUS | O | 1948 | 14,539 |
| EEB | ELECT ENGR BLDG | MAIN CAMPUS | O | 1948 | 98,368 |
| NPS | NPL CYCLTRON SHOP | MAIN CAMPUS | O | 1948 | 6,914 |
| THO | THOMSON HALL | MAIN CAMPUS | O | 1948 | 62,687 |
| HSA | MAG H.S.C./A | 1705 NE PACIFIC ST | O | 1949 | 53,201 |
| HSB | MAG H.S.C./B | 1705 NE PACIFIC ST | O | 1949 | 117,619 |
| HSC | MAG H.S.C./C | 1705 NE PACIFIC ST | O | 1949 | 48,288 |
| ART | ART BUILDING | MAIN CAMPUS | O | 1949 | 124,082 |
| CSH | CONIBEAR SHELLHSE | MAIN CAMPUS | O | 1949 | 26,870 |
| GRB | GERBERDING HALL | MAIN CAMPUS | O | 1949 | 82,405 |
| NPC | NUC PHYS CYCLTRON | MAIN CAMPUS | O | 1949 | 13,399 |
| HUB | STUDENT UNION | MAIN CAMPUS | O | 1949 | 259,938 |
| HSD | MAG H.S.C./D | 1705 NE PACIFIC ST | O | 1950 | 183,975 |
| HSE | MAG H.S.C./E | 1705 NE PACIFIC ST | O | 1950 | 56,540 |
| HSF | MAG H.S.C./F | 1705 NE PACIFIC ST | O | 1950 | 122,767 |
| HSG | MAG H.S.C./G | 1705 NE PACIFIC ST | O | 1950 | 64,594 |
| HSH | MAG H.S.C./H | 1705 NE PACIFIC ST | O | 1950 | 211,284 |
| WSG | 3710 BROOKLYN NE | 3710 BROOKLYN AVE NE | O | 1950 | 3,897 |
| VIC | VISITORS INFO CTR | 4014 UNIV WAY NE | O | 1950 | 3,075 |
| MUS | MUSIC BLDG | MAIN CAMPUS | O | 1950 | 73,482 |
| WSP | 3716 BROOKLYN NE | 3716 BROOKLYN AVE NE | O | 1951 | 3,371 |
| CMU | COMMUNICATIONS | MAIN CAMPUS | O | 1951 | 106,465 |
| FIS | FISHERIES CENTER | MAIN CAMPUS | O | 1951 | 99,870 |
| HSAA | MAG H.S.C./AA | 1705 NE PACIFIC ST | O | 1952 | 58,820 |
| HSBB | MAG H.S.C./BB | 1705 NE PACIFIC ST | O | 1952 | 248,765 |
| LTH | LANDER-TERRY HALLS | 1201 NE CAMPUS PKWY | O | 1953 | 335,678 |
| LTP | LANDER-TERRY PKING | 1201 NE CAMPUS PKWY | O | 1953 | 36,584 |
| URC | UNIV RECORDS CTR | 3902 COWLITZ ROAD NE | O | 1955 | 7,464 |
| SSB | STAFF SVCS BLDG | 3903 BROOKLYN AVE NE | O | 1955 | 12,352 |
| STD | STADIUM | 3800 MONTLAKE BLVD | O | 1956 | 137,591 |
| PTS | 5020 25TH AVE NE | 5020 25TH AVE NE | O | 1956 | 2,939 |
| PO3 | PLANT OPS ANX 3 | MAIN CAMPUS | O | 1956 | 1,745 |
| CHL | CHEM LIBRARY BLDG | MAIN CAMPUS | O | 1957 | 39,363 |
| | WHITMAN COURT | MAIN CAMPUS | | 1958 | |
| UMCC | U W MED CTR/CC | 1959 NE PACIFIC ST | O | 1959 | 56,744 |
| UMEE | U W MED CTR/EE | 1959 NE PACIFIC ST | O | 1959 | 80,408 |
| UMNE | U W MED CTR/NE | 1959 NE PACIFIC ST | O | 1959 | 40,442 |
| UMNN | U W MED CTR/NN | 1959 NE PACIFIC ST | O | 1959 | 122,217 |
| UMNW | U W MED CTR/NW | 1959 NE PACIFIC ST | O | 1959 | 88,465 |

| Facility Code | Name | Address | Leased or Owned | Year Constructed | Gross Square Feet |
|---------------|--------------------|----------------------|-----------------|------------------|-------------------|
| UMSE | U W MED CTR/SE | 1959 NE PACIFIC ST | O | 1959 | 52,439 |
| UMSS | U W MED CTR/SS | 1959 NE PACIFIC ST | O | 1959 | 73,825 |
| UMSW | U W MED CTR/SW | 1959 NE PACIFIC ST | O | 1959 | 65,415 |
| PCH | PURCH+ACCNT BLDG | 3917 UNIV WAY NE | O | 1959 | 39,576 |
| MEB | MECH ENGR BLDG | MAIN CAMPUS | O | 1959 | 97,768 |
| HSRR | MAG H.S.C./RR | 1705 NE PACIFIC ST | O | 1960 | 140,512 |
| FAC | FACULTY CENTER | MAIN CAMPUS | O | 1960 | 13,455 |
| MKZ | MACKENZIE HALL | MAIN CAMPUS | O | 1960 | 43,099 |
| MCC | MCCARTY HALL | MAIN CAMPUS | O | 1960 | 170,241 |
| SIG | SIEG HALL | MAIN CAMPUS | O | 1960 | 57,180 |
| NRB | NUCLEAR REACTOR | MAIN CAMPUS | O | 1961 | 6,677 |
| BLM | BALMER HALL | MAIN CAMPUS | O | 1962 | 78,677 |
| BHA | BOTANY GREENHS ANX | MAIN CAMPUS | O | 1962 | 600 |
| BMM | BURKE MUSEUM | MAIN CAMPUS | O | 1962 | 68,916 |
| TGB | GRAVES HALL | 3910 MONTLAKE BLV NE | O | 1963 | 29,313 |
| PSB | PLANT SVCS BLDG | 4525 25TH AVE NE | O | 1963 | 144,198 |
| HGT | HAGGETT HALL | MAIN CAMPUS | O | 1963 | 206,114 |
| HPG | HAGGETT PKING GAR | MAIN CAMPUS | O | 1963 | 52,522 |
| PL1 | PLANT LAB ANNEX 1 | MAIN CAMPUS | O | 1963 | 430 |
| NPV | VAN DE GRAAFF ACCL | MAIN CAMPUS | O | 1963 | 37,148 |
| WIL | WILCOX HALL | MAIN CAMPUS | O | 1963 | 41,265 |
| WFS | WINKEN FOR SCI LAB | MAIN CAMPUS | O | 1963 | 26,231 |
| | CFR COURTYARD | MAIN CAMPUS | | 1963/1992 | |
| HSI | MAG H.S.C./I | 1705 NE PACIFIC ST | O | 1964 | 151,026 |
| GIL | GILMAN BUILDING | 4725 30TH AVE NE | O | 1964 | 8,271 |
| HBT | 1401 NE BOAT ST | 1401 NE BOAT ST | O | 1965 | 3,210 |
| HSJ | MAG H.S.C./J | 1705 NE PACIFIC ST | O | 1965 | 170,719 |
| GDR | GOLF DRIVING RANGE | 4209 UNION BAY PLACE | O | 1965 | 5,094 |
| MCM | MCMAHON HALL | MAIN CAMPUS | O | 1965 | 288,352 |
| MPG | MCMAHON PKING GAR | MAIN CAMPUS | O | 1965 | 59,748 |
| MSB | MARINE SCIENCES | 1501 NE BOAT ST | O | 1966 | 59,570 |
| BNS | BENSON HALL | MAIN CAMPUS | O | 1966 | 76,271 |
| PDL | PADEL FORD HALL | MAIN CAMPUS | O | 1967 | 138,555 |
| PPG | PADEL FORD PKING | MAIN CAMPUS | O | 1967 | 113,854 |
| SPG | SOUTH CAMPUS PKING | MAIN CAMPUS | O | 1967 | 270,797 |
| IMA | IMA | 3924 MONTLAKE BLVD | O | 1968 | 171,309 |
| OTB | OCEAN TEACH BLDG | 1503 NE BOAT ST | O | 1969 | 51,552 |
| CMA | CER + MET ARTS | 4205 UNION BAY PLACE | O | 1969 | 16,946 |
| AER | AERO & ENG RESCH | MAIN CAMPUS | O | 1969 | 58,779 |
| CHCL | CHDD CLINIC | MAIN CAMPUS | O | 1969 | 70,345 |
| CHSC | CHDD SCHOOL | MAIN CAMPUS | O | 1969 | 45,598 |
| CHSB | CHDD SOUTH | MAIN CAMPUS | O | 1969 | 12,378 |
| ELB | ENGR LIBRARY | MAIN CAMPUS | O | 1969 | 40,549 |

| Facility Code | Name | Address | Leased or Owned | Year Constructed | Gross Square Feet |
|---------------|--------------------------|----------------------|-----------------|------------------|-------------------|
| LOW | LOEW HALL | MAIN CAMPUS | O | 1969 | 58,747 |
| RAX | ROBERTS ANNEX | MAIN CAMPUS | O | 1969 | 1,680 |
| SR2 | STADIUM CONCESSION 2 | | O | 1970 | 3,330 |
| SR3 | STADIUM CONCESSION 3 | | O | 1970 | 1,736 |
| SR4 | STADIUM CONCESSION 4 | | O | 1970 | 1,747 |
| SR6 | STADIUM CONCESSION 6 | | O | 1970 | 1,747 |
| SR9 | STADIUM CONCESSION 9 | | O | 1970 | 868 |
| MCR | MERCER HALL | 1009 NE PACIFIC ST | O | 1970 | 89,392 |
| SMZ | SCHMITZ HALL | 1410 NE CAMPUS PKWY | O | 1970 | 99,691 |
| WRS | WEST RECEIVING STA | 3903 15TH AVE NE | O | 1970 | 2,000 |
| AFC | ARCH MOBILE FCO | MAIN CAMPUS | O | 1970 | 260 |
| ATG | ATMOS SCI/GEOPHYS | MAIN CAMPUS | O | 1970 | 77,709 |
| CYB | CORP YARD BLDGS | MAIN CAMPUS | O | 1970 | 2,772 |
| | BURKE-GILMAN TRAIL | | | 1970 | |
| | MERCER HALL LAWN&CTYD | WEST CAMPUS | | 1970 | |
| ECC | ETHNIC CULT CTR | 3931 BROOKLYN AVE NE | O | 1971 | 9,000 |
| ASC | ARCHITECTS SCCO | MAIN CAMPUS | O | 1971 | 1,070 |
| BLD | BLOEDEL HALL | MAIN CAMPUS | O | 1971 | 77,316 |
| CPG | CENTRAL PLAZA GAR | MAIN CAMPUS | O | 1971 | 416,390 |
| KNE | KANE HALL | MAIN CAMPUS | O | 1971 | 153,375 |
| KIN | KINCAID HALL | MAIN CAMPUS | O | 1971 | 84,459 |
| | CENTRAL PLAZA | MAIN CAMPUS | | 1971 | |
| GLD | GOULD HALL | 3949 15TH AVE NE | O | 1972 | 115,038 |
| OUG | ODEGAARD LIBRARY | MAIN CAMPUS | O | 1972 | 165,973 |
| HST | MAG H.S.C./T | 1705 NE PACIFIC ST | O | 1973 | 493,496 |
| GTH | GUTHRIE HALL | MAIN CAMPUS | O | 1973 | 74,241 |
| CDH | CONDON HALL | 1100 NE CAMPUS PKWY | O | 1974 | 132,533 |
| MNY | MEANY HALL | MAIN CAMPUS | O | 1974 | 124,491 |
| SOCC | SOUTH CAMPUS CENTER | MAIN CAMPUS | O | 1975 | 69,852 |
| ACC | ACAD COMP CTR | 3737 BROOKLYN AVE NE | O | 1976 | 30,468 |
| WAC | WATERFRONT ACT CTR | MAIN CAMPUS | O | 1977 | 20,904 |
| | SAKUMA VIEWPOINT | SOUTHWEST CAMPUS | | 1978 | |
| TSB | TRANSPORTATION SVC | 4529 25TH AVE NE | O | 1979 | 5,459 |
| WNX | WINKENWERDER ANX | MAIN CAMPUS | O | 1979 | 267 |
| SWS | SOC WK/SP HRNG SCI | 4101 15TH AVE NE | O | 1980 | 99,566 |
| | UNION BAY NATURAL AREA | EAST CAMPUS | | 1980 | |
| | CTR FOR URBAN HORTICULT. | EAST CAMPUS | | 1980 | |
| HCK | HITCHCOCK HALL | 1521 NE PACIFIC | O | 1982 | 116,416 |
| LAVC | LAUREL VILLAGE C | 4200 UNION BAY PLACE | O | 1982 | 7,528 |
| LAVM | LAUREL VILLAGE M | 4200 UNION BAY PLACE | O | 1982 | 6,202 |
| LAVN | LAUREL VILLAGE N | 4200 UNION BAY PLACE | O | 1982 | 6,690 |
| LAVP | LAUREL VILLAGE P | 4200 UNION BAY PLACE | O | 1982 | 9,040 |
| LAVQ | LAUREL VILLAGE Q | 4200 UNION BAY PLACE | O | 1982 | 5,610 |

| Facility Code | Name | Address | Leased or Owned | Year Constructed | Gross Square Feet |
|---------------|----------------------|----------------------|-----------------|------------------|-------------------|
| LAVR | LAUREL VILLAGE R | 4200 UNION BAY PLACE | O | 1982 | 6,186 |
| LAVS | LAUREL VILLAGE S | 4200 UNION BAY PLACE | O | 1982 | 11,652 |
| LAVT | LAUREL VILLAGE T | 4200 UNION BAY PLACE | O | 1982 | 7,480 |
| LAVU | LAUREL VILLAGE U | 4200 UNION BAY PLACE | O | 1982 | 4,460 |
| LAVV | LAUREL VILLAGE V | 4200 UNION BAY PLACE | O | 1982 | 5,610 |
| LAVW | LAUREL VILLAGE W | 4200 UNION BAY PLACE | O | 1982 | 7,480 |
| LAVX | LAUREL VILLAGE X | 4200 UNION BAY PLACE | O | 1982 | 3,740 |
| LAVY | LAUREL VILLAGE Y | 4200 UNION BAY PLACE | O | 1982 | 6,858 |
| BVCC | BLKY VIL COMM CENTER | 4747 30TH AVE NE | O | 1982 | 2,370 |
| BVA | BLKY VIL COMPLEX A | 4747 30TH AVE NE | O | 1982 | 6,738 |
| BVB | BLKY VIL COMPLEX B | 4747 30TH AVE NE | O | 1982 | 11,220 |
| BVC | BLKY VIL COMPLEX C | 4747 30TH AVE NE | O | 1982 | 7,480 |
| BVD | BLKY VIL COMPLEX D | 4747 30TH AVE NE | O | 1982 | 8,920 |
| BVE | BLKY VIL COMPLEX E | 4747 30TH AVE NE | O | 1982 | 3,740 |
| BVF | BLKY VIL COMPLEX F | 4747 30TH AVE NE | O | 1982 | 8,920 |
| BVG | BLKY VIL COMPLEX G | 4747 30TH AVE NE | O | 1982 | 9,279 |
| BVH | BLKY VIL COMPLEX H | 4747 30TH AVE NE | O | 1982 | 4,492 |
| BVJ | BLKY VIL COMPLEX J | 4747 30TH AVE NE | O | 1982 | 12,372 |
| BVK | BLKY VIL COMPLEX K | 4747 30TH AVE NE | O | 1982 | 8,859 |
| BVS | BLKY VIL STORAGE | 4747 30TH AVE NE | O | 1982 | 1,800 |
| UFB | UNIV FACIL BLDG | MAIN CAMPUS | O | 1982 | 6,340 |
| MAR | MARINE STUDIES | 3707 BROOKLYN AVE NE | O | 1983 | 31,290 |
| SCA | STEVENS COURT A | 3801 BROOKLYN AVE NE | O | 1983 | 18,498 |
| SCB | STEVENS COURT B | 3801 BROOKLYN AVE NE | O | 1983 | 22,449 |
| SCC | STEVENS COURT C | 3801 BROOKLYN AVE NE | O | 1983 | 30,486 |
| SCD | STEVENS COURT D | 3801 BROOKLYN AVE NE | O | 1983 | 14,009 |
| SCF | STEVENS COURT F | 3801 BROOKLYN AVE NE | O | 1983 | 571 |
| SCH | STEVENS COURT H | 3801 BROOKLYN AVE NE | O | 1983 | 7,671 |
| SCJ | STEVENS COURT J | 3801 BROOKLYN AVE NE | O | 1983 | 15,545 |
| SCK | STEVENS COURT K | 3801 BROOKLYN AVE NE | O | 1983 | 24,531 |
| SCL | STEVENS COURT L | 3801 BROOKLYN AVE NE | O | 1983 | 48,972 |
| SCM | STEVENS COURT M | 3801 BROOKLYN AVE NE | O | 1983 | 30,952 |
| SCP | STEVENS COURT P | 3801 BROOKLYN AVE NE | O | 1983 | 5,729 |
| SCG | STEVENS COURT PKNG | 3801 BROOKLYN AVE NE | O | 1983 | 80,647 |
| MER | MERRILL HALL | 3501 NE 41ST ST | O | 1984 | 16,411 |
| SGS | 3947 UNIV WAY NE | MAIN CAMPUS | O | 1984 | 3,136 |
| | BURKE MUSEUM GARDENS | MAIN CAMPUS | | 1984 | |
| NHS | NW HORT SOC HALL | 3501 NE 41ST ST | O | 1985 | 3,932 |
| LA1 | LEWIS ANNEX 1 | MAIN CAMPUS | L | 1985 | 4,218 |
| PL2 | PLANT LAB ANNEX 2 | MAIN CAMPUS | O | 1985 | 309 |
| PO5 | PLANT OPS ANX 5 | MAIN CAMPUS | O | 1985 | 485 |
| TPG | TRIANGLE PK GARAGE | 1919 NE PACIFIC PLC | O | 1986 | 169,650 |
| ISA | ISAACSON HALL | 3501 NE 41ST ST | O | 1986 | 2,983 |

| Facility Code | Name | Address | Leased or Owned | Year Constructed | Gross Square Feet |
|---------------|----------------------|----------------------|-----------------|------------------|-------------------|
| UMEA | U W MED CTR/EA | 1959 NE PACIFIC ST | O | 1987 | 159,235 |
| UMEB | U W MED CTR/EB | 1959 NE PACIFIC ST | O | 1987 | 66,173 |
| UMEC | U W MED CTR/EC | 1959 NE PACIFIC ST | O | 1987 | 51,530 |
| MUE | MUELLER HALL | MAIN CAMPUS | O | 1987 | 16,687 |
| WLA | WILSON ANNEX | MAIN CAMPUS | O | 1987 | 4,154 |
| DRC | DOUGLAS RSCH CONSV | 3501 NE 41ST | O | 1988 | 12,894 |
| BRA | BRYANT ANNEX | MAIN CAMPUS | O | 1988 | 321 |
| GAB | GRAVE ANNEX BLDG | MAIN CAMPUS | O | 1988 | 32,098 |
| GUA | GUGGENHEIM ANNEX | MAIN CAMPUS | O | 1988 | 3,945 |
| LA2 | LEWIS ANNEX 2 | MAIN CAMPUS | L | 1988 | 1,342 |
| AMB | ATHLTC MNTNC BLDG | 3800 MONTLAKE BLV NE | O | 1989 | 4,210 |
| FTR | FISH TEACH & RSCH | 1140 NE BOAT ST | O | 1990 | 34,788 |
| PSV | PUBLICATION SVCS | 3900 7TH AVE NE | O | 1990 | 60,003 |
| FLK | FLUKE HALL | MAIN CAMPUS | O | 1990 | 73,086 |
| NTC | NORDSTROM TENNIS | MAIN CAMPUS | O | 1990 | 51,439 |
| PO6 | PLANT OPS ANX 6 | MAIN CAMPUS | O | 1990 | 4,199 |
| UFA | UNIV FAC ANNEX | MAIN CAMPUS | O | 1990 | 3,482 |
| | HOSPITAL GLADE | SOUTH CAMPUS | | 1990 | |
| ALB | ALLEN LIBRARY | MAIN CAMPUS | O | 1991 | 221,635 |
| ESB | ENVIRON STOR BLDG | MAIN CAMPUS | O | 1991 | 4,454 |
| | GRIEG GARDEN | MAIN CAMPUS | | 1991 | |
| | HUB YARD | MAIN CAMPUS | | 1991 | |
| HS4 | MAG H.S.C./ANX 4 | 1705 NE PACIFIC ST | O | 1992 | 6,846 |
| ESO | ENV SAFETY OFF BLD | MAIN CAMPUS | O | 1992 | 2,989 |
| PAA | PHYSICS/ASTRON ADTRM | MAIN CAMPUS | O | 1994 | 59,181 |
| PAB | PHYSICS/ASTRON BAR | MAIN CAMPUS | O | 1994 | 175,930 |
| PAT | PHYSICS/ASTRON TOWER | MAIN CAMPUS | O | 1994 | 44,010 |
| PSA | PLANT SVCS ANNEX | MAIN CAMPUS | L | 1994 | 502 |
| SHA | SHELLHOUSE ANNEX | MAIN CAMPUS | O | 1994 | 3,324 |
| | PHYSICS COURTYARD | MAIN CAMPUS | | 1994 | |
| HSK | MAG H.S.C./K | 1750 NE PACIFIC ST | O | 1995 | 227,640 |
| CHB | CHEMISTRY BLG | MAIN CAMPUS | O | 1995 | 130,227 |
| OR1 | OCEAN RSCH BLDG 1 | 3712 15TH AVE NE | L | 1996 | 3,999 |
| OR2 | OCEAN RSCH BLDG 2 | 3718 BROOKLYN AVE NE | L | 1996 | 3,999 |
| CCC | CHILD CARE CENTER | 3904 COWLITZ RD NE | O | 1996 | 3,681 |
| WCP | W CMPS PKNG GAR | MAIN CAMPUS | O | 1996 | 231,786 |
| | SHOWBOAT BEACH | SOUTH CAMPUS | | 1996 | |
| AVA | ALLEN CNTR VIS ART | MAIN CAMPUS | O | 1997 | 49,646 |
| EXEC | SEAFIRST EX ED CT | MAIN CAMPUS | O | 1997 | 65,566 |
| | SOL KATZ MEML GARDEN | MAIN CAMPUS | | 1997 | |
| EE1 | EE-CSE | MAIN CAMPUS | O | 1998 | 237,794 |
| WSB | WOMEN'S SOFTBALL | MAIN CAMPUS | O | 1998 | 16,161 |
| FSH | FISHERY SCIENCES | 1122 NE BOAT ST | O | 1999 | 130,307 |

| Facility Code | Name | Address | Leased or Owned | Year Constructed | Gross Square Feet |
|---------------|---------------------|------------------|-----------------|------------------|-------------------|
| OCN | OCEAN SCIENCES BLDG | 1492 NE BOAT ST | O | 1999 | 111,276 |
| | FISHERIES COURTYARD | SOUTHWEST CAMPUS | | 2000 | |
| WFB | 4100 UNIV WAY NE | 4100 UNIV WAY NE | L | | 2,605 |
| AAC | 4516 UNIV WAY NE | MAIN CAMPUS | L | | 2,392 |

Appendix H: Height Rezones



Appendix I: Leasing in the Primary and Secondary Impact Zones

Section 7

LEASES, PURCHASES, AND GIFTS OF REAL PROPERTY

Both the 1998 City/University Agreement and the City's Conditions of Approval for the GPDP call for the annual report to include information on leasing in the primary and secondary impact zones.

CURRENT LEASES

The University's current limit is 550,000 sf for leases in the primary, secondary and permitted impact zones.

Table 15 lists impact zone leases as of December 31, 2000, giving for each lease the address, the square footage, the use, and the term. The University as of December 31, 2000—410,198 sf in the primary zone and 13,461 sf in the secondary zone was leasing a total of about 423,659 sf in the impact zones. The University's total leased space in the impact zones increased by about 10.57 percent in 2000.

The amount of parking available with leased space in the impact zones is not known exactly because many leases do not specify the number of associated parking spaces. The number is estimated at about 150.

PLANS FOR ADDITIONAL LEASING IN 2001, AND ANTICIPATED USES

The University plans to lease additional space within the permitted impact zone in 2000. The total amount of space leased will not exceed the limit of 550,000 gsf as specified in the 1998 Agreement. Any new leased space will be located within the permitted leasing zone indicated on Figure 7.

The University will not lease any additional office space in the Eastlake Avenue East Corridor south of the University Bridge to East Galer Street during the interim period until adoption of the next master plan (letter dated 9/4/97 from Neal Lessenger, University Real Estate Office to Mr. Christopher Lehman, Eastlake Community Council).

In addition, the University will neither lease nor purchase any additional office space in the area west of Meridian Avenue North to the western side of Stona Way Avenue North and north of Lake Union to North 53rd Street during the interim period until the new master plan is adopted (letter dated November 13, 1997 from Neal Lessenger, UWA Real Estate Officer to Mr. Steven Cyr, President, Wallingford Community Council).

PROPERTY PURCHASES COMPLETED IN 2000 OR PLANNED FOR 2001, AND ANTICIPATED USES

The University did not purchase any additional properties in the primary or secondary zones in 2000 and has no plans to do so in 2001.

GIFTS OF PROPERTY IN 2000, AND ANTICIPATED USES

The University received no gifts of real property in the impact zones in 2000.

