Seattle Campus Master Plan
CUCAC

May 9, 2017

UNIVERSITY of WASHINGTON

PRESENTATION ORDER

Overview of Key Changes to Seattle Campus Master Plan

- Public Realm
- Building Height and Massing

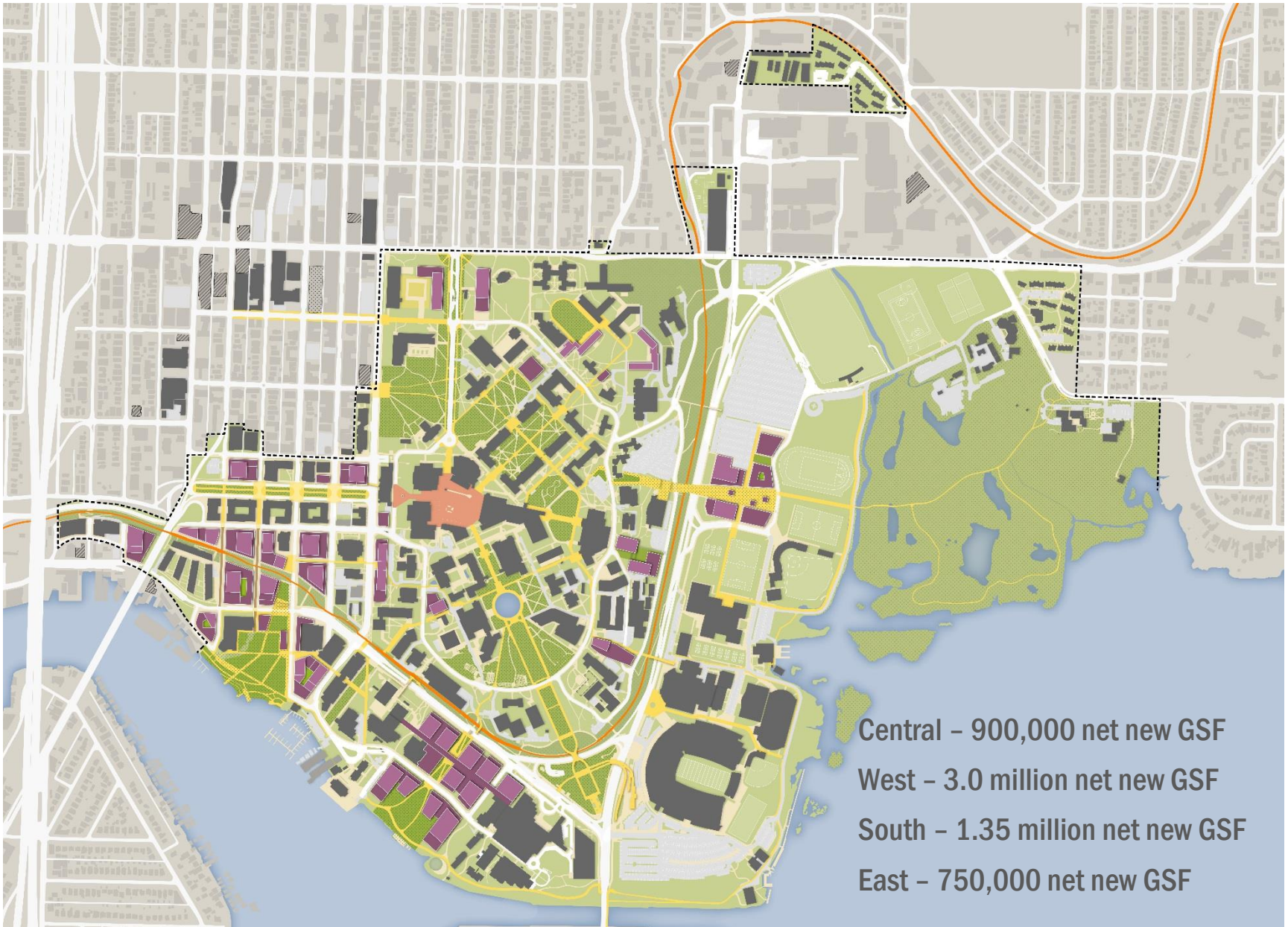
Questions and Input

Upcoming Milestones

- Draft Plan and Draft EIS published – Oct 5, 2016
- Final Plan and Final EIS published – June 2017
- Hearing Examiner and City Council – Fall 2017
- City Council and Board of Regents approval – Winter 2018

10 Year Conceptual Plan – October Draft CMP

Illustrative Representation



10 Year Conceptual Plan – June Final CMP

Illustrative Representation

Long Term Vision – October Draft CMP

Total Net New Development Capacity (GSF) – 12.9 million net new GSF

Growth Allowance Request – 6.0 million net new GSF

Long Term Vision – June Final CMP

Total Net New Development Capacity (GSF) – 11.6 million net new GSF

Growth Allowance Request – 6.0 million net new GSF

OVERVIEW OF CHANGES TO THE CMP

Overview of Changes to the CMP

Structural Changes to the Document

- Additional emphasis placed on 10-Year Conceptual Plan
- Added Inclusive Innovation Framework to Existing Conditions chapter
- Reorganization of Development Standards section for greater clarity and to focus on specific requirements
- Transportation Management Plan called out as a separate section

Items that Remain Unchanged

- Growth allowance request of 6.0 million net new GSF
- Enrollment projections

Public Realm

Significant Public Realm Modifications

- Removed vacation of Boat Street
- Added new unique and significant landscapes to preserve to the proposed section, that will include existing landscapes as well as the West Campus Green and South Campus Green
- East Campus Land Bridge has been removed from the 10 Year Conceptual Plan

Open Space Commitments – West Campus Green

- Design and Implementation Plan for the West Campus Green and West Campus section of the trail will align with the development of 1.0 million net new GSF
- West Campus Green will align with the 3.0 million net new gross square feet of development for the West Campus
- Within the 10-year conceptual plan for the West Campus
- Site preserved

Open Space Commitments – South Campus Green

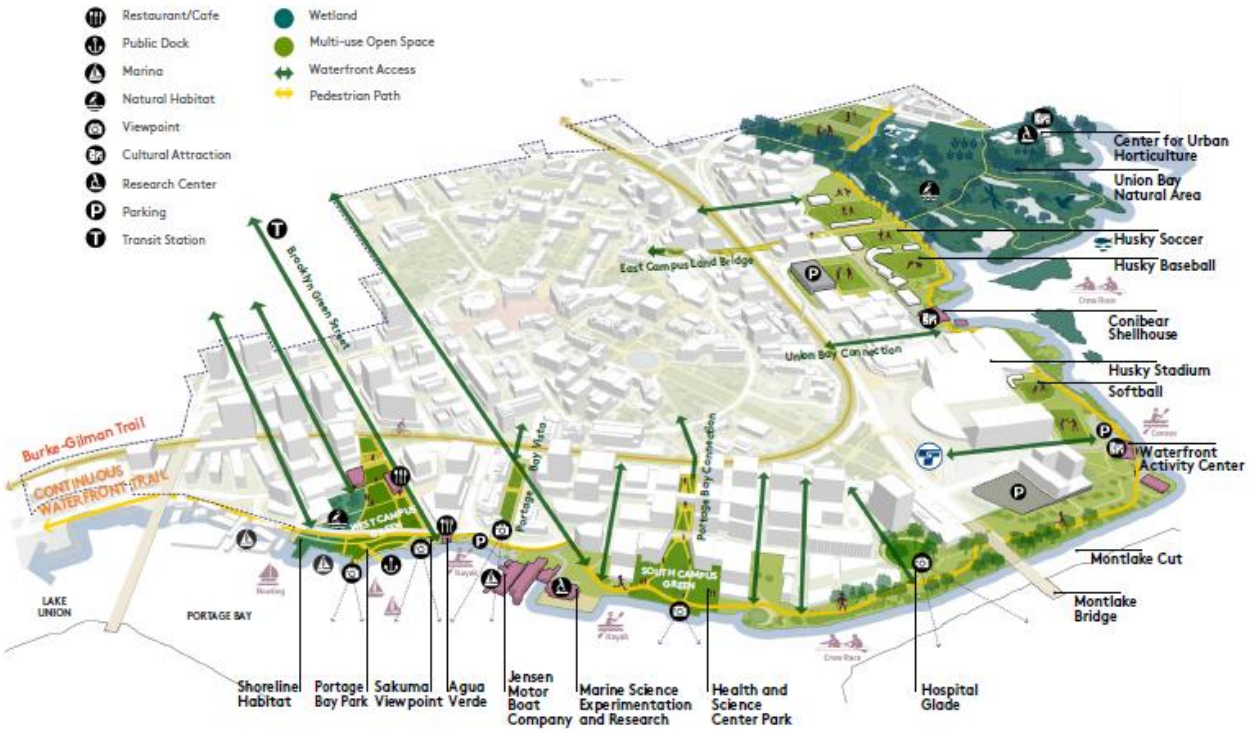
- Design and Implementation Plan for the South Campus Green and South Campus section of the trail will align with the development of the first site listed below
- Lower section of South Campus Green will align with development of sites S52, S53, S54, and S55
- Upper section of South Campus Green will align with development of sites S43, S44, S47, S48
- In 10-year conceptual plan
- Site preserved

Open Space Commitments – East Campus Land Bridge

- Land bridge is not part of the 10-year conceptual plan
- Illustrates a long-term vision for East Campus
- Existing pedestrian overpasses in that area will be sufficient to accommodate the 750,000 gsf growth allowance identified for East Campus

Open Space Commitments – Continuous Waterfront Trail

- Design for the East Campus section of the trail will align with development of site E60
- Concept Plan for the Continuous Waterfront Trail (West, South, East) will align with the Design of the West Campus section of the trail
- Construction of the trail in each of those sectors will align with the construction of the West Campus Green, the South Campus Green, and development of 750,000 net new gsf in the East Campus
- Currently developing Public Access Plan that aligns with Continuous Waterfront Plan



Open Space Commitments – Brooklyn Avenue

- The City of Seattle has designated Brooklyn Avenue NE, 43rd Street, and NE 42nd Street neighborhood green streets
- U District Green Streets Concept Plan articulates a voluntary design intention for each street
- The University will strive to follow the guidance provided in the Concept
- Street ROW will be preserved
- Public Realm Allowance has been increased by 1.5’ to be consistent with U District Green Streets Concept Plan

Mid-Block Passages

- Draft CMP encouraged the use of mid-block passages, but did not require them
- Two mid-block passages will be required in the West Campus, and will be identified in the Final CMP document.
- A mid-block passage shall maintain a minimum width of 25’

Building Heights and Massing

West Campus

South Campus

East Campus

Central Campus

Building Heights and Massing

West Campus

South Campus

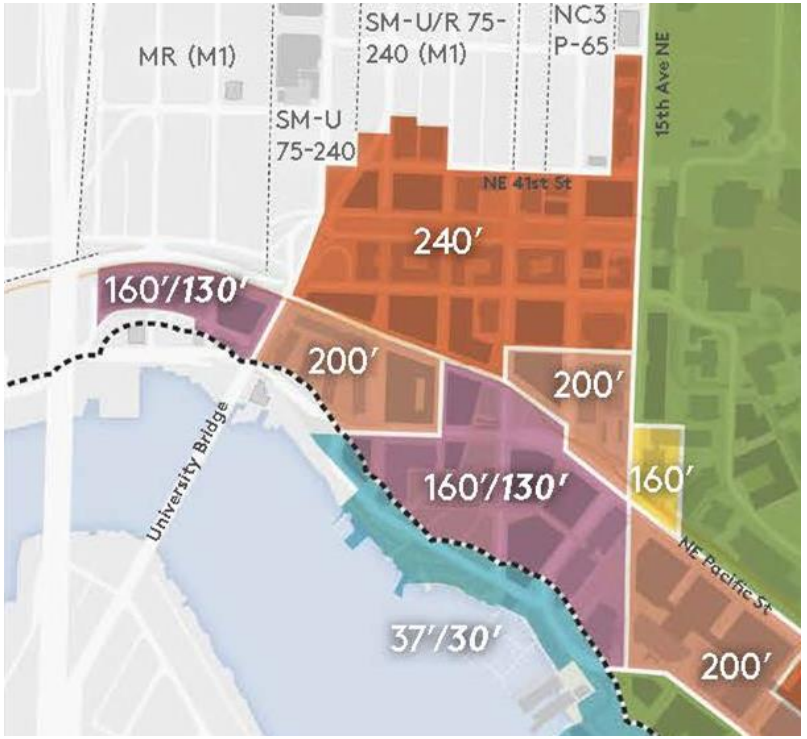
East Campus

Central Campus

Allowable Building Heights

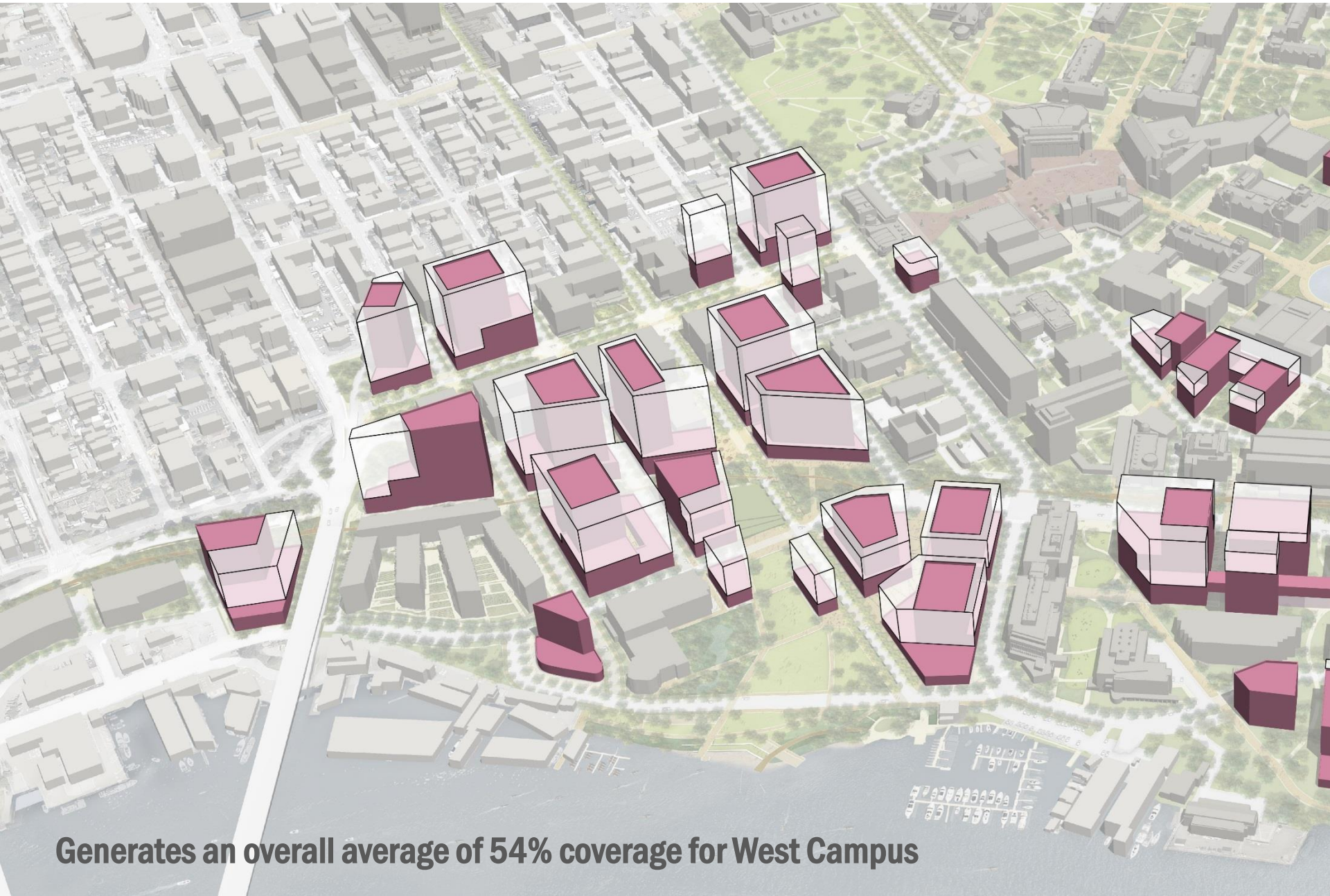
- Area west of University Bridge has been reduced from 200’ to 130’
- Specific sites conditioned down to lower heights

October – Draft CMP



June – Final CMP

Envelope Coverage – June Final CMP



Generates an overall average of 54% coverage for West Campus

Special Second Upper Level Setback – University Way & Campus Pkwy

- Sites with footprints that exceed 20,000 square feet and whose building height exceeds 160’ that are located in the transition zone along University Way and Campus Parkway, will be required to step back an additional 20’ at 90’ in height.
- Required along a minimum of one façade, generally facing the more prominent edge.

University Way Looking South

W25 (W42 Parking Lot / Henderson Hall Site)

- More gradual transition from west to east

October – Draft CMP

June – Final CMP

W36, 37 (Portage Bay Parking Garage)

- Redevelops the Portage Bay Parking structure as two sites
- Maintains proposed allowable building height of 130’
- Introduces pedestrian path and plaza between buildings
- Provides a more direct connection between the Ave and the waterfront

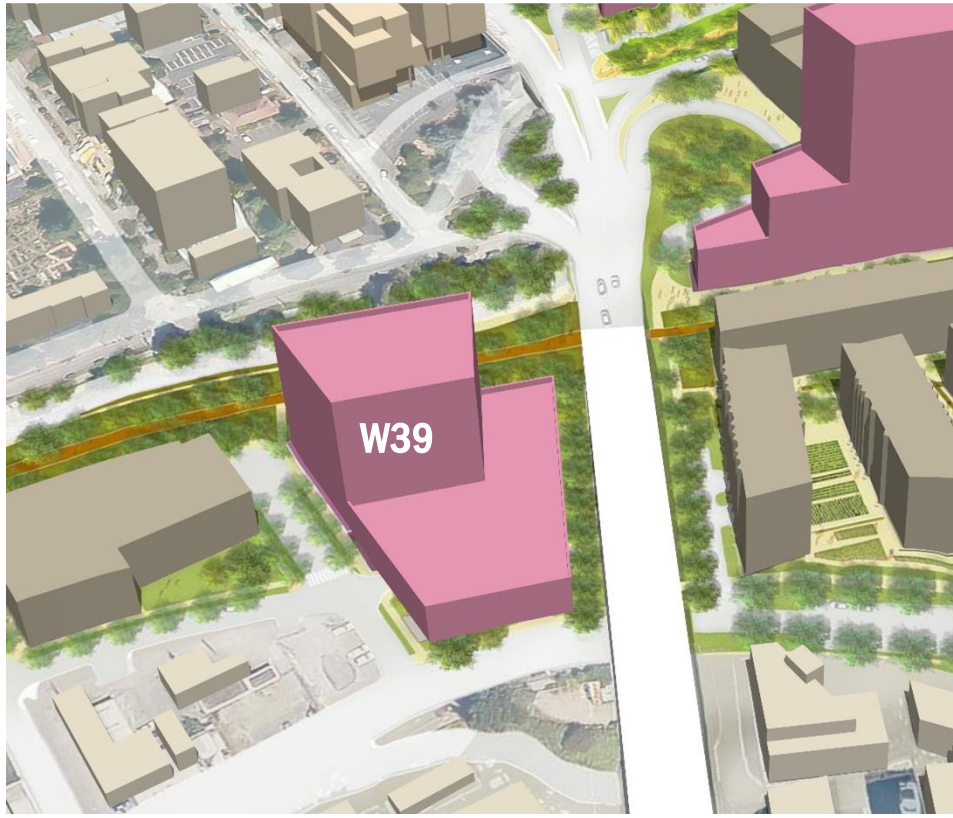
October – Draft CMP

June – Final CMP

W39 (Former W38, Northlake Building / W40 Parking Lot Site)

- Reduced maximum allowable building height from 200’ to 130’
- Modified the orientation of the building and massing to enhance view corridor along Eastlake
- Added the view corridor to the Development Standards Protected View Corridors

October – Draft CMP



June – Final CMP

West Campus – October Draft CMP

Total Net New Development Capacity (GSF) – 3.2 million net new GSF

Growth Allowance Request – 3.0 million net new GSF

West Campus – June Final CMP

Total Net New Development Capacity (GSF) – 3.36 million net new GSF

Growth Allowance Request – 3.0 million net new GSF

Building Heights and Massing

West Campus

South Campus

East Campus

Central Campus

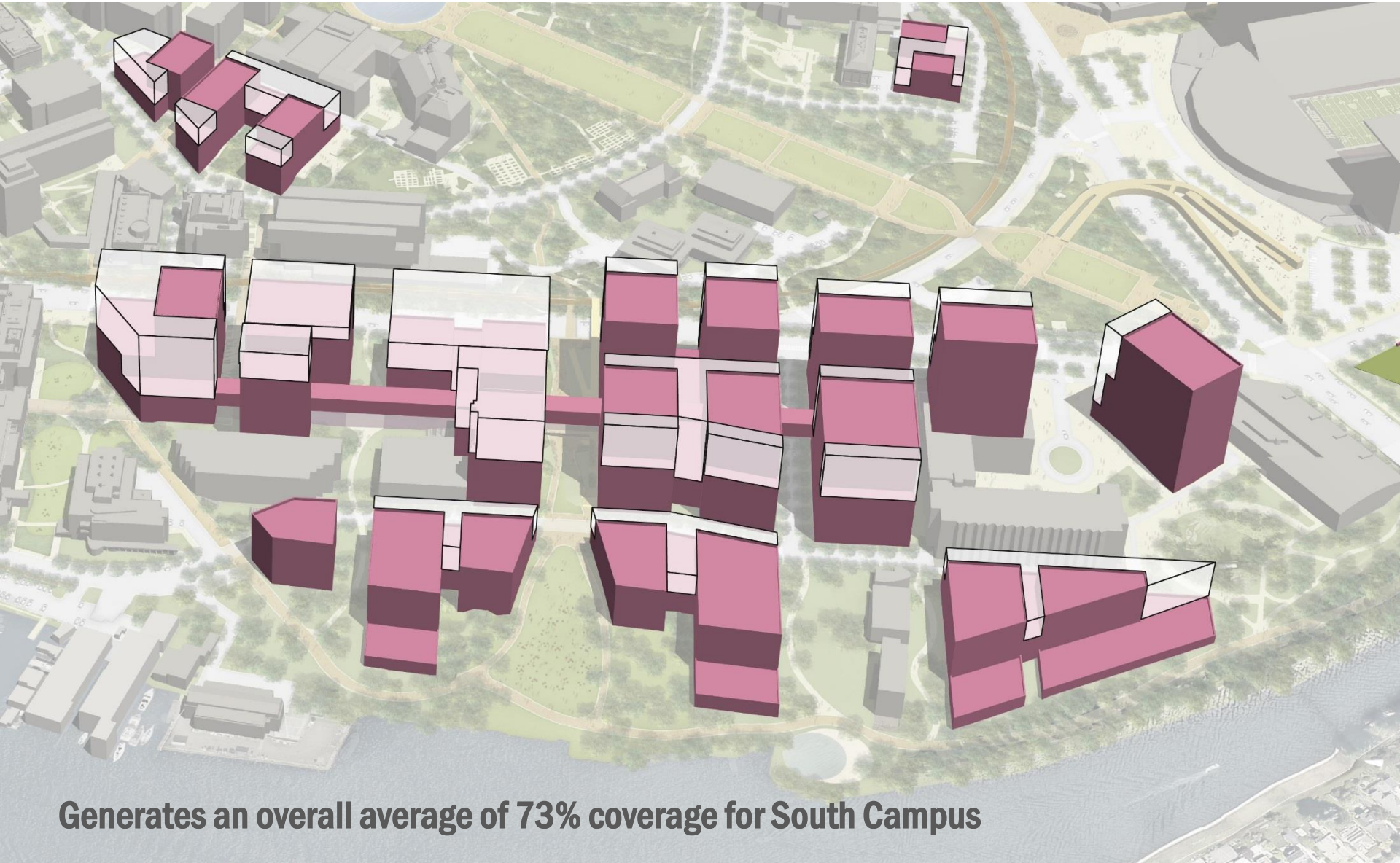
Allowable Building Heights

- Modifies substantial portion of the 240’ allowable building height zone to 200’
- Allowable building heights on S41, S48, S49, S50 have been reduced from 240’ to 200’
- Introduces a more gradual transition in height between Pacific Street and the waterfront.

October – Draft CMP

June – Final CMP

Envelope Coverage – June Final CMP



Generates an overall average of 73% coverage for South Campus

Special Second Upper Level Setback – Pacific Street

- Sites with footprints that exceed 20,000 square feet and whose building height exceeds 160’ that are located along Pacific Street, will be required to step back an additional 20’ at 120’ in height.
- Required along a minimum of one façade, generally facing the more prominent edge.

South Campus – October Draft CMP

Total Net New Development Capacity (GSF) – 2.9 million net new GSF

Growth Allowance Request – 1.35 million net new GSF

South Campus – June Final CMP

Total Net New Development Capacity (GSF) – 2.2 million net new GSF

Growth Allowance Request – 1.35 million net new GSF

Building Heights and Massing

West Campus

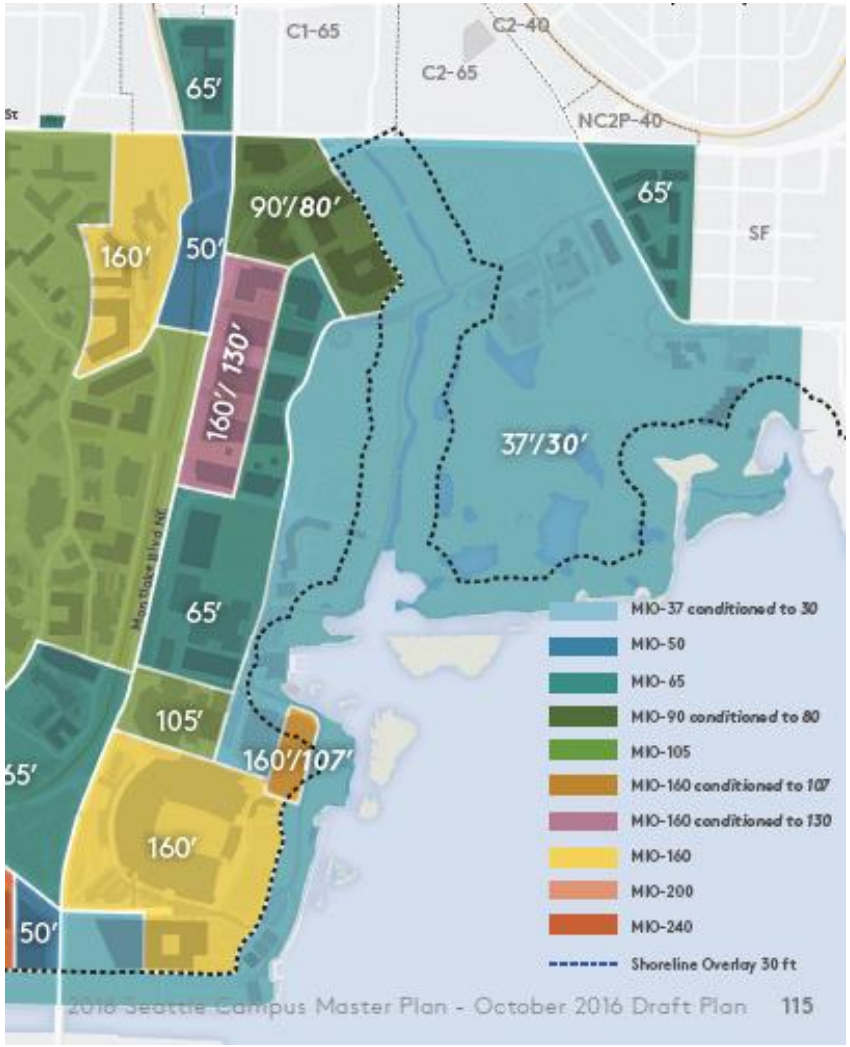
South Campus

East Campus

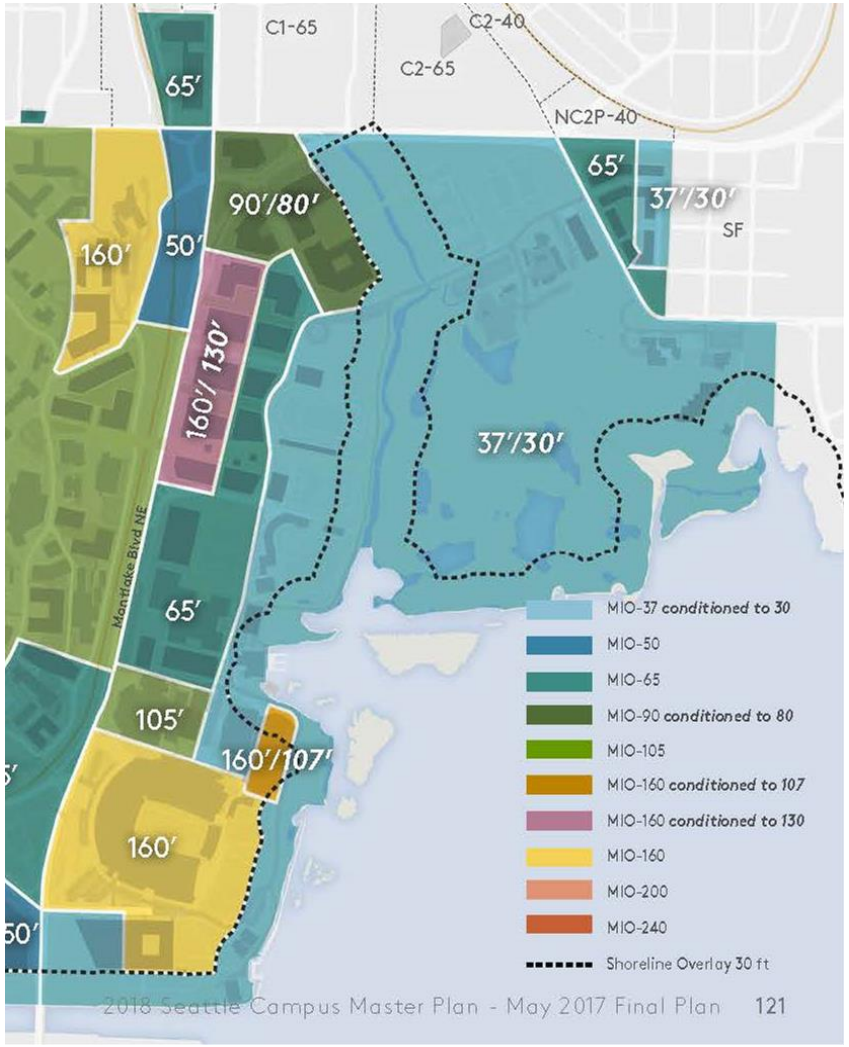
Central Campus

Allowable Building Heights

- Eastern portions of sites E86 and E87 reduced from 65’ to 30’

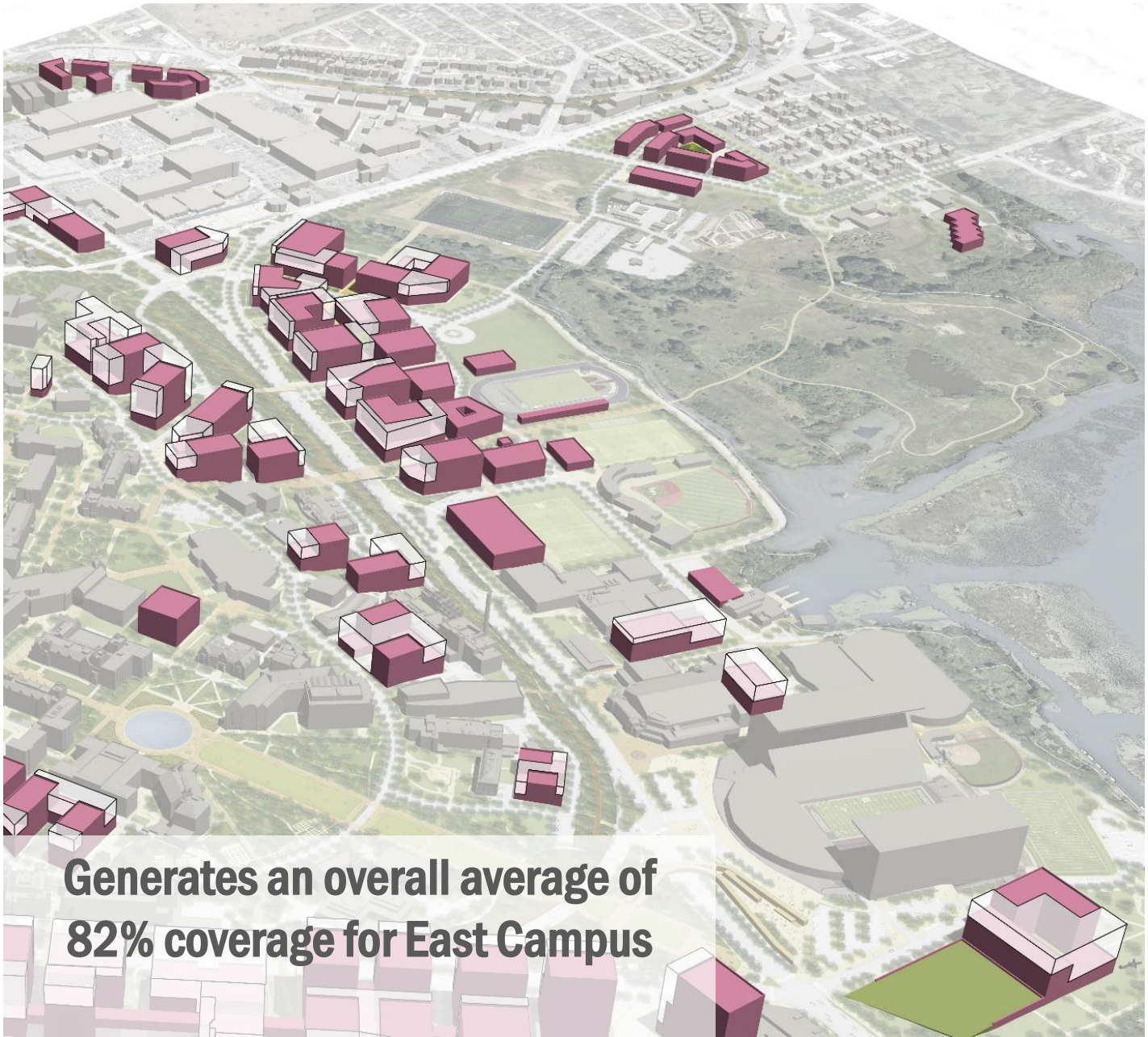


October – Draft CMP



June – Final CMP

Envelope Coverage – June Final CMP



Generates an overall average of
82% coverage for East Campus

E60 (Formerly E85, E12 Parking Lot South of Husky Stadium)

- Shifted the building further west to maintain current location of the UW Climbing Rock
- Preserved Rainier Vista view corridor

October – Draft CMP

June – Final CMP

Additional East Campus Sites

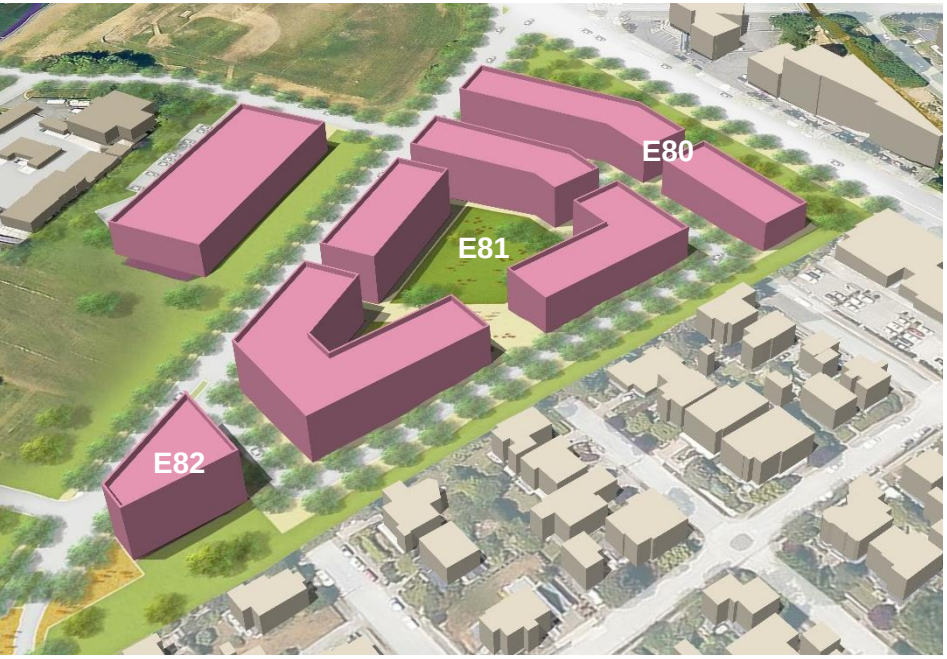
- Additional sites (~30,000 gsf or less) added to collocate athletics functions

October – Draft CMP

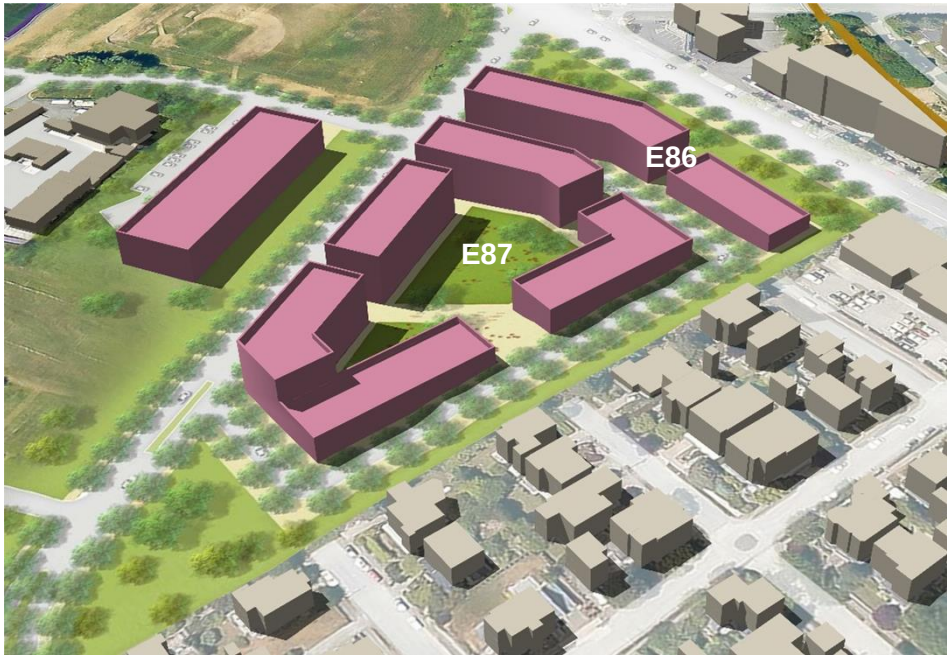
June – Final CMP

E87 (Formerly E80, 81, 82 Laurel Village)

- Removed the southern building proposed in the October Draft (former E82)
- Reduced the building height of the buildings that abut the neighborhood from 65’ to 30’



October – Draft CMP



June – Final CMP

East Campus – October Draft CMP

Total Net New Development Capacity (GSF) – 4.7 million net new GSF

Growth Allowance Request – 750,000 net new GSF

East Campus – June Final CMP

Total Net New Development Capacity (GSF) – 4.35 million net new GSF

Growth Allowance Request – 750,000 net new GSF

Building Heights and Massing

West Campus

South Campus

East Campus

Central Campus

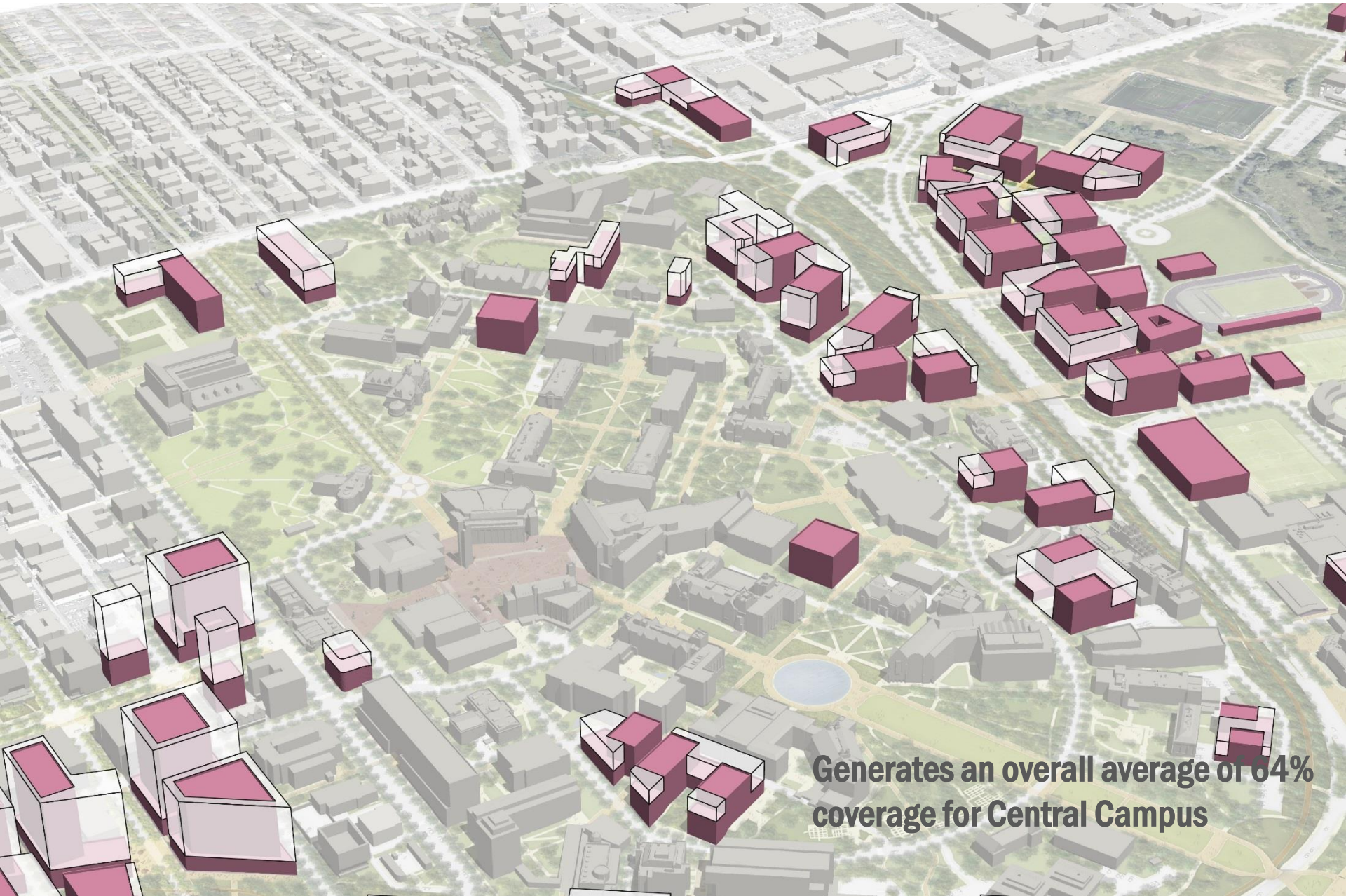
Allowable Building Heights

- Reflects 2003 CMP Allowable Building Heights
- No modifications proposed

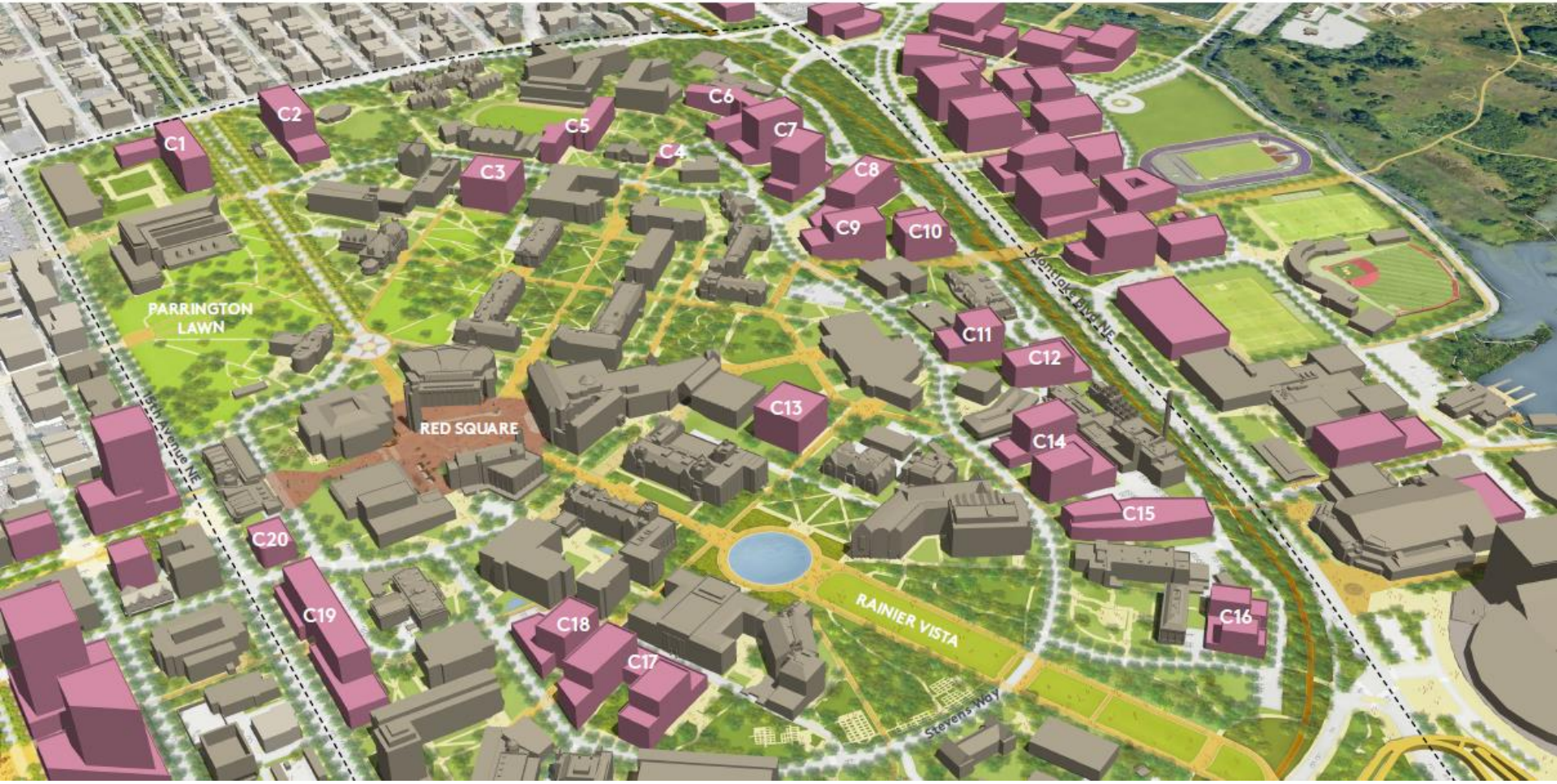
October – Draft CMP

June – Final CMP

Envelope Coverage – June Final CMP



Central Campus – October Draft CMP



Total Net New Development Capacity (GSF) – 2.0 million net new GSF

Growth Allowance Request – 900,000 net new GSF

Central Campus – June Final CMP

Total Net New Development Capacity (GSF) – 1.7 million net new GSF

Growth Allowance Request – 900,000 net new GSF

QUESTIONS AND INPUT

Thank you

Questions:
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http://pm.uw.edu/campus-master-plan

UW
Campus Master Plan & Environmental Impact Statement

Transportation Briefing

CUCAC Meeting

May 9, 2017

UNIVERSITY *of* WASHINGTON

Presentation Topics

- ❑ Transportation Management Plan GOAL
- ❑ Transportation Management Plan COMPONENTS
- ❑ How does the University Compare Transportation Measures and Results
- ❑ Questions

UW Transportation Management Plan
GOAL

- **UW is changing TMP goal to be consistent with other MI's**

- **2003 GOAL: Limit peak-period, peak-direction vehicle trips made by faculty, staff and students at or below the 1990 levels.**

- **2018 GOAL: 15% SOV by 2028.**

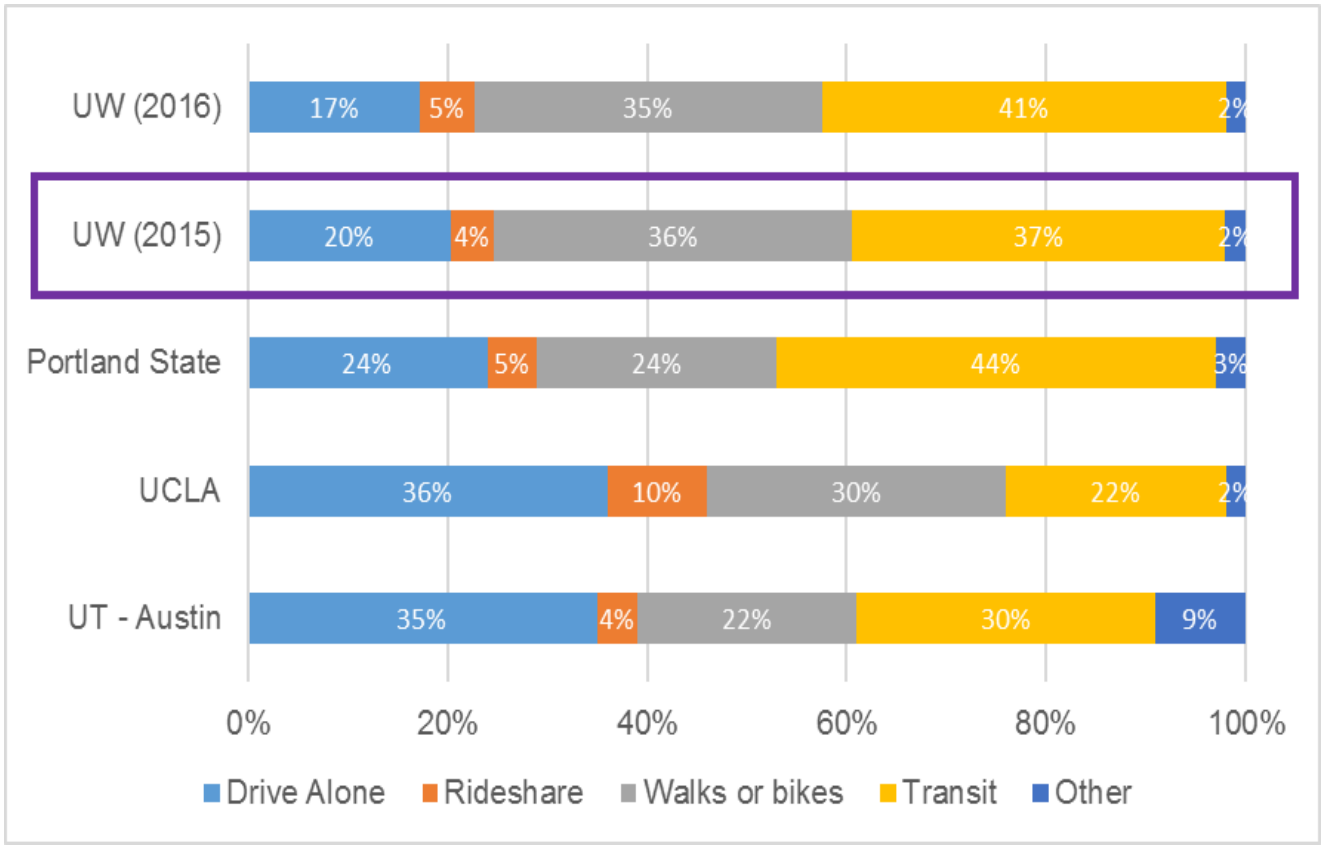
UW Transportation Management Plan
COMPONENTS

1. U-PASS program
2. Transit
3. Shared-Use Transportation
4. Parking Management and RPZ's
5. Bicycle
6. Pedestrian
7. Marketing and Education
8. Telecommuting
9. Institutional Policies

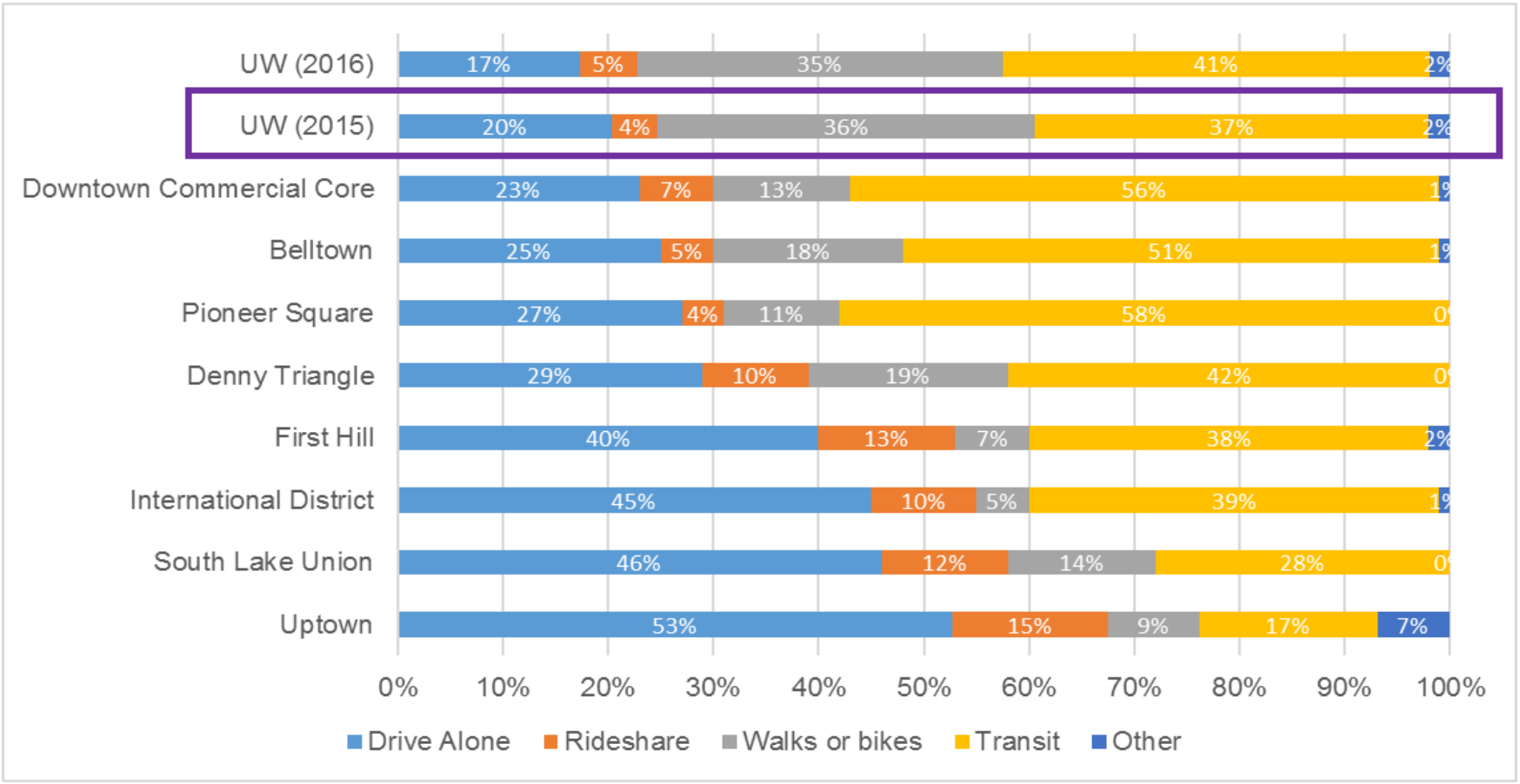
Background: *How does the UW SOV rate compare to other Major Institutions?*

INSTITUTION	TMP GOAL as listed in current CMP	SOV rate reported
Group Health	55% SOV rate	55%
Virginia Mason	30% SOV rate	27%
Seattle Children's	30% SOV rate	38%
Northwest Hospital	70% SOV rate	31%
Harborview Medical Center	45% SOV rate	45%
Seattle Central College	50% SOV rate	35%
Seattle Pacific University	50% SOV rate	46%
Seattle University (student, faculty, staff)	55%, 60%, 40% SOV rate	50%,39%,39%
North Seattle College	55% SOV rate	?
Swedish Hospital	50% SOV rate	38%
Swedish Cherry Hill	50% SOV rate	56%
South Seattle College	35% SOV rate	?
University of Washington	AM / PM Vehicle Cap	20%

Background: *How does the UW SOV rate compare to other Universities?*



Background: How does UW SOV rate compare to Other Seattle Neighborhoods



UW Mode Split History:

Recent Changes with Link Light Rail

Increase in Transit Mode

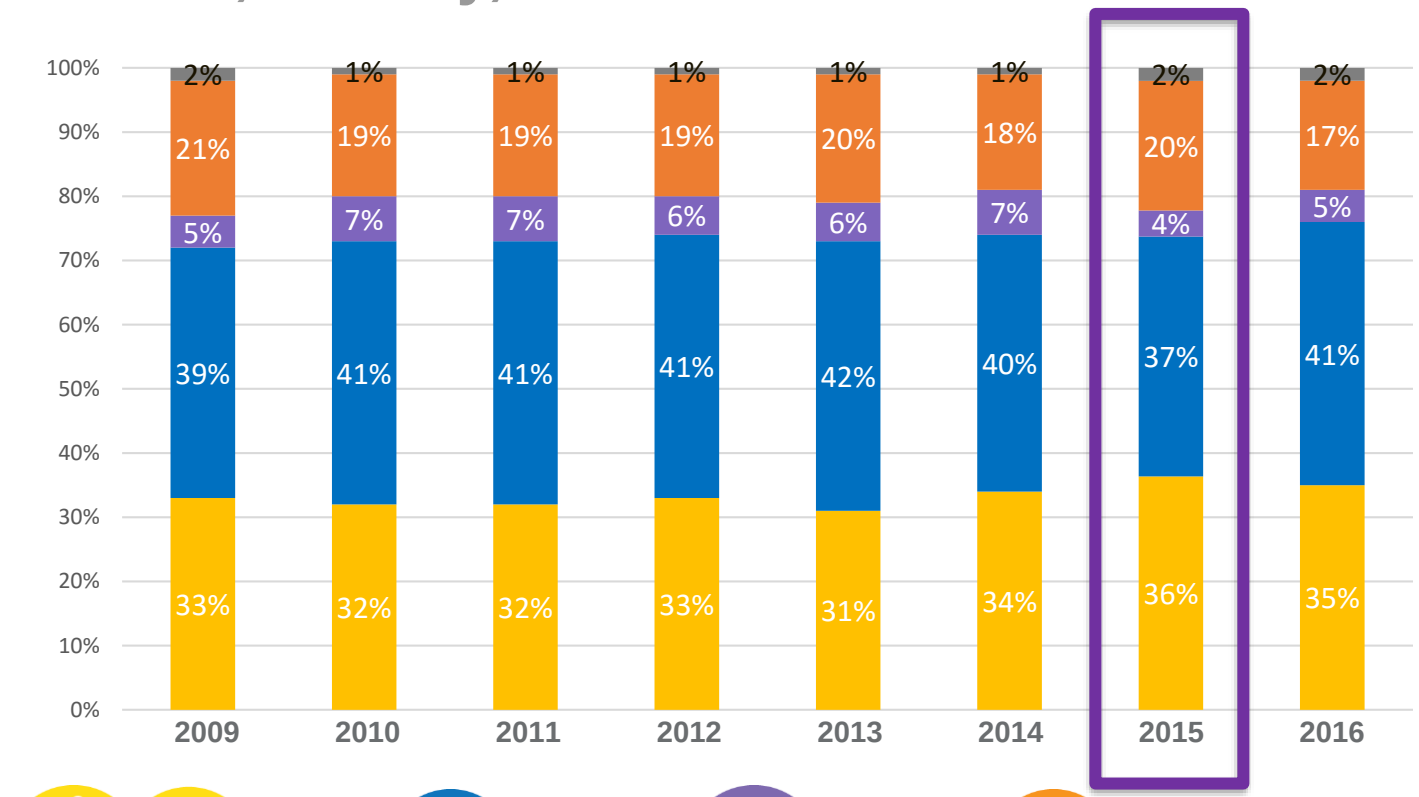
U Pass Influence on Mode Split Trends

- *AM peak hour*
- *PM peak hour*

Comparison to other City Neighborhoods

Campus Mode Splits

Student, Faculty, Staff



Walks or bikes

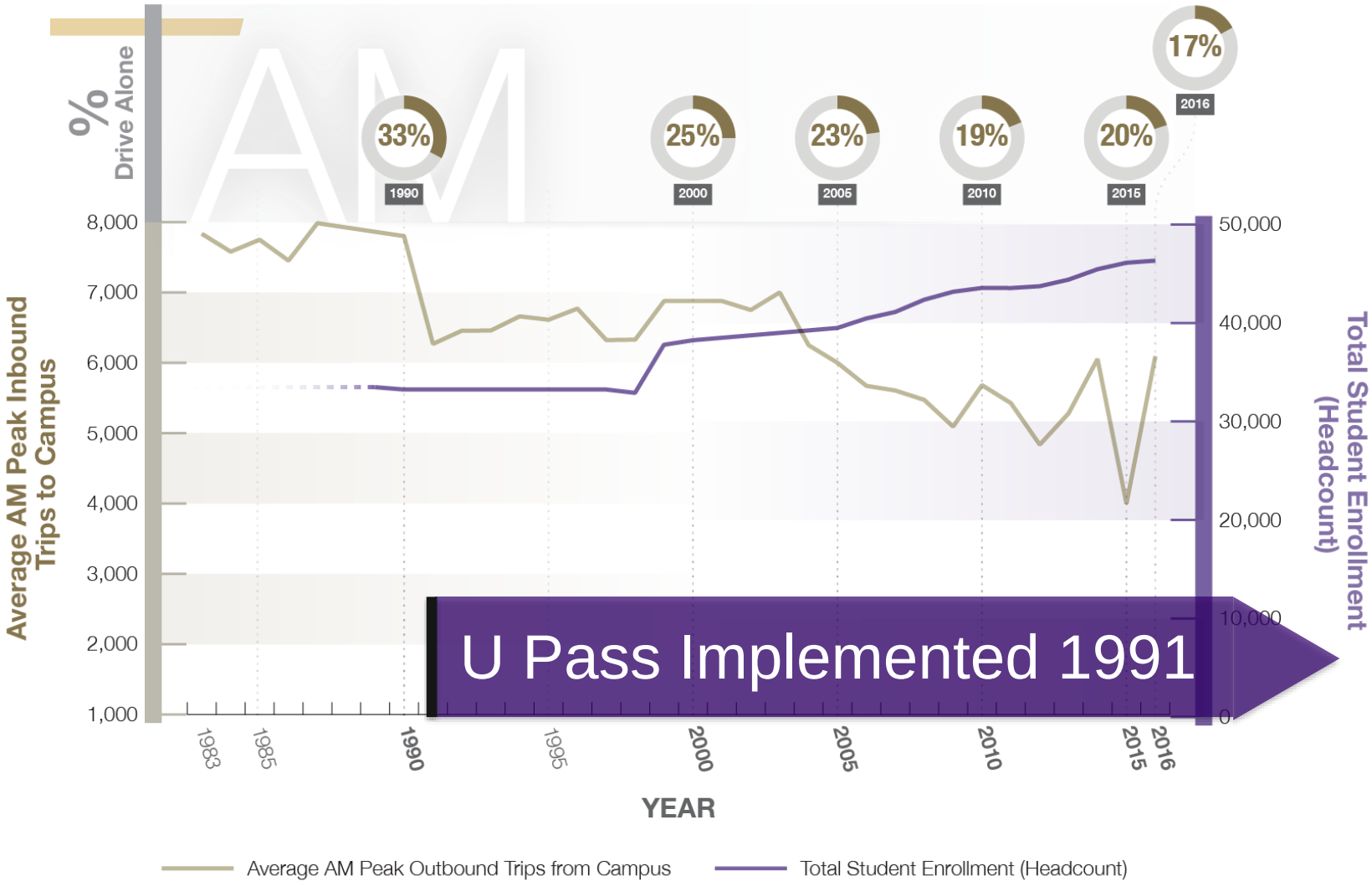
Transit

Rideshare

Drive Alone

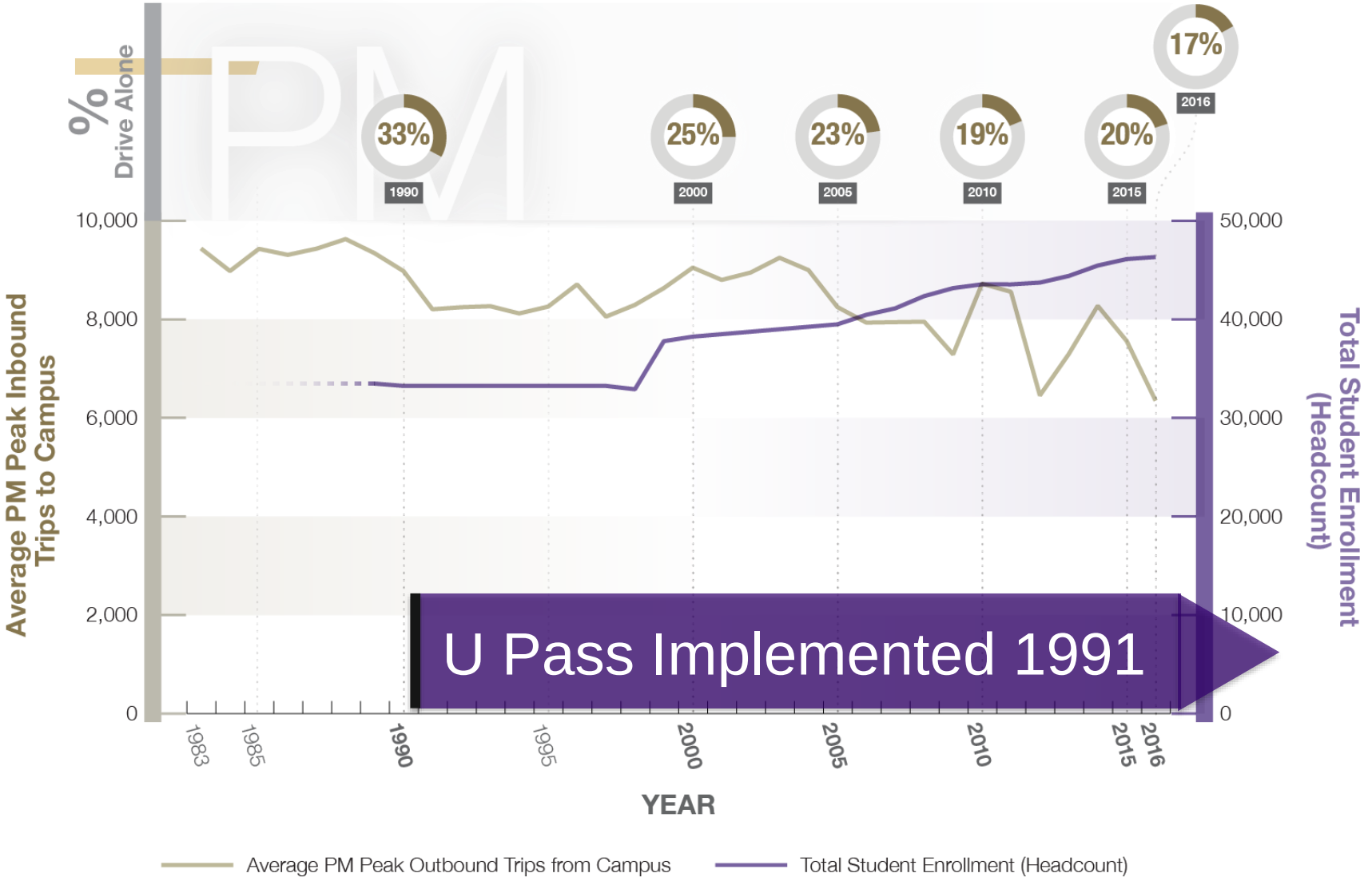
Other

U Pass Influence



**To be supplemented with additional historical data as available*

U Pass Influence



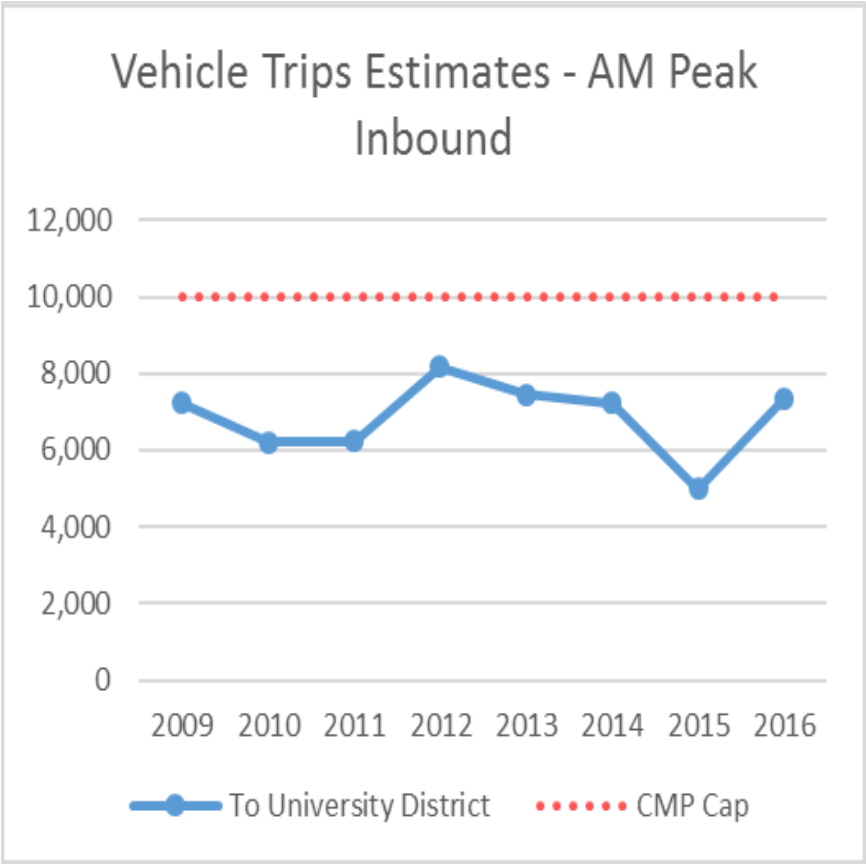
**To be supplemented with additional historical data as available*

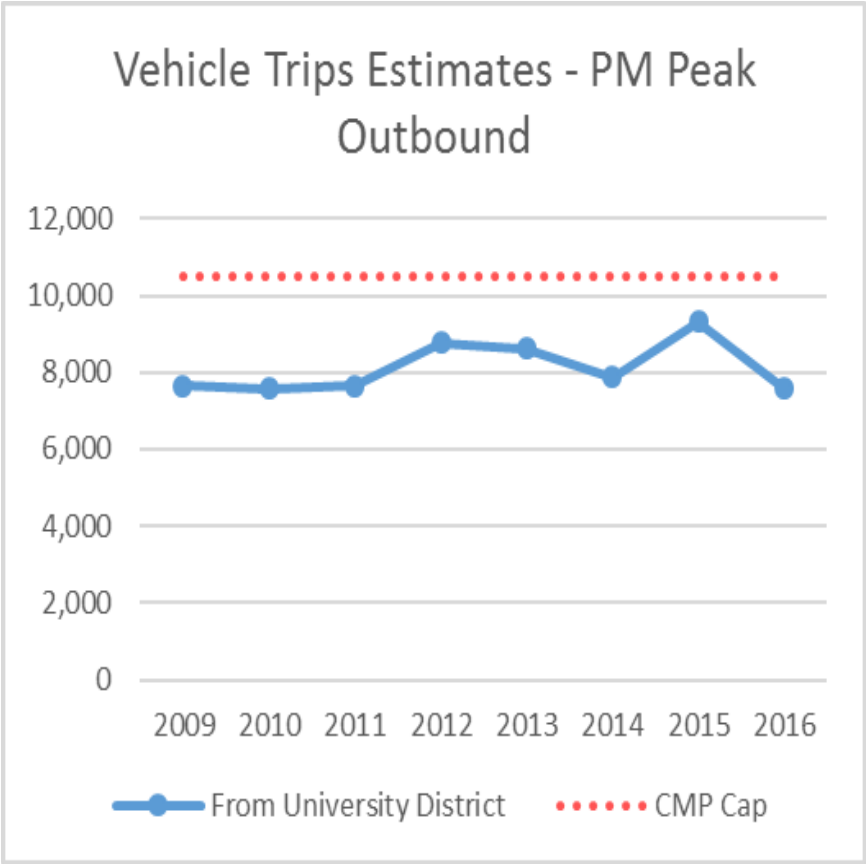
UW's TMP GOAL:

Single Occupancy Vehicle rate of 15% by 2028 *monitored and reported in the CMP Annual Report*

Additional Reported Measure: Campus Master Plan Trip Caps

> Established at 1990 levels



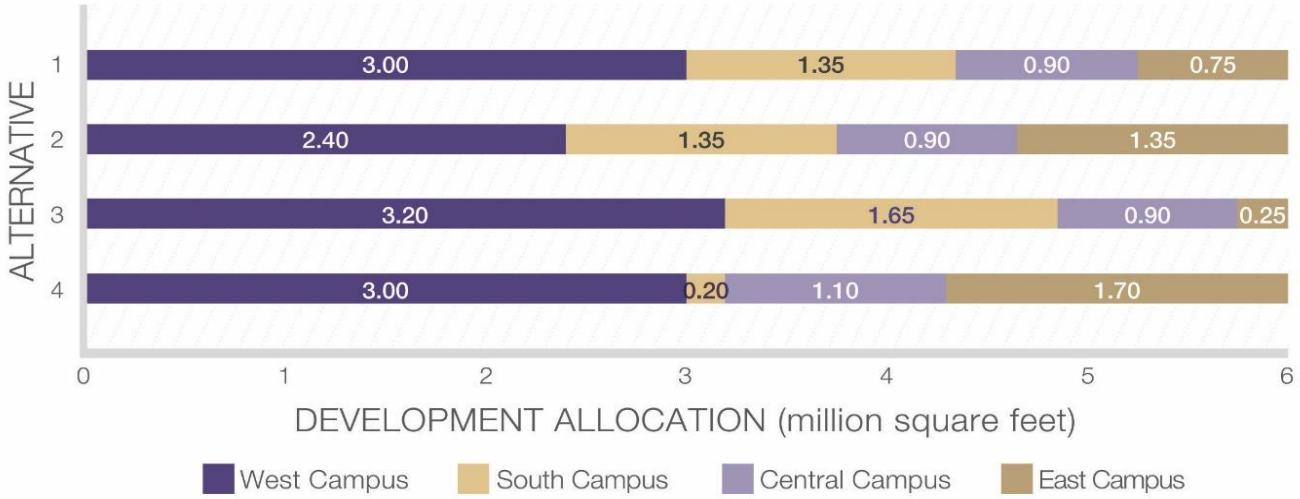


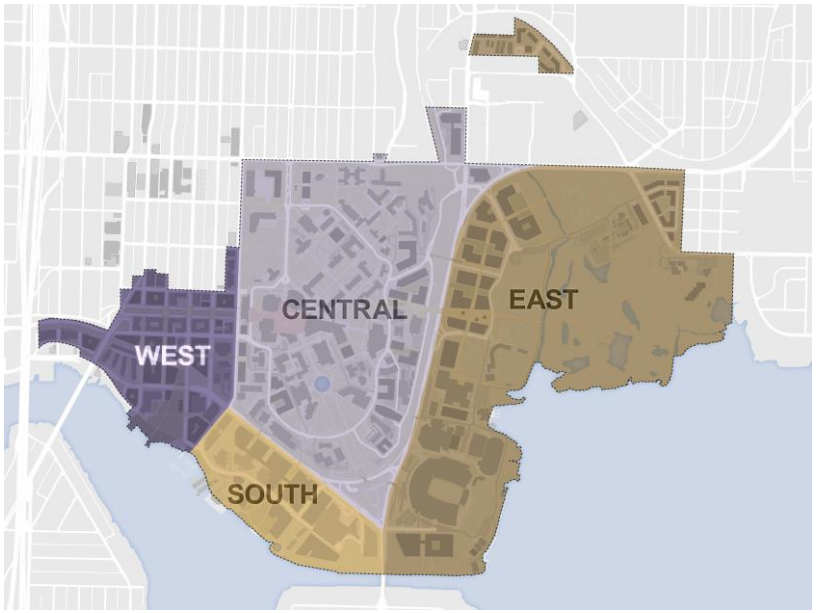
Additional Reported Measure: Parking Cap
UW Peer Universities
Campus Parking Ratio Comparison

University	Total Headcount	Total Parking Spaces	Spaces to Person Ratio Ratio
Rutgers University	58,378	24,407	0.42
University of Virginia	43,694	17,251	0.39
University of Maryland	47,964	18,373	0.38
University of California LA	76,386	23,948	0.31
University of Colorado Boulder	40,000	11,600	0.29
University of Washington	70,500	12,300 (Cap)	0.17

Campus Master Plan Alternatives:

Alternatives Development Allocation by Campus Sector





Estimated 2028 All Action Daily Trips by Mode

Trip Type	Transit	Walk	Bicycle	Other
No Action				
Student	34,890	14,270	2,775	**240**
Faculty	3,280	460	920	**140**
Staff	12,450	595	1,110	**350**
Total No Action	50,620	15,325	4,805	**730**
Future 2028				
Student	40,960	16,755	3,260	**280**
Faculty	3,850	540	1,080	**165**
Staff	15,810	755	1,410	**445**
Total Future	60,620	18,050	5,750	**890**
Net New Trips				
Student	6,290	2,570	500	**45**
Faculty	590	85	165	**25**
Staff	3,430	165	305	**95**
Total Net New Trips	**10,310**	**2,820**	**970**	**165**

Source: Transpo Group, 2016

All Action Alternatives Estimated Net New Future Vehicle Trips

Trip Type	Daily Trips	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Net New Trips							
Student	1,680	290	125	415	130	185	**315**
Faculty	1,350	285	120	405	205	295	**500**
Staff	2,600	670	285	955	395	565	**960**
Total Net New Trips	5,630	1,245	530	1,775	730	1,045	**1,775**
Visitors (10%)	565	125	55	180	75	105	**180**
Total UW Trips	**6,195**	**1,370**	**585**	**1,955**	**805**	**1,150**	**1,955**

Source: Transpo Group, 2016

Transportation Analysis Results:

Methodology, Approach and Results

Environmental Impact Study: Methodology & Assumptions

- Conservative Analysis Assumes 20% SOV
- 2018 Base Year to 2028 Future Year Build out of 6 MSF
- Considered Multimodal Measures
- Assumes U District Upzone as it was approved in March 2017
- Assumes Regional and State Investments that have been approved and funded
  - Move Seattle Implementation Investments
  - Metro Connects 2025 Plan
  - Completion of ST 2 and ST 3 investments by 2028
  - WSDOT SR 520 Completion

Methodology
UW Transportation Demands

UW Transportation Demands

Peak Hour Commute Traffic Analysis.
The increased commute travel demand by mode and parking demands will be forecasted by calibrating a model to be consistent with the 2014 UW survey.

Peak Parking Demands Analysis.
The peak parking demands will be forecasted from the UW transportation demand model, calibrated to existing observed levels, and increased based on forecast campus population growth.

Methodology
Bicyclists/Pedestrian/Transit

 **Bicyclists**	Identifying existing and planned bicycle facilities in the campus area and those routes used by bicyclists to access the campus will be used as a baseline assumption for impact analysis. Impacts will be based on the UW-added transportation demands identified above.
 **Pedestrians**	Identify existing and planned pedestrian facilities in the campus area and those routes used by pedestrians to access the campus. The analysis will focus on general connectivity and quality of the route. Impacts to these routes will be based on the added UW demands in the multimodal transportation demand identified above.
 **Transit**	Impacts of increased ridership due to UW growth will be reviewed relative to the overall capacity and planned service and facility changes of the transit system. The analysis will also consider the connectivity to the major transit centers in the area or local population.

Performance Measures Bicyclists/Pedestrian/Transit

Pedestrian	• Proportion of development within ½-mile of multi-family housing • Proportion of development within ½-mile of University of Washington residence halls • Pedestrian crossings of edge arterials • Standing areas at Transit Stops • Quality of pedestrian environment • Burke-Gilman Trail capacity
Bicycle	• Bicycle parking & utilization • Quality of bicycle environment • Burke-Gilman Trail capacity
Transit	• Proportion of development within ¼ -mile of RapidRide • Proportion of development within ½ -mile of Light Rail • Transit travel times/speeds • Transit loads / bus and train crowding • Transit stop capacity

Methodology
Traffic Volumes/Forecasts

Traffic Volumes

2028 forecast baseline PM Peak hour traffic volumes will be developed based on the City of Seattle preferred alternative for the Comprehensive Plan. UW growth traffic will be added and allocated to parking proportional to the anticipated supply of parking on campus. Adherence to the vehicle trip caps will be reported.

The added area density associated with the proposed U-District Height and Density study will also be considered as a potential baseline traffic condition under Cumulative Impacts.

Performance Measures
Vehicles

Vehicles

- Peak Hour Arterial Operations
- Peak Hour Intersection Operations
- Peak Hour Comp Plan Screenlines
- Peak Hour Cordon Screenlines
- AM and PM Peak University Trip Cap
- AM and PM Peak University District Trip Cap
- Mid-day Parking Supply & Utilization
- Mid-day Parking Cap

Methodology
Parking/Traffic Safety

Parking	Changes to the overall forecasted parking demand and supply will be evaluated with the proposed UW growth and Campus Master Plan alternative-specific growth allocation. This will include consideration of impacts both within and outside the MIO boundaries. Forecast parking demands will be reported relative to the identified parking cap 12,300 spaces.
Traffic Safety	Impacts of increased traffic and pedestrians on safety in the area will be assessed. This assessment will consider existing high accident locations, frequency of collisions, and any current trends at an intersection level.

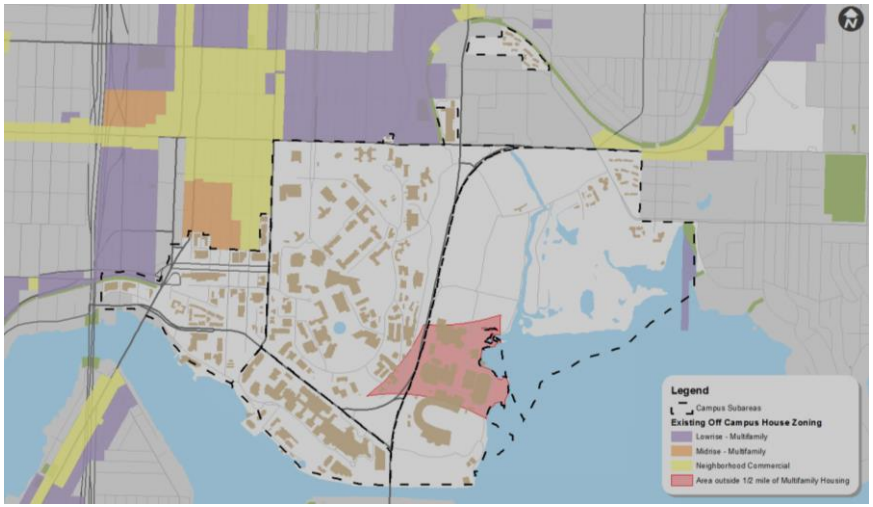
Transportation Analysis in the EIS:

Findings

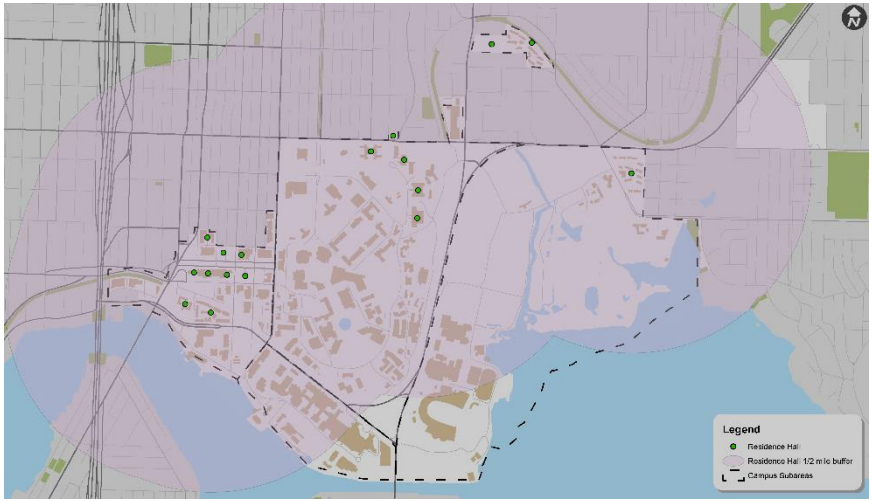
Proportion of development proximate to housing

35% Walk or Bike

With the exception of development in the East, most new development is within walking distance to Dorms and U District Housing



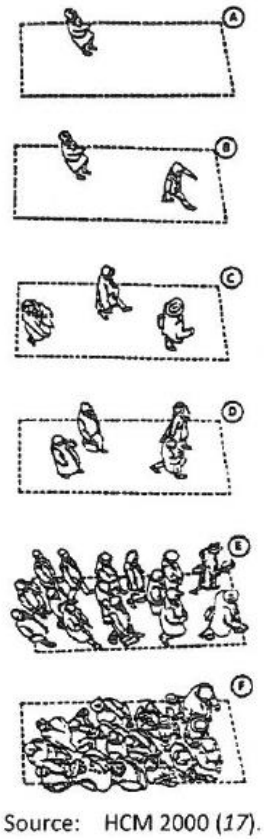
Proportion of development proximate to off-campus housing



Proportion of development proximate to residence halls

Pedestrians crossings of edge arterials

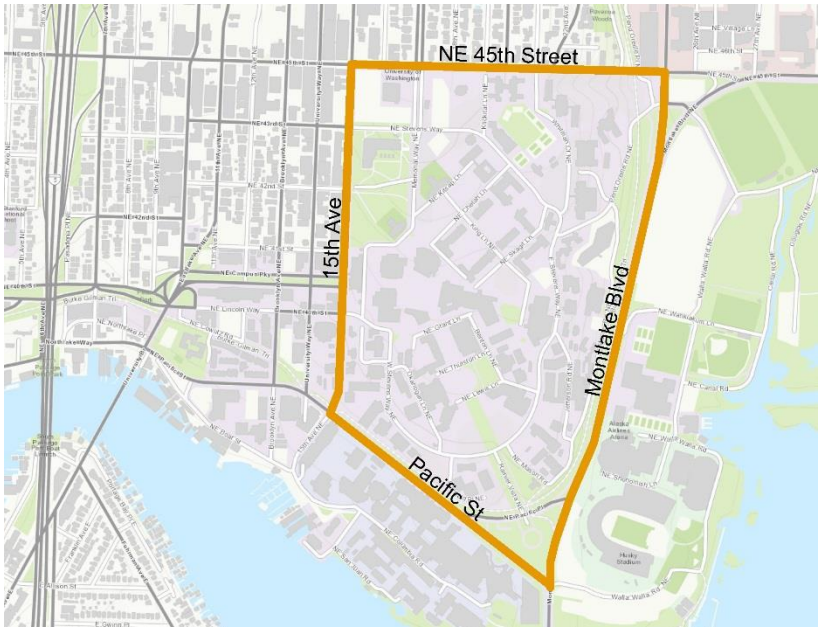
35% Walk or Bike



Source: HCM 2000 (17).

> **Level of Service A** Walking speeds freely selected and conflicts unlikely

> **Level of Service F** Walking speeds restricted, frequent unavoidable contact flow is unstable



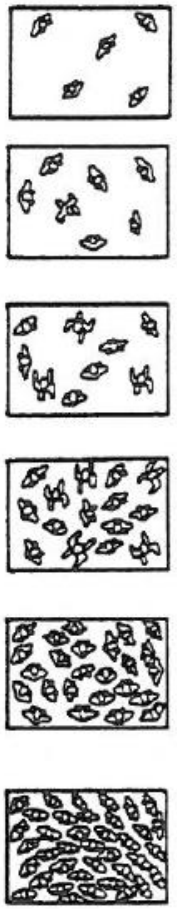
Results

35% Walk or Bike

Pedestrians crossing of edge arterials

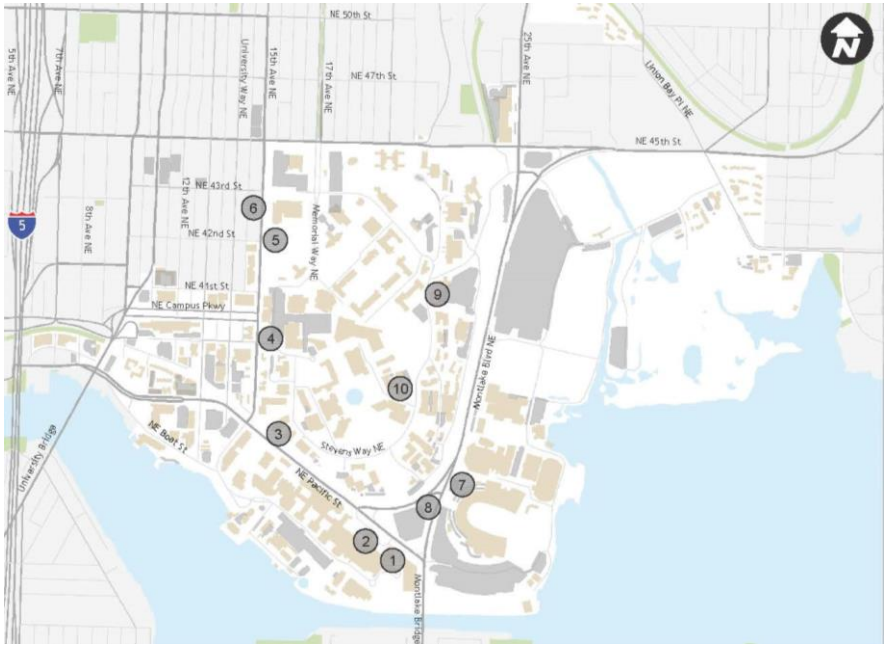
Standing areas at transit stops

35% Walk or Bike



> **Level of Service A**
> Standing and free circulation through the queueing area

> **Level of Service F** Virtually all persons within the queue are standing in direct physical contact with others



Results

Pedestrian Transit Stop Space

35% Walk or Bike

Location – Stop #	Existing		No Action		Alternative 1-4	
	Space (sf/person)	LOS	Space (sf/person)	LOS	Space (sf/person)	LOS
Montlake at Pacific St, Bay 1 - 29247	49.5	A	45.0	A	10.9	B
Montlake at Pacific St, Bay 2 - 29405	42.9	A	39.0	A	10.4	B
Pacific, mid-block - 29240	8.3	C	7.5	C	1.7	F
15th at Campus Parkway - 29440	109.3	A	62.4	A	8.3	C
15th at 42nd - 11352	88.5	A	50.5	A	6.5	D
15th at 43rd – 10912	48.7	A	27.8	A	7.1	C
Montlake at Pacific Pl, Bay 4 - 25240	42.9	A	39.0	A	24.3	A
Montlake at Pacific Pl, Bay 3 – 25765	119.6	A	108.7	A	67.9	A
Stevens Way at Pend Oreille Rd – 75410	20.9	A	19.0	A	12.2	B
Stevens Way at Benton Ln - 75403	40.1	A	36.4	A	23.7	A

Bike Ped Trail Capacity

35% Walk or Bike

Results

Bike Ped Trail Capacity

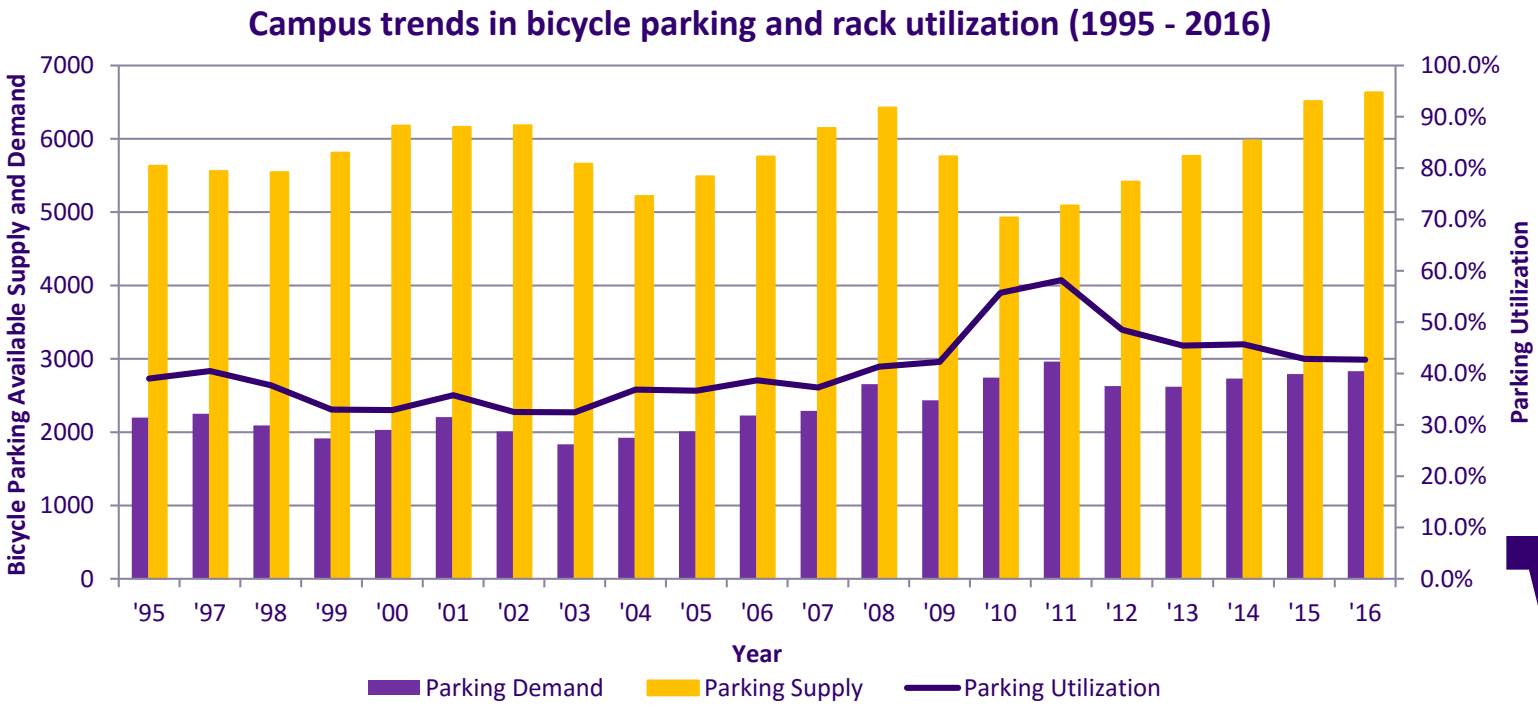
35% Walk or Bike

> Recently widened segments meet future capacity
> University plan for the Trail continues separation
> Currently seeking funding

Bike Parking

35% Walk or Bike

- UWTS collects utilization data
- Current bike racks have adequate capacity (Under 60%)



Results

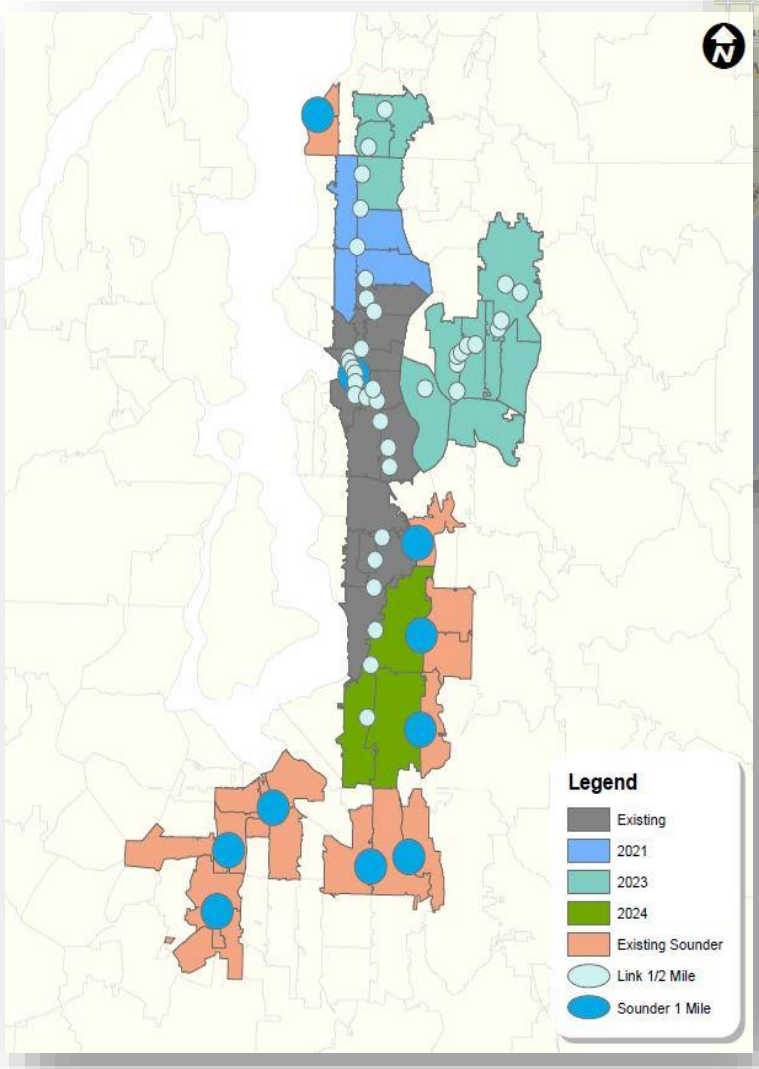
Bike Ped Parking

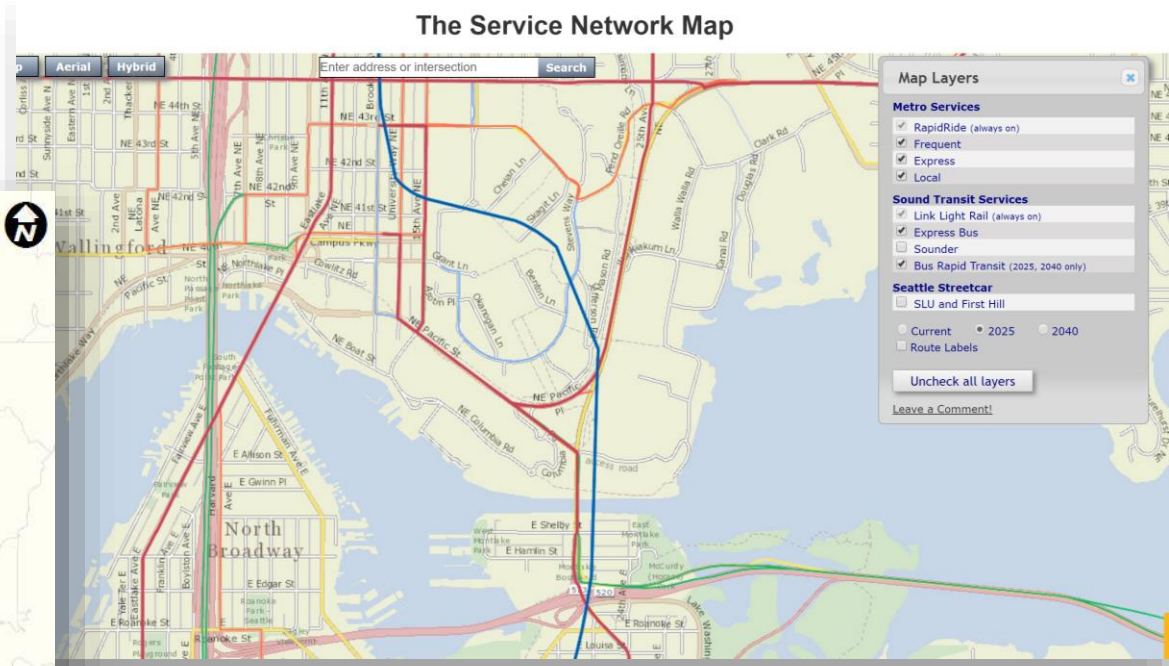
35% Walk or Bike

- UWTS is developing secure bike parking
- New development will have adequate racks consistent with current accommodations

37% Transit

Proportion of Development Proximate to Transit





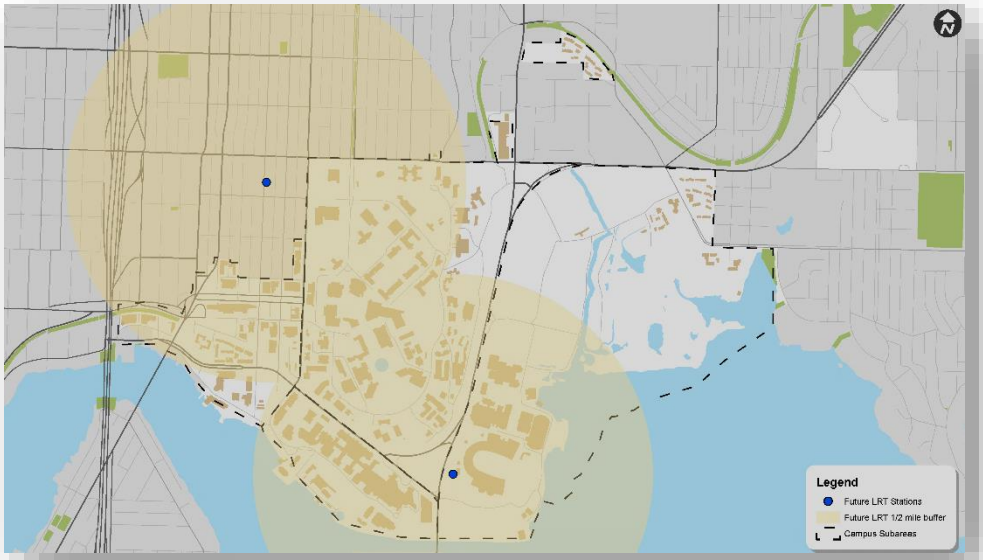
- Metro service plan for 2025 with RapidRide
- ST Light Rail Extensions increases access for University Faculty and Staff to rapid and reliable transit
- Conservative assumption that drive alone stays at 20%

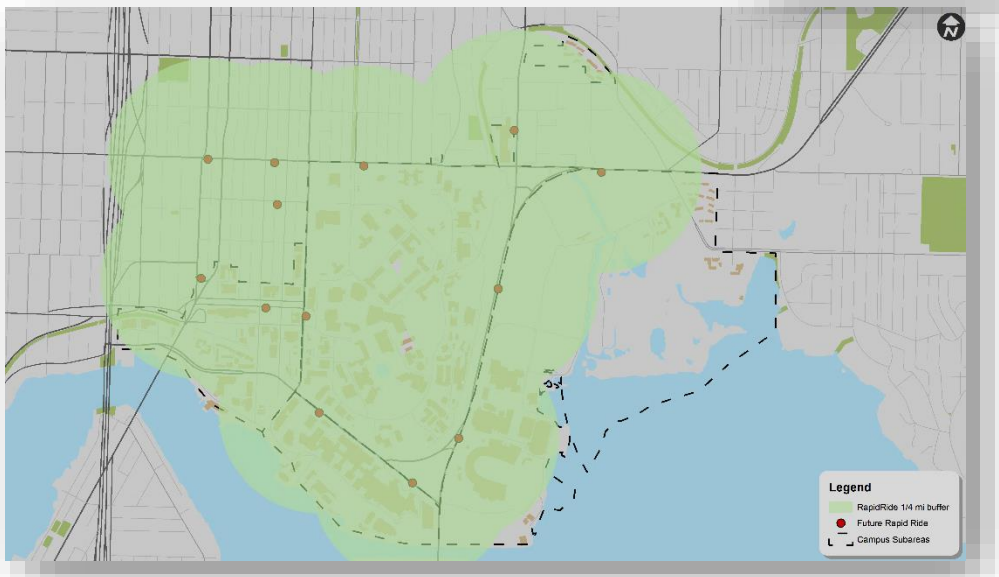
37% Transit

Results

Proportion of Development Proximate to Transit

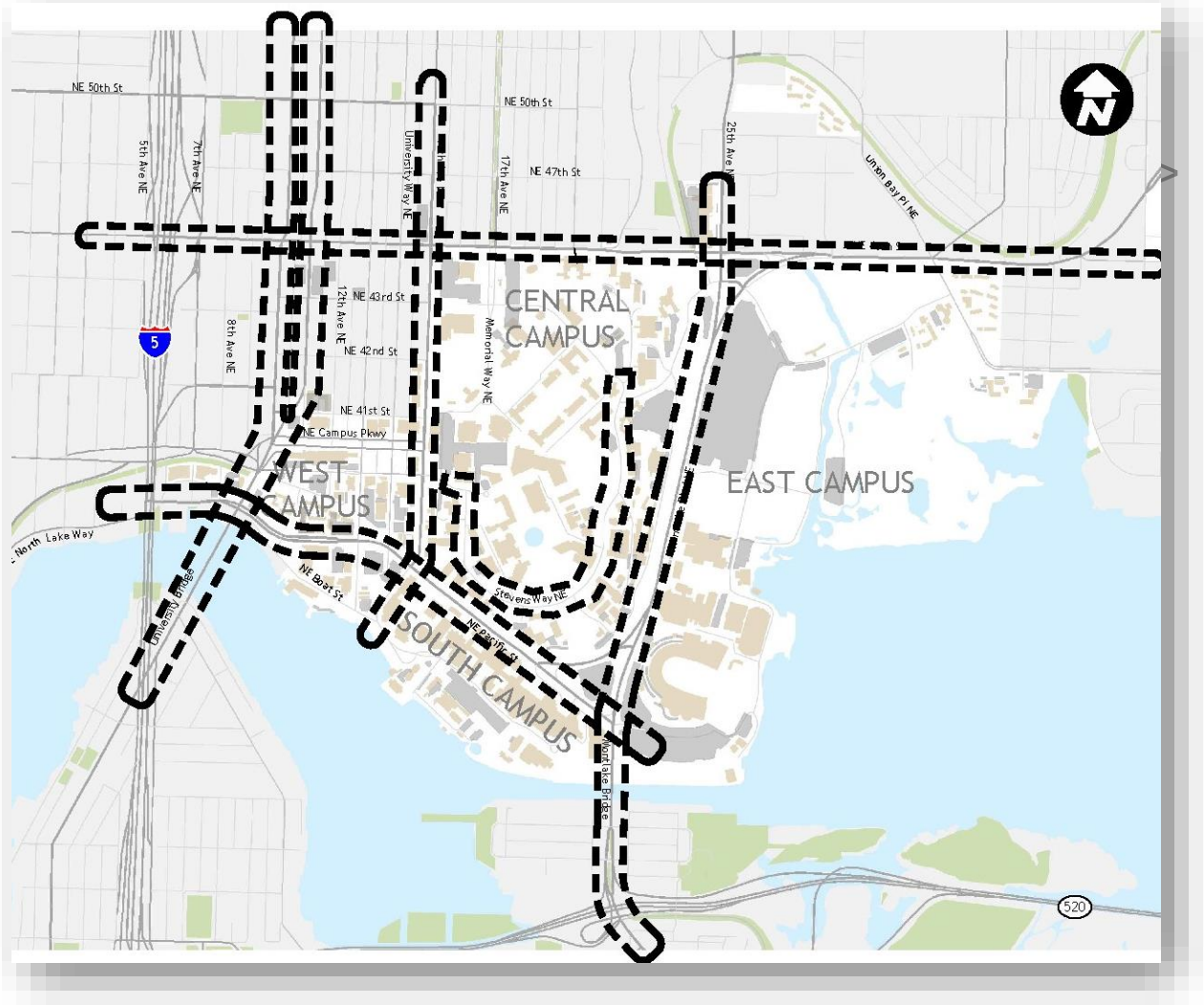
Proportion of development proximate to Light Rail





Proportion of development proximate to RapidRide

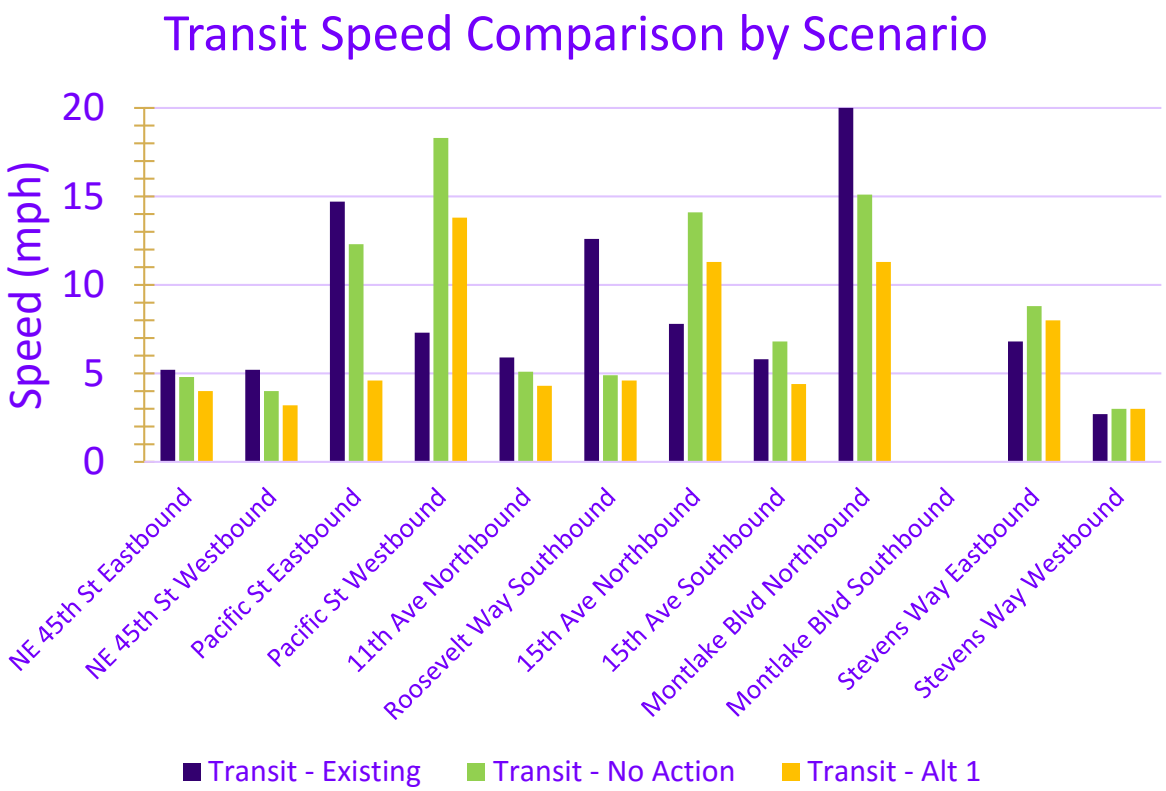
Transit speeds



- Metro service plan for 2025 with RapidRide
- Increased dwell times for increased passengers

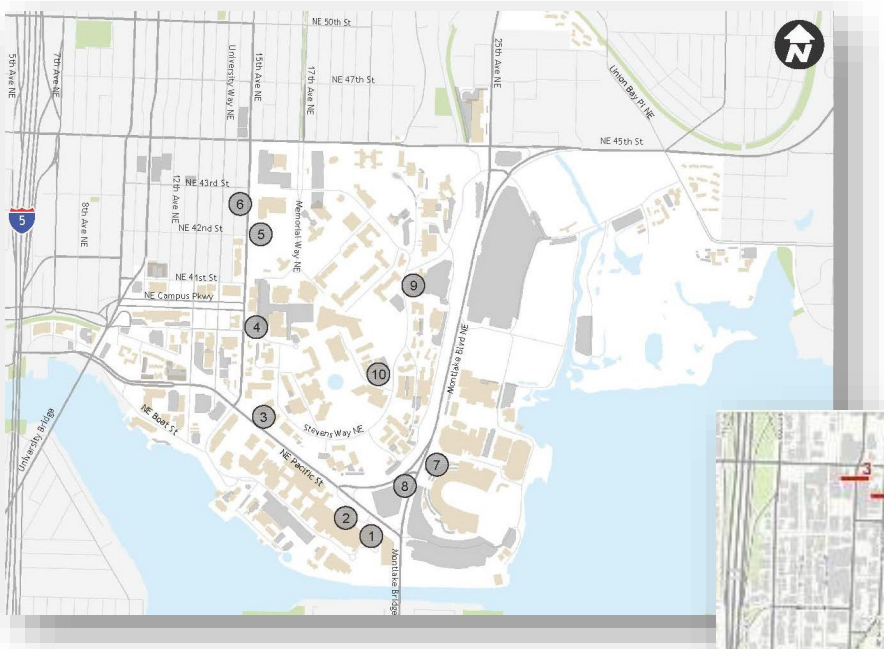
Results

Transit Speeds



- Pacific Eastbound
- Montlake Northbound

Transit loads / crowding



> Metro service plan for 2025 with RapidRide

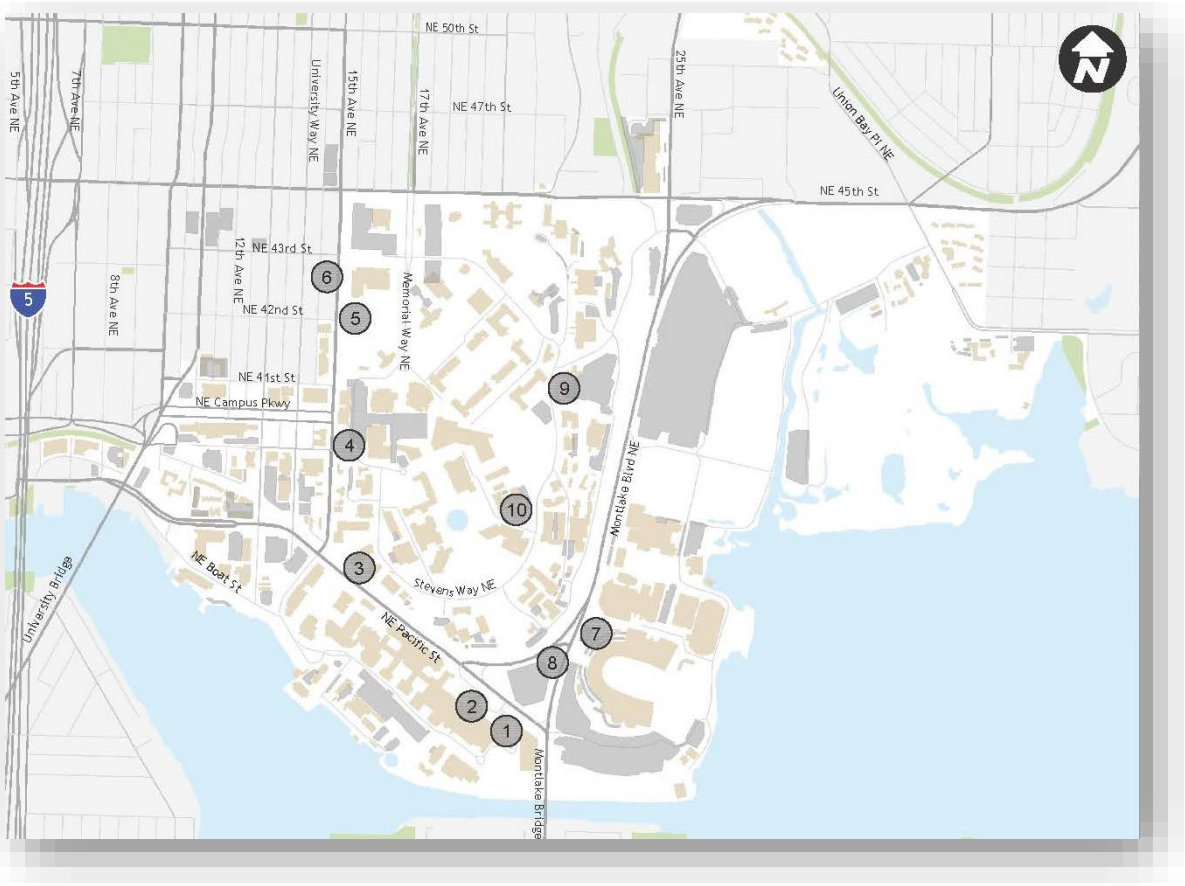
> 10 Key campus stops

> 12 Screenlines and Light Rail

Results

Screenline #	Location	Alt 1 Capacity	Alt 1 Demand	Change from No Action	Alt 1 D/C
1	NE 45th St W/O Mary Gates Drive	2,430	991	176	41%
2	NE 45th W/O Brooklyn Ave NE	1,040	837	-	80%
3	Roosevelt Way S/O NE 45th St	325	121	-	37%
4	11th Ave NE S/O NE 45th St	325	216	-	67%
5	15th Ave NE S/O NE 43rd St	4,200	1,604	402	38%
6	University Way S/O NE 43rd St	650	518	-	80%
7	Campus Pkwy E/O Brooklyn Ave	1,210	1,163	168	96%
8	Pacific St E/O 15th Ave NE	4,140	1,363	511	33%
9	Stevens Way at Pend Oreille	1,860	1,217	42	65%
10	Montlake Bridge	2,270	1,457	235	64%
11	University Bridge	1,380	758	134	55%
Bus Total		730	576	1,667	79%
Link A	U-District Station	19,830	10,245	1,056	52%
Link B	UW/Stadium Station	23,400	17,331	603	74%
Link Total		23,400	16,879	1,659	72%
Grand Total		46,800	34,209	3,326	73%

Transit Stops



- Metro service plan for 2025 with RapidRide
- 10 Key campus stops

Results

Transit Stops

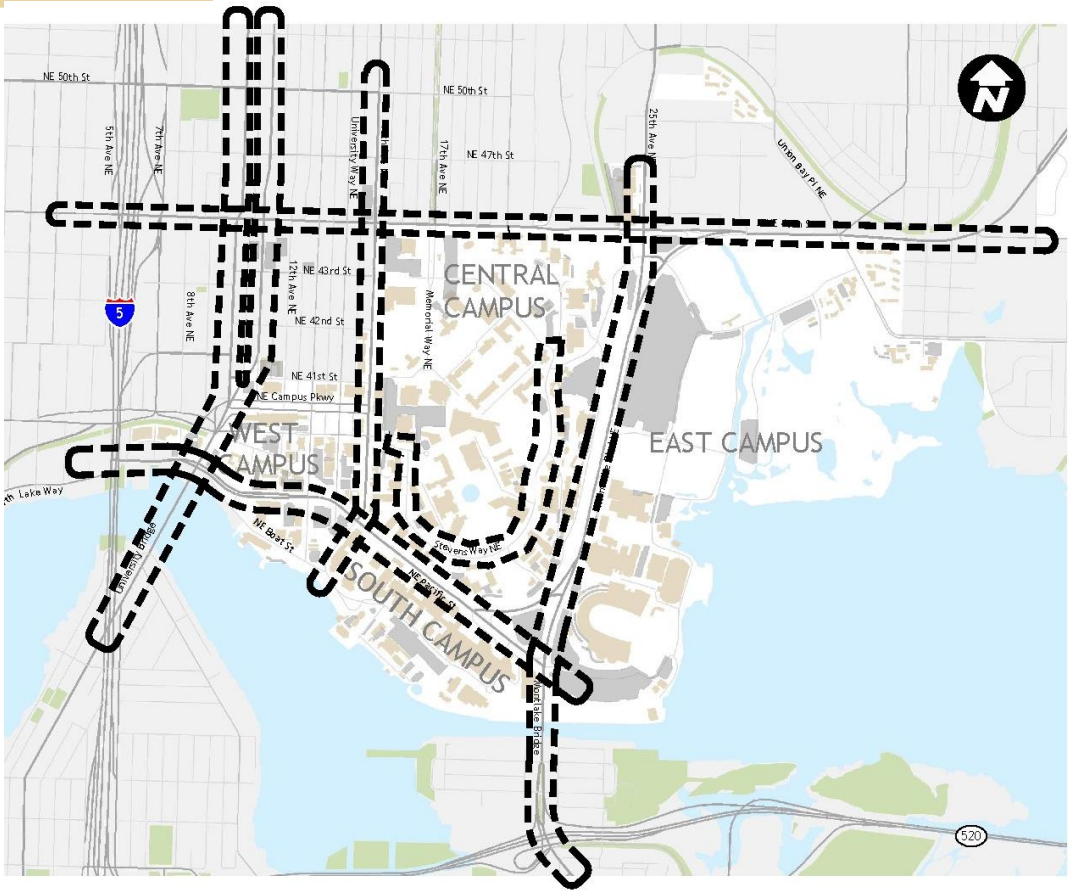
Existing

> Current stop locations Pacific, Montlake, 15th

> Data from Metro

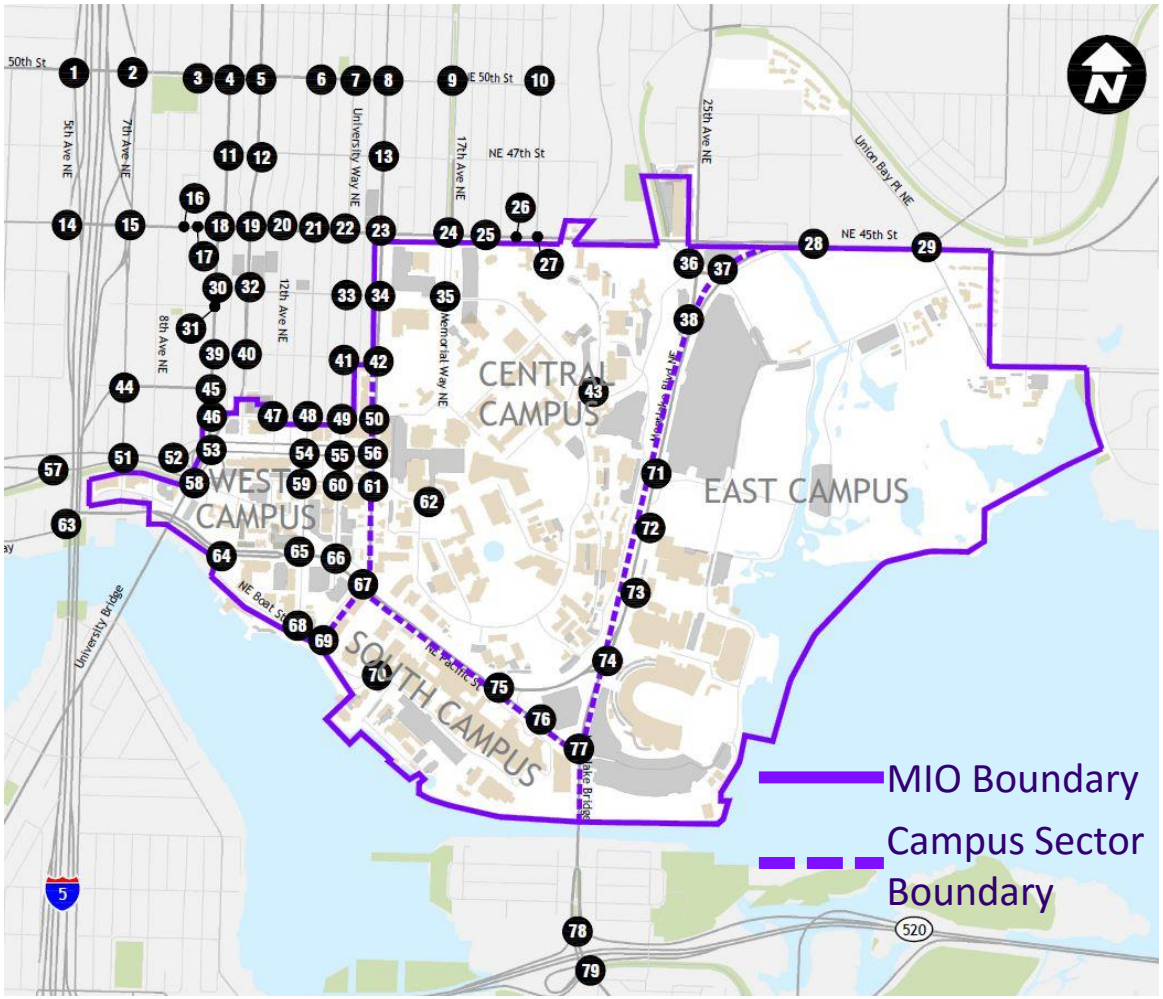
Stop	Capacity (buses/hour)	Existing Demand (buses/hour)	Forecast Demand (buses/hour)
15th Ave at 42nd St (NB)	68	30	35
15th Ave at 43rd St (SB)	69	30	35
45th St & University Way (EB)	56	18	8
45th St & Brooklyn Ave (WB)	39	18	8
Pacific St & 15th Ave (SEB)	70	35	33
Pacific St & 15th Ave (NWB)	82	35	33
Montlake Blvd & Pacific Pl (NB)	28	18	19
Montlake Blvd & Pacific Pl (SB)	67	18	19

Study Corridors



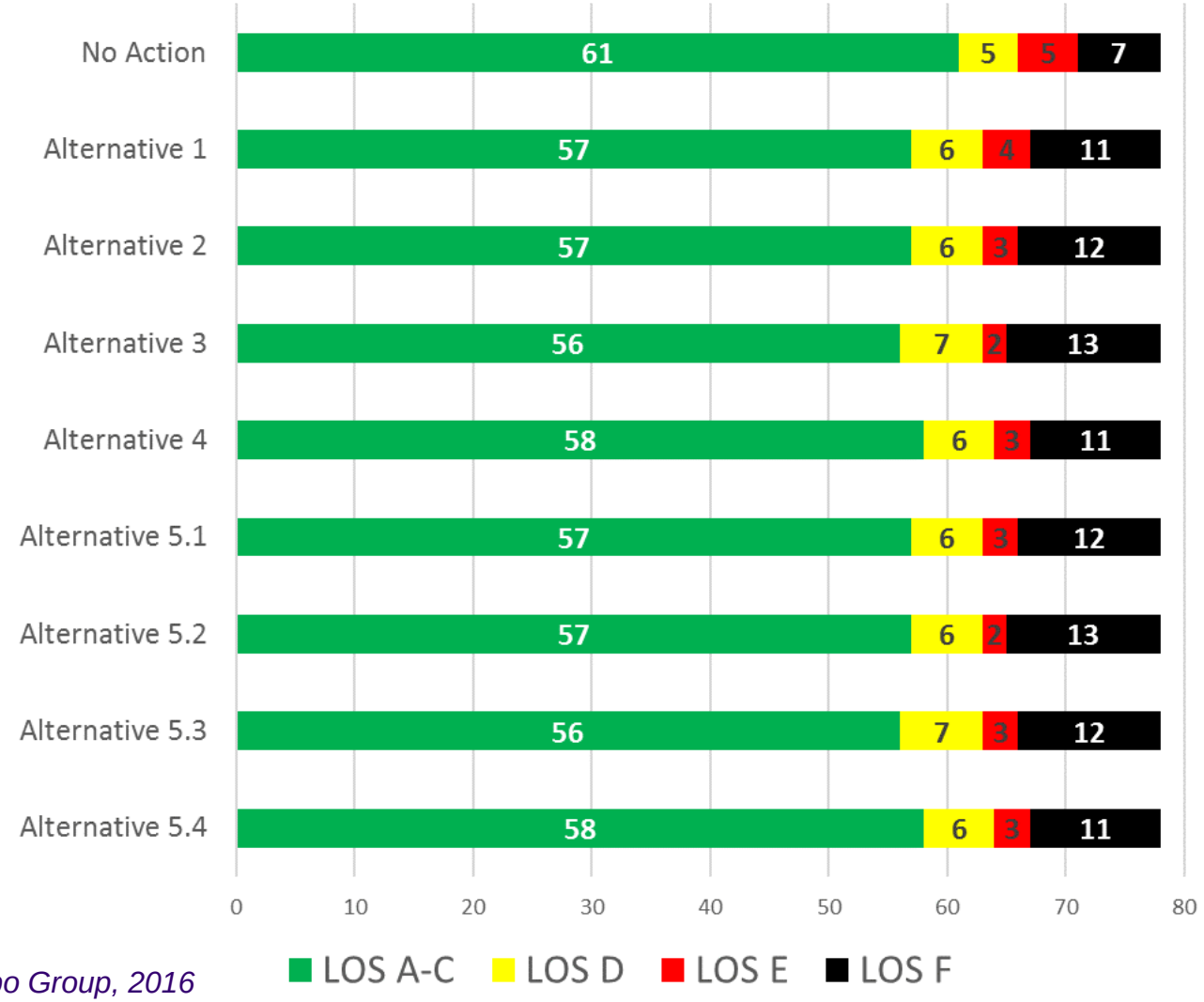
- Montlake Boulevard NE
- NE 45th Street
- NE Pacific Street
- Roosevelt Way NE
- 11th Avenue NE
- 15th Avenue NE
- Stevens Way

Study Area Intersections and Analysis Periods



- 79 Intersections
- Weekday PM Peak Hour
- 2028 Horizon Year

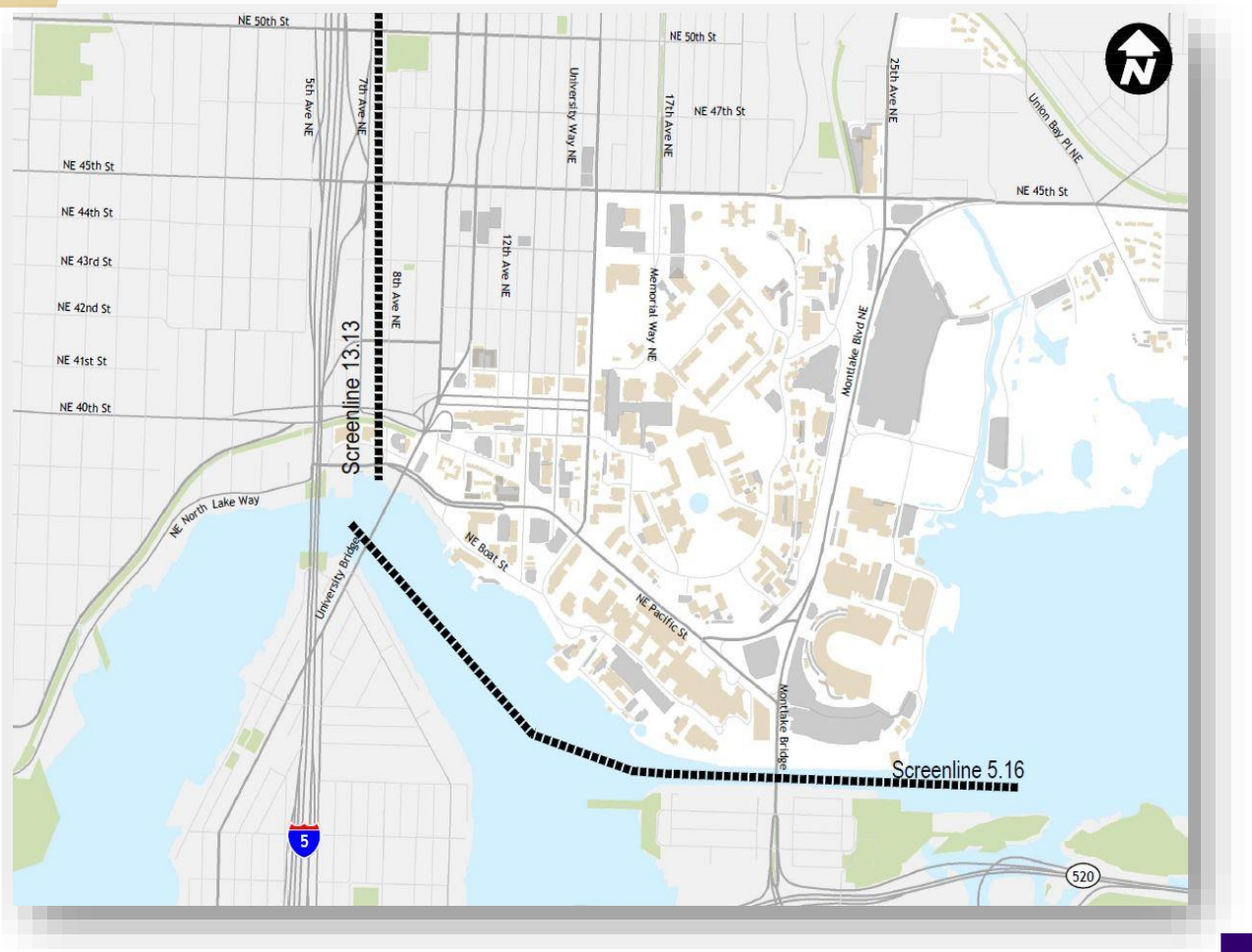
Findings
Summary Intersection Level of Service



Source: Transpo Group, 2016

Study Area Screenlines

Screenline 13.13 and 5.16



Future Alternative Screenline Volume and Volume to Capacity (V/C) Analysis

Screenline	No Action	Alternative 1	Alternative 2	Alternative 3	Alternative 4	Capacity V/C LOS Standard
5.16 – Ship Canal, University and Montlake Bridges						
NB Volume	3,805	4,015	4.022	4,066	4,028	4,210
NB V/C	0.90	0.95	0.96	0.95	0.96	1.20
SB Volume	3,775	4,097	4,107	4,094	4,095	4,210
SB V/C	0.90	0.97	0.98	0.97	0.97	1.20
13.13 – East of I-5, NE Pacific Street to NE Ravenna Boulevard						
EB Volume	3,510	3,915	3,839	3,925	3,902	6,119
EB V/C	0.57	0.64	0.63	0.64	0.64	1.00
WB Volume	3,780	4,339	4,064	4,343	4,342	6,119
WB V/C	0.62	0.71	0.75	0.71	0.71	1.00

Source: NACTO
Note: Alternative 5 would be the same as the related Action Alternative

Questions?