Ordinance No. 121041

Council Bill No. 114424

AN ORDINANCE relating to land use and environmental protection, granting conditional approval of a Campus Master Plan for the development of the University of Washington, rezoning land within the University of Washington Major Institution Overlay boundary, and amending the Official Land Use Map.

CF No.

Date Introduced: 12-2-02	
Date 1st Referred: 12-2-02	To: (committee) Land Use
Date Re - Referred:	To: (committee)
Date Re - Referred:	To: (committee)
Date of Final Passage: 12-16-02	Full Council Vote: 5-2
Date Presented to Mayor: 12-17-02	Date Approved: 12-20-02
Date Returned to City Clerk: 12-20-02	Date Published: 3 p T.O. F.T. ✓
Date Vetoed by Mayor:	Date Veto Published:
Date Passed Over Veto:	Veto Sustained:

The City of Seattle - Legislative Departmen

Council Bill/Ordinance sponsored by:

Committee Action:

12-3-02 Pass as amended 4-0-2 (Yes-JN, (Abstain-

12-16-02 Passed As Amended 5-2

(No: Licata, McIver; Absent: N

This file is complete and ready for presentation to Full Council. Co

Law Dept. Review | OMP Review | City Clerk Review

The City of Seattle - Legislative Department

Council Bill/Ordinance sponsored by: _____ Councilmember

Committee Action:

12-3-02 Pass as amended 4-0-2 (Yes - JN, RC, JD, HW)
(Abstain - MP, PS)

12-16-02 Passed As Amended 5-2
(No: Licata, McIver; Absent: Nicastro, Steinbrueck)

This file is complete and ready for presentation to Full Council. Committee: _____ (Initials/Date)

Law Dept. Review	OMP Review	City Clerk Review	Electronic Copy Loaded	Indexed

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BM/bm
CB 114424 v3
December 16, 2002
V #3

ORDINANCE 121041

AN ORDINANCE relating to land use and environmental protection, granting conditional approval of a Campus Master Plan for the development of the University of Washington, rezoning land within the University of Washington Major Institution Overlay boundary, and amending the Official Land Use Map.

WHEREAS, in 1983 the University of Washington ("University") and the City of Seattle ("City") entered into an agreement, pursuant to Ordinance 111113, which established a process for City review of proposed development by the University; and

WHEREAS, master plans for the University were approved in 1985, and in 1992, the latest of which was intended to cover the period through 2001; and

WHEREAS, in 1998 the City and the University approved a new City-University agreement which anticipated the development of a new Campus Master Plan, and extended the effectiveness of the 1992 plan until adoption of a new master plan; and

WHEREAS, the University, with the participation of the City-University-Community Advisory Committee (CUCAC), developed a proposed Master Plan and submitted the plan to the City in September of 2001; and

WHEREAS, the City's Department of Design, Construction and Land Use coordinated review of the plan by City departments and on January 17, 2002 issued an analysis and recommendation regarding the plan; and

WHEREAS, the City Hearing Examiner held four days of hearings on the proposed plan and issued findings and a recommendation on April 1, 2002; and

WHEREAS, the City Council received the recommendation of the Hearing Examiner concerning the proposed University of Washington CMP; reviewed the record before the Hearing Examiner, held a hearing on the proposal pursuant to the 1998 City-University agreement, and considered the comments received at public hearing; and

WHEREAS, the City Council Land Use Committee, reviewed a number of issues and made a recommendation to the full City Council, which by Resolution 30496 issued a preliminary recommendation on the plan; and

WHEREAS, pursuant to the 1998 City-University agreement the City Council has solicited and received comments on its preliminary decision from the University, CUCAC, and persons who submitted petitions for further consideration; and solicited and received responses to those comments from the parties of record in the matter; and

WHEREAS, the City Council has reconsidered its preliminary decision in light of the comments received; and

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WHEREAS, the City Council appreciates and expects the University to carry-out its commitment to develop a "Guide to Student Community Relations – Neighbor to Neighbor Expectations," that will include the outreach efforts the University is currently engaged in as well as additional items such as a student accountability code, suggestions from the City and community to encourage good neighbor relations, hosting responsible gatherings, alcohol and substance awareness, understanding of and compliance with current City regulations pertaining to noise, litter, parking and other similar issues. This Guide will be an additional tool the University will use to ensure that its students are responsible members of the greater Seattle community; and

WHEREAS, the Master Plan anticipates an additional 3,000 to 4,000 students, and staff who will live off-campus, creating substantial pressures on housing quality and availability, together with traffic and other neighborhood impacts, City agencies will continue to enforce land use, health and safety standards for student housing in the University District, and the City Council and University will work together to develop housing quality assurance measures such as restricting University listing of substandard housing, providing students with information on tenants' rights, and other remedies.

NOW THEREFORE,

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. The University of Washington Master Plan Seattle Campus, Final Plan, dated September 2001, contained in CF #304650, titled Major Institution Master Plan Application by the University of Washington for the 2002-2012 Campus Plan and rezone for the Overlay District (Project No. 2007975), is hereby conditionally approved as modified by the provisions in Attachment 1 of this ordinance. When the modifications to the proposed Campus Master Plan are made as required by the conditions of approval attached to this ordinance, the Master Plan will supercede the 1992 master plan approved by Ordinance 116189. In the event of a conflict between the provisions of this 2002 master plan and the provisions of the 1998 Agreement between the City of Seattle and the University of Washington, the provisions of the Master Plan shall prevail.

Section 2. The zone classification established on page 78 of the Official Land Use Map as adopted by Ordinance 110381 and last amended by Ordinance 120926, for the property shown in Attachment 2 to this ordinance and designated as site 31-W in the

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University of Washington Campus Master Plan, is amended to rezone the Property from MIO 105-MR to MIO 65-MR, as shown in Attachment 2.

Section 3. The zone classification established on page 80 of the Official Land Use Map as adopted by Ordinance 110381 and last amended by Ordinance 120926, for the property shown in Attachment 3 to this ordinance and designated as site 57-E in the University of Washington Campus Master Plan, is amended to rezone the Property from MIO 37-L-1 to MIO 80-L-1, as shown in "Attachment 3," attached to this Ordinance.

Section 4. This ordinance shall take effect only if the Master Plan, as amended in accordance with Attachment 1 to this ordinance, is adopted by the University Board of Regents. If adopted by the Board of Regents, this ordinance will take effect and be in force at the later of 1) thirty (30) days from and after its approval by the Mayor, but if not approved and returned by the Mayor within ten (10) days after presentation, it shall take effect as provided by Municipal Code Section 1.04.020 and applicable case law, or 2) adoption of the Master Plan by the Board of Regents.

Passed by the City Council the 16th day of December, 2002, and signed by me in open session in authentication of its passage this 16th day of December, 2002.

President of the City Council

Approved by me this 20 day of December, 2002.

Mayor

Filed by me this 20th day of December, 2002.

City Clerk

(SEAL)

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CB 114424 v3
December 16, 2002
V #3

ATTACHMENT 1

Conditions of Approval
Seattle City Council Modifications of the University of Washington Campus Master Plan – Seattle Campus

1) Amend the Campus Master Plan as follows:

   a) Add to the discussion of Potential Development, on page 82 of the proposed Campus Master Plan the following:

   The total permitted 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 IV-2*. 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:

Table IV-2
Allocation of Permitted Floor Area Development

Campus Area	% of Total Campus Development Capacity In Campus Area	Permitted 10 Year GSF Development
Central	53%	1,590,000 gsf
West	29%	870,000 gsf
South/Southwest	13%	390,000 gsf
East	5%	150,000 gsf
Total	100%	3,000,000 gsf

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.

*Renumber tables accordingly.

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b) Add the following to the section regarding "Development Process," page 82, after new language recommended by the Hearing Examiner:

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.

c) Add the following to the section titled "Uses" on page 132 of the Master Plan:

Uses on each potential development site are limited to those shown in the sixth Column in Table IV-3*, on page 84 of this plan.

*Currently this table is numbered IV-2, but will be renumbered with the addition of the table allocating development to the four campus areas.

2. Add a new bullet point after the third bullet on page 13 of the Campus Master Plan as follows:

- 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.

3. Amend the General Transportation Policies statement on page 33 of the Campus Master Plan as follows:

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 <u>residential and</u> neighborhood business districts.

4. Amend the introductory statement concerning Objectives by Element on page 10 of the Seattle Campus Master Plan and concerning Objectives by Campus Area on page 11 of the Seattle Campus Master Plan as follows:

Objectives by element (page 10 of the Seattle Campus Master Plan):

The Master Plan focuses on three elements: open space, transportation and

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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). ~~Future~~ Decisionmakers 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 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.

Objectives by campus area (page 11 of the Seattle Campus Master Plan.):

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.) ~~Future~~ Decisionmakers should strive to achieve these objectives. Costs and schedule-related factors will need to be considered in the decisionmaking 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.

5. Add the following to the leasing and acquisition policies on page 127 of the Campus Master Plan:

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.

6. Reference baseline leasing and acquisition information as follows:

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Add a new paragraph at the end of the Leasing and Acquisition section on page 127 of the Master Plan as follows:

> 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.

Amend paragraph 3, under "Relationship to Existing Plans, page 5 of the Master Plan as follows:

> The Campus Master Plan ~~will~~ 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.

7. Clarify that current trip caps and remedies continue with more limited DCLU discretion by adding the following at the end of text on page 155 of the Master Plan, Section VII Transportation Management Plan:

A. TRAFFIC - Monitoring, Baselines and Enhancements

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. Paragraph D 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

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AM Peak-period (inbound)	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

B. 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%

C. 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.

D. 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.

E. 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).

8. Add to the end of the section on Leasing and Acquisition, on page 127 of the proposed Master Plan the following:

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

9. Add the following at the end of text on page 155 of the Master Plan, Section VII

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Transportation Management Plan:

Residential Parking Zones (RPZs):

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 for 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 impact 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.

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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.

11. Amend the second sentence of the first paragraph on the general discussion of South Campus on page 94 of the University Campus Master Plan as follows:

"An additional pedestrian bridge from the Physics/Astronomy buildings to the Portage Bay Vista, as well as ~~a plaza and building connectio~~ ~~that bridges a portion of NE Pacific Street, are proposed for future study in Chapter VI. These bridges could~~ other improvements to the existing overpasses across NE Pacific Street will help improve connections between the south and central campus and public access between the Burke-Gilman Trail and the waterfront."

12. Strike the last paragraph on page 92 and add a new paragraph that notes

~~The Campus Master Plan proposes further study of the Campus Parkway corridor if a street vacation is proposed in order to increase the potential amount of usable open space and improve traffic flow.~~

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.

13. Amend the first bullet under Bicycle Pathways on page 35, and add another bullet as follows:

- Directly connect campus bicycle routes to external routes to facilitate commuting by bike particularly in the vicinity of the University Bridge/Campus Parkway.

- Pursue additional bicycle routes to, and possibly through and into, the heart of Central Campus if ways can be found to avoid pedestrian-bicycle conflicts.

14. a. Amend text on page 115 regarding site 57E as follows:

57E

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Increase fence height ranging ~~from~~ up to 80 feet ~~to 100'~~ at driving range primarily to improve site safety and to accommodate partial second story. …

b. Amend the height map on page 130 of the plan to eliminate the proposed rezones of development sites 34W, 35W or 33W in the vicinity of Campus Parkway and University Way NE.

c. Amend the legend on page 130 to change the maximum height associated with zone "H9" to be 80 feet as follows:

…

H9 80 ~~105~~ feet†

…

d. Amend text on page 129, as follows:

Structure Height

Table V-2

…

H9 80~~105~~ Feet**

…

Changes in maximum height limits (from the prior General Physical Development Plan – GPDP) are shown with a hatch pattern. ~~Along Campus Parkway, three sites are proposed to be increased from H-3 to H-5 to establish visual consistency along the parkway and consistency in each block.~~ The golf driving range is proposed to increase from H-1 to H-59 (80 foot height limit) to accommodate a maximum 80-foot safety net, supporting poles and appurtenances ~~fence~~ required with the addition of a second level to the building, provided that ~~the building itself would remain within the original 37' height limit.~~ 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.

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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.

15. Amend the first bullet under "Campus Plant Collection" in the general open space and landscape policies on page 28 of the Master Plan as follows:

- 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.

16. Add the following new paragraph to the end of the section on Off-Campus Housing Options on page 200 of the Campus Master Plan:

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.

17. Add language to page 4 of the Master Plan, under the heading "Planning context and Assumptions," and "Regulatory Authority and Planning Process" after the paragraph numbered "1," and renumber the paragraphs accordingly, as follows:

2. The University may develop in the University District only in accordance with the adopted Campus Master Plan.

18. Include the following Master Plan amendments recommended by the Hearing Examiner, as amended by City Council Action:

(a) Revise bullet item #10 of the "General Land Use Policies" section (page 20), as follows: "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 demand for on-campus housing." The third sentence of paragraph 2 of the "Single Student Housing" section should also be revised to read: "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 development of 850 to 1,000 more beds during the life of the Master Plan."

(b) Revise bullet item #5 on page 21 as follows: "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.

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(c) Revise page 37, "General Waterfront Policies", to include: "The University is subject to the Endangered Species Act and is responsible for being a good steward of its waterfront property."

(d) The last two sentences of the last paragraph on page 82 regarding the "Development Process" shall be revised as follows: "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."

(e) Add the following after the first sentence of the second to the last paragraph of the "Development Process" section of the Master Plan on page 82: "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."

(f) Revise Master Plan Table IV-2, "Preliminary Square Footage Estimates", page 85, and Figure IV-50, as shown in Exhibit 1E.

(g) Add the following table [Exhibit 10, page 1] to the Master Plan in the "Master Plan Synthesis" section which begins at page 86 of Exhibit 1A.

Campus Area (Development Sites: combined GPDP & CMP)	**Existing Floor Area (SF)**	**GPDP Projects Under Design or Construction**	**Total Existing and GPDP Projects**	**Percentage of Total Existing Area**
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%**

(h) Revise the description regarding development Site 30W in the "Illustrative Development Area S/W-1", page 106, to replace the statement "Develop site as a gateway to the neighborhood and to the University" with "Develop site as a gateway to the neighborhood and to the University. Gateway features shall include visual enhancements, such as improved landscaping, signage, artwork or other features that

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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."

(i) Revise the description regarding development Sites 34W and 35W in the "Illustrative Development Area S/W-1", page 106, to replace the statement "Development should respect College Inn and the Commodore Duchess." with the following: "The bulk and scale of new development is to be compatible with the underlying zoning of the adjacent non-University properties (College Inn and at 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."

(j) Regarding potential development sites 30W, 31W, 32W, 35W and 36W revise Plan graphics and text (pages 106-107) as appropriate to include the existing alleys and 11th Avenue NE as currently aligned. Also note that alley and street vacations might be requested and various alternatives are discussed in the street vacation section of the Plan.

(k) Revise Figures IV-51 and VI-71 and text reference on page 108 to eliminate building over NE Pacific Street right of way as a part of Site 52.

(l) Revise "Illustrative Development Area S/W-1", page 109, to include the following: "Development Site 46S shall 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 46S as publicly accessible open space."

(m) Revise "Illustrative Development Area S/W-1", page 109, to include the following: "Development Site 49S shall 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 will consider retaining the portion of site 49S northwest of the designated building footprint as publicly accessible open space."

(n) Revise the "Development Standards" section (pages 122-123) to include the following statement: "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."

(o) Include the following as a standard in the "Development Standards" section (pages 125-133): "In the west campus, parking shall be screened from the street by landscaping, structure or another use."

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(p) The "Development Standards" section (pages 125-133) shall be revised to require that the environmental review on the golf driving range improvement project include, at a minimum, 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.

(q) Revise the "Street and Aerial Vacation Overview" section (page 136) of Chapter VI Street Vacations, to include the following statement: "Approval of the University Campus 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."

(r) Revise the "Workplan" for additional study of street, alley, and aerial vacations (page 137), to include the following elements:

(1) Detailed traffic analysis of the proposed changes to the street grid;
(2) Impacts of alley vacations on private property owners and alley functions;
(3) Demonstration of support or concurrence of affected property owners;
(4) An alternative that improves Campus Parkway;
(5) Information on utility relocations and any necessary upgrades;
(6) Information on any impacts to the future delivery of utility services;
(7) Provide justification for any aerial connection and discuss alternatives considered;
(8) Discussion of whether a vacation or skybridge permit is the appropriate mechanism;
(9) Discussion of scale of the development in the neighborhood context; and
(10) Articulation of the public benefit to be achieved by the vacation.

(s) The University shall develop and implement its Enhanced TMP and make changes as needed to achieve the goals of limiting peak-period, peak-direction vehicle trips of students, staff and faculty at or below 1990 levels. 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 item (8) Develop Methodology to Replace Cordon Count Monitoring Strategies, and Monitoring Strategies, item (9) below, shall be required. Additional measures may be added to the 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 following shall be included in the Enhanced TMP:

(1) <u>Pedestrian Strategies</u>

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- 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.

(2) Bicycle Strategies

- 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.

(3) Transit Improvement Strategies

- Encourage transit agencies to increase evening (after 6 PM) service to provide greater user flexibility and use of non-peak service.
- Seek methods to provide transit ridership subsidies for visitors to the campus and patients at the University of Washington Medical Center.
- 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).
- 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.

(4) High-Occupancy Vehicle (HOV) Strategies

- Develop "intelligent carpool/vanpool" technology (ITS software) that cross-references zip code and class registration information (time of

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classes) for students and prints possible ridematch candidates on each student's registration (upon student's approval).

- Continue to promote carpool and vanpool use through marketing.

(5) Parking Strategies

- 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.

(6) Marketing Strategies

- 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.

(7) Institutional Policies

- Establish policies and aggressively promote telecommuting, flextime, compressed workweeks and other techniques to 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 the delivery of the U-PASS to new employees.
- Direct growth to off-peak 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

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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.

(8) Develop Methodology to Replace Cordon Count

Utilizing the monitoring strategies outlined in (9) 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.

(9) 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.
- 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.
- Improve pedestrian, bicycle, and vehicular travel surfaces that service recreation and sports facilities.

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(10) Other Strategies

- 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.

19. The University shall prepare and deliver to the Department of Design, Construction and Land Use a compiled Campus Master Plan that incorporates the amendments contained in these Conditions of Approval.

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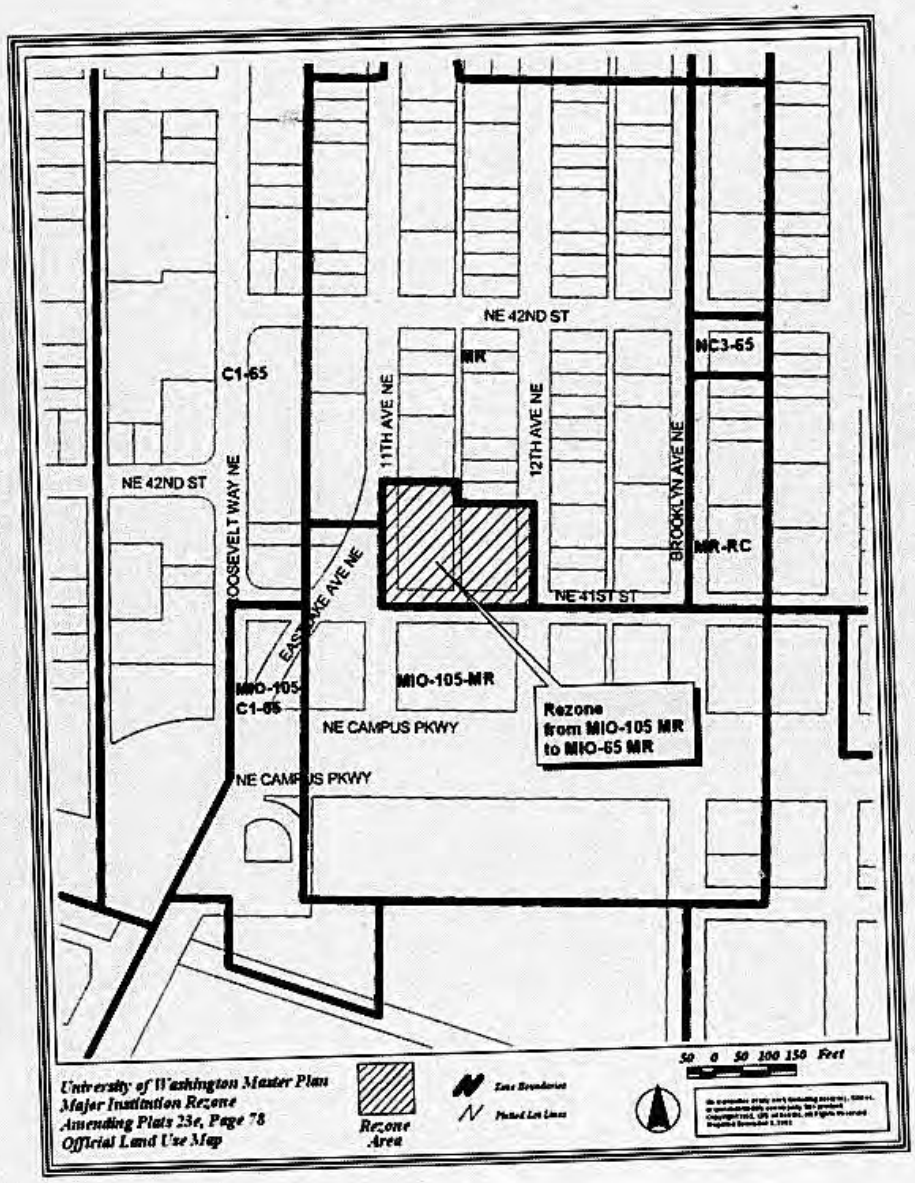
BM/bm
CB 114424 v3
December 16, 2002
V #3

ATTACHMENT 2 - Rezone Map



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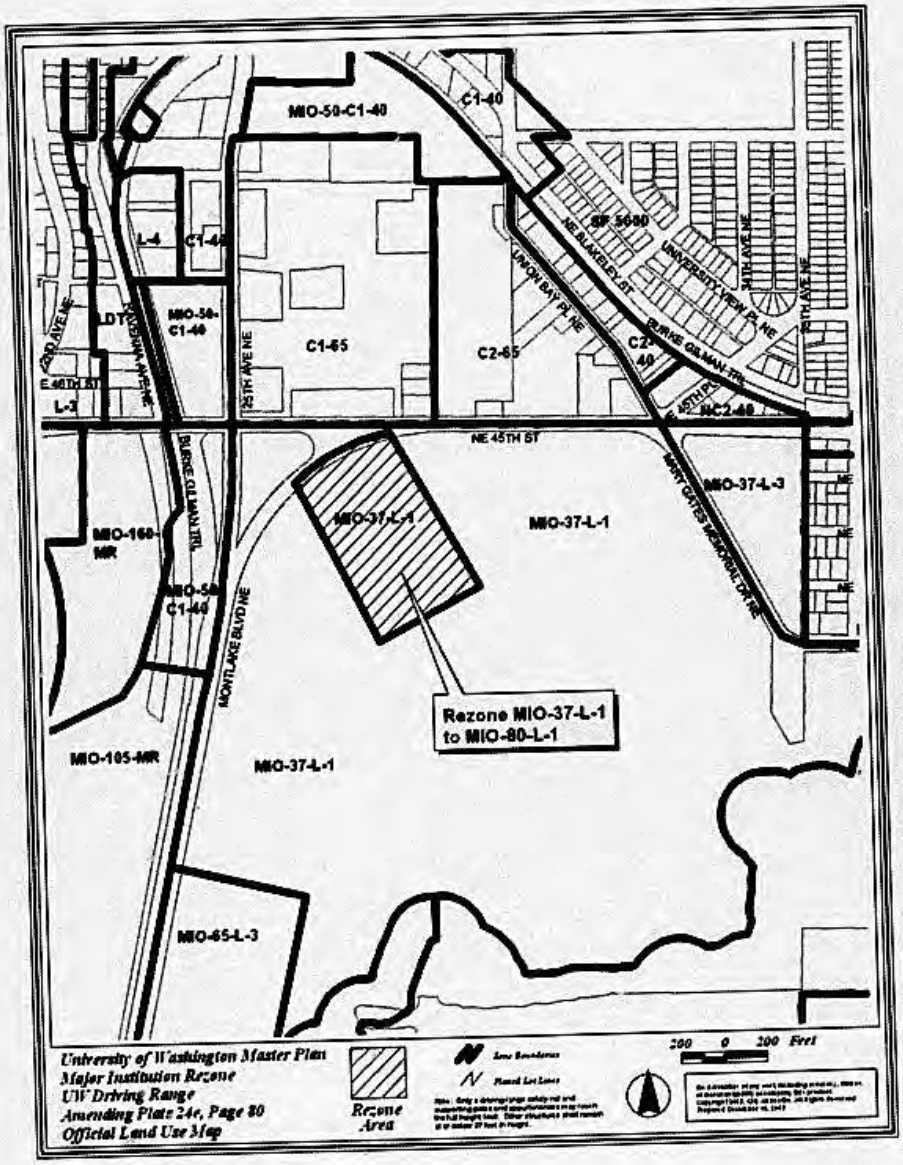
CB 114424 v3
December 16, 2002
V #3

ATTACHMENT 3 - Rezone Map



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Legislative Department
Seattle City Council
Memorandum

Date: December 16, 2002

To: All Councilmembers

From: Judy Nicastro and Richard Conlin

Subject: Clean-up Amendments - UW Master Plan Ordinance – CB 114424

We recommend the following clean-up amendments for CB 114424. These changes are to be added to version 2 of CB 114424 after version 2 is substituted for version 1 at full Council on Monday, December 16. Version 2 incorporates the amendments supported by the majority at the Land Use Committee. We are proposing the following corrections of errors and inadvertently omitted language separately from Version 2 because this specific language was not part of the language approved at the Land Use Committee.

The changes are as follows:

1. Add a clarification of the intent of the use designations in table IV-3 in the Master Plan. This is a clarification of existing intent in the Plan. The clarifying language was inadvertently omitted from Land Use Committee Actions:

   Add the following to the section titled "Uses" on page 132 of the Master Plan:

   <u>Uses on each potential development site are limited to those shown in the sixth Column in Table IV-3*, on page 84 of this plan.</u>

   *Currently this table is numbered IV-2, but will be renumbered with the addition of the table allocating development to the four campus areas.

2. Amend language added by the Land Use Committee concerning baseline information about leasing and acquisitions, to include an inadvertently omitted reference to acquisitions:

   Amend the new paragraph to be added at the end of the Leasing and Acquisition section on page 127 of the Master Plan as follows:

   Leased property location, amount of space, use, term of lease, and known plans for additional leases or other changes in leasing patterns <u>and plans</u>

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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.

3. a) Amend text on page 115 regarding site 57E consistent with the majority position on the golf driving range rezone as follows. The substantive issue will be considered separately as a divided report.

57E ~~Increase fence height ranging from 80' to 100' at driving range primarily to improve site safety and to accommodate partial second story.~~ Existing trees should be preserved and additional planting added ~~to minimize height of fence addition~~.

.....

b) Delete text from Table V-2, page 129 as follows:
Table V-2
Maximum Height Limits

...
~~H9 105 feet**~~

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

4. Correct trip cap amounts in item #7 of Attachment 1 to CB 114424 as follows. Staff mistakenly used vehicle trip cap numbers that do not match those in the FEIS, DCLU report, Hearing Examiner's recommendation and staff decision agenda.

University District Area	
AM Peak-period (inbound)	~~10,720~~ 10,760
PM Peak-period (outbound)	~~12,610~~ 13,270

5. Amend the effective date section of CB 114424 so as to be clear that the ordinance is not providing for a Mayoral veto; case law indicates that there is none for a quasi-judicial land use decision by the Council:

Section 3. This ordinance shall take effect only if the Master Plan, as amended in accordance with Attachment 1 to this ordinance, is adopted by the University Board of Regents. If adopted by the Board of Regents, this ordinance will take effect and be in force at the later of 1) thirty (30) days from and after its approval by the Mayor, but if not approved and returned by the Mayor within ten (10) days after presentation, it shall take effect as provided by Municipal Code Section 1.04.020 and applicable case law, or 2) adoption of the Master Plan by the Board of Regents.

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Morgan
December 11, 2002

Divided Reports
Land Use Committee
CB 114424 and CF 304650 (UW Master Plan)
Full Council – December 16, 2002

CB 114424 and CF 304650 would make a final decision on the proposed University of Washington Master Plan Seattle Campus (Campus Master Plan – CMP). The Council's decision is contingent on the incorporation of changes approved by the Council and adoption of the revised CMP by the University Board of Regents.

There were three votes of the Land Use Committee that were divided:

1. Permitting increases in the total amount of development allocated to any of the four campus areas without a Master Plan amendment by 20% rather than 15%;
2. Requiring a Master Plan amendment if the DCLU Director determines that a use in a specific project proposal is inconsistent with CMP objectives or general policies; and
3. Rejecting the golf driving range rezone.

Divided reports do not include votes on which there were abstentions but no other division in the vote.

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Divided Report #1

Permitting increases in the total amount of development allocated to any of the four campus sectors (campus areas) without a Master Plan amendment by 20% rather than 15%.

Conlin, Drago, Pageler and Wills Recommendation:

Amend CB 114424 to permit increases in the amount of gross square feet (gsf) of development permitted in each of four campus areas by up to 20% on a cumulative basis without a Master Plan amendment. Increases beyond 20% would require a minor plan amendment. The 3 million-gsf campus-wide total may not be exceeded.

Nicastro Recommendation:

Retain provision of CB 114424 to permit increases in the amount of gross square feet (gsf) of development permitted in each of four campus areas by up to 15% on a cumulative basis without a Master Plan amendment. Increases beyond 15% would require a minor plan amendment. The 3 million-gsf campus-wide total may not be exceeded.

Background: The proposed Master Plan included a relatively general development program which permitted 3 million gsf of development to be located on any of 60 sites throughout the UW Campus. The City Council, in its preliminary decision, called for a new development program as specific as the program in the 1991 Master Plan. One of the reasons for requesting a more detailed development program was a concern that, as proposed, the permitted 3 million gsf of development could be concentrated in a single part of campus, such as the westernmost area, creating unanticipated impacts on adjacent off-campus areas.

The Board of Regents responded to the Council's preliminary decision by proposing an option that included aspects of a proposal which had been supported by a minority of Councilmembers when the preliminary decision was considered. The Regents proposal allocated portions of the total permitted 3 million gsf among four areas of the campus to prevent concentration in any one area, and included permission for increasing the amount permitted in each area by up to 20% without a Master Plan amendment. Increases in an area beyond the 20% would require a minor amendment of the Master Plan under the Regents' proposal. The allocations and permitted increases are as follows:

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Allocation of Permitted Floor Area Development
In Gross Square Feet (GSF)

Campus Area	% of Total Campus Development Capacity In Campus Area	Permitted 10 Year GSF Development	Majority/Regents' Recommendation		CB 114424/Nicastro Recommendation	
			20% of Allocation	Maximum in Campus Area Without Plan Amendment[1]	15% of Allocation	Maximum in Campus Area Without Plan Amendment[1]
Central	53%	1,590,000	318,000	1,908,000	238,500	1,828,500
West	29%	870,000	174,000	1,044,000	130,500	1,000,500
South/ Southwest	13%	390,000	78,000	468,000	58,500	448500
East	5%	150,000	30,000	180,000	22,500	172,500
Total	100%	3,000,000	NA	NA[1]	NA	NA[1]

As introduced, CB 114424 calls for allocations by sector, similar to the Regents' proposal but would permit only a 15% increase in any sector without a plan amendment.

Statements of reasons:

Conlin, Drago, Pageler and Wills statement of reasons:

Permitting a 20% increase in the allocation in any one sector still accomplishes the intent of the allocations – to prevent extreme concentration of the permitted development in any one campus sector. The ability to exceed strict allocations of permitted development by 20% provides a degree of flexibility that will avoid unnecessary process when the University seeks a marginal increase in permitted development. The amount of the exception is chosen simply as a number that allows some flexibility.

Nicastro statement of reasons:

Even a 15% exception would allow a very significant concentration – over 1 million gsf - of development in the West Campus, one area where there could be impacts on adjacent off-campus areas. I prefer the lower 15% exception proposed by CUCAC that grants flexibility while limiting the concentration that can occur without a plan amendment.

This should not create an undue burden on the University given the large allocations in each area to start with, and the ability to obtain a minor plan amendment through a DCLU Director's interpretation should development greater than 115% be sought in any one sector.

[1] Campus total not to exceed 3 million gsf.

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Divided Report #2

Requiring Master Plan amendment if the DCLU Director determines that a use in a specific project proposal is inconsistent with CMP objectives or general policies.

Conlin, Nicastro and Wills Recommendation:

Include the following provision in the Master Plan:

> 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.

Pageler Recommendation:

Do not include the language shown above.

Background: The proposed Master Plan permits a certain amount of gross square feet of development on the UW campus on any of 60 sites identified in the Master Plan, but does not identify specific development proposals. The plan also indicates what uses would be permitted on each of the 60 sites.

The definitions of the permitted uses are fairly broad however, allowing a wide range of uses in each category. Academic use is defined in the plan to include all facilities which relate to and support instruction and research and the needs of students and faculty and administrative offices, 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.

Many sites are designated for a range of uses broader than academic uses, including eight sites on which all defined uses would be permitted (academic, mixed use, housing, and transportation). Three of the available sites are limited to transportation uses.

Statements of Reasons:

Conlin, Nicastro and Wills Statement of reasons:

Because the Master Plan does not identify specific projects and allows a broad range of uses on any particular site, it is difficult to determine in advance whether there may be use conflicts with areas adjacent to the University when particular projects are proposed. Our

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recommendation provides a safeguard in case the University proposes uses, such as athletic facilities, hospitals, plant maintenance facilities or cumulative uses that create a conflict with an adjacent area. Our proposal will place very little onus on the University, as the Director would be unlikely to find a use incompatible with the plan, except in only the most extreme circumstances. Even if this were to occur, the plan amendment that would be required could be a minor amendment requiring only a Director's interpretation if it meets the standards in the 1998 City-University Agreement for a minor amendment (essentially, if there are no significantly greater impacts than those contemplated in the EIS for the Master Plan).

Our recommendation provides greater flexibility for addressing use conflicts than are allowed under project-specific SEPA review. While project-specific environmental review offers the opportunity to address the impacts of specific development proposals, SEPA mitigation is dependent upon the potential for a finding of adverse environmental impact and must be supported by SEPA policy. Importantly, SEPA review is limited by the overview policy which defers to any regulations, such as the Master Plan's use provisions and overall limit on gsf, designed that address impacts. We believe that DCLU is unlikely to modify or reject a proposal based on use under SEPA if the Master Plan permits the use for the site. To deny a project under SEPA, an FEIS or supplemental EIS must find that a proposal is likely to have significant adverse environmental impact and that reasonable mitigation would be insufficient.

Pageler Statement of reasons:

Having the proposed provision in the plan provides an opportunity for mischief by anyone who wishes to delay or hinder a University project. They could challenge any proposal, asserting that the project is incompatible with general policies in the Master Plan and requires a plan amendment to be approved.

Specific project impacts will be addressed in project-specific review. Master Plan policies may be used in permit review to seek outcomes consistent with the Master Plan. Also, mitigation of impacts may be possible through SEPA review.

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Divided Report #3
Golf Driving Range Rezone.

Nicastro, Conlin and Wills Recommendation:

Do not approve proposed rezone.

Drago and Pageler Recommendation:

Approve Board of Regents recommendation for a lesser height increase to 80 ft, and stipulate the following conditions:

- Adopt the Hearing Examiner recommendation: (p) The "Development Standards" section (pages 125-133) shall be revised to require that the environmental review of the golf driving range improvement project include, at a minimum, 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.
- Replace the existing lighting system with a state-of-the-art system to target specific greens and minimize offsite glare.
- Decrease visual impact of the current safety net with a new safety net that has 21 fewer poles (current 34 poles reduced to 13 poles), with increased spacing (current spacing of 40-50 feet on center) up to 180 feet on center.
- Replace grass with artificial turf that will eliminate or minimize use of fertilizers, herbicides and pesticides and lessen attraction to birds.
- Note that this project will allow for the installation of a methane mitigation system to address methane gas emanating from former City landfill and the installation of an enhanced drainage system.

Background:

Original proposal: The proposed Master Plan would rezone the site of the golf driving range south of University Village, across NE 45th Street and Montlake Boulevard. The height designation would increase from 37 feet to 105 feet, although the fence proposed would not exceed 90 feet in height. A provision in the Master Plan would limit the height increase to the fence and supporting poles for the driving range; the driving range building would remain within the current 37 foott height limit.

Council's Preliminary Decision: The Council's preliminary decision on the Master Plan rejected the proposed rezone of the golf driving range.

Regents' Response Proposal: In response, the UW Board of Regents proposed an alternative, to rezone the height to 80 feet instead of 105 feet, for an 80 foot, instead of a 90 foot, fence. In addition the Regents indicated it would accept the conditions shown under the Drago-Pageler recommendation, above, if redevelopment of the fence exceeds its current height.

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Purpose of the rezone: The existing driving range structure is deteriorated and needs to be replaced. Also, there is current demand for 68 to 72 tees during peak times, which would require a double deck, "due to physical limitations of the site." The Master Plan states that a new 100-foot (tall) fence is required "with the addition of a second level to the building." (The existing fence is 37' tall.) However, the University has also indicated that "this height increase would be needed whether or not a second tier is added onto the driving range building." In his testimony for the University before the Hearing Examiner Mr. Jon Lebo stated that some golf balls leave the facility, mostly toward the parking lot to the west, or the athletic fields to the east. He stated that "not very often" balls go over the safety net to NE 45th Street. He stated that the facility was "a reasonably safe facility" but the University would like to make it safer and the "new safety net is needed to improve public safety."

Visual Impact of the proposed fence: The increase in fence height has been a controversial issue as the Master Plan evolved. In response to concerns about the fence, the University conducted a design competition and devised a design with less impact. The new design has fewer supporting poles, further apart, with a smaller diameter than standard golf driving range fences, such as that at Interbay. The new design has shielded lights and the fence would be contoured from 60 – 80 feet in height to take advantage of the screening effect provided by existing mature trees. Two screen materials are being considered, both a black polyester net and aluminum chicken wire. (Samples of these materials are available in the Hearing Examiner's record.)

DCLU found that the visual impacts had been substantially mitigated. Aesthetic impacts of the fence were evaluated from three viewpoints around the driving range. The analysis found that overall views of the site from the east and south would be minimally affected, and that the most pronounced view alteration would be incurred from the parking lot west of the site, and partially from NE 45th Street (a designated scenic route).

DCLU also found that "the safety mesh, regardless of its specific material, remains nearly transparent when viewed towards open sky and invisible when seen against a darker background such as trees and hills."

The site of the rezone is surrounded on the east, west and south with property in the Major Institution Overlay with a 37-foot height limit that provides a buffer to single-family zoning located east and south of the facility. Properties to the north of the facility are across NE 45th street at University Village are zoned with a 65-foot height limit and buffered by the 70-foot street right-of-way.

Public Comments: One speaker at the Hearing Examiner's hearing, and numerous letters in the Hearing Examiner's record, primarily from users of the golf driving range, supported the proposed height rezone.

CUCAC, Laurelhurst Community Club, the Northeast District Council, University District Community Council, Friends of Brooklyn and the Seattle Community Council Federation oppose the driving range height increase.

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Statements of Reasons:

Nicastro, Conlin and Wills statement of reasons:

We do not believe that a shortage of available driving range tees at the times of heaviest use, or the fact, as stated in UW testimony before the Hearing Examiner, that golf balls "not very often" escape to NE 45th street, to be sufficient reason to approve the proposed increase in the height of the driving range fence.

In spite of DCLU's finding that the fence would be "nearly transparent" we believe the view impacts upon the NE 45th Street designated scenic route are not acceptable. Also, potential view impacts upon the Exposition Heights neighborhood south of Calvary Cemetery have not been clearly assessed in the record, nor have the potential impacts upon bird wildlife with the less visible stainless steel. Although these latter impacts would be assessed during project specific review, denial of the rezone is the most certain way to assure no impact is incurred.

Although the Regents have agreed to accept an 80 foot fence instead of a 90 foot fence the height would never-the-less be more than twice as high as the existing fence and is unacceptable.

The decision to approve the Interbay driving range fence was made in an entirely different circumstance.

Drago and Pageler statement of reasons:

The University has gone out of its way to not only find a design concept that significantly reduces the potential for aesthetic impacts from the proposed safety net, and its supporting poles, but also to reduce the height of the proposal from 90' to 80' in response to the Council's preliminary decision. This is much less of an impact than we allowed for the City's own Interbay facility.

The analysis in the record shows that the proposed new safety net would have little discernable impact. Existing trees screen the area and new trees would be planted to eventually block what minimal view impacts there are. The impact upon the view from the NE 45th Street viaduct would be minimal. Also, the screen that is proposed will be nearly transparent or invisible, depending upon how viewed.

The driving range is part of the University's recreational sports program. It is used for instructional classes, including individual teaching and youth programs for the public. We should be willing to accept this limited height increase to support the rehabilitation of this facility, just as we have approved a much more intrusive fence for the City's Interbay facility.

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BM/bm
Council Bill - UW Master Plan
November 26, 2002
V #1

ORDINANCE _____

AN ORDINANCE relating to land use and environmental protection, granting conditional approval of a Campus Master Plan for the development of the University of Washington, rezoning land within the University of Washington Major Institution Overlay boundary, and amending the Official Land Use Map.

WHEREAS, in 1983 the University of Washington ("University") and the City of Seattle ("City") entered into an agreement, pursuant to Ordinance 111113, which established a process for City review of proposed development by the University; and

WHEREAS, master plans for the University were approved in 1985, and in 1992, the latest of which was intended to cover the period through 2001; and

WHEREAS, in 1998 the City and the University approved a new City-University agreement which anticipated the development of a new Campus Master Plan, and extended the effectiveness of the 1992 plan until adoption of a new master plan; and

WHEREAS, the University, with the participation of the City-University-Community Advisory Committee (CUCAC), developed a proposed Master Plan and submitted the plan to the City in September of 2001; and

WHEREAS, the City's Department of Design Construction and Land Use coordinated review of the plan by City departments and on January 17, 2002 issued an analysis and recommendation regarding the plan; and

WHEREAS, the City Hearing Examiner held four days of hearings on the proposed plan and issued findings and a recommendation on April 1, 2002; and

WHEREAS, the City Council received the recommendation of the Hearing Examiner concerning the proposed University of Washington CMP; reviewed the record before the Hearing Examiner, held a hearing on the proposal pursuant to the 1998 City-University agreement, and considered the comments received at public hearing; and

WHEREAS, the City Council Land Use Committee, reviewed a number of issues and made a recommendation to the full City Council, which by Resolution 30496 issued a preliminary recommendation on the plan; and

WHEREAS, pursuant to the 1998 City-University agreement the City Council has solicited and received comments on its preliminary decision from the University, CUCAC, and persons who submitted petitions for further consideration; and solicited and received responses to those comments from the parties of record in the matter; and

WHEREAS, the City Council has reconsidered it preliminary decision in light of the comments received; and

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WHEREAS, the City Council appreciates and expects the University to carry-out its commitment to develop a "Guide to Student Community Relations – Neighbor to Neighbor Expectations," that will include the outreach efforts the University is currently engaged in as well as additional items such as suggestions from the City and community to encourage good neighbor relations, hosting responsible gatherings, alcohol and substance awareness, understanding of current City regulations pertaining to noise, litter, parking and other similar issues. This Guide will be an additional tool students can turn to as they continue to be responsible members of the greater Seattle community; and

WHEREAS, the City Council will continue to work with City agencies to enforce land use, health and safety standards for student housing in the University District, and encourages the University to seek means to restrict use of University facilities for the advertisement of rental offerings that of housing that does not meet established land use, health and safety standards;

NOW THEREFORE,

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. The University of Washington Master Plan Seattle Campus, Final Plan, dated September 2001, contained in CF #304650 - Major Institution Master plan Application by the University of Washington for the 2002-2012 Campus Plan and rezone for the Overlay District (Project No. 2007975), is hereby conditionally approved as modified by the provisions in Attachment 1 of this ordinance. When the modifications to the proposed Campus Master Plan are made as required by the conditions of approval attached to this ordinance, the Master Plan will supercede the 1992 master plan approved by Ordinance 116189. In the event of a conflict between the provisions of this 2002 master plan and the provisions of the 1998 Agreement between the City of Seattle and the University of Washington, the provisions of the Master Plan shall prevail.

Section 2. The zone classification established on page 78 of the Official Land Use Map as adopted by Ordinance 110381 and last amended by Ordinance 120926, for the property shown in Attachment 2 to this ordinance and designated as site 31-W in the University of Washington Campus Master Plan, is amended to rezone the Property from MIO 105-MR to MIO 65-MR, as shown in "Attachment 2," attached to this Ordinance.

Section 3. This ordinance shall take effect only if the Master Plan, as amended in accordance with Attachment 1 to this ordinance, is adopted by the University Board

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Regents. If adopted by the Board of Regents, this ordinance will take effect and be in force at the later of 1) thirty (30) days from and after its approval by the Mayor, but if not approved and returned by the Mayor within ten (10) days after presentation, it shall take effect as provided by Municipal Code Section 1.04.020, or 2) upon adoption of the Master Plan by the Board of Regents, whichever is later.

Passed by the City Council the _____ day of _____, 2002, and signed by me in open session in authentication of its passage this _____ day of _____, 2002.

_____
President of the City Council

Approved by me this _____ day of _____, 2002.

_____
Mayor

Filed by me this _____ day of _____, 2002.

_____
City Clerk

(SEAL)

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BM/bm
Council Bill - UW Master Plan
November 26, 2002
V #1

ATTACHMENT 1

Conditions of Approval
Seattle City Council Modifications of the University of Washington Master Plan – Seattle Campus

1) Amend the Campus Master Plan as follows:

   a) Add to the discussion of Potential Development, on page 82 of the proposed Campus Master Plan the following:

   The total permitted 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 IV-2*. 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:

Table IV-2
Allocation of Permitted Floor Area Development

Campus Area	% of Total Campus Development Capacity In Campus Area	Permitted 10 Year GSF Development
Central	53%	1,590,000 gsf
West	29%	870,000 gsf
South/Southwest	13%	390,000 gsf
East	5%	150,000 gsf
Total	100%	3,000,000 gsf

The square footage of development may exceed the allocation for each campus area by up to 15% 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 10 year GSF development for an area by more than 15% 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.

*Renumber tables accordingly.

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b) Amend paragraph 1, page 1 of the Master Plan as follows:

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, t~~The Campus Master Plan will remain in effect for 10 years after its effective date ~~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.

2. Add a new bullet point after the third bullet on page 13 of the Campus Master Plan as follows:

- 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.

3. Amend the General Transportation Policies statement on page 33 of the Campus Master Plan as follows:

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.

4. Amend the introductory statement concerning Objectives by Element on page 10 of the Seattle Campus Master Plan and concerning Objectives by Campus Area on page 11 of the Seattle Campus Master Plan as follows:

Objectives by element (page 10 of the Seattle Campus Master Plan):

The 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). ~~Future~~ 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 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

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for project reviewers and decision makers.

Objectives by campus area (page 11 of the Seattle Campus Master Plan.):

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.) ~~Future~~ 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 decision makers.

5. Add the following to the leasing and acquisition policies on page 127 of the Campus Master Plan:

The University will limit its real property leasing to the use of office and/o. 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.

6. Permit UW acquisitions of land in the primary and secondary impact zones outside of campus boundaries, and subject UW acquired properties to use restrictions from the 1998 City University Agreement, including restrictions currently applicable to property leased by the UW as follows:

Add the following at the end of the section Leasing and Acquisition page 127 of the Campus Master Plan:

Uses at the street-level on property leased or acquired by the University in a commercial zone outside of campus boundaries, that is within the primary and secondary impact areas, shall be limited to uses similar to retail sales and services, customer service offices, entertainment use, child care centers, medical

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clinics, extension service office or other uses specifically permitted of the University in a Seattle City Council-approved neighborhood plan.

Uses of property acquired through purchase or gift for the purpose of housing patients and families of patients of the University of Washington Medical Center shall be limited as provided by paragraph II.E.5. of the 1998 City-University Agreement.

7. Reference baseline leasing and acquisition information as follows:

Add a new paragraph at the end of the Leasing and Acquisition section on page 127 of the Master Plan as follows:

Leased property location, amount of space, use, term of lease, and known plans for additional leases or other changes in leasing patterns, 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.

Amend paragraph 3, under "Relationship to Existing Plans, page 5 of the Master Plan as follows:

The Campus Master Plan ~~will~~ 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.

8. Clarify that current trip caps and remedies continue with more limited DCLU discretion by adding the following at the end of text on page 155 of the Master Plan, Section VII Transportation Management Plan:

A. TRAFFIC - Monitoring, Baselines and Enhancements

The baseline traffic volumes shall consist of two measures: the campus Cordon shall be based on the average of the years 1988 – 1990 plus a 5% error factor for random variation. The larger University District cordon 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. Trips generated by the University shall not be allowed to increase beyond any of the following volumes. Paragraphs D and F below describe remedies which may apply if increases occur.

Baseline Traffic

AM Peak-period	TO CAMPUS	8,267

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PM Peak-period FROM CAMPUS 9,782

And:

Cordon Area

AM Peak-period (inbound)	10,720
PM Peak-period (outbound)	12,610

The biennial traffic counts and survey results for the campus and cordon area shall be included in the Annual Report

B. The following lists who is responsible for conducting surveys 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 cordon area monitoring or 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%

C. 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.

D. 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-generated vehicle trips to the baseline levels or below. If a peak-period baseline level is exceeded in two consecutive traffic counts 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.

E. 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).

9. Add to the end of the section on Leasing and Acquisition, on page 127 of the proposed

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Master Plan the following:

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

10. Add the following at the end of text on page 155 of the Master Plan, Section VII Transportation Management Plan:

Residential Parking Zones (RPZs):

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 for 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 impact 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 that $50,000 annually for permit costs in the secondary impact zone.

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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.

11. Revise Master Plan language to continue to apply trip caps to visitors and patients, as follows:

Page 6:

Transportation Management Program

The goal of the Transportation Management Program (TMP) is to maintain University related 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.

Page 155:

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 with the goal of maintaining University related peak ~~hour~~ period motor vehicle travel ~~of students, staff, and faculty~~ at or below 1990 levels.

(Also see language regarding trip-caps in item 8 above.)

12. Amend the second sentence of the first paragraph on the general discussion of South Campus on page 94 of the University Campus Master Plan as follows:

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"An additional pedestrian bridge from the Physics/Astronomy buildings to the Portage Bay Vista, as well as ~~a plaza and building connection that bridges a portion of NE Pacific Street, are proposed for future study in Chapter VI. These bridges could~~ other improvements to the existing overpasses across NE Pacific Street will help improve connections between the south and central campus and public access between the Burke-Gilman Trail and the waterfront."

13. Strike the last paragraph on page 92 and add a new paragraph that notes

~~The Campus Master Plan proposes further study of the Campus Parkway corridor if a street vacation is proposed in order to increase the potential amount of usable open space and improve traffic flow.~~

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.

14. Amend bullet one under Bicycle Pathways on page 35, and add another bullet as follows:

- Directly connect campus bicycle routes to external routes to facilitate commuting by bike particularly in the vicinity of the University Bridge/Campus Parkway.

- Pursue additional bicycle routes to, and possibly through and into, the heart of Central Campus if ways can be found to avoid pedestrian-bicycle conflicts.

15. Amend the height map on page 130 of the plan to eliminate the proposed rezones of development sites 34W, 35W or 33W in the vicinity of Campus Parkway and University Way NE, and to eliminate rezone of the golf driving range, site 57E. Delete text from page 129, as follows:

Changes in maximum height limits (from the prior General Physical Development Plan – GPDP) are shown with a hatch pattern. ~~Along Campus Parkway, three sites are proposed to be increased from H-3 to H-5 to establish visual consistency along the parkway and consistency in each block. The golf driving range is proposed to increase from H-1 to H-5 to accommodate a maximum 100 foot fence required with the addition of a second level to the building provided that the building itself would remain within the original 37' height limit.~~ 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.

16. Amend the first bullet under "Campus Plant Collection" in the general open space and landscape policies on page 28 of the Master Plan as follows:

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- 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.

17. Add the following new paragraph to the end of the section on Off-Campus Housing Options on page 200 of the Campus Master Plan:

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.

18. Add language to page 4 of the Master Plan, under the heading "Planning context and Assumptions," and "Regulatory Authority and Planning Process" after the paragraph numbered "1," and renumber the paragraphs accordingly, as follows:

2. The University may develop in the University District only in accordance with the adopted Campus Master Plan.

19. Include the following Master Plan amendments recommended by the Hearing Examiner, as amended by City Council Action:

(a) Revise bullet item #10 of the "General Land Use Policies" section (page 20), as follows: "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 demand for on-campus housing." The third sentence of paragraph 2 of the "Single Student Housing" section should also be revised to read: "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 development of 850 to 1,000 more beds during the life of the Master Plan."

(b) Revise bullet item #5 on page 21 as follows: "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.

(c) Revise page 37, "General Waterfront Policies", to include: "The University is subject to the Endangered Species Act and is responsible for being a good steward of its waterfront property."

(d) The last two sentences of the last paragraph on page 82 regarding the "Development Process" shall be revised as follows: "The Annual Report and a

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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."

(e) Add the following after the first sentence of the second to the last paragraph of the "Development Process" section of the Master Plan on page 82: "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."

(f) Revise Master Plan Table IV-2, "Preliminary Square Footage Estimates", page 85, and Figure IV-50, as shown in Exhibit 1E.

(g) Add the following table [Exhibit 10, page 1] to the Master Plan in the "Master Plan Synthesis" section which begins at page 86 of Exhibit 1A.

Campus Area (Development Sites: combined GPDP & CMP)	**Existing Floor Area (SF)**	**GPDP Projects Under Design or Construction**	**Total Existing and GPDP Projects**	**Percentage of Total Existing Area**
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%**

(h) Revise the description regarding development Site 30W in the "Illustrative Development Area S/W-1", page 106, to replace the statement "Develop site as a gateway to the neighborhood and to the University" with "Develop site as a 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."

(i) Revise the description regarding development Sites 34W and 35W in the "Illustrative Development Area S/W-1", page 106, to replace the statement "Development should respect College Inn and the Commodore Duchess." with the

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following: "The bulk and scale of new development is to be compatible with the underlying zoning of the adjacent non-University properties (College Inn and at 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."

(j) Regarding potential development sites 30W, 31W, 32W, 35W and 36W revise plan graphics and text (pages 106-107) as appropriate to include the existing alleys and 11th Avenue NE as currently aligned. Also note that alley and street vacations might be requested and various alternatives are discussed in the street vacation section of the plan.

(k) Revise Figures IV-51 and VI-71 and text reference on page 108 to eliminate building over NE Pacific Street right of way as a part of Site 52.

(l) Revise "Illustrative Development Area S/W-1", page 109, to include the following: "Development Site 46S shall 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 46S as publicly accessible open space."

(m) Revise "Illustrative Development Area S/W-1", page 109, to include the following: "Development Site 49S shall 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 will consider retaining the portion of site 49S northwest of the designated building footprint as publicly accessible open space."

(n) Revise the "Development Standards" section (pages 122-123) to include the following statement: "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."

(o) Include the following as a standard in the "Development Standards" section (pages 125-133): "In the west campus, parking shall be screened from the street by landscaping, structure or another use."

(p) Revise the "Street and Aerial Vacation Overview" section (page 136) of Chapter VI Street Vacations, to include the following statement: "Approval of the University Campus 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."

(q) Revise the "Workplan" for additional study of street, alley, and aerial vacations (page 137), to include the following elements:

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(1) Detailed traffic analysis of the proposed changes to the street grid;
(2) Impacts of alley vacations on private property owners and alley functions;
(3) Demonstration of support or concurrence of affected property owners;
(4) An alternative that improves Campus Parkway;
(5) Information on utility relocations and any necessary upgrades;
(6) Information on any impacts to the future delivery of utility services;
(7) Provide justification for any aerial connection and discuss alternatives considered;
(8) Discussion of whether a vacation or skybridge permit is the appropriate mechanism;
(9) Discussion of scale of the development in the neighborhood context; and
(10) Articulation of the public benefit to be achieved by the vacation.

(r) The University shall develop and implement its Enhanced TMP and make changes as needed to achieve the goals of limiting peak-period, peak-direction vehicle trips of students, staff and faculty at or below 1990 levels. 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 item (8) Develop Methodology to Replace Cordon Count Monitoring Strategies, and Monitoring Strategies, item (9) below, shall be required. Additional measures may be added to the 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 following shall be included in the Enhanced TMP:

(1) Pedestrian Strategies

- 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.

(2) Bicycle Strategies

- 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.

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- 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.

(3) Transit Improvement Strategies

- Encourage transit agencies to increase evening (after 6 PM) service to provide greater user flexibility and use of non-peak service.
- Seek methods to provide transit ridership subsidies for visitors to the campus and patients at the University of Washington Medical Center.
- 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).
- 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.

(4) High-Occupancy Vehicle (HOV) Strategies

- 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).
- Continue to promote carpool and vanpool use through marketing.

(5) Parking Strategies

- 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.

(6) Marketing Strategies

- 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

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to work day, etc.).

- Incorporate walking into promotions.
- Improve transit information to off-campus sites, visitors and patients.

(7)Institutional Policies

- Establish policies and aggressively promote telecommuting, flextime, compressed workweeks and other techniques to 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 the delivery of the U-PASS to new employees.
- Direct growth to off-peak 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.

(8)Develop Methodology to Replace Cordon Count

Utilizing the monitoring strategies outlined in (9) and others as necessary and appropriate, complete the following:

- Provide the City an active and on-going 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.

(9) Monitoring Strategies

- Provide the City an active and on-going role in: reviewing data collection instruments (e.g., questionnaires) and monitoring data collection efforts; reviewing results of the various data collection

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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.
- 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.
- Improve pedestrian, bicycle, and vehicular travel surfaces that service recreation and sports facilities.

(10) Other Strategies

- 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.

20. The University shall prepare and deliver to the Department of Design Construction and Land Use a compiled Campus Master Plan that incorporates the amendments contained in these Conditions of Approval.

ACTING CITY CLERK

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BM/bm
Council Bill - UW Master Plan
November 26, 2002
V #1

ATTACHMENT 2 - Rezone Map

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ACTING CITY CLERK

BM/bm
CB 114424 v2
December 12, 2002
V #2

ORDINANCE _____

AN ORDINANCE relating to land use and environmental protection, granting conditional approval of a Campus Master Plan for the development of the University of Washington, rezoning land within the University of Washington Major Institution Overlay boundary, and amending the Official Land Use Map.

WHEREAS, in 1983 the University of Washington ("University") and the City of Seattle ("City") entered into an agreement, pursuant to Ordinance 111113, which established a process for City review of proposed development by the University; and

WHEREAS, master plans for the University were approved in 1985, and in 1992, the latest of which was intended to cover the period through 2001; and

WHEREAS, in 1998 the City and the University approved a new City-University agreement which anticipated the development of a new Campus Master Plan, and extended the effectiveness of the 1992 plan until adoption of a new master plan; and

WHEREAS, the University, with the participation of the City-University-Community Advisory Committee (CUCAC), developed a proposed Master Plan and submitted the plan to the City in September of 2001; and

WHEREAS, the City's Department of Design, Construction and Land Use coordinated review of the plan by City departments and on January 17, 2002 issued an analysis and recommendation regarding the plan; and

WHEREAS, the City Hearing Examiner held four days of hearings on the proposed plan and issued findings and a recommendation on April 1, 2002; and

WHEREAS, the City Council received the recommendation of the Hearing Examiner concerning the proposed University of Washington CMP; reviewed the record before the Hearing Examiner, held a hearing on the proposal pursuant to the 1998 City-University agreement, and considered the comments received at public hearing; and

WHEREAS, the City Council Land Use Committee, reviewed a number of issues and made a recommendation to the full City Council, which by Resolution 30496 issued a preliminary recommendation on the plan; and

WHEREAS, pursuant to the 1998 City-University agreement the City Council has solicited and received comments on its preliminary decision from the University, CUCAC, and persons who submitted petitions for further consideration; and solicited and received responses to those comments from the parties of record in the matter; and

WHEREAS, the City Council has reconsidered its preliminary decision in light of the comments received; and

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WHEREAS, the City Council appreciates and expects the University to carry-out its commitment to develop a "Guide to Student Community Relations – Neighbor to Neighbor Expectations," that will include the outreach efforts the University is currently engaged in as well as additional items such as a student accountability code, suggestions from the City and community to encourage good neighbor relations, hosting responsible gatherings, alcohol and substance awareness, understanding of and compliance with current City regulations pertaining to noise, litter, parking and other similar issues. This Guide will be an additional tool the University will use to ensure that its students are responsible members of the greater Seattle community; and

WHEREAS, the Master Plan anticipates an additional 3,000 to 4,000 students, and staff who will live off-campus, creating substantial pressures on housing quality and availability, together with traffic and other neighborhood impacts, City agencies will continue to enforce land use, health and safety standards for student housing in the University District, and the City Council and University will work together to develop housing quality assurance measures such as restricting University listing of substandard housing, providing students with information on tenants' rights, and other remedies.

NOW THEREFORE,

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. The University of Washington Master Plan Seattle Campus, Final Plan, dated September 2001, contained in CF #304650, titled Major Institution Master Plan Application by the University of Washington for the 2002-2012 Campus Plan and rezone for the Overlay District (Project No. 2007975), is hereby conditionally approved as modified by the provisions in Attachment 1 of this ordinance. When the modifications to the proposed Campus Master Plan are made as required by the conditions of approval attached to this ordinance, the Master Plan will supercede the 1992 master plan approved by Ordinance 116189. In the event of a conflict between the provisions of this 2002 master plan and the provisions of the 1998 Agreement between the City of Seattle and the University of Washington, the provisions of the Master Plan shall prevail.

Section 2. The zone classification established on page 78 of the Official Land Use Map as adopted by Ordinance 110381 and last amended by Ordinance 120926, for the property shown in Attachment 2 to this ordinance and designated as site 31-W in the

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University of Washington Campus Master Plan, is amended to rezone the Property from MIO 105-MR to MIO 65-MR, as shown in Attachment 2.

Section 3. This ordinance shall take effect only if the Master Plan, as amended in accordance with Attachment 1 to this ordinance, is adopted by the University Board of Regents. If adopted by the Board of Regents, this ordinance will take effect and be in force at the later of 1) thirty (30) days from and after its approval by the Mayor, but if not approved and returned by the Mayor within ten (10) days after presentation, it shall take effect as provided by Municipal Code Section 1.04.020, or 2) adoption of the Master Plan by the Board of Regents.

Passed by the City Council the _____ day of _____, 2002, and signed by me in open session in authentication of its passage this _____ day of _____, 2002.

_____
President of the City Council

Approved by me this _____ day of _____, 2002.

_____
Mayor

Filed by me this _____ day of _____, 2002.

_____
City Clerk

(SEAL)

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BM/bm
CB 114424 v2
December 12, 2002
V #2

ATTACHMENT 1

Conditions of Approval
Seattle City Council Modifications of the University of Washington Campus Master Plan – Seattle Campus

1) Amend the Campus Master Plan as follows:

   a) Add to the discussion of Potential Development, on page 82 of the proposed Campus Master Plan the following:

   The total permitted 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 IV-2*. 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:

Table IV-2
Allocation of Permitted Floor Area Development

Campus Area	% of Total Campus Development Capacity In Campus Area	Permitted 10 Year GSF Development
Central	53%	1,590,000 gsf
West	29%	870,000 gsf
South/Southwest	13%	390,000 gsf
East	5%	150,000 gsf
Total	100%	3,000,000 gsf

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.

*Renumber tables accordingly.

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b) Add the following to the section regarding "Development Process," page 82, after new language recommended by the Hearing Examiner:

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.

2. Add a new bullet point after the third bullet on page 13 of the Campus Master Plan as follows:

- 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.

3. Amend the General Transportation Policies statement on page 33 of the Campus Master Plan as follows:

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.

4. Amend the introductory statement concerning Objectives by Element on page 10 of the Seattle Campus Master Plan and concerning Objectives by Campus Area on page 11 of the Seattle Campus Master Plan as follows:

Objectives by element (page 10 of the Seattle Campus Master Plan):

The 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). ~~Future~~ Decisionmakers 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 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

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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.

Objectives by campus area (page 11 of the Seattle Campus Master Plan.):

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.) ~~Future~~ Decisionmakers should strive to achieve these objectives. Costs and schedule-related factors will need to be considered in the decisionmaking 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.

5. Add the following to the leasing and acquisition policies on page 127 of the Campus Master Plan:

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.

6. Reference baseline leasing and acquisition information as follows:

Add a new paragraph at the end of the Leasing and Acquisition section on page 127 of the Master Plan as follows:

Leased property location, amount of space, use, term of lease, and known plans for additional leases or other changes in leasing patterns, as reported in the *2000 Annual report, University of Washington General Physical*

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Development Plan, shall constitute the information required to comply with paragraphs II.E.2.a.and b. of the 1998 City-University Agreement.

Amend paragraph 3, under "Relationship to Existing Plans, page 5 of the Master Plan as follows:

The Campus Master Plan ~~will~~ 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.

7. Clarify that current trip caps and remedies continue with more limited DCLU discretion by adding the following at the end of text on page 155 of the Master Plan, Section VII Transportation Management Plan:

A. TRAFFIC - Monitoring, Baselines and Enhancements

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. Paragraph D 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)	10,720
PM Peak-period (outbound)	12,610

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

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

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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%

C. 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.

D. 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.

E. 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).

8. Add to the end of the section on Leasing and Acquisition, on page 127 of the proposed Master Plan the following:

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

9. Add the following at the end of text on page 155 of the Master Plan, Section VII Transportation Management Plan:

Residential Parking Zones (RPZs):

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.

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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 for 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 impact 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

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employees are residents within the University's major institution boundaries or within the area of the RPZ.

11. Amend the second sentence of the first paragraph on the general discussion of South Campus on page 94 of the University Campus Master Plan as follows:

"An additional pedestrian bridge from the Physics/Astronomy buildings to the Portage Bay Vista, as well as ~~a plaza and building connection that bridges a portion of NE Pacific Street, are proposed for future study in Chapter VI. These bridges could~~ other improvements to the existing overpasses across NE Pacific Street will help improve connections between the south and central campus and public access between the Burke-Gilman Trail and the waterfront."

12. Strike the last paragraph on page 92 and add a new paragraph that notes

~~The Campus Master Plan proposes further study of the Campus Parkway corridor if a street vacation is proposed in order to increase the potential amount of usable open space and improve traffic flow.~~

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.

13. Amend the first bullet under Bicycle Pathways on page 35, and add another bullet as follows:

- Directly connect campus bicycle routes to external routes to facilitate commuting by bike particularly in the vicinity of the University Bridge/Campus Parkway.

- Pursue additional bicycle routes to, and possibly through and into, the heart of Central Campus if ways can be found to avoid pedestrian-bicycle conflicts.

14. Amend the height map on page 130 of the plan to eliminate the proposed rezones of development sites 34W, 35W or 33W in the vicinity of Campus Parkway and University Way NE, and to eliminate rezone of the golf driving range, site 57E. Delete text from page 129, as follows:

Changes in maximum height limits (from the prior General Physical Development Plan – GPDP) are shown with a hatch pattern. ~~Along Campus Parkway, three sites are proposed to be increased from H-3 to H-5 to establish visual consistency along the parkway and consistency in each block. The golf driving range is proposed to increase from H-1 to H-5 to accommodate a maximum 100 foot fence required with the addition of a~~

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~~second level to the building provided that the building itself would remain within the original 37' height limit.~~ 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.

15. Amend the first bullet under "Campus Plant Collection" in the general open space and landscape policies on page 28 of the Master Plan as follows:

- 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.

16. Add the following new paragraph to the end of the section on Off-Campus Housing Options on page 200 of the Campus Master Plan:

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.

17. Add language to page 4 of the Master Plan, under the heading "Planning context and Assumptions," and "Regulatory Authority and Planning Process" after the paragraph numbered "1," and renumber the paragraphs accordingly, as follows:

2. The University may develop in the University District only in accordance with the adopted Campus Master Plan.

18. Include the following Master Plan amendments recommended by the Hearing Examiner, as amended by City Council Action:

(a) Revise bullet item #10 of the "General Land Use Policies" section (page 20), as follows: "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 demand for on-campus housing." The third sentence of paragraph 2 of the "Single Student Housing" section should also be revised to read: "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 development of 850 to 1,000 more beds during the life of the Master Plan."

(b) Revise bullet item #5 on page 21 as follows: "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

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materials and scale to the existing historic buildings or environments, and/or should complement them architecturally and aesthetically.

(c) Revise page 37, "General Waterfront Policies", to include: "The University is subject to the Endangered Species Act and is responsible for being a good steward of its waterfront property."

(d) The last two sentences of the last paragraph on page 82 regarding the "Development Process" shall be revised as follows: "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."

(e) Add the following after the first sentence of the second to the last paragraph of the "Development Process" section of the Master Plan on page 82: "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."

(f) Revise Master Plan Table IV-2, "Preliminary Square Footage Estimates", page 85, and Figure IV-50, as shown in Exhibit 1E.

(g) Add the following table [Exhibit 10, page 1] to the Master Plan in the "Master Plan Synthesis" section which begins at page 86 of Exhibit 1A.

Campus Area (Development Sites: combined GPDP & CMP)	**Existing Floor Area (SF)**	**GPDP Projects Under Design or Construction**	**Total Existing and GPDP Projects**	**Percentage of Total Existing Area**
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%**

(h) Revise the description regarding development Site 30W in the "Illustrative Development Area S/W-1", page 106, to replace the statement "Develop site as a gateway to the neighborhood and to the University" with "Develop site as a gateway to

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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."

(i) Revise the description regarding development Sites 34W and 35W in the "Illustrative Development Area S/W-1", page 106, to replace the statement "Development should respect College Inn and the Commodore Duchess." with the following: "The bulk and scale of new development is to be compatible with the underlying zoning of the adjacent non-University properties (College Inn and at 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."

(j) Regarding potential development sites 30W, 31W, 32W, 35W and 36W revise Plan graphics and text (pages 106-107) as appropriate to include the existing alleys and 11th Avenue NE as currently aligned. Also note that alley and street vacations might be requested and various alternatives are discussed in the street vacation section of the Plan.

(k) Revise Figures IV-51 and VI-71 and text reference on page 108 to eliminate building over NE Pacific Street right of way as a part of Site 52.

(l) Revise "Illustrative Development Area S/W-1", page 109, to include the following: "Development Site 46S shall 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 46S as publicly accessible open space."

(m) Revise "Illustrative Development Area S/W-1", page 109, to include the following: "Development Site 49S shall 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 will consider retaining the portion of site 49S northwest of the designated building footprint as publicly accessible open space."

(n) Revise the "Development Standards" section (pages 122-123) to include the following statement: "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."

(o) Include the following as a standard in the "Development Standards" section

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(pages 125-133): "In the west campus, parking shall be screened from the street by landscaping, structure or another use."

(p) Revise the "Street and Aerial Vacation Overview" section (page 136) of Chapter VI Street Vacations, to include the following statement: "Approval of the University Campus 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."

(q) Revise the "Workplan" for additional study of street, alley, and aerial vacations (page 137), to include the following elements:

(1) Detailed traffic analysis of the proposed changes to the street grid;
(2) Impacts of alley vacations on private property owners and alley functions;
(3) Demonstration of support or concurrence of affected property owners;
(4) An alternative that improves Campus Parkway;
(5) Information on utility relocations and any necessary upgrades;
(6) Information on any impacts to the future delivery of utility services;
(7) Provide justification for any aerial connection and discuss alternatives considered;
(8) Discussion of whether a vacation or skybridge permit is the appropriate mechanism;
(9) Discussion of scale of the development in the neighborhood context; and
(10) Articulation of the public benefit to be achieved by the vacation.

(r) The University shall develop and implement its Enhanced TMP and make changes as needed to achieve the goals of limiting peak-period, peak-direction vehicle trips of students, staff and faculty at or below 1990 levels. 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 item (8) Develop Methodology to Replace Cordon Count Monitoring Strategies, and Monitoring Strategies, item (9) below, shall be required. Additional measures may be added to the 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 following shall be included in the Enhanced TMP:

(1) <u>Pedestrian Strategies</u>

- 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

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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.

(2) Bicycle Strategies

- 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.

(3) Transit Improvement Strategies

- Encourage transit agencies to increase evening (after 6 PM) service to provide greater user flexibility and use of non-peak service.
- Seek methods to provide transit ridership subsidies for visitors to the campus and patients at the University of Washington Medical Center.
- 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).
- 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.

(4) High-Occupancy Vehicle (HOV) Strategies

- 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).
- Continue to promote carpool and vanpool use through marketing.

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(5) Parking Strategies

- 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.

(6) Marketing Strategies

- 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.

(7) Institutional Policies

- Establish policies and aggressively promote telecommuting, flextime, compressed workweeks and other techniques to 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 the delivery of the U-PASS to new employees.
- Direct growth to off-peak 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.

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(8) Develop Methodology to Replace Cordon Count

Utilizing the monitoring strategies outlined in (9) 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.

(9) 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.
- 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.
- Improve pedestrian, bicycle, and vehicular travel surfaces that service recreation and sports facilities.

(10) Other Strategies

- During the course of this Master Plan, develop packages of TMP mitigation strategies as needed to keep vehicular trips below established caps.

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- 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.

19. The University shall prepare and deliver to the Department of Design, Construction and Land Use a compiled Campus Master Plan that incorporates the amendments contained in these Conditions of Approval.

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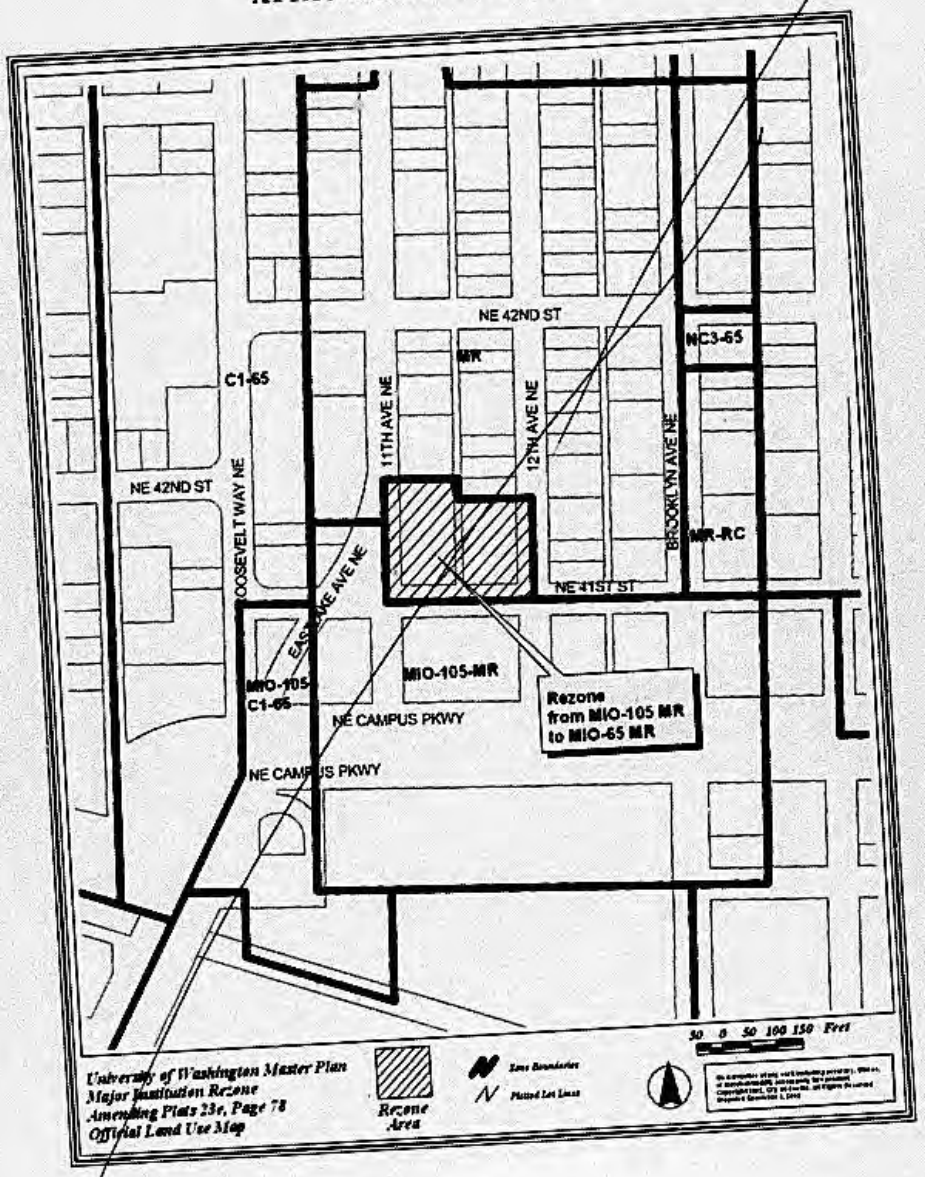
BM/bm
CB 114424 v2
December 12, 2002
V #2

ATTACHMENT 2 - Rezone Map



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STATE OF WASHINGTON – KING COUNTY

--ss.

153105
City of Seattle,Clerk's Office

No. ORDINANCE IN FULL

Affidavit of Publication

The undersigned, on oath states that he is an authorized representative of The Daily Journal of Commerce, a daily newspaper, which newspaper is a legal newspaper of general circulation and it is now and has been for more than six months prior to the date of publication hereinafter referred to, published in the English language continuously as a daily newspaper in Seattle, King County, Washington, and it is now and during all of said time was printed in an office maintained at the aforesaid place of publication of this newspaper. The Daily Journal of Commerce was on the 12th day of June, 1941, approved as a legal newspaper by the Superior Court of King County.

The notice in the exact form annexed, was published in regular issues of The Daily Journal of Commerce, which was regularly distributed to its subscribers during the below stated period. The annexed notice, a

CT:ORDINANCE 121041

was published on

1/8/2003

J. Stedman

Subscribed and sworn to before me on

1/8/2003

Melissa M. Pascua

Notary public for the State of Washington,
residing in Seattle

MELISSA M. PASCUA
COMMISSION EXPIRES
NOTARY
PUBLIC
NOV 21, 2004
STATE OF WASHINGTON

Affidavit of Publication

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