

**Seattle University**  
**MIMP Annual Status Report**  
**2012 - 2013**

**I. INTRODUCTION**

- A. Name of Institution: Seattle University**
- B. Reporting year: July 1, 2012 to June 30, 2013**
- C. Major Institution Contact Information:**

**Robert P. Schwartz**

Associate Vice President of Facilities  
901 12<sup>th</sup> Avenue  
P.O. Box 222000  
Seattle, WA 98122-1090  
Phone: (206) 296-5831  
Fax: (206) 296-2150  
Email: [schwartr@seattleu.edu](mailto:schwartr@seattleu.edu)

**Lara Branigan**

Director of Project Development  
901 12<sup>th</sup> Avenue  
P.O. Box 222000  
Seattle, WA 98122-1090  
Phone: (206) 296-2516  
Fax: (206) 296-2150  
Email: [branigal@seattleu.edu](mailto:branigal@seattleu.edu)

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

This reporting period covers the transition between the 1997 and 2013 Major Institutional Master Plans:

**Current MIMP Adoption Date: January 22, 2013**

**Prior MIMP Adoption Date: July 21, 1997**

Amendments granted for:

- Admissions & Alumni Bldg. 842 14<sup>th</sup> Ave – MUP 3009482
- Lemieux Library Expansion & Renovation 901 12<sup>th</sup> Ave– MUP 3009154
- Law School Annex – 1215 E. Columbia – MUP 3009999
- Douglas Student Housing – 1223 E. Cherry MUP 3008600

- Fitness Center – 540 14<sup>th</sup> Ave – MUP 3008899
- Demolition: International Student Center – 620 11<sup>th</sup> Ave. - Permit #6256480

## II. PROGRESS IN MEETING MASTER PLAN CONDITIONS

### A. General Overview of progress

#### 1. 1997 MIMP

The adoption of the new MIMP in January of 2013 marked the close of the 1997 MIMP. This report covers the final months of that MIMP from July 2012 to January 2013. The conditions of the 1997 MIMP are below with the final updates on each condition in red.

#### 2. 2013 MIMP

The current MIMP, adopted in 2013, was approved by the Seattle City Council on 12 December 2012. As part of the approval there were a number of editorial changes to the MIMP draft mandated and some additional conditions. The requested editorial changes were incorporated into the Final compiled MIMP and were therefore fulfilled with the publication of the document as noted below. Some of the conditions imposed are not currently applicable as the development associated with the condition has not yet occurred. The status of all items is noted in red below.

### B. MIMP conditions and progress toward compliance

#### 1. 1997 MIMP

Prior to approval of the compiled final MIMP:

The compiled final MIMP shall appropriately reflect the following:

- A. The Campion Upper Division Housing alternative;  
**Completed.**
- B. That the density limit for Seattle University shall be defined by the total maximum developable gross floor area identified in the proposed final MIMP (2,239,664 square feet), to which may be added the gross floor area of the existing US West and Hospital Laundry (provided that they are re-used and not demolished), and to which may also be added the gross floor area of contemplated mixed use and residential structures in Areas B and D; and  
**Incorporated in adopted plan document.**
- C. That among the intents of the adopted MIMP is that:  
There be no increased spillover parking demand on public rights-of-way east of 12th Avenue; and  
**Incorporated in adopted plan document.**  
Except for parking spaces serving approved institutional uses on the same immediate site, there shall be no new permanent institutional surface parking lots serving more than 20 vehicles east of 12th Avenue (including leased parking).  
**Incorporated in adopted plan document.**

- D. Amendment of MIMP, second paragraph, page 65, to read as follows:

In accordance with the provisions of the City of Seattle Land Use Code, the setback requirements shall not apply to non-structural elements such as fences, freestanding walls, bulkheads, ramps and signs. The setback exceptions for these elements shall be subject to the Land Use Code's provisions for structures in required setbacks as applicable in the underlying zones. The setback requirements shall also not apply to (a) sky bridges, including their free standing supports; (b) building entrance canopies and (c) the first two stories of structures adjacent to 12th Avenue providing those first two stories include commercial uses (including University uses of a commercial nature), and have direct pedestrian access from 12th Avenue. Regarding (c) above, setbacks above two stories may be reduced to zero feet at the discretion of the Director of DCLU. Seattle University and the Director of DCLU will consult with the Citizens' Advisory Committee prior to any decision to propose or approve a zero setback."

**Incorporated on page 60 of the adopted document.**

- E. Add a new condition to the Open Space and Landscaping portion of the MIMP concerning perimeter and entrance improvements (page 41):

"For buildings along the west side of 12th Avenue which are new development, or which involve additions to or substantial rehabilitation of building facades facing 12th Avenue, Seattle University shall include building entrances that have direct access from 12th Avenue or are identifiable and visible from 12th Avenue and are attractive to pedestrians. If such buildings have usable area within the setback from the street, Seattle University is encouraged to design such area to include pedestrian-oriented open space, including such things as wide steps, plaza space or upper level terraces with outdoor seating. The Law School entrance onto 12th Avenue shall provide wide steps, plaza space or upper level terraces with outdoor seating facing onto 12th Avenue. Seattle University and the Director of DCLU will consult with the Citizens' Advisory Committee prior to any decision to propose or approve design of such areas."

**Incorporated and referenced on page 39 of the adopted document.**

**Lee Center faces and has its entrance on 12<sup>th</sup> Avenue. A glass façade was placed along 12<sup>th</sup> to create a pedestrian level visibility.**

- F. Add a new condition to the Open Space and Landscaping portion of the MIMP concerning perimeter and entrance improvements (page 41):

"In the event that Seattle University is able to locate retail-like uses (bookstore, bike shop, etc.) along the west side of 12th Avenue and is able to take advantage of a zero setback option, the second row of street trees along the inside margin of the sidewalk along 12th Avenue (as shown in the Open Space and Landscaping Plan (Figure 9) of the MIMP) should be deleted."

**Referenced on page 39 of the adopted document**

**No action under this item during the reporting period**

G. Add a new condition to the MIMP:

“In the event that Seattle University proposes the conversion of its development program under the transition rules in the 1996 Major Institutions Code, University shall be required to: 1) obtain the advice of the Seattle University Citizens’ Advisory Committee as required by the code; 2) hold at least one public hearing in the community; and 3) simultaneously consider, with Seattle University Citizens’ Advisory Committee input, supporting revisions to the development standards.”

**The University agrees.**

**No action under this item during the reporting period.**

In addition to any conditions below that might apply to specific developments, prior to issuance of any permit to demolish, construct or change or establish use pursuant to the compiled Final MIMP:

1. Seattle University shall (with regard to the project for which the permit is sought):

Provide plans showing the minimum screening and landscaping required by SMC Section 23.45.018.D for any new institutional surface parking lot serving 20 or more vehicles east of 12th Avenue (including on the US West, Hospital Laundry or Plant Services Building sites) which has been or is anticipated to be in service for a period of over one year; except that, in addition, the minimum depth of any landscaped area on the street side of a fence or wall shall be 4 feet. The standards of SMC Section 23.47.016.A.4 for additional landscaping shall also be met. The Director may modify these requirements if screening walls in keeping with the spirit and design described on page A1-6 of the Mayor’s Recommended 12th Avenue Development Plan are provided;

**No action under this item during the reporting period.**

2. Secure DCLU Director’s approval of a plan for management of construction personnel parking demand throughout the period of construction. The plan shall demonstrate that all construction personnel parking demand will be met off-street;

**The University was in compliance.**

3. Secure DCLU Director’s approval of a construction traffic plan for workers and truck deliveries/routes. The plan shall minimize disruption of traffic (including pedestrian traffic) on adjacent rights-of-way;

**The University was in compliance.**

4. Establish an internal design review process which shall include, prior to issuance of any Master Use or building permit(s), the solicitation of comments from the Citizens Advisory Committee on the design of campus buildings with a facade having, in the judgment of the Director of DCLU, substantial height, bulk or scale impacts on a City street or alley, or on adjacent non-institutional property;

**The University has a process in place.**

5. Document, to the satisfaction of the DCLU Director, that:
  - A. Energy conservation measures have been addressed.
  - B. Plans show the location, direction and intensity of proposed exterior lighting. Exterior lighting fixtures shall be shielded and directed away from adjacent land uses. Glare from lighting crossing the boundaries of the MIO onto a public right-of-way, or onto adjacent privately owned property, shall be reduced to acceptable levels. CAC input shall be considered in making this determination with respect to the proposed tennis facilities at the Connolly parking lot location.
  - C. Highly reflective glazing has been minimized;
  - D. Any required notice of proposed demolition(s) has been provided to Puget Sound Air Pollution Control Authority;
  - E. Any environmental health hazards, including from PCBs or any other source, will be identified and remediated. Sufficient plans for identification and remediation may include simply identifying how contact with other agencies having jurisdiction will be made.

**The University was in compliance.**

In addition to any conditions below that might apply to specific developments, prior to issuance of any temporary or permanent certificate of occupancy or final approval of any permit to demolish, change use, or alter or expand a structure or a parking lot pursuant to the proposed final MIMP

6. Seattle University shall provide the DCLU Director documentation that any and all required environmental health hazard remediation has been completed;  
**The University was in compliance.**
7. Seattle University shall provide any and all element(s) or feature(s) required to show on plans prior to issuance of the Master Use Permit.  
**The University was in compliance.**

Prior to issuance of any permit for development associated with the proposed Law School (including additions) at the preferred site:

**The Project was completed and thus no further action is required under this section.**

Prior to issuance of any permit for development associated with the proposed University Center, including the proposed skybridge:

10. Plans shall show, to the satisfaction of the DCLU Director:

**The Project was completed and thus no further action is required under this**

Prior to issuance of any permit to demolish, construct, or expand any structure or surface parking lot on the west side of 12<sup>th</sup> Avenue between East Spring and Jefferson Streets:

13. Seattle University shall provide plans showing substantial amenities rendering, in the judgment of the DCLU Director, the adjacent portion of the west side of 12<sup>th</sup> Avenue

genuinely encouraging to pedestrian circulation. Amenities may include but are not limited to benches, street art, information kiosks for general community use, awnings or canopies, fountains, special lighting, etc.

**No action under this item during the reporting period.**

- 13.1 In the event that Seattle University undertakes a substantial renovation of the facade facing 12th Avenue, addition to, or replacement of the University Services Building, the building should be designed in a way that does not preclude its suitability for include a major entrance off of 12th Avenue. Prior to a building permit for the project, Seattle University should present schematic plans showing the east facades of the project to the Seattle University Citizens' Advisory Committee for their review and comments and shall incorporate design elements intended to support the pedestrian and mixed use goals of the 12th Avenue Development Plan.

**No action under this item during the reporting period.**

Prior to issuance of any Master Use Permit to expand the parking area of or increase the number of vehicles served by the existing East Marion Street parking lot, or to issue any permit to demolish the structure at 925 12th Avenue

14. A plan acceptable to the DCLU Director shall be provided showing a view portal in the mid-block at the project location, together with additional parking lot screening and landscaping and pedestrian amenities.

**No action under this item during the reporting period.**

Prior to the issuance of any Master Use Permit for the proposed Marion Street Parking Garage and Multi-use Building

- 14.1 A plan shall be provided that avoids any above ground parking facades directly facing onto 12th Avenue. The garage may observe a setback of less than that shown on Figure 15 of the MIMP so long as no portion of the garage's east face is visible from 12th Avenue. The Marion Street Multi-use Building may observe a setback of less than 15 feet (including a zero setback) and shall be designed in a manner that does not preclude the use of ground floor (i.e. the floor essentially level with 12th Avenue) space for mixed or commercial use. The plans for the Multi-use Building shall show an entrance off of 12th Avenue, or an entrance easily accessible from 12th Avenue, as discussed in the Pedestrian Circulation section of the MIMP. If the project includes no entrance onto 12th Avenue, then the plans shall show improvements to the Spring Street entrance onto the campus that will make the entrance more prominent and attractive to pedestrians on 12th Avenue. Prior to the issuance of a building permit for the construction of the Marion Street Garage and Multi-use Building, Seattle University should present schematic plans showing the east facades of the project to the Seattle University Citizens' Advisory Committee for their review and comment and should incorporate design elements intended to support the pedestrian and mixed use goals of the 12th Avenue Development Plan.

**No action under this item during the reporting period.**

Prior to issuance of any permit to construct the proposed Campion Garage or any alternative to it:

**Section deleted with project completion.**

Prior to issuance of any permit to construct the proposed Campion Upper Division Student Housing project:

**Section deleted with project completion.**

During any construction or demolition related to the Law School, Plant Services Building, or Upper Division Student Housing/Marion Street Parking Garage pursuant to the compiled Final MIMP:

18. Seattle University shall ensure that any construction activity not conducted entirely within an enclosed structure is limited to non-holiday weekdays between 7:30 a.m. and 6:00 p.m. These limitations may be subject to revision at the sole discretion of DCLU to allow work of an emergency nature; work that would substantially shorten the construction period; work requiring obstruction of right-of-way; work of low noise impact; landscape activities which do not require use of heavy equipment (e.g. planting); and scheduling of work to avoid significant disruptions of classroom activity. A written request for revision of the hours of construction activity must be submitted to the DCLU Director at least three working days prior to the date of the proposed activity.  
**Seattle University was in compliance for projects completed during the reporting period of July 2012 – January 2013.**

Seattle University shall also:

19. Ensure that construction equipment mufflers, engine intake silencers, and engine enclosures are properly sized and maintained; and that equipment is turned off rather than idled when not in use.  
**Seattle University was compliance for all projects during the reporting period of July 2012 – January 2013.**
20. Ensure that stationary equipment is placed as far away from sensitive receiving locations as possible. Where this is not feasible, or where noise impacts are still adverse, portable noise barriers shall be placed around the equipment with the opening directed away from the sensitive receiving property. These measures are to be especially applied to pumps, compressors, welding machines, and similar equipment that operate continuously and contribute to high, steady background noise levels.  
**Seattle University was compliance for all projects.**
21. Ensure that hydraulic or electric models are employed instead of impact tools such as jackhammers, rock drills and pavement breakers.  
**Seattle University was compliance for all projects.**
22. Ensure that haul routes used by contractors minimize the impacts of truck-related noise on sensitive noise receivers. Hauling of construction materials shall be limited to non-

holiday weekdays between 7:30 a.m. and 6:00 p.m.

**Seattle University was in compliance.**

In addition to any of the above conditions related to specific development activities, during any construction:

Seattle University shall:

23. Assure compliance with approved plans for management of construction personnel parking demand.  
**Seattle University complied with this condition.**
24. Secure all construction sites with fencing, and provide nighttime lighting of sites;  
**Seattle University complied with this condition.**
25. Advise affected locals (including businesses) of potential dates and times of construction-related utility service and rights-of-way disruptions  
**Seattle University complied with this condition.**
26. Notify the Seattle Police and Fire Departments about utility shutdowns and road closures on and off campus;  
**Seattle University complied with this condition.**
27. Keep construction debris to a minimum and transport it off campus as soon as possible;  
**Seattle University complied with this condition.**
28. Properly locate underground utilities prior to excavation;  
**Seattle University complied with this condition.**
29. Eliminate all silt and construction debris from storm water run-off before it enters public sanitary and/or storm sewer mains.  
**Seattle University complied with this condition.**

Prior to issuance of any temporary or permanent certificate to occupy the proposed Campion Upper Division Student Housing project:

30. Section deleted with completion of the project.  
**Included in Student Center planning.**  
**Section deleted with completion of the project.**

Prior to either 1) construction of the Campion Garage and/or alternative structured parking or 2) implementing the plan for a permanent parking solution called for in Conditions Nos. 32 and 33 immediately below:

31. The amount of temporary leased surface parking shall be limited to 250 spaces. After conclusion of either of the foregoing options, the amount of leased surface parking within 2,500 feet of the boundaries of the MIO shall be limited to 100 spaces. No such permanent leased parking shall be located east of 12th Avenue, unless located in structured parking garage(s). Except as provided elsewhere among these conditions, this parking shall be



allowed at street level in commercial zones notwithstanding the provisions of SMC 23.69.022(A)(2).

**The university leased a total of 45 parking stalls in January 2013 when the 1997 MIMP expired.**

In the event that the 600-space Campion Garage is not completed by December 1999 to accommodate Seattle University's anticipated increased peak parking demand at the time of the opening of the Law School (in 1999), prior to June 1, 2000:

**Entire section deleted with completion of the parking garage.**

For the life of the project:

35. All campus bollards used to restrict access to internal campus streets should be equipped with locks that are compatible with the requirements of Seattle Police and Fire Department vehicles.

**Completed.**

36. Seattle University shall maintain all parking per plan.

**Completed.**

37. On each anniversary of the adoption of the proposed final MIMP, or the fiscal year end (at the choice of Seattle University), Seattle University shall submit an annual report to the Department of Construction and Land Use and to SEATRANS (or successor(s)). This shall be done to facilitate monitoring of the plan. The annual report shall provide information sufficient, in the judgment of the DCLU Director, to assess progress on the development program and TMP, and compliance with all applicable development standards and conditions. The report shall include, but not be limited to, information on building inventory changes; projects pending, in progress, and/or completed; the amount of commercial space in NC2-zoned areas east of 12th Avenue; MIMP objectives achieved, conditions met, pending revisions, and other information as appropriate to monitor development under the MIMP. The annual report shall also include a TMP progress report, providing all available information regarding TMP effectiveness, and detailing in particular progress toward meeting SOV goals.

**This report is the final report covering the progress under the 1997 MIMP and covers the period from July 2012 through January 2013.**

#### **CONDITIONS OF APPROVAL - REZONES**

Prior to issuance of any permit to construct the Plant Services Building at the preferred site:

38. Plans shall show substantial elements, which, in the judgment of DCLU's Director, would be compatible with a future mixed-use environment. These elements shall include ground floors with a minimum ground floor-to-ceiling height of 13 feet, no blank facades longer than 30 feet, pedestrian entrances on 12th Avenue and East Cherry Street, and no surface parking adjacent to 12th Avenue or East Cherry Street. DCLU may waive one or more of these standards if a commercial use is incorporated in the project and renders it as or more compatible with a future mixed-use environment. Commercial uses may include SU uses of a commercial nature, such as a surplus store or a copy center, which can be patronized by the public.

**1218 East Cherry building is being used as a university office building in which the occupants have frequent interaction with non-university community members. This use has increased the pedestrian scale along East Cherry Street. Long term development for the building has yet to be decided.**

For the life of the project:

39. Any single-purpose residential development of commercially zoned property in Area B or D shall comply with the standards of SMC Section 23.47.008 (Mixed Use Development). Moreover, the market for the commercial space shall be documented prior to issuance of any permit to construct such a structure and, unless subject to a substantial commercial lease, at least once every 5 years thereafter. If there is a demand for market-rate commercial uses, which are consistent with a pedestrian-oriented mixed-use environment, preference shall be given to leasing ground floor space to such uses over continuing residential uses. However, such preference shall be required only when sufficient demand is documented that commercial uses will likely occupy block frontage of adequate size and locations to incorporate commercial uses without substantially disrupting remaining ground floor residential uses. Evaluation of the above-identified factors shall be at the sole discretion of the DCLU Director. To assure adequate monitoring of commercial leasing overtures, the required annual report of progress pursuant to the MIMP shall contain a section describing the status of development in the commercially zoned portions of Areas B and D, and the required time frames for and results of advertising action.

**No action under this item during the reporting period.**

40. Non-residential institutional uses in Area C and on the US West site shall be limited to those which the DCLU Director determines to be no more impactful than existing non-conforming uses (according to standards such as those stated at SMC Section 23.45.184.D). In making such a determination, the Director shall consult with the SU CAC.

**Seattle University has purchased, renovated and occupied the US West/ Qwest site at 1313 E. Columbia. (Purchase in 2007, renovation, 2008 and occupancy from 2009 to present.) The SU CAC reviewed and provided comment to the process. There has been no further development on this site or in Area C during the reporting period.**

41. Height in the proposed MIO-50 zones with NC2-40 underlying zoning shall be limited to 44 feet in structures built to the mixed use standards of SMC Section 23.47.008. The height of any other structures in these areas serving major institution uses shall be limited to the underlying zone standards.

**The Admissions & Alumni Building, at 824 12<sup>th</sup> Avenue, purchased and renovated between 2007 and 2009, complies.**

42. Structures in the L3-zoned portion of Area B north of East Columbia Street, and in the L1-, L2-, and L3-zoned portions of Areas C and D shall be limited to the underlying zone height standards. Any height non-conformities of the existing structure in Area C will be permitted to be maintained (but not expanded) if the existing structure merely is

proposed for a change to institutional uses.

**No action under this item during the reporting period.**

43. Where provisions regarding Transition in Height and Scale height limits are inconsistent with adopted conditions of approval, the conditions of approval shall prevail.

**No action under this item during the reporting period.**

44. A major or minor master plan amendment shall be required if the proposed uses for the multi-use building at the East Marion Street site are determined by the DCLU Director, in consultation with SU and SU's CAC, to have substantially different adverse impacts than those identified in the FEIS, including its addendum(s).

**No action under this item during the reporting period.**

45. As commercial and residential properties are acquired (e.g. the medical office building in Area A), the University should allow existing uses to continue on an interim basis until such time as the property is required for campus use. The leaseback period shall last a minimum of three (3) months, allowing existing businesses and residents to remain and to plan accordingly.

**Seattle University acquired the site at 726 Broadway, previously a Medical Office Building, in 2010. However it was demolished by the previous owners, and sold to Seattle University as vacant land. Seattle University has incorporated the legal acquired parking stalls from the site, and has landscaped the remaining vacant land. The tenants and owners for the property located at 824 12<sup>th</sup> Avenue were able to relocate the business according to their time schedule.**

- 45.1 In the event that Seattle University proposes changes to the proposed MIMP uses it shall be required to 1) obtain the advice of the Seattle University Citizens' Advisory Committee for any proposed amendment as required by code; 2) hold at least one public meeting open to the community concerning the changes; and 3) simultaneously consider, with Seattle University Citizens' Committee input, supporting revisions to the development standards as they might apply to the within the MIP boundary expansion are east of 12<sup>th</sup> Avenue, Seattle University Area.

**No amendments were obtained between July 2012 and January 2013.**

#### **CONDITIONS OF APPROVAL - SEPA**

##### For the life of the project:

Pursuant to the City's SEPA regulations (Chapter 25.05 SMC), proposed developments not reviewed at the project level in the FEIS shall require additional environmental review at the time of application for Master Use and/or building permits. Additional environmental review may also be required for those proposed developments which were reviewed at the project level in the FEIS if required by the City's SEPA regulations, e.g., if there is a substantial project change so that the project is likely to have an adverse environmental impact not adequately considered in the master plan EIS. Additional environmental information may be provided as addendum(s) to the FEIS, unless the DCLU Director determines that supplemental EIS(s) are necessary.

### **No action under this item during the reporting period**

Finally, compliance with Condition(s) Nos. 1-8, 10, 12-17, 32, 33, 37-40 and 46 shall be verified and approved by the DCLU Director at the specified development stage, as recommended in the Director's decision. The responsible party(s) should be required to make an appointment with the DCLU Land Use Division at least three working days in advance of a field inspection. The Director would ultimately determine whether the condition requires submission of additional documentation or a field verification to ensure that compliance has been achieved.

**Seattle University was in compliance.**

## **2. 2013 MIMP**

The current MIMP, adopted in 2013, was approved by the Seattle City Council on 12 December 2012. As part of the approval there were a number of editorial changes to the MIMP draft mandated and some additional conditions. The requested editorial changes were incorporated into the Final compiled MIMP and were therefore fulfilled with the publication of the document as noted below. Some of the conditions imposed are not currently applicable as the development associated with the condition has not yet occurred. The status of all items is noted in **red** below, the reporting period for the 2013 MIMP is January 2013 through June 2013.

### **2013 MIMP City Council Conditions:**

#### **A. Changes to the scope or conditions of the MIMP:**

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

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

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

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

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

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

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

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

**July 2013 Update: The graphics were incorporated into the final compiled MIMP of March 2013.**

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

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

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

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

**July 2013 Update: This language was incorporated into the final compiled MIMP of March 2013, no development has been proposed on these sites during the reporting period.**

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

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

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

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

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

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

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

**July 2013 Update: This change to the graphic was incorporated into the final compiled MIMP of March 2013.**

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

**July 2013 Update: This change to the graphic was incorporated into the final compiled MIMP of March 2013.**

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

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

**July 2013 Update: This language was incorporated into the final compiled MIMP of March 2013, no parking has been developed during the reporting period.**

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

"Neither the short nor long term development plans propose future development on the 1300 East Columbia site (not currently under university ownership). Given the sensitive edge condition of this site, high-quality, welcoming open space shall be provided prior to or simultaneously with development at 1300 East Columbia Street consistent with the requirements of this condition. This open space shall be publicly accessible and urban in character, providing relief both visually and in the activities offered. Elements of these spaces shall include, but are not limited to, landscaping, hardscaping, seating, artwork, trash receptacles and irrigation. The Admissions and Alumni courtyard just east of 12th and Marion provides an example of such high-quality open space.

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

"Given the sensitive edge condition of the site located at 1313 East Columbia (#312), high-quality, welcoming open space shall be provided prior to or simultaneously with development at this site consistent with the requirements of this condition. This open

space shall be publicly accessible and urban in character, providing relief both visually and in the activities offered. Elements of these spaces shall include, but are not limited to, landscaping, hardscaping, seating, artwork, trash receptacles and irrigation. The Admissions and Alumni courtyard just east of 12th and Marion provides an example of such high-quality open space.

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

**July 2013 Update: This language was incorporated into the final compiled MIMP of March 2013, no purchase or development at these locations has occurred during the reporting period.**

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

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

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

**July 2013 Update: This change to the graphic was incorporated into the final compiled MIMP of March 2013.**

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

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

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

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

**July 2013 Update: This change was incorporated into the final compiled MIMP of March 2013.**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



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

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

**23. Delete pages vii-ix.**

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

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

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

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

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

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

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

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

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

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

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

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

conceptual at this point. For this master plan to be successful, it is necessary to balance the rigor of specific requirements with the flexibility to address future needs as new conditions arise."

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

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

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

"Existing Underlying Zoning & MIO overlay"

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

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

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

"Proposed MIO Boundary Expansion & Underlying Zoning"

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

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

- 12<sup>th</sup> and Madison
- Academic and Housing One Madison

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

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

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

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

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

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

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

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

**39. Page 126, shall be amended as follows:**

"Existing and Future City of Seattle Landmarks"

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

Coca-Cola Bottling Plant (1939 - ca. 1970)

Pacific Northwest Bell Telephone Company

Qwest Communications Maintenance Facility (1991- 2007)

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

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

**C. Council approved conditions to add to the MIMP**

**40. Seattle University shall create and maintain a Standing Advisory Committee to**

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

**July 2013 Update: No projects meeting this size criteria have been proposed during the reporting period, therefore the Standing Advisory Committee was not convened.**

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

**July 2013 Update: No MIMP projects have been proposed during the reporting period.**

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

The plans shall be prepared consistent with the provisions of the Seattle Right-of-Way Improvements Manual. Elements of the plan must include, but are not limited to: street-level setbacks and land uses, the pedestrian environment, private/public realm interface, pedestrian level lighting, way-finding, streetscape furniture, landscaping, and tree selection. The plans shall also address all Pedestrian Master Plan priority improvement locations and facilities identified in the Bicycle Master Plan. Where there are bike lanes and right-turn-only lanes at the same corner, the plan shall evaluate the feasibility of installing National Association of City Transportation Officials-standard bicycle facilities.

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

**July 2013 Update: This process was not initiated during the reporting period.**

#### **D. REZONE CONDITIONS**

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

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

street-level designs shall also be shaped by the design guidelines outlined in the Campus and Community Context chapter."

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

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

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

3. The following sentence shall be added to the end of page 140 as follows:

"Along 12th Avenue, non-street-activating uses shall be limited to no more than 20% of the 12<sup>th</sup> Avenue street front facade so as not to dominate any block."

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

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

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

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

- a) Provide a minimum number of units equal to the number of units to be demolished or changed;
- b) Provide no fewer than the number of 2 and 3 bedroom units as those in the units to be demolished or changed;
- c) Contain no less than the gross square feet of the units to be demolished or changed;
- d) The general quality of construction shall be of equal or greater quality than the units to be demolished or changed; and
- e) The replacement housing will be located within the First Hill/Capitol Hill

Urban Center and the area east of that center to Martin Luther King Jr. Way."  
**July 2013 Update: This language was incorporated into the final compiled MIMP of March 2013. No development has occurred during the reporting period.**

#### **E. CONDITIONS-SEPA**

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

The final compiled MIMP shall include a listing, with page references, of each mitigating measure in the final EIS.

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

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

**See the attached tables for this information.**

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

**See the attached tables for this information.**

**3 PROGRESS IN MEETING THE TRANSPORTATION MANAGEMENT PROGRAM**

**A. General Overview**

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

The 2013 MIMP maintains the primary elements of the 1997 TMP along with a number of new initiatives as outlined below.

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

Neighborhood Parking Control: The Director of Public Safety & Transportation continues to meet monthly with the Seattle Police East Precinct and encourage parking enforcement efforts undertaken by the City this year, since SPD has hire additional parking enforcement staff and thus provide more parking enforcement in the RPZ zones (#2 & #7) located on the campus perimeters. We continue to support the existing RPZ's in the manner described in the TMP. We continue to follow through on requests from residents in the area and urge the Police Department to enforce parking regulations in the zone. The university participated in city/community efforts to make on street parking available to more residents and business customers.

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

#### **B. Goals and Objectives**

As mentioned above the 1997 MIMP had goals for the percentage of the campus population that arrives via an SOV, of 55% for commuter students, 60% for faculty, and 40% for staff. The 2013 MIMP has revised these goals to reduce the overall percentage of the entire daytime population arriving by SOV to 35% - a much more aggressive goal than the 50% required by Seattle Municipal Code.

## **Elements of the 2013 Transportation Management Plan**

### **Element: Transit**

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

Strategies:

1. Keep the cost of transit commutes below the cost of SOV commutes by providing the following incentives
  - a. Faculty & Staff: Subsidize a minimum of 50% of the cost of an individual transit pass for faculty and staff commuters, including cross Sound commuters, and provide a regional pass for \$10 per month.  
**Seattle University provides faculty and staff with a tri-county ORCA pass which covers Metro, Community Transit, Sound Transit, Kitsap and Pierce Transit for \$10 per month. In addition employees who use the Washington State Ferry System are eligible for a 75% subsidy.**

- b. Commuter Students: Maintain a minimum subsidy of 30% for all types of passes for commuter students without a parking pass. Maintain the average daily SOV parking rate at a point that is higher than the cost of the average subsidized transit trip.  
**Commuter students are eligible for a subsidized ORCA pass for \$300 per academic year or \$400 per calendar year. Students are also eligible for a 30% subsidy on ferry passes. This is a subsidy of 75-80% of the cost, well over the 30% minimum. In addition, the cost to park a SOV on a daily basis is \$630 for the academic year, or \$840 for a calendar year, well above the cost of the transit pass.**
  - c. Provide a guaranteed ride home to transit users in the event of an emergency.  
**Seattle University has a Guaranteed Ride Home program that pays the cost of a cab ride home in case of an emergency for staff that do not drive to work.**
  - d. Provide staff access to a subsidized car share program.  
**Seattle University participates in a ZIP Car program under which the car may be used for either University business (employees only) or for an employee's or student's personal use.**
2. Work to improve transit access and utilization by:
- a. Continuing the "Bus-It" program which allows resident students to check out a transit pass for off-campus trips.  
**The University has in place a program for resident students to check out a bus pass on a daily basis for off campus trips.**
  - b. Continuing to work with neighboring institutions, King County Metro, and other agencies to improve transit access around the campus.  
**Seattle University does quarterly networking meetings with our institutional neighbors, and participates in community groups with an interest in transit issues such as the 12<sup>th</sup> Avenue Stewards. The University also continues to make payments toward the local Residential Parking Zone.**
  - c. Developing and participating in programs such as shuttle services, subsidizing transit routes or other programs that will improve transit access to the University and connections with the light rail stations.  
**Free airport shuttle service is provided at school breaks, as well as pick-up and drop-off service to the light rail stations.**
  - d. Evaluating the costs and benefits of consolidating the transit pass programs into a single program that is funded through a transportation fee and SU subsidies.  
**The ORCA pass system is now in place.**
  - e. Improving customer access to transportation planning services and subsidized transit passes.  
**The University maintains a Transportation website and includes links to outside agencies. In addition there is a central office on campus to assist student, staff and visitors with transportation planning.**



## Element: High Occupancy Vehicles

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

Strategies:

1. Keep the cost of HOV commutes below the cost of SOV commutes by:
  - a. Providing a 50% parking fee discount for 2 person carpools  
**This is provided.**
  - b. Providing free parking for MaxiPools (4+ SU passengers)  
**This is provided.**
  - c. Subsidizing Van Pool and Van Share riders at the same rate as transit riders and provide free parking.  
**The University provides free parking and a \$100 stipend to each VanPool or VanShare.**
2. Increase ridership by:
  - a. Marketing program benefits to the SU population.  
**Some marketing is done at orientation and similar campus events. The campus transportation website also provides information.**
  - b. Working with other First Hill institutions to fill vans with SU riders.  
**This possibility is currently being explored.**
  - c. Marketing to potential riders through promotions, special events, and promotion of Metro's RideShare program.  
**A marketing campaign is in the planning stages.**
3. Provide the following benefits:
  - a. HOV and Parking subsidies  
**The University provides free parking and a \$100 stipend to each VanPool or VanShare.**
  - b. Guaranteed Ride Home program  
**Seattle University has a Guaranteed Ride Home program that pays the cost of a cab ride home in case of an emergency for staff who do not drive to work.**
  - c. Preferential parking  
**Preferential parking stalls are provided for high occupancy vehicles.**
  - d. Staff access to ride share program.  
**Seattle University participates in a ZIP Car program under which the car may be used**

**for either University business (employees only) or for an employee's or student's personal use.**

## **Element: Bicycles**

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

Strategies:

1. Provide the following support services:
  - a. Covered and open bicycle parking spaces that exceed demand.  
**The campus has 130 covered bike spaces and 215 uncovered spaces currently and usage is monitored to ascertain demand.**
  - b. Access to showers and lockers in the student center.  
**Access is provided to locker rooms and showers in the Student Center and Fitness Center.**
  - c. Assistance on learning how to become a bicycle commuter.
  - d. **The SU Cycling Club provides assistance, and bike route maps are provided on the SU Transportation website, along with information on security, showers, etc.**
  - e. Improve access to bicycles for campus members through promotions, partnerships with local bike shops, or a bike share program.  
**A bike share program is being investigated in 2013-2014.**
2. Provide incentives and benefits including:
  - a. Guaranteed ride home in case of emergency  
**Seattle University has a Guaranteed Ride Home program that pays the cost of a cab ride home in case of an emergency for staff who do not drive to work.**
  - b. Two free SOV parking passes per month for staff who commute by bike.  
**Currently, staff who commute by bike are eligible to receive five days of free parking per month, if they are registered with the SU Transportation office as bicycle commuters.**
  - c. Staff access to ride share program  
**Seattle University participates in a ZIP Car program under which the car may be used for either University business or for the employee's personal use.**
  - d. Develop additional benefits such as discounts at a local bike shop, periodic drawings for prizes and individual recognition.  
**Work on this is in the planning stages.**

3. Evaluate the need for additional bike racks and/or lockers throughout campus.  
**This study is complete. An implementation plan is currently in the planning stage. There will likely be a combination of new bike lockers, bike racks and covered bike storage in place by Fall 2014.**

**Element: Pedestrians**

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

Strategies:

1. Provide the following support services:
  - a. Access to showers and lockers in the Student Center.  
**This access is provided**
  - b. Work with SDOT to improve pedestrian crossings on Madison Street and Cherry Street.  
**Work on the Madison streetscape will occur in 2014, in conjunction with the Madison Bus Rapid Ride development. Work on Chery Street will follow the Madison and Broadway work. Seattle University has also been trying to work with SDOT on pedestrian safety on Marion and 12<sup>th</sup>.**
2. Provide the following incentives and benefits:
  - a. Guaranteed ride home in case of emergency  
**Seattle University has a Guaranteed Ride Home program that pays the cost of a cab ride home in case of an emergency for staff who do not drive to work.**
  - b. Two free SOV parking passes per month for staff  
**Currently, staff who walk to work are eligible to receive five days of free parking per month, if they are enrolled as walkers with the University.**
  - c. Staff access to car share program.  
**Seattle University participates in a ZIP Car program under which the car may be used for either University business (employees only) or for an employee's or student's personal use.**
  - d. Security escorts for trips within two blocks of campus  
**The University's Nighthawk program provides free rides to all addresses within six blocks of campus between 6:00 pm and midnight Sunday through Thursday and until 2:00 am on Fridays and Saturdays. Students, Faculty and Staff may also request a walking escort to locations within two blocks of campus 24 hours a day, seven days a week.**
3. Develop additional benefits such as periodic drawings for prizes and individual recognition.  
**A program is under development.**

## Element: Marketing

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

Strategies:

1. Maintain on-line kiosk in Student Center  
**There is a Kiosk in the Student Center.**
2. Maintain on-line access to transportation services  
**The Seattle University website has an extensive section on Transportation options. The link to this section is: <http://www.seattleu.edu/transportation/commuting/advantages/>**
3. Provide program information to the campus population through orientation sessions, email notices, enclosures in student information packets and office hours for transportation office  
**This information is provided regularly.**
4. Provide a minimum of four Commuter Information Centers on campus  
**There are information centers in the Student Center, the University Services building and in the campus Collegia – which are campus gathering places provided expressly for commuter students.**
5. Promote programs in campus publications  
**This is done on a regular basis.**
6. Establish a comprehensive high-profile marketing campaign that is visible to each member of the campus community on a monthly basis.  
**The University's Marketing and Communications department is embarking on a new marketing campaign for the campus in 2014.**
7. Increase the number of Transit Kiosks on campus and include live/on-line transit planning web access at each Kiosk.  
**Currently there is only one active kiosk on campus, located in the law school. The Transportation Manager is working to determine other locations and the costs to expand the kiosk system.**
8. Organize unique, campus-wide opportunities, such as events, to promote transportation alternatives.  
**These have not yet been organized.**
9. Provide dedicated liaisons on campus to provide assistance and be a resource for transportation initiatives.  
**The Department of Public Safety has a Transportation position for this purpose.**
10. Maintain and expand partnerships with community organizations to increase Seattle U's visibility in the community.  
**Seattle University does quarterly networking meetings with our institutional neighbors, and participates in community groups with an interest in transit issues such as the 12<sup>th</sup> Avenue Stewards and the Squire Park neighborhood association.**

11. Maintain and expand partnerships with Student Development organizations on campus.  
**The transportation coordinator position works closely with Student Development.**

**Element: Institutional Policies**

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

Strategies:

1. Increase on-campus student housing as described in the master plan.  
**Seattle University is currently preparing a ten year Strategic Facilities Plan which will include student housing.**
2. Establish policies to promote flextime, telecommuting, compressed work weeks and other programs that would reduce PM peak hour commute trips.  
**These policies are under review by the University Human Resources Department.**
3. Reduce campus generated trips by restricting freshmen resident students and discouraging other resident students from bringing vehicles to campus.  
**This policy is in place.**
4. Increase opportunities for on-line learning and access to campus services.  
**A new program has been established to create an on-line learning program.**

**Element: Parking**

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

Strategies:

1. Minimize the amount of on-campus parking required to support University operations by:
  - a. Maintain SOV monthly parking rates at a point greater than the monthly cost of a transit commute.  
**Monthly transit passes cost approximately 10% of the monthly cost for SOV parking.**
  - b. Reducing resident parking demand by listing remote vehicle storage suppliers, limiting residence permits, and providing residents with access to transit passes.  
**Currently residential permits are limited and students have access to discounted Orca passes or may check-out a pass for one day use.**
  - c. Maximizing the efficient operation of garages and lots by implementing parking control, monitoring and security systems.  
**Parking control and monitoring is in effect.**

- d. Encouraging SOV alternatives by maintaining discounted parking rate for motorcycles and providing a minimum of three days each quarter for HOV program participants to park free.  
**Motorcycle parking is provided on campus for \$45.00 annually. HOV commuters in Maxi-pools of 4 for more park for free on campus. Carpoolers receive approximately one free day per week for solo trips.**
  - e. Limiting potential growth in parking demand by promoting and providing incentives for travel modes such as transit, bicycling, and walking that do not require a parking stall.  
**As detailed above, Seattle U provides a wide variety of incentives to encourage staff and students to commute without a car.**
  - f. Keeping parking supplies close to the minimum code requirements and restricting the number of parking permits while monitoring demand to limit spillover parking in the neighborhood.  
**As campus projects occur that impact the parking supply the code minimum and maximum stall count is monitored and adjusted. Parking demand is also monitored in order to limit spillover.**
2. Minimize impacts to the surrounding community by:
- a. Continuing to support existing RPZs and work with RPZ neighbors and partners to improve effectiveness of City enforcement. Work with the City to more effectively manage permit process.  
**Seattle U pays into the fund for the local RPZ and with SDOT regarding parking issues in the surrounding community.**
  - b. Work with SDOT and neighborhood groups to manage on-street parking.
  - c. Seattle University does quarterly networking meetings with our institutional neighbors, and participates in community groups with an interest in transit issues such as the 12<sup>th</sup> Avenue Stewards and the Squire Park neighborhood association. In addition, we work closely with SDOT on issues bordering the campus.
3. Developing and maintaining an event parking management plan that includes the following elements:
- a. Identification of a threshold (the size, timing, and type of event) that initiates plan implementation.  
**A committee has been formed to prepare this plan and an initial meeting has taken place. The plan should be in place prior to the University's June 2014 report.**
  - b. Pre-event notification to attendees to encourage non-SOV travel modes.  
**A committee has been formed to prepare this plan and an initial meeting has taken place. The plan should be in place prior to the University's June 2014 report.**
  - c. Procedures for signing and staffing events to direct attendees to parking supplies.

**A committee has been formed to prepare this plan and an initial meeting has taken place. The plan should be in place prior to the University's June 2014 report.**

**Element: TMP Regulation and Monitoring**

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

Strategies:

1. Establish a campus wide SOV goal of 35% for the daytime campus population.  
**This goal has been established for the entire daytime campus population as part of the 2013 MIMP.**
2. Maintain a Transportation Coordinator position.  
**This position is part of the Department of Public Safety and Transportation.**
3. Conduct a survey of the faculty, staff and student population every two years that is based on the transportation survey form.  
**The next survey will be done in early 2014.**
4. Conduct CTR surveys every two years.  
**The 2013 CTR survey is complete and is attached to this report.**
5. Provide annual reports to SDOT.  
**The annual reports are provided to SDOT, as well as the biennial CTR Surveys.**

**Seattle University  
Major Institution Master Plan  
Annual report July 2012 – June 2013**

**Development Activity within the Major Institution Overlay Boundary**

**New Non-Leased Activity during the Reporting Period**

<b>Name of Building and Address</b>	<b>Proposed Use</b>	<b>Gross Square footage</b>
There was no development activity in excess of 4,000 gross sf during the reporting period. There were no new land or building acquisitions during the reporting period.		



**Seattle University**  
**Major Institution Master Plan**  
**Annual report July 2012 – June 2013**

**Development Activity within the Major Institution Overlay Boundary**

**New Leasing Activity during the Reporting Period**

<b>Name of Building and Address</b>	<b>Proposed Use</b>	<b>Gross Square footage</b>
Pacific Northwest Research Institute, 720 Broadway	Renewal of existing lease	2,545

**Seattle University**  
**Major Institution Master Plan**  
**Annual report July 2012 – June 2013**

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

**New Land and Building Acquisition during the Reporting Period**

<b>Name of Building and Address</b>	<b>Proposed Use</b>	<b>Gross Square footage</b>
There were no land or building acquisitions within 2,500 of the MIO boundary during the reporting period.		

**Seattle University**  
**Major Institution Master Plan**  
**Annual report July 2012 – June 2013**

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

**New Leasing Activity during the Reporting Period**

<b>Name of Building and Address</b>	<b>Proposed Use</b>	<b>Gross Square footage</b>
Union Art Studio 1100 E. Union St #1D	Art Studio	1,400
Bullitt Center 1501 E Madison	Center for Environmental Justice and Sustainability	7,699 rsf