The background of the cover is a photograph of the University of Washington Seattle Campus. In the foreground, a large crowd of students is walking on a paved path. In the middle ground, there is a large fountain with multiple jets of water. In the background, there is a dense forest of green trees and a large, snow-capped mountain under a clear blue sky.

**UNIVERSITY OF WASHINGTON
MASTER PLAN
Seattle Campus**

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ANNUAL REPORT

2020

Preface

The University of Washington's Seattle campus, recognized as one of the most beautiful in the United States, plays host to thousands of students, staff and faculty every day amid natural beauty (Portage Bay, Lake Washington and the Cascades) and a mixed surrounding environment of neighborhoods. For several decades the University, surrounding neighborhoods and the City of Seattle have engaged in collaboration to yield physical development plans for the University, recognizing that the University has a necessary mission and that the surrounding neighbors have interests in how the University grows and changes physically to meet that mission.

This document is the first annual report on physical development under the University of Washington's Seattle Campus Master Plan as approved by the Seattle City Council in February 2019. The report is structured to respond to reporting requirements found in the City University Agreement (Ordinance 121193); the ordinance approving the Campus Master Plan (Ordinance 125733); and the Conditions of Approval attached to that ordinance. **This report covers January through December 2019.**

These reports are submitted annually to the Seattle Department of Construction & Inspections, Department of Neighborhoods, Department of Transportation, the Seattle City Council and the City/University Community Advisory Committee (CUCAC).

This report was compiled by staff in the UW Office of Regional & Community Relations, UW Capital Planning & Development, UW Transportation Services Office, and UW Real Estate Office.

For questions or comments, please contact Aaron Hoard in the Office of Regional & Community Relations at ahoard@uw.edu or 206-221-7684.

This report can be printed from the web and is posted on the web at:
www.washington.edu/community

Executive Summary

In this reporting period, two sites have been selected by the University of Washington for development: S40 (Health Sciences Education Building) and C4 (Founders Hall). However, no projects have been completed during this time. The University measured a 18.2% single occupancy vehicle rate, which is a decline of 0.7% since 2018. In July 2019, the University began offering a fully subsidized U-Pass to 14,000 Classified Staff and Academic Student Employees. As this the beginning of a new Master Plan, most Conditions of Approval have not been completed yet.

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CITY UNIVERSITY AGREEMENT REPORTING REQUIREMENTS

The following reporting is provided per section II.D. Reports of the City University Agreement.

Section 1: Campus Development

1. The University will prepare and submit reports to DPD, the City Council and CUCAC which will provide the following information on a semiannual basis up to 2008 and thereafter on an annual basis:

a. A status report on all ongoing development projects at the University;

Capital Budget Requests

The final 2017-19 Legislative Capital Budget (including changes from the biennial and supplemental budgets, which were both approved during the 2018 legislative session) appropriates \$84 million in new funding from the State Building Construction Account for major projects. This includes appropriations for a College of Engineering pre-design project (\$600,000) and to the Burke Museum (\$24.9 million). Funding for Health Sciences related projects include Magnuson Health Sciences T-wing renovation (\$10 million) and funding for the Population Health Sciences building (\$15 million). The budget also appropriates \$20 million for the Center for Advanced Materials and Clean Energy Technology, \$10 million to renovate Parrington Hall (Evans School), pre-design and design funds for new buildings at UW Bothell and Tacoma campuses, and \$100,000 from state funds for the Buy Clean Washington Study.

The final budget appropriates \$56.3 million from the UW Building Account to fund minor capital repair and preventative maintenance. Minor capital repair includes infrastructure upgrades, building repairs, utilities and site work repair, life safety, and classroom improvements. The budget also appropriated \$17.5 million from the UW Building Account for seismic upgrades to existing buildings.

Table 1 - Campus Master Plan Identified Sites for Development

Project Name	CMP Site	Program Description	Anticipated Start
Health Sciences Education Building	S40	Academic	2020
Founder's Hall	C3	Academic	2020

Table 2 - Sites Under Construction or Projects Completed

Project Name	CMP Site	Gross Sq. Ft.	Net New Sq. Ft	Status
None to date under 2019 Master Plan	N/A	0	0	N/A
TOTAL:		0	0	

Table 3 - Development by Sector

Sector	Potential Net New Max Sq. Ft.	Maximum % Development	2019 Net New Development	Current Total Net New Development	Current Total Net New % Development
Central	900,000	15%	0	0	0%
West	3,000,000	50%	0	0	0%
South	1,350,000	23%	0	0	0%
East	750,000	12%	0	0	0%
TOTAL:	6,000,000	100%	0	0	0%

b. Proposed project development changes, and major and minor amendments;

- Proposed Project Changes: There have been no project changes during this reporting period.
- Major and Minor Amendments During this Reporting Period: There were no amendments during this reporting period.

c. Any identified changes in direct, indirect, and cumulative adverse environmental impacts to the surrounding community and the City as a result of changes to the proposed development schedule set forth in the Master Plan;

- No sites have been developed under the current Master Plan yet, so there are no identified changes in direct, indirect, and cumulative adverse impacts to the surrounding community and the City.
- The CMP permits the University to develop up to 6 million square feet of space during the life of the plan. Page 151 of the CMP describes the development process. The development schedule as set forth in the CMP says the following:

“Based on analysis of past development trends, need, and funding sources, it is anticipated that during the life of this Plan the University will build on average 600,000 gross square feet of net new buildings annually for a total development of 6.0 million net new gross square feet over the life of the 2018 Campus Master Plan.

However, there may be some years where development is more or less than 600,000 net new gross square feet.”

Section 2: Transportation

d. The results of the annual campus traffic counts and survey results for the campus, and biennial University District area estimates;

Since 1983, the number of vehicles entering and exiting campus has been monitored for one week in October each year. This study’s initial purpose was to determine the University’s adherence to the 1983 General Physical Development Plan (GPDP). In this agreement with the City of Seattle, limits were placed on the number of vehicles that could enter and exit campus during peak periods and during a 24-hour period. These limits continued until 2003, when a new CMP was adopted. Now the study continues to be conducted for making historical comparisons and to understand the overall traffic volumes associated with the campus. Various UW campus mobility reports, including the annual Campus Transportation Survey, can be found at:

transportation.uw.edu/publications

Figure 1: Mode Share of Trips Taken to Campus Monday through Friday

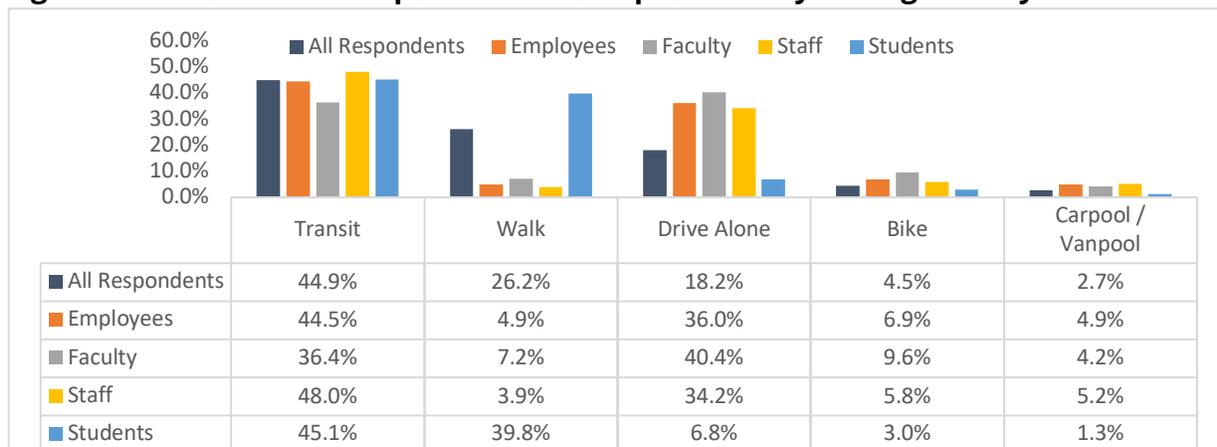
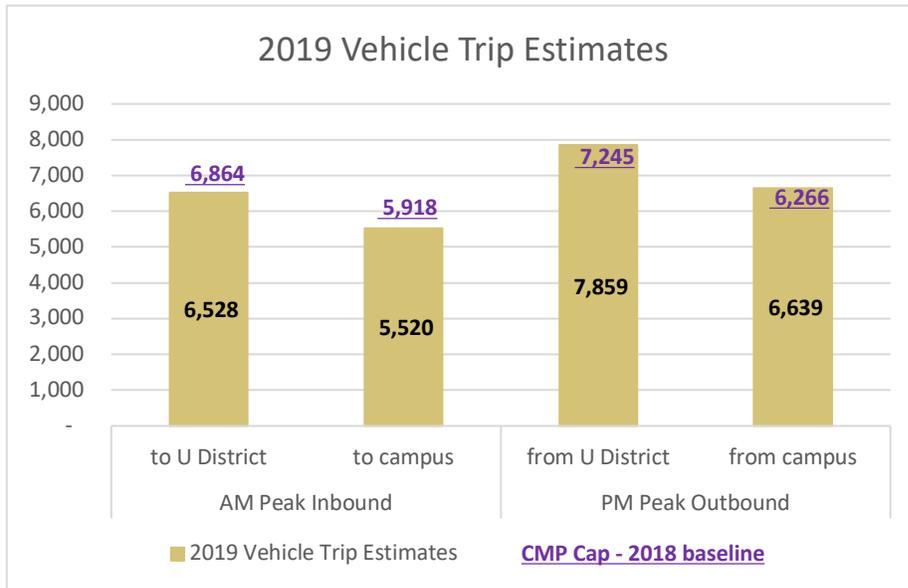


Figure 2: 2019 Vehicle Trip Estimates



e. Progress made in achieving the goals and objectives contained in the transportation management program (TDM) towards reduction of single-occupant vehicle use by institution employees, staff and/or students; and the progress made in meeting conditions of master plan approval;

The University of Washington has demonstrated a continued committed to managing its transportation impacts on surrounding neighborhoods and the region. This commitment has resulted in one of the lowest single occupancy vehicle (drive-alone) rates for universities nation-wide. In the 1970s, the University implemented programs such as the Health Sciences Express; developed computerized ride-matching software; began subsidizing transit passes; and provided incentives to encourage students to carpool. Since these initial steps, the University has incrementally built upon these successes and has become a national model and leader in transportation demand management. The University has continued to innovate for success while meeting demands for campus growth and adjusting to changing transportation options serving the campus.

TMP GOALS & MONITORING

The University has successfully kept single occupant vehicle trips under 1990 levels despite a 35% increase in campus population. The primary goal of the University's TMP, updated for the 2019 Campus Master Plan, are to continue making progress on commute-trip efficiency for peak hour trips made by the campus student, staff, and faculty populations, while also maintaining designated caps on peak hour trips and total parking stalls. The numeric goals are expressed below. (CMP pg. 260, et al)

TMP GOALS	Comments on current status, performance updates in 2020
<p>1. The University's TMP SOV rate goal is 17% as of the date of the Plan (2019). Limit the proportion of drive-alone trips of student, staff and faculty to 15% by one year after the opening of the Northgate Link extension, to 13% one year after the opening of the Lynnwood Link Extension, and 12% by 2028 (or upon the development of 6 million net new gross square feet, if before 2028 (but no sooner than the opening of the two Link extensions).</p>	<p>Based on the results of the 2019 UW Annual Transportation Survey, the University has an SOV rate of 18.2%. This is a 0.7% decrease over 2018.</p> <p>See Figure 1 for breakdown of the SOV rate by category.</p> <p>See below for actions being taken in 2020 to further reduce the SOV rate.</p>
<p>2. Maintain 2018 AM and PM trip caps for students, staff, and faculty.</p>	<p>2019 AM peak trips were below the cap for both campus and the U-District.</p> <p>2019 PM peak trips were above the cap for both campus and the U-District.</p> <p>See Figure 2 for 2019 vehicle trip estimates.</p>
<p>3. Do not exceed parking stall cap of 9,000. (Parking spaces associated with residence halls are included in the parking cap. Bicycle loading spaces, UW vehicle spaces, physical plant vehicle spaces, shuttle, UCAR, miscellaneous restricted parking spaces, and accessory off-campus leased or owned spaces are not counted toward the parking cap.)</p>	<p>In 2019, the University had 10,737 parking stalls.</p>

MONITORING AND REPORTING	2019 Updates and 2020 Planned Activities
<ul style="list-style-type: none"> • Convene a transportation agency stakeholder meeting, at least quarterly, to review progress and discuss unforeseen transportation challenges and 	<p>The University met with transportation agency stakeholders throughout 2019, convening meetings</p>

<p>opportunities. The group will not have oversight to set TMP priorities.</p>	<p>with stakeholders to discuss specific transportation projects, transit service changes.</p> <p>The University will set up a more formal transportation agency stakeholder meeting series in 2020.</p>
<ul style="list-style-type: none"> • Commit to monitoring and reporting campus performance of its transportation goals. 	<p>In 2020, the University will be conducting a Transportation Needs Assessment to help develop mode targets and additional strategies to meet CMP SOV targets.</p>
<ul style="list-style-type: none"> • Conduct an annual survey and provide the results of its efforts to the City-University Citizen Advisory Committee (CUCAC), SDOT Director, SDCI Director, Seattle City Council members, transportation agency stakeholders, and transit agency partners. This survey provides a broad and representative sample of campus transportation choices and can be adjusted to address new and emerging technologies. Through publication of the Campus Master Plan Annual Report, the University shall verify that mode share goals and parking caps have been met. 	<p>Completed for reporting year.</p>
<ul style="list-style-type: none"> • Monitor bicycle parking (utilization) and accidents including bike and pedestrian accidents. 	<p>Completed for reporting year.</p>

TRANSPORTATION DEMAND MANAGEMENT STRATEGIES

The University of Washington provides a comprehensive package of TDM benefits and programming to encourage students, staff and faculty to use transportation modes other than driving alone to campus.

There are eight programmatic components of the TMP, each one supporting the success of the overall TDM program. Under each of the following eight TMP components is a list of baseline strategies, as well as improvements implemented in 2019 and planned improvement strategies for 2020.

TMP Strategy	Current Status	2019 Updates and 2020 Planned Activities
1. U-PASS	<p>The University of Washington has provided the U-PASS transit program to students and employees since 1983.</p> <p>In 2011, the Student U-PASS became a Universal program with all students</p> <p>The U-PASS program provides:</p> <ul style="list-style-type: none"> • Unlimited transit on ORCA regional agencies • Monthly vanpool/vanshare subsidy on ORCA regional agencies: <ul style="list-style-type: none"> ○ \$80 for full-time ○ \$40 for part-time • Guaranteed ride-home program <p>The program is funded as of 2019 through student fees, some employee user fees, a percentage of parking revenue and institutional subsidy.</p>	<p>UPDATES: UW began offering a 100% subsidized U-PASS to 14,000 classified staff and academic student employees on July 1, 2019.</p> <p>PLANNED: Additional staff groups will be added to the fully-subsidized U-PASS in 2020.</p> <p>The University is in discussions with campus stakeholders and transit agency partners on ways to incorporate ORCA Lift as a way to reduce overall program costs to students.</p>
2. Transit	<p>Beyond the U-PASS program, the University coordinates with transit agency partners and the City of Seattle on transit service and improving transit access.</p> <p>The University of Washington also supports transit through our 1991 Staging Agreement with King County Metro to provide layover space and comfort stations on campus to support efficient and frequent</p>	<p>UPDATES: UW participated in the King County Metro North Link Connections Mobility Project Review Board and other North Link public processes for Sound Transit and Community Transit, to provide feedback on proposals. Also, the University coordinated with agencies to reach students, staff and faculty through events and communication.</p>

	<p>transit routing within the U-District.</p> <p>Intercampus UW-operated shuttles are available between medical facilities at UWMC-Montlake, U-District, South Lake Union and Harborview. UW also provides a NightRide shuttle to students and staff to get across campus and within the surrounding neighborhood at night.</p>	<p>The University conducted an analysis of transit stops on campus and within the U-District to identify peak usage and potential service gaps.</p> <p>PLANNED: In 2020, UW Seattle will coordinate with transit agency partners on refreshing master transit agreements to address operational needs and infrastructure (i.e. layover, transit stops, and service levels).</p>
<p>3. Shared-Use Transportation</p>	<p>UW has bikeshare agreements with vendors permitted to operate in the City of Seattle. Agreements include 50% discounts for UW students and staff for membership and rides.</p> <p>UW actively promotes carpooling and vanpooling to staff and students, working directly with departments that have employees with early/late shifts that aren't able to utilize traditional transit options.</p>	<p>UPDATES: Instituted a 3-minute load/unload zone next to the UW Link Station for shuttles, TNCs. New configuration expanded car-share at the station by two vehicles.</p> <p>PLANNED: In 2020, the University will conduct a Ridehail management study to identify opportunities to manage, preferably lessen, traffic congestion caused by TNCs.</p> <p>UW bikeshare agreements with providers will be updated to coordinate with new City of Seattle permit requirements. The campus will also review policies for the anticipated launch of scooter share.</p>
<p>4. Parking Management</p>	<p>UW Seattle Campus charges all students, staff and faculty for parking.</p> <p>UW subsidizes the cost of the Residential Parking Zone stickers for residents of</p>	<p>UPDATES: Parking prices increased 12% on campus beginning July 1, 2019. An additional 4% increase is planned for July 1, 2020.</p>

	<p>neighborhoods surrounding the campus.</p> <p>Other parking management measures:</p> <ul style="list-style-type: none"> • Discounted parking for carpools • Free parking for vanpools • Reserved & preferred parking stalls available for carpools/vanpools • Student carpools can park on central campus 	<p>UW added an additional pay-per-use parking lot at the UW Tower.</p> <p>UW increased parking citation fines on campus to better match fines assigned by the City of Seattle.</p>
<p>5. Bicycle</p>	<p>As of 2019 UW has 1,082 secure bicycle parking spots on campus through bike houses, bike lockers and bike rooms in buildings. Additionally, there are 5,886 spaces available on bicycle racks.</p> <p>ASUW Bike Shop provides maintenance services for students and staff. Helmet discount available for sale to students.</p> <p>Bicycle safety training and classes available throughout the year.</p>	<p>UPDATES:</p> <p>In 2019, three secure “bike houses” were constructed on campus increasing secure bicycle parking on campus by 111 spaces.</p> <p>PLANNED:</p> <p>Two additional bike houses are planned for 2020 with an anticipated capacity of 115 new secure spaces.</p> <p>Completion of a bicycle parking master plan.</p>
<p>6. Pedestrian and ADA mobility</p>	<p>Wayfinding for pedestrians can be found on signs throughout campus and on the Transportation Services website.</p> <p>The Husky NightWalk program provides a UWPD escort to students and staff who are walking on campus at night.</p>	<p>UPDATES:</p> <p>In 2019, pedestrian pathway improvements were made with the construction of new ADA-compliant crosswalks through the following projects:</p> <ul style="list-style-type: none"> • Population Health • N22 Parking Lot Regrade • Transit stop improvement at UW Link Station

		<p>Initiated an ADA transition plan that will recommended improvements for pathways.</p> <p>The University also coordinated with the City and transit agency partners on pedestrian improvements on NE 43rd Street and Pacific Street.</p>
7. Marketing and Education	<p>UW Seattle provides marketing and education through numerous channels:</p> <ul style="list-style-type: none"> • Individual commute planning for students and staff • New Employee Orientations • Dawg Days Student Orientations • Other tabling events throughout the year • 2 Annual Bicycle Campaigns: Bike Month and Ride in the Rain • Commute Champions awards • Commute Ambassadors program • Bike Buddy program • U-PASS and Active Transportation quarterly newsletters • Website with transportation options and benefits • Transportation Services social media • Other annual commute option campaigns 	<p>UPDATES: Additional improvements were made to streamline and improve individualized commute planning service to improve the customer experience.</p> <p>PLANNED: In 2020, the University will host a Commute 101 fair for students and faculty and develop neighborhood commute plans for highest populated zip codes.</p> <p>The Student U-PASS Advisory Board will update transit and NightRide advertising material directed to students.</p>
8. Institutional Policy Changes to TMP Implementation	<p>UW has telework and flexible schedule policies to support options to not commute to</p>	<p>No updates to report.</p> <p>PLANNED:</p>

	<p>campus or move trips off peak commute hours.</p> <p>UW supports local and regional transportation planning that supports reductions in single-occupancy vehicles. Participates and coordinates with the U-District Partnership and neighboring employers on these initiatives.</p>	<p>UW Transportation Services will partner with UW Human Resources on updated telework resources for employees and managers.</p>
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Section 3: Jobs & Housing

f. The number of jobs added through UW leasing in the University District Northwest Urban Center Village (UDNUCV);

- The number of UW employees in leased spaces decreased in 2019 to 1,093 from 1,391 in 2018. This employment estimate is based on a survey of all occupants of leased space within the UDNUCV. For those occupants who did not respond to the survey, employee counts were estimated based on the square feet per employee for other respondents. This employment estimate is based on head counts.
- In addition to its employees in leased space, the University has approximately 1,620 employees working in the UW Tower and 928 employees in the two buildings located at 4225 Roosevelt Way NE and 4245 Roosevelt Way NE. Total University employment in the UDNUCV is estimated at 3,641 people for the reporting year.

g. A description of UW leases in buildings that contain housing and efforts that the UW has made to facilitate, influence, promote and encourage the creation of housing including efforts to assist its faculty and staff with housing options;

The University currently does not have any leases in buildings that contain housing.

The University has made several efforts to further the development of more housing in the U-District:

- The University participates in the Hometown Home Loan Program. This program offers University employees a series of discounts on loan fees, escrow, title, and related financing costs. Additional benefits are available to households with modest incomes and located in the City of Seattle. Since bringing this program to campus in

1998, 3,631 UW employees have taken part. Approximately 1,460 of these were first-time home buyers.

- The University and Seattle Housing Authority (SHA) continued to work on a proposal to build 150 affordable rental units on a piece of UW property located at NE 42nd St and Roosevelt Way NE. These units would be income restricted to those making 60% of area median income. If feasible, a portion of the units would be reserved for homeless young adult housing. The project may also include services for homeless young adults and childcare. UW and SHA anticipate releasing an RFQ/P for this project in late 2020.
- The University is in the process of transferring nearly two acres of property to the City of Seattle for future development of affordable housing. This property is located next to the Mt. Baker Light Rail Station. The housing produced on this property will count toward the University's voluntary commitment under the CMP to build affordable housing.

Section 4: Commercial Development, Real Estate & Leasing

h. The City will report on commercial real estate conditions, including lease rates and vacancy rates in the UDNUCV compared to other areas and send that information to the University for inclusion in the report;

The following information was provided by the City of Seattle. Please contact Gordon Clowers (Gordon.Clowers@seattle.gov) for more information.

Commercial market data for 2019 indicate that the north Seattle “suburban” sub-market (broader than the U-District) experienced strong market conditions similar to the rest of Seattle, with a vacancy rate of around 7.8% and average lease rate around \$32.70/square foot. While the north Seattle sub-market’s lease rates are somewhat lower than rates in the Seattle CBD, they are higher than suburban and South King County cities. Lease rates have continued to rise, around 2% year-over-year in the “suburban” office market that includes north Seattle (Cushman & Wakefield, 2019).

As for the future, a 2013 report by Heartland suggested, in a conservative fashion, that “[t]he U-District is a less proven sub-market for commercial office uses, including general office, research and development office and biotech.... Looking ahead, it is difficult to forecast the potential demand for high-rise office development because there is little demand for any type of commercial office development at present [2013]; [however]...given historic demand for office city-

wide, it is not inconceivable that a major office tenant would wish to locate in the U-District over the next 20 years.”

i. The City will report on the progress of housing development in the UDNUCV, including the number and types of units built; the number, types and affordability of units lost through demolition, conversion, or change of use and whether such units are replaced with comparable units in the UDNUCV; the jobs/housing ratio in the area; progress in meeting City housing and job targets in the UDNUCV and send that information to the University for inclusion in the report; and

The following information was provided by the City of Seattle. Please contact Gordon Clowers (Gordon.Clowers@seattle.gov) for more information.

Housing growth trends in the University Urban Center reflect a continuation of a multi-year development boom influencing strong growth in many neighborhoods. In the decade prior to 2015, the primary portion of the Urban Center (U-District Northwest) gained 1,775 dwelling units, to reach a total of 7,674 dwelling units. Following the 2015 adoption of the new City Comprehensive Plan, housing growth has continued at a strong rate over the past four years, increasing in total units by another 13 percent (1,021 dwelling units), to total 8,695 dwelling units. This growth rate is similar to the average growth rate seen in all the City’s urban centers and urban villages over the last three years. It also represents a contribution of approximately 30% toward reaching the University Urban Center’s overall residential 20-year growth estimate of 3,500 additional residential units.

A variety of large and small multifamily buildings are also under construction as of mid-2019 in the heart of the University District, and others are under permit review. With relatively recent zoning changes, this growth trend is significantly increasing the resident population of the University District, which should provide increasing opportunities for students as well as U-District-based workers to find housing nearby the University of Washington campus.

Employment growth is tracked more infrequently than housing growth, due to timing of State employment data source updates. The last reported information for City growth areas was in 2017, showing annual data from 2015 to 2017. Between 2015 and 2017, the University Urban Center experienced growth of 2,187 jobs, a two-year increase of 4.6%. This rate was slower than the 8.4% two-year job growth rate in the city as a whole and slower than the main job growth centers of Downtown and South Lake Union.

These trends confirm a perspective that residential growth is occurring faster than job growth in the University District. This might change over time with future possible employment growth in the neighborhood. However, the steady addition of housing to the University District is an encouraging trend that should boost transportation efficiencies for the neighborhood and city as a whole.

j. A description of how UW off-campus leasing activity and development are consistent with applicable neighborhood plans.

University of Washington leasing supports the following goals in the University Community Urban Center plan:

1. Goal A-3-Support long-term commercial redevelopment to maintain the UCUC's diverse economic base: University leasing encourages the redevelopment of commercial areas in the U-District.
2. Policy A-3.1-Accommodate new knowledge-based industries that have a positive impact on their neighbors: The University uses leased space in the U-District to house many different research projects. These projects are an important cornerstone of knowledge-based industries in the neighborhood and City. The University's presence draws other knowledge-based industries to the neighborhood.
3. Goal A-5.2 -Allow UW uses off campus where there is also a benefit to the community: University leasing brings employees who support small businesses to the U-District. Concentrating UW employees closer to campus can also reduce traffic congestion as these employees are able to walk to campus for meetings and classes rather than drive.
4. Policy A-5.3-Encourage University-related commercial development such as "technology transfer" and institute knowledge-based incubatory businesses where such uses are of benefit to the university and the community. Focus such uses along Roosevelt Avenue NE south of NE 50th and the University Gardens core, and between the freeway and Brooklyn Avenue NE, NE 50th Street, and NE 43rd Street: Many UW leased spaces house research and activities related to environmental and occupational health; psychiatry, family and child nursing; alcohol and drug abuse; and intellectual and property transfer. This important work supports and attracts biotech and other businesses throughout the City and region.

2. In addition to the information required by II.D.1, the semiannual report will include the following information:

- a. Any purchases completed and proposed uses of such property located within the Primary and Secondary Impact Zones;

- The University purchased a floating home at 1409 Boat Street in July 2019. The floating home is on moorage owned by the University. It is anticipated this home will be used as rental housing for faculty.

b. Any gifts or real property and proposed use of such property located within the Primary and Secondary Impact Zones;

- There were no gifts of real property received during the reporting period.

c. Current summary of all leases within the City of Seattle, both outside and within the Primary and Secondary Impact Zones including the location, amount of space, identification of which leases and associated uses are for street level spaces, and which leases are within the UDNUCV. This summary will also include any known plans for additional leases within the next year within the UDNUCV; and

The table below includes a summary of University leases as described in the paragraph above. For the purposes of accounting for street-level uses, the University counts every space on the ground floor as a “street-level use” regardless of whether it has access to the street. All of the uses at the ground floor are allowed under the zoning for the sites.

Table 4 - University Leasing Report (as of 12/31/19)

Leases within Seattle	Total sq. ft.
Primary Zone within UDNUCV*	266,507
Primary Zone outside UDNUCV	63,985
Total Primary Zone	330,492
Secondary Zone	1,000
Total Primary and Secondary Zones	331,492
Outside Impact Zones	
University of Washington	1,194,362
Harborview	13,849
Total within Seattle	1,539,703

*University District Northwest Urban Center Village

Known plans for additional leases in the UDNUCV: None

Percentage of UW leasing within Primary & Secondary Impact Zones that is within the UDNUCV: 83%

Change in ground level space during the last six months: Total ground level space in the UDNUCV remained approximately the same at 13,395 square feet.

d. The amount of residential space, if any, located in buildings within which the University also leases space for any use.

- There is no known residential space located in buildings rented by the University.

CAMPUS MASTER PLAN ORDINANCE REPORTING AND CONDITIONS OF APPROVAL REPORTING REQUIREMENTS

The following reporting is provided per requirements in Ordinance 125733 which approved the 2019 Seattle Campus Master Plan.

WHEREAS, the City requests that the University of Washington include information in its annual reports on the Campus Master Plan describing University actions taken to increase access to preschool and childcare, plan for and develop affordable housing, incorporate child care into housing projects, develop and implement a bicycle parking plan, implement a priority hire program, support local economic development, to integrate minority and women-owned business into the campus, and to update and revise the City-University Agreement;

Request	Status
UW should add up to 366 additional childcare spaces on campus in the next eight years.	UW continues to look for opportunities to build new childcare spaces. These new spaces have not been accomplished yet.
UW should use a priority hire program to support the hiring of residents of underserved communities to work on construction projects.	UW began exploratory meetings with labor and contracting partners in 2019. UW has not started this program yet.
UW should explore innovative ways to support local economic development and the integration of woman and minority-owned local businesses into the campus.	UW is committed to providing the maximum practicable opportunity for participation by minority business enterprises (MBEs) and women business enterprises (WBEs), and small businesses in the provision of goods and services purchased by the University.
UW should consider amendments to the CUA to bring the agreement up-to-date and respond to changes to the regulatory environment.	The University considers the CUA to remain a valuable document.
UW should 1) consult with employees as it develops plans for the affordable housing it has committed to build, (2) consider the needs of a range of household types in planning for a mix of housing sizes, and (3) work with non-profit developers or other	UW continues to receive feedback from employees on housing needs and is looking for ways to build additional affordable housing.

public agencies to keep rents affordable in perpetuity.	
UW should incorporate childcare facilities in projects that include family-size housing units	UW's draft RFP for the Filer Project includes a request for childcare space in the proposal.
UW should prepare a bicycle parking plan to ensure that adequate bicycle parking is provided on campus	UW is in the process of conducting a transportation needs assessment of the campus community. A bicycle parking plan will be one of the deliverables from this study.
UW should work with its employees to develop an employer/employee childcare voucher program.	UW has not developed this program yet.

*The following reporting is provided per requirements in Ordinance 125763 – **Conditions of Approval***

Number	Condition	Status
2	UW commits to voluntarily build 150 60% AMI units and 300 80% AMI units for faculty and staff households.	UW has developed a RFQ/RFP with Seattle Housing Authority for 150 units of 60% AMI housing; this will be issued soon. UW is in the process of transferring property in Mt. Maker to the City for the construction of 300+ affordable housing units.
3, 4	A plan for the West Campus Green and the West Campus section of the continuous waterfront trail shall be completed prior to: 1.5M sq. ft. net new development in West Campus OR the first permit application for sites W27, W29, W33, W34, W35, S50, S51, S52, S41, S42, S45, or S46.	No projects were proposed in the reporting year for these development sites.
5	The East Campus section of the continuous waterfront trail will be completed prior to 750,000 sq. ft. net new development in East Campus	No projects were proposed in the reporting year for these development sites

	OR exhaustion of the 6 million square foot growth allowance for the CMP.	
9	The University shall include updates about the progress of the planning and completion of the West Campus Green, the South Campus Green, and the continuous waterfront trail in the annual reports to the City.	See responses to Conditions 3, 4, and 5 above.
11,12, 19	Motor vehicle parking is limited to a maximum of 9,000 spaces within the MIO.	No action in the reporting year.
27	Convene a transportation agency stakeholder meeting, at least quarterly, to review progress and discuss unforeseen challenges and opportunities.	UW has met separately with transportation agency partners, at least quarterly, since February 2019 on various projects.
27	Conduct an annual survey and provide the results to CUCAC, SDOT Director, SDCI Director, Seattle City Council, transportation agency stakeholders.	The annual survey was conducted. Results have been provided to the City and are available at: https://transportation.uw.edu/publications
28	SOV rate goal is 17% as of the date of this Plan. This shall decrease to 15% one year after the opening of the Northgate Link Extension, to 13% one year after the opening of the Lynnwood Link Extension, and to 12% by 2028 or upon the development of six million net new gross square feet, if occurring earlier than 2028 (but no sooner than the opening of	No link extensions have opened to date.

	the two Link extensions identified above.)	
62	UW will pay a proportional amount of new signals initiated by SDOT at: 24.5% at University Wy & 41 st ; 15.1% at 6 th & Northlake. Not to exceed \$500k/signal, adjusted 3.5% annually	No new signals have been proposed to date.
63	UW will pay for 9% of SDOT initiated ITS in Primary Impact Zone and 3.3% of ITS in Secondary Impact Zone, capped a \$1.6M in Primary and \$293k in Secondary, adjusted 3.5% annually	No new ITS have been proposed to date.
64	Upon 6M sq. ft. of development, UW will measure demand-to-capacity of bus routes on Campus Pkwy. If ratio exceeds 96%, UW will pay METRO for two additional coaches serving AM/PM peak.	UW did not complete 6M sq.ft. in the reporting year.
65	UW shall pay to improve transit performance in Primary/Secondary Impact Zones based on net new sq. ft. of development or by the specified date: \$2.5M by 500k sq. ft. or 1/23; \$25.M by 1M sq. ft. or 1/26; \$2.5M by 1.5M sq. ft. or 1/29; \$2.5M by 2M sq. ft. or 1/32; \$2.7M by 2.5M sq. ft. or 2/35. UW may negotiate if less development is completed by these dates. Amount increases by 3.5% annually.	No development has occurred to date.
66	UW will dedicate space near Rapid Ride or Light Rail stops to accommodate increased	No new Rapid Ride or Light Rail stops have been proposed.

	transit riders, connections with other modes, shared mobility services and transportation info.	UW expanded 3-minute load zone capabilities next to UW Link Station to accommodate TNC and personal drop-offs. Also, improved shuttle access to station.
67	UW will upgrade campus gateway at 15 th /43 rd to comply with ADA as adjacent sites develop.	Completed as part of the Burke Museum project.
68	UW will expand and pay for transit stop expansion at: 15 th /42 nd ; Pacific/15 th ; and 45 th /Pacific as part of Rapid Ride implementation.	No Rapid Ride stops have been proposed.
69	UW will separate pedestrians and bicycles on Burke-Gilman Trail, and install lighting, by 2024.	No change in the reporting year.
70	UW shall widen Burke-Gilman Trail from Brooklyn to 15 th Ave by 2028 or when site W27 develops. UW will widen Burke-Gilman north of Rainier Vista when sites C8 or C10 develop.	No change in the reporting year, none of the specific sites are under development.