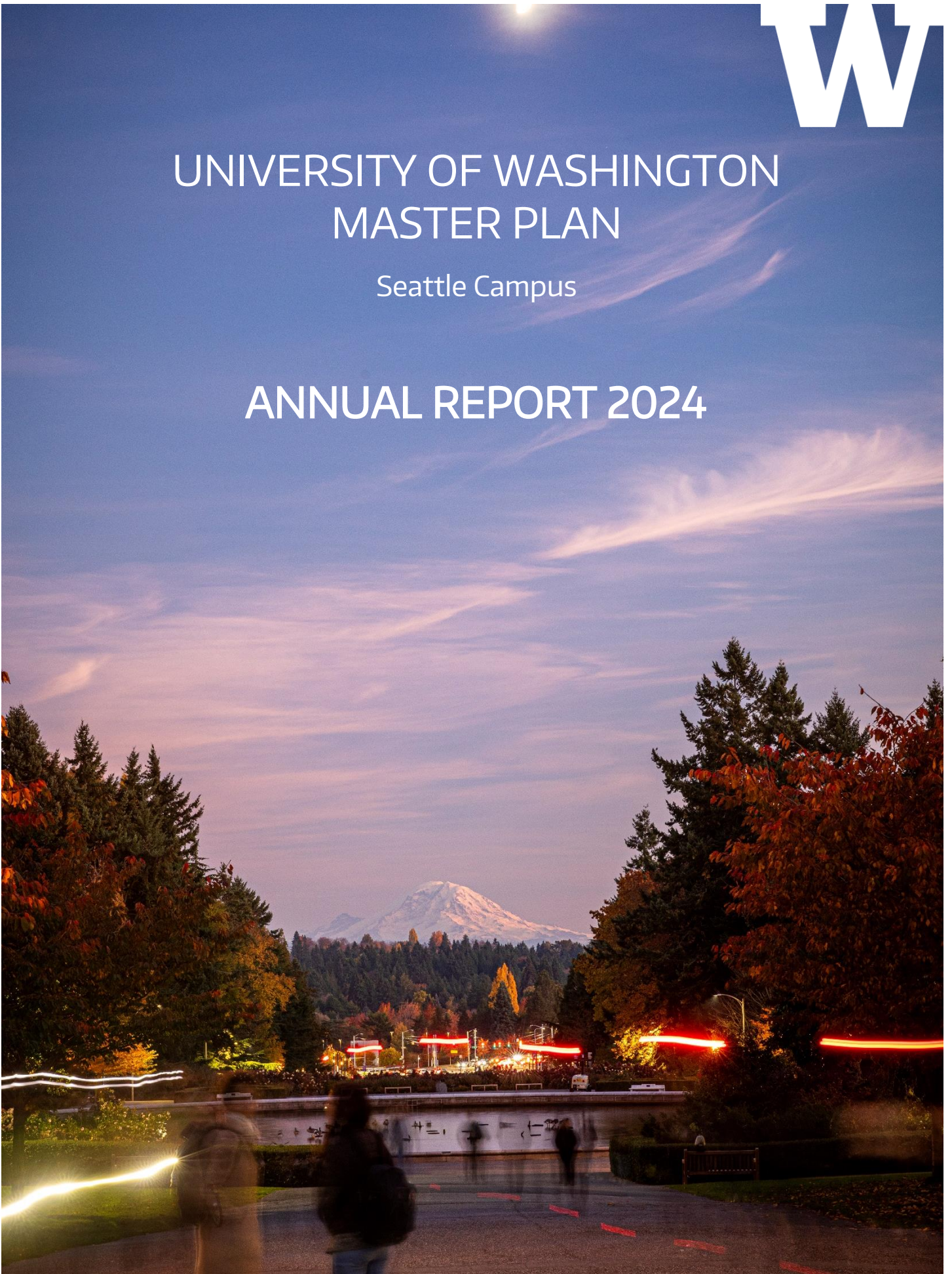




UNIVERSITY OF WASHINGTON MASTER PLAN

Seattle Campus

ANNUAL REPORT 2024



Preface

The University of Washington's Seattle campus, recognized as one of the most beautiful in the United States, plays host to thousands of visitors, students, staff and faculty every day amid natural beauty and surrounding neighborhoods. For several decades, the University, neighbors, local businesses, and the City of Seattle have collaborated on 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 to meet that mission.

This document is the fifth 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 2023.**

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 Campus Architecture & Planning, UW Transportation Services Office, and UW Real Estate Office.

For questions or comments, please contact Stephanie Kang in the Office of Regional & Community Relations at kangst@uw.edu or 206-221-7401.

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, the University largely returned to normal operations after the pandemic with most students attending class in person. Many employees still have the option to telecommute several days per week.

During the reporting period, the Interdisciplinary Engineering Building (site C11) was under construction. Three sites were under design: W27 (multi-user building including Center for Advanced Materials and Clean Energy Technologies), E59 (ICA Basketball Performance Center), and C6 (New Haggett Hall). One project, the IMA Pool Expansion, was completed during this period. The University has completed ~124k square feet of its 6M allowed total. The University measured a 16% single occupancy vehicle rate, which is a decline since 2018. The University made a payment under Condition 62 (Traffic Signals) and is in discussion with SDOT about paying for Condition 63 (ITS Improvements). With the selection of Bellwether Housing to develop a 244-unit mixed-income tower, the University is making progress toward its commitment to build affordable housing.

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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 compromise capital budget adds \$43.9 million in new direct appropriations to UW compared to the current 2023-25 capital budget. **The compromise capital budget fully funds UW’s request for \$5 million for initial design and planning work for a new Chemical Sciences Building and renovation of Bagley Hall.**

The compromise capital budget also provides \$38.9 million from the Climate Commitment Act (CCA) for energy renewal projects at UW’s three campuses and at UW Medical Center-Montlake and Northwest campuses. **\$14 million will be for the installation of piping to expand distribution of centralized cooling water at UW Seattle.** These investments will help reduce maintenance costs and service interruptions, and further enhance UW’s Clean Energy Strategy and compliance with state climate initiatives.

The compromise capital budget provides **\$2.58 million for soccer practice field upgrades in advance of the 2026 World Cup.**

Table 1 – Campus Master Plan Identified Sites for Development

Project Name	CMP Site	Program Description	Anticipated Construction Start
Mixed-use building, CAMCET	W27	Academic	2024
ICA Basketball Performance Center	E59	Academic	2024
New Haggett Hall	C6	Academic	2024

Table 2 - Sites Under Construction or Projects Completed

Project Name	CMP Site	Gross Sq. Ft.	Net New Sq. Ft	Status
Interdisciplinary Engineering Building	C11	75,000	54,875	Under Construction
IMA Pool Expansion	East Campus	3,500	3,500	Completed
ICA Softball Performance Center	East Campus	4,919	4,919	Completed
Health Sciences Education Building	S40	73,506	73,506	Completed
Founder's Hall	C3	84,771	41,672	Completed
TOTAL:		241,696	178,472	

Table 3 - Development by Sector

Sector	Potential Net New Max Sq. Ft.	Maximum % Development	Net New Development	Current Total Net New Development	Current Total New % Development
Central	900,000	15%	41,672	41,672	0.05%
West	3,000,000	50%	0	0	0%
South	1,350,000	23%	73,506	73,506	0.05%
East	750,000	12%	8,419	8,419	0.01%
TOTAL:	6,000,000	100%	123,597	123,597	0.02%

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. A minor amendment SDCl interpretation was made in 2020 to omit the upper-level setback for a structure front NE Pacific Street in Site S40 (Health Sciences Education Building) and met criterion Section IIC 4.a and b of the City-University Agreement.

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;

- There have been no changes to the proposed development schedule set forth in the Master Plan.
- 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 2019 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. The study continues to be conducted as a way of 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: 2023 Campus Mode Share, Monday through Friday

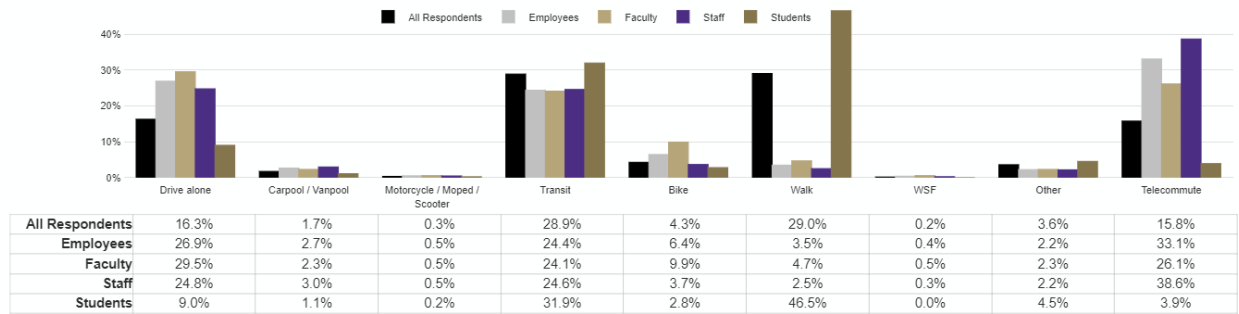
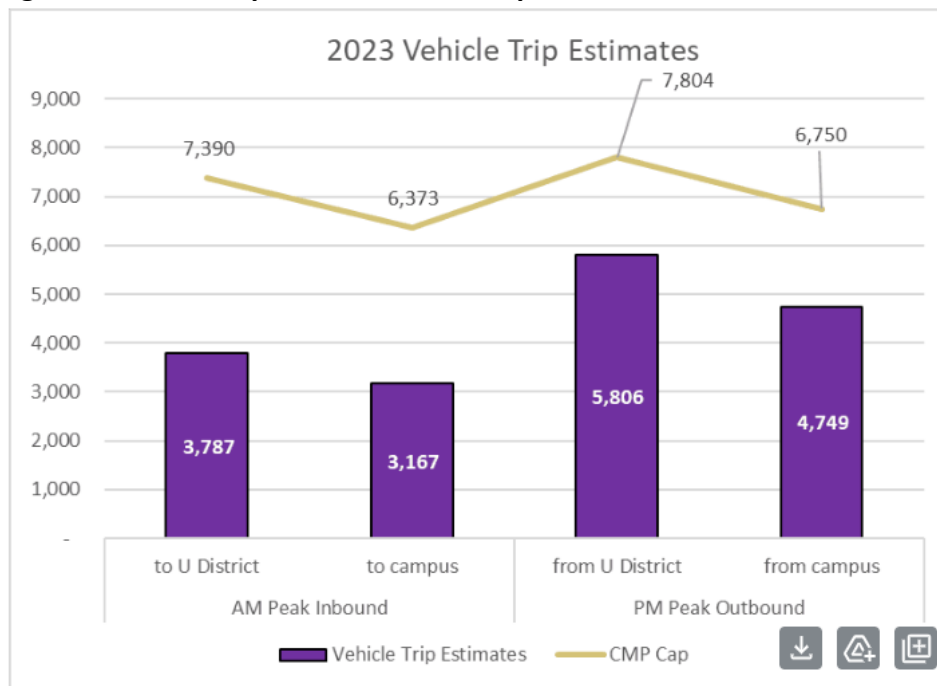


Figure 2: 2023 Campus Peak Vehicle Trip Estimates



e. Progress made in achieving the goals and objectives contained in the transportation management (TDM) program 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;

2023 saw a continuation of the commute trends demonstrated in 2022, largely due the continued popularity of part time telework, which accounts for 33% of employee commutes. Trends in transit use remained largely the same as well, with an average of

24.4% of employee commute trips and 32% of student commute trips taking place via transit. This rate is expected to significantly increase in 2024 with the opening of the Lynnwood Link extension adding service north of Northgate Station. While some trends have remained the same, the drive alone rate has regressed slightly, rising to 16.3%, from 14.8% in 2022. Given that there were no major weather events or other commute, bus, or light rail disruptions during our survey window, it is possible that the increase is at least partially due to the variance inherent in a survey sample.

Overall, the University of Washington demonstrates a continued commitment to managing its transportation impacts on surrounding neighborhoods and the region. This commitment has resulted in the lowest single-occupancy vehicle (drive-alone) rate for major universities nationwide. 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 its successes and has become a national model and leader in transportation demand management. The University continues to innovate for success while meeting demands for campus growth and adjusting to changing transportation options serving the campus.

TMP GOALS & MONITORING

The primary goal of the University's TMP, updated for the 2019 Campus Master Plan, is 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 2023
<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 2023 UW Annual Transportation Survey, the University has an SOV rate of 16.3%. This is an increase over 2022, possibly at least partially due to reductions in teleworking or</p>

	<p>fluctuations in the survey sample from year to year.</p> <p>See Figure 1 for breakdown of the SOV rate by category.</p>
<p>2. Maintain 2018 AM and PM trip caps for students, staff, and faculty.</p>	<p>2023 AM peak trips were below the cap for both campus and for the U-District.</p> <p>2023 PM peak trips were below the cap for both campus and the U-District.</p> <p>See Figure 2 for 2023 vehicle trip estimates and trip cap.</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>The University counted 11,330 regulated parking stalls in 2023. During this year, a net total of 110 stalls were removed from service.</p> <p>A parking reduction plan was presented to the City outlining a strategy to reduce parking stalls to 9,000 by the time 6M square feet is developed. The University has reduced parking by 335 stalls since the 2019 Campus Master Plan was passed.</p>

MONITORING AND REPORTING	2023 Updates and 2024 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 opportunities. The group will not have oversight to set TMP priorities. 	<p>The University met with transportation agency stakeholders throughout 2023, convening meetings with stakeholders to discuss specific transportation projects and transit service changes.</p> <p>Quarterly meetings were held in April, June, September, and November.</p>
<ul style="list-style-type: none"> • Commit to monitoring and reporting campus performance of its transportation goals. 	<p>In 2024, the University will conduct the Annual Transportation Survey, Husky Gameday survey, and a survey as part of our Bicycle Master Plan implementation process that will engage bicycle, micromobility, and personal scooter commuters.</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. The annual survey results are provided through this report and can be found online at:</p> <p>https://transportation.uw.edu/publications</p>

<ul style="list-style-type: none"> • Monitor bicycle parking (utilization) and accidents including bike and pedestrian accidents. Track usage rates across secure bicycle parking facility types, and incentivize use of existing infrastructure. 	<p>Completed for reporting year. More information can be found in the Annual Survey located here:</p> <p>https://transportation.uw.edu/publications</p>
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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 2023 and planned improvement strategies for 2024.

TMP Strategy	Basics	2023 Updates and 2024 Planned Activities
<p>1. U-PASS</p>	<p>The University of Washington has provided the U-PASS transit program to students and employees since 1991.</p> <p>In 2011, the Student U-PASS became a universal program with all students.</p> <p>The U-PASS program provides:</p>	<p>UPDATES:</p> <p>As of September 1, 2023, Washington residents aged 18 and younger receive free transit through Move Ahead Washington, a statewide transportation funding package. As part of this legislation, qualifying youth with a Husky Card now receive a free U-PASS for each quarter they qualify until they turn 19.</p> <p>PLANNED:</p> <p>The University continues discussions with campus stakeholders and transit agency partners on ways to incorporate low-income ORCA Lift as a way to reduce overall program costs to students.</p>

	<ul style="list-style-type: none"> • Unlimited transit on ORCA regional agencies • Full fare coverage for vanpool/vansh are on ORCA regional agencies. • Guaranteed ride-home program <p>The program is funded through student fees, some employee user fees, a percentage of parking revenue and institutional subsidy.</p>	<p>Additionally, Transportation Services is planning for implementation of the approved Sound Transit flat fare, conducting commuter outreach and financial planning to account for impacts to the UPASS program.</p>
<p>2. Transit</p>	<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</p>	<p>UPDATES: UW continues to participate in the King County Metro Lynnwood Link Connections and East Link Connections Mobility Project Review Boards and other public processes for Sound Transit and Community Transit, to provide feedback on proposals.</p> <p>PLANNED: As the 2024 opening date of the Lynnwood Link expansion draws closer, Transportation Services will work to ensure all students and employees, though particularly those living north of Seattle, are aware of the increase in transit service.</p> <p>In 2023, Transportation Services worked with Metro to streamline attendance and</p>

	<p>stations on campus to support efficient and frequent 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 adjacent neighborhoods at night.</p>	<p>parking operations during College Gameday's appearance at UW. In 2024, we will work with Metro to further streamline planning for special events on campus, including the annual Cherry Blossom visits to campus.</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</p>	<p>UPDATES: UW evaluated its prior work assessing the potential for shared e-scooters on campus, ultimately deciding to not remove the campus geofence in 2023.</p> <p>PLANNED: UW will continue working with Seattle bike/scooter share providers to keep student and staff discounts in place, as well as ensuring proper parking procedures on campus.</p>

	<p>and students, working directly with departments that have employees with early/late shifts that aren't able to utilize traditional transit options.</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 Residential Parking Zones for residents of 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>UPDATES: In late 2023/early 2024, Transportation Services expanded pay-per-use parking to the South Campus (S1) garage, which was fully implemented in January 2024.</p> <p>PLANNED: UW will implement Central Parking Garage (CPG) improvements focusing on access control and safety starting in March 2024.</p> <p>The cost to park at campus-owned lots continues to increase on an annual basis.</p>

<p>5. Bicycle</p>	<p>As of Fall 2023, UW has 1,500 secure bicycle parking spots on campus through bike houses, bike lockers and bike rooms in buildings. Additionally, there are 4,849 spaces available on bicycle racks.</p> <p>ASUW Bike Shop provides maintenance services for students and staff. Helmet discounts are available to students.</p> <p>Bicycle safety training and classes are available throughout the year.</p> <p>Each year, UW manages events for Bike Everywhere Month (May) and Ride in the Rain (November) that focus on rider engagement. In 2023, UW opened three new bike houses at Founders Hall,</p>	<p>UPDATES:</p> <p>UW continues to provide staffed bicycle valet parking services free of charge at Husky home football games on Rainier Vista, consistent with commitments made in the Husky Stadium TMP. The 2023 season saw a significant increase in the use of e-bikes to access the games, as well as significant increases in bikes parked overall, with valet employees parking over 200 bikes at multiple games.</p> <p>The University has finalized its campus bicycle master plan (https://transportation.uw.edu/files/media/2023-bicycle-parking-plan.pdf), including development of an assessment model to both track demand and inform facility development for campus zones, as well as guidelines for siting new bike lockers.</p> <p>The UW recently issued an RFP for next generation bicycle lockers, including on-demand bike lockers.</p> <p>PLANNED:</p> <p>In 2024, Transportation Services will continue to advance Burke-Gilman Trail improvements east of Rainier Vista.</p> <p>UW will additionally select new bike locker models to use for future bike locker replacements and new installations and continue to update bike racks to our new standard whenever possible.</p>
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	<p>Allen Library, and Roberts Annex, with a combined capacity of 300 bicycles.</p> <p>Transportation Services additionally completed security improvements at all bike houses, adding latch guards that prevent tampering and break-ins.</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: UW continues to pursue improvements to NightWalk, ADA access, and pedestrian mobility.</p> <p>PLANNED: Design is underway for improving curb ramps along Stevens Way, a ramp between Mason Road and the Burke-Gilman Trail, and ramp and sidewalk near Hutchinson Hall. Construction is anticipated in 2025.</p>
<p>7. Marketing and Education</p>	<p>UW Seattle provides marketing and education through numerous channels:</p> <ul style="list-style-type: none"> • Individual commute planning for 	<p>UPDATES: Marketing and education efforts continued in 2023.</p> <p>PLANNED: The Student U-PASS Advisory Board and UW will update NightRide branding and advertising material directed at students</p>

	<p>students and staff by request</p> <ul style="list-style-type: none"> • New Employee Orientations • Dawg Days Student Orientations • Other tabling events throughout the year • Two Annual Bicycle Campaigns: Bike Month and Ride in the Rain • U-PASS and Active Transportation quarterly newsletters • Rapid updates on commuting conditions, such as WSDOT SR-520 closures, Burke Gilman Trail closures, lightrail service updates, and bus reroutes. • Website with transportation options and benefits information • Transportation Services social media 	<p>and determine if additional NightRide service is needed.</p> <p>In 2024 UW will use anonymized employee and student address data to study how forthcoming regional transit improvements (ST2, new RapidRide routes) will increase transit access to the UW community. This effort will also allow us to evaluate the effectiveness of our TDM efforts by comparing available modes to mode choice.</p>
<p>8. Institutional Policy Changes to</p>	<p>UW has telework and flexible schedule policies to support options to not commute to</p>	<p>UPDATES: Telework is one of three primary modes of operation (along with transit and drive-alone) for a significant portion of</p>

<p>TMP Implementati on</p>	<p>campus or move trips away from peak commute hours.</p> <p>UW supports local and regional transportation planning that supports reductions in single-occupancy vehicles. UW also participates and coordinates with the U-District Partnership and neighboring employers on these initiatives.</p>	<p>Seattle campus workers and is projected to remain popular throughout 2024.</p> <p>PLANNED: The University will continue to support flexible schedule policies and hybrid telework options for employees.</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 assigned to leased spaces stayed relatively the same with 858 in 2023. 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 3,406 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 continues to undertake efforts to further the development of more housing in the U-District and to make housing accessible to UW faculty and staff:

- 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, 4,154 UW employees have taken part. Approximately 1,691 of these were first-time home buyers.
- The University and Seattle Housing Authority (SHA) selected Bellwether Housing to build 244 units of mixed-income housing on a piece of UW property located at NE 42nd St and Roosevelt Way NE. Of these units, 163 will be at 60% AMI, 41 will be at 80% AMI and 40 will be at 100% AMI. The project will also feature childcare (Kids Co) and family services (FamilyWorks) on the ground floor level. Bellwether is in the process of procuring funding and anticipates construction to start in 2025.
- Per a State budget proviso, the University transferred nearly two acres of property to the City of Seattle at no cost 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. An RFP was issued October 16, 2023 and the selection process will continue through the year

- The University is partnering with Washington State Housing Finance Commission on a program to provide down payment assistance to newly hired faculty. The program provides up to a 10% down payment as a second mortgage with below-market rates and deferred payment. Since program inception in 2019, seventeen loans have been made.
- Bridges @ 11th is a 184-unit rental housing building located on leased University land and owned by American Campus Communities. This building includes 42 affordable units rented at 75% AMI. Units are affirmatively marketed toward UW and Children's Hospital employees. Currently, 31 of the affordable units are occupied by these employees.

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 Q1 2024 suggests that the north Seattle "suburban" commercial sub-market (broader than the U-District) is maintaining competitiveness among suburban markets, in spite of challenging economic conditions. The area has a lower office vacancy rate than Downtown, of around 13% and average office leasing rate of \$36.22/square foot, slightly lower than a year ago. (Cushman & Wakefield, 2024). These are steady compared to 2023, with a slight decrease in vacancy rate. However, there is a slowdown in rent and building sale transactions. A University District station-oriented development is expected to add nearly 130,000 square feet of space in 2024.

As for the future, Cushman & Wakefield noted in early 2022 that the light rail station opening in the U-District could bode well for future commercial development there. Also, 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....[but]...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. Following the 2015 adoption of the new City Comprehensive Plan, housing growth has continued at a strong rate over the past nine years, increasing in total units by another 2,796 dwelling units (+28%), to total 12,747 dwelling units as of 2022. This reached 80% toward reaching the University Urban Center’s overall residential 20-year growth estimate of 3,500 additional residential units. And, the University Urban Center as of 2022 had 1,755 additional dwelling units permitted but not built yet. The growth data for urban centers is not available from 2023, but citywide, the number of new housing units added in 2023 was 23% higher than units added in 2022. So, the University District has continued to experience steady housing growth and an increasing residential base.

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 acquired the 664/668 Northlake Way Buildings. The proposed use is academic space.

b. Any gifts of 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 12/31/23)

Leases within Seattle	Total sq. ft.
Primary Zone within UDNUCV*	203,247
Primary Zone outside UDNUCV	47,519
Total Primary Zone	250,766
Secondary Zone	8,500
Total Primary and Secondary Zones	259,266
Outside Impact Zones	
University of Washington	1,388,319
Harborview	32,346
Total within Seattle	1,679,931

**University District Northwest Urban Center Village*

Known plans for additional leases in the UDNUCV: None

Percentage of UW leasing within Primary and Secondary Impact Zones that is within the UDNUCV: 78%

Change in ground level space during the last six months: Total ground level space in the UDNUCV remained approximately the same at 13,405 square feet.

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

- There was no residential space leased by the University in 2023.

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
<p>UW should add up to 366 additional childcare spaces on campus in the next eight years.</p>	<p>UW is actively seeking opportunities to expand childcare services. While these efforts have not yet materialized, the upcoming Filer (Sunbreak) Affordable Housing Project is projected to contribute an estimated 60-75 new childcare spaces. Furthermore, the UH4 (UW Housing Four Properties) project aims to add 53 childcare spaces that will be added to existing capacity at Laurel Village.</p>
<p>UW should use a priority hire program to support the hiring of residents of underserved communities to work on construction projects.</p>	<p>In 2020, UW established the Priority Hire Advisory Committee to address workforce priorities. By 2021, the committee finalized its report with recommendations. Currently, UW is actively developing a pilot project based on these recommendations, with budgetary considerations and implementation scheduled. Keane Consulting was hired to research and develop the pilot project.</p>
<p>UW should explore innovative ways to support local economic development and</p>	<p>UW is committed to providing the maximum practicable opportunity for</p>

the integration of woman and minority-owned local businesses into the campus.	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.
Request	Status
UW should consider amendments to the City-University Agreement (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 public agencies to keep rents affordable in perpetuity.	UW continues to receive feedback from employees on housing needs and is looking for ways to build additional affordable housing. UW staff have met with several different groups offering ideas about increasing affordable housing.
UW should incorporate childcare facilities in projects that include family-size housing units.	The UW-SHA's Filer (Sunbreak) Affordable Housing Project is set to include 60-75 additional childcare spaces, while UH4 seeks an additional 53 spaces at Laurel Village. Both projects feature family-size housing. Greystar was selected as the developer specifically for Laurel Village (UH4).
UW should prepare a bicycle parking plan to ensure that adequate bicycle parking is provided on campus.	Completed in 2023
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.	<p>The Filer (Sunbreak) Affordable Housing Project will include 163 units at 60% AMI and 41 units at 80% AMI. These will have an affirmative marketing plan for faculty and staff.</p> <p>UW initiated a project (Mt. Baker Station Area Development) in June 2020 transferring three parcels to the City of Seattle for redevelopment into affordable housing, childcare, and an early learning research facility. Currently, the City is in the process of selecting a development team, with responses due in February 2024.</p>
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.	UW submitted a waterfront trail concept plan and West Campus Green concept and implementation plan with site W27 permitting in 2022.
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 OR exhaustion of the 6 million square foot growth allowance for the CMP.	No projects were proposed in the reporting year for these development sites.
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	See responses to Conditions 3, 4, and 5 above. No projects were proposed in the reporting year for South Campus development sites triggering requirements.

	continuous waterfront trail in the annual reports to the City.	
11,12, 19	Motor vehicle parking is limited to a maximum of 9,000 spaces within the MIO.	The University counted 11,330 regulated parking stalls in 2023. During this year, a net total of 110 stalls were removed from service. The University has a plan to reduce stalls to 9,000 by the time 6M square feet is developed.
27	Convene a transportation agency stakeholder meeting, at least quarterly, to review progress and discuss unforeseen challenges and opportunities.	Meetings were held January, June, and November, in 2023.
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

Number	Condition	Status
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 the two Link extensions identified above.)	Transit usage trends remained consistent, with 24.4% of employee commute trips and 32% of student commute trips utilizing transit. Anticipated expansion of transit service in 2024, including the Lynnwood Link extension, is expected to further boost these figures. However, there has been a slight regression in the drive-alone rate, rising from 14.8% in 2022 to 16.3%. This increase may be influenced by survey sample variance, as there were no significant commute disruptions during the survey period.
62	UW will pay a proportional amount of new signals initiated by	UW paid SDOT \$731,974 in 2023.

	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. A newly developed MOA exists to guide payments under this and other transportation conditions.
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	UW has been in discussion with SDOT about paying for projects
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	<p>The University shall fund capital improvements, proposed by SDOT in consultation with the University, to improve transit performance within the Primary and Secondary Impact Zones. Payments are due by the following dates or prior to completion of the following development increments, whichever occurs first:</p> <ol style="list-style-type: none"> 1: Issuance of certificates of occupancy for 500,000 net new gross square feet or by January 1, 2023: \$2.5 million 2. Issuance of certificates of occupancy for 1 million net new gross square feet or by January 1, 2026: \$2.5 million 3. Issuance of certificates of occupancy for 1.5 million 	<p>A newly developed MOA exists to guide payments under this and other transportation conditions. The University paid SDOT \$2,969,216 for its first payment in 2022. This included a 3.5% annual adjustment since the CMP was passed.</p> <p>The next payment likely 2026 as per schedule.</p>

	<p>net new gross square feet or by January 1, 2029: \$2.5 million</p> <p>4. Issuance of certificates of occupancy for 2 million net new gross square feet or by January 1, 2032: \$2.5 million</p> <p>5. Issuance of certificates of occupancy for 2.5 million net new gross square feet or by January 1, 2035: \$2.7 million</p> <p>Payments are listed in 2017 dollars but will be adjusted upward by 3.5 percent on January 2 of each year to account for inflation. If the University develops significantly less square footage per phase than the amount described above, the University and the City may negotiate in good faith to adjust the payment schedule.</p>	
Number	Condition	Status
66	The University shall dedicate space at new developments adjacent to existing and future Link light rail stations and RapidRide stops to better accommodate higher volumes of transit riders, provide better connections between modes, accommodate shared mobility services, and provide transportation information related to travel and transfer options.	UW has been in discussions with SDOT about locations for new Rapid Ride stops along Roosevelt. None of these required UW space to accommodate.

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	The University shall expand, or pay SDOT for transit stop expansion, at 15th Avenue NE/NE 42nd Street and NE Pacific Street/15th Avenue NE as part of the NE 45th St/15th Ave NE/NE Pacific St RapidRide implementation.	No Rapid Ride stops have been proposed.
69	UW will separate pedestrians and bicycles on Burke-Gilman Trail, and install lighting, by 2024.	The University is anticipated to receive \$6M in State funding to rebuild the Burke Gilman trail over the next three biennium. This is a change from the previous understanding that this funding would be provided this biennium. We are currently determining how to best design and rebuild the trail given this change in timing.
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.	This portion of the Burke-Gilman is proposed to be expanded as part of the W27 project.

Appendix A

Map of UDNUCV

