

## **I. INTRODUCTION**

### **A. Name of Institution: Seattle Pacific University**

### **B. Reporting Year: July 1, 2015 – June 30, 2016**

### **C. Major Institution Contact Information:**

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

*MIMP Approval Date:* August 25, 2000

Minor Amendment(s): On June 2, 2011 a minor amendment was approved to enable construction of the University Center project. The University had requested three amendments of the MIMP: 1) a change to the primary use designation to remove the parking designation; 2) expansion of the development site to include the ground under the Crawford Music Building; and 3) augmentation of the building demolition list to include the Crawford Music Building.

On June 15, 2011 the MUP and Minor Amendment Determination were appealed to the Hearing Examiner. The hearing was held on August 30-31, 2011. On September 28, 2011 the original DPD decision was affirmed by the Hearing Examiner, therefore, on October 21, 2011 the Minor Amendment decision & MUP Decision for the University Center was issued by DPD.

On October 31, 2013 a minor amendment was requested for the Wallace Field Lighting (Project #3015956) that would allow for the installation of light poles that exceed the height limit in that area of campus. The Minor Amendment interpretation and MUP Decision was published on July 17, 2014.

## **II. PROGRESS IN MEETING MASTER PLAN CONDITIONS**

### **A. Provide a general overview of progress made in meeting the goals and conditions of the approved Master Plan.**

In August 2000 the City Council approved a new Major Institution Master Plan (MIMP) for Seattle Pacific University so the University is in the sixteenth reporting year for this MIMP. As reported previously, many of the conditions imposed by the City Council were editorial in nature. Those requested changes were incorporated into the Adopted MIMP that was published in November 2000; therefore, those conditions were fulfilled with the publication of the Adopted MIMP and are so noted below. Several of the remaining conditions are still not applicable because the development that would trigger them has not yet occurred. The status of the majority of the

conditions is unchanged from our previous report with only a few exceptions which are so noted below in **red**.

## **B. Conditions Adopted by the City Council**

### **Conditions - MIMP**

**Prior to adoption of the MIMP, SPU shall revise the MIMP as follows:**

1. Modify the MIMP to replace the last sentence of the first paragraph on page 43 with the following statement: "The following standards shall constitute the development standards for all University development unless otherwise noted. When specific development standards are not modified by the adopted master plan, the underlying zoning development standards apply, as modified in SMC 23.69.006A.

**MIMP revised in November 2000 to add condition. Status: Fulfilled in November 2000.**

The following wording was inserted in the first paragraph of the "Development Standards" section on page 38\* of the Adopted MIMP: "*The following standards shall constitute the development standards for all University development unless otherwise noted. When specific development standards are not modified by the adopted master plan, the underlying zoning development standards apply, as modified in SMC 23.69.006A.*" (\* Page numbers in the Adopted MIMP do not correspond exactly with the page numbers referenced in the final MIMP so the wording was inserted in the intended location rather than on the page noted in the condition.) The same wording was also inserted in the fifth paragraph of the Introduction found on page 1.

2. Modify the MIMP to include the following provision: "To encourage commercial use of ground floor building space on West Nickerson Street in the area rezoned from L-2 to NC2-40, such ground level building space shall have a minimum building depth of 30 feet, a minimum floor-to-ceiling height of 13 feet, and pedestrian entrances from West Nickerson Street that are no more than three feet above or below the sidewalk level. SPU shall be encouraged to use this space for commercial-type uses, which may include institutional uses of a commercial nature, when it is determined by the University that there is a market for this space at prevailing market rates."

**MIMP revised in November 2000 to add condition. Status: Not applicable for this reporting period.**

The following wording was inserted under "Development Standard A: MIO District Underlying Zoning" in the fourth paragraph on page 38 of the Adopted MIMP: "*To encourage commercial use of ground floor building space on West Nickerson Street in the area rezoned from L-2 to NC2-40, such ground level building space shall have a minimum building depth of 30 feet, a minimum floor-to-ceiling height of 13 feet, and pedestrian entrances from West Nickerson Street that are no more than three feet above or below the sidewalk level. SPU shall be encouraged to use this space for commercial-type uses, which may include institutional uses of a commercial nature, when it is determined by the University that there is a market for this space at prevailing market rates.*"

***June 2016 Status: On July 6, 2015 the University received the occupancy permit for the renovation of a former commercial building (338/340 W. Nickerson St.) into the Nickerson Studios, which houses a mid-size performance venue, recording studio and practice spaces for the University's vocal music program. While this is not a commercial use, the performance hall will host recitals and concerts that are open to the public.***

3. Modify the note on page 51 of the MIMP to correctly identify Alexander Hall, rather than Peterson Hall, as a registered historic building.

**MIMP revised in November 2000 to add condition. Status: Fulfilled in November 2000.** The correction was made in “Development Standard O: Preservation of Historic Structures” on page 45\* of the Adopted MIMP. (\* See note above regarding page number discrepancies.)

4. Modify the MIMP to clearly state that the FAR of the MIO District, excluding street rights-of-way and other property not owned by SPU shall not exceed 0.90.

**MIMP revised in November 2000 to add condition. Status: Fulfilled for this reporting period.** The following wording was inserted in the “Development Density” section on page 25 of the Adopted MIMP: *“The FAR of the MIO District, excluding street rights-of-way and other property not owned by SPU shall not exceed 0.90.”*

***June 2016 Update: The FAR for the MIO District, which includes the two projects for which MUPS have been issued (Ashton Parking Lot Expansion - Project No. 3009946 and the University Center - Project No. 3011176) is 0.622, which is well below the 0.90 threshold.***

5. Modify the MIMP to replace the heading for development standard U1 with the following heading: “Additional Development Standards in the MIO District South of West Dravus Street Between Humes Place West and Queen Anne Avenue North” and add the following sentence in the note: “University development standards in this area would also be subject to Lowrise density standards.”

**MIMP revised in November 2000 to add condition. Status: Not yet applicable.** The heading for development standard U1 on page 47 of the Adopted MIMP was replaced with the following wording: *“Additional Development Standards in the MIO District South of West Dravus Street Between Humes Place West and Queen Anne Avenue North”*. In accordance with the second half of the condition, the wording of the note under development standard U1 was modified to read as follows: *“University development standards in the MIO District south of West Dravus Street between Humes Place West and Queen Anne Avenue North shall be subject to the height, setback, lot coverage, landscaping, open space, width and depth limits, and Lowrise density standards of the underlying zoning.”*

In addition, a new development standard entitled “V. Residential Unit Density Standards” was included on page 47 of the Adopted MIMP and the following wording was added in development standard V2: *“University development standards in the MIO District south of West Dravus Street between Humes Place West and Queen Anne Avenue North shall be subject to Lowrise density standards.”*

***June 2016 Update: No development activity has occurred in this area of campus for which this condition would apply.***

6. Modify the MIMP to add the following development standard: “In expansion Area A, the residential unit density limits of the underlying zoning shall apply. On the “Irondale Block” portion of the MIO District expansion Area A, as an alternative to underlying zoning residential density requirements limiting the number of units, SPU shall be allowed the option to base density on total number of student beds. With this option, the total number of student beds allowed on this site shall not exceed 150.”

**MIMP revised in November 2000 to add condition. Status: Not applicable for this reporting period.** The following wording was added in “Development Standard V: Residential Unit Density Standards” as development standard V1 on page 47 of the Adopted MIMP: *“In expansion Area A, the residential unit density limits of the underlying zoning shall apply. On the “Irondale Block” portion of the MIO District expansion Area A, as an alternative to underlying zoning residential density requirements limiting the number of units, SPU shall be allowed the option to base density on total number of student beds. With this option, the total number of student beds allowed on this site shall not exceed 150.”*

**June 2016 update: No new development activity has occurred in this area of campus for which this condition would apply.**

7. Modify the MIMP to add the following development standard: "With the exception of restrictions in expansion Area A and expansion areas south of West Dravus Street, there shall be no unit density restrictions on residential development in the MIO."

**MIMP revised in November 2000 to add condition. Status: Fulfilled in November 2000.**

The following wording was added in "Development Standard V: Residential Unit Density Standards" as development standard V3 on page 47 of the Adopted MIMP: "*With the exception of restrictions in expansion Area A and expansion areas south of West Dravus Street, there shall be no unit density restrictions on residential development in the MIO.*"

8. (Modified) Modify the master plan to adopt the plan alternative regarding potential pedestrian bridges or tunnels, on page 35 and 37 of the plan, and state clearly that designs which incorporate grade separations for pedestrians may be allowed in the future as minor master plan amendments, if they are consistent with then-current City policies and regulations.

**MIMP revised in November 2000 to add condition. Status: Not yet applicable.**

The following wording was included in the "Planned and Potential Circulation" section on page 33 and 34\* of the Adopted MIMP (\*See previous note regarding page number discrepancies): "*Grade separated pedestrian crossings of arterial streets bisecting the campus are not currently considered necessary or feasible to improve pedestrian safety. Existing pedestrian safety problems involving multiple crossings of West Bertona Street are proposed to be addressed by traffic and pedestrian calming measures. However, it is possible that during the long time-span of the MIMP, one or more pedestrian bridges or tunnels may be determined to be necessary and feasible. Such facilities could be constructed as minor amendments to the MIMP if they were consistent with then current City policies and regulations. Possible locations for grade-separated facilities for pedestrians include crossings of both West Bertona Street and West Nickerson Street west of Third Avenue West (in the vicinity of the existing Student Union Building and Bookstore), and a crossing of West Bertona Street in the vicinity of the Fifth Avenue Mall (vacated Fifth Avenue West). A grade-separated crossing of Third Avenue West, between West Bertona Street and West Cremona Street, might also be considered if a large auditorium or other facilities that would generate substantial pedestrian traffic should be constructed east of this arterial street.*"

**June 2016 Update: No development activity has occurred for which this condition would apply.**

9. In order to provide a better transition in scale with abutting properties, modify the MIMP to clearly state that the above-grade development in the "Irontdale Block" in Area A shall be set back a minimum of 20 feet from 7<sup>th</sup> Avenue West and 15 feet from West Bertona Street.

**MIMP revised in November 2000 to add condition. Status: Not applicable during reporting period.**

The wording of development standard F2 of "Development Standard F: Structure Setbacks" on page 42 and 43 of the Adopted MIMP was modified to read as follows: "*The structure setbacks requirements shall be the same as is required in the underlying zone or by setback requirements applicable to structures on abutting lots or structures directly across a street or alley from a structure in the MIO District, whichever is greater, except that above-grade development in the "Irontdale Block" in Area A shall be setback a minimum of 20 feet from 7<sup>th</sup> Avenue West, and 15 feet from West Bertona Street.*"

**June 2016 update: No new development activity has occurred in this area of campus for which this condition would apply.**

10. In order to preserve the scale of the adjacent neighborhood, modify the MIMP to state clearly that development of the two lots north of the Irondale Block (601 and 605 West Emerson Street) shall comply with the underlying zoning height limit.

**MIMP revised in November 2000 to add condition. Status: Not yet applicable.** The wording in the last sentence of the second paragraph in “Development Standard B: MIO Height Limits” on page 40 of the Adopted MIMP was modified to read as follows: *“Additional height restrictions would apply in the MIO expansion zones south of West Dravus Street and the two lots north of the Irondale Block (601 and 605 West Emerson Street) that are located in expansion area A.”*

***June 2016 Update: No development activity has occurred in this area of campus for which this condition would apply.***

11. Modify the MIMP to clearly state that vehicular access to the Irondale Block off of 7<sup>th</sup> Avenue West shall be restricted to providing ADA access, and then only if convenient ADA access cannot be reasonably provided to the development off of any other street.

**MIMP revised in November 2000 to add condition. Status: Not yet applicable.** The following wording was added under the “Planned and Potential Parking Facilities” section in the sixth paragraph on page 26 of the Adopted MIMP: *“Vehicular access to the Irondale Block off of 7<sup>th</sup> Avenue West shall be restricted to providing ADA access, and then only if convenient ADA access cannot be reasonably provided to the development off of any other street.”*

***June 2016 update: No new development activity has occurred in this area of campus for which this condition would apply.***

12. Modify the MIMP to clearly state that the Land Use Code requirements of the underlying zoning for landscaping of surface parking shall apply, provided that DCLU may waive screening and internal landscaping requirements where the Director finds an overriding safety issue.

**MIMP revised in November 2000 to add condition. Status: Not applicable during reporting period.** The following wording was added in the “Planned and Potential Building Development” section in the last paragraph on page 21 of the Adopted MIMP: *“In accordance with City Council condition #12, the proposed design of the parking lot shown in Figure 8 will be revised to meet the underlying zoning requirements for the landscaping of surface parking lots.”* In addition, the following wording was added in “Development Standard J: Landscaping” as development standard J3 on page 44 of the Adopted MIMP: *“The Land Use Code requirements of the underlying zoning for landscaping of surface parking shall apply, provided that DCLU may waive screening and internal landscaping requirements where the Director finds an overriding safety issue.”*

***June 2016 update: No new surface parking lots were constructed for which this condition would apply.***

13. Modify the MIMP to clearly state that the vacated 5<sup>th</sup> Avenue “pedestrian mall” shall be maintained publicly accessible throughout the life of the MIMP. A walkway that is accessible to the general public shall continue to be provided adjacent to and south of the Library and connecting to West Dravus Street provided that the existing walkway may be replaced with a new walkway of at least an equivalent width.

**MIMP revised in November 2000 to add condition. Status: Not yet applicable.** The following wording was added in the “Planned and Potential Circulation” section in the fourth paragraph on page 34 of the Adopted MIMP: *“The vacated 5<sup>th</sup> Avenue “pedestrian mall” shall be maintained publicly accessible throughout the life of the MIMP. A walkway that is accessible to the general public shall continue to be provided adjacent to and south of the*



*Library and connecting to West Dravus Street provided that the existing walkway may be replaced with a new walkway of at least an equivalent width.”*

**June 2016 Update: No development activity has occurred in this area of campus for which this condition would apply.**

14. Modify the plan to clearly state that future development in the area of the “5<sup>th</sup> Avenue Mall” extension shall be sited or configured to allow a pedestrian connection to West Nickerson Street.

**MIMP revised in November 2000 to add condition. Status: Not yet applicable.** The following wording was added in the “Planned and Potential Open Space and Landscaping” section in the last line of the fourth paragraph on page 29 of the Adopted MIMP: *“Future development in the area of the “5<sup>th</sup> Avenue Mall” extension shall be sited or configured to allow a pedestrian connection to West Nickerson Street.”*

**June 2016 Update: No development activity has occurred in this area of campus for which this condition would apply.**

15. Modify the MIMP to include the following development standard: “Within the underlying NC zones, there shall be no maximum size limit for institutional uses. Size limits for non-institutional commercial uses shall be applied on a per business establishment basis, as indicated in Chart B for SMC 23.47.010, and calculated in accordance with the provisions of SMC 23.47.010(C). The cumulative amount of commercial space in the areas within the MIO District that have NC1 and NC2 underlying zoning shall be limited to 30,000 square feet.”

**MIMP revised in November 2000 to add condition. Status: Not yet applicable.** The following wording was added in the sixth paragraph of “Development Standard A: MIO District Underlying Zoning” on page 38 of the Adopted MIMP: *“Within the underlying NC zones, there shall be no maximum size limit for institutional uses. Size limits for non-institutional commercial uses shall be applied on a per business establishment basis, as indicated in Chart B for SMC 23.47.010, and calculated in accordance with the provisions of SMC 23.47.010(C). The cumulative amount of commercial space in the areas within the MIO District that have NC1 and NC2 underlying zoning shall be limited to 30,000 square feet.”*

**June 2016 Update: No non-institutional development activity has occurred in this area of campus for which this condition would apply.**

16. Modify the MIMP to correctly show L-3 RC underlying zoning on the block identified for expansion Area B.

**MIMP revised in November 2000 to add condition. Status: Fulfilled in November 2000.** Figure 12 – Adopted Underlying Zoning, found on page 39 of the Adopted MIMP, was corrected to show L-3 RC underlying zoning on the block identified for expansion Area B.

17. Modify the MIMP to provide that the design guidelines of Appendix F are applicable to Phase II of the Science building.

**MIMP revised in November 2000 to add condition. Status: Not yet applicable.** The following wording was added in the “Planned and Potential Building Development” section in the second paragraph on page 25 of the Adopted MIMP: *“The design guidelines of Appendix F are also applicable to Phase II of the Science Building.”*

**June 2016 Update: Phase II of the Science Building has not been constructed so this condition does not apply yet.**

18. Deleted

19. Modify the MIMP to clarify that SPU will support the creation of an RPZ along 8<sup>th</sup> Avenue West if requested by the residents on that street.

**MIMP revised in November 2000 to add condition. Status: Fulfilled in November 2007.**

The following wording was added to the “Transportation Management Program (TMP) in the paragraph entitled “Parking Fees and Residential Parking Zones” found on page 51 of the Adopted MIMP: “SPU will support the creation of an RPZ along 8<sup>th</sup> Avenue West if requested by the residents on that street.”

**Previous Action Taken to Fulfill Condition:** An RPZ was established on 8<sup>th</sup> Ave. W. in November 2007 for which SPU paid all associated fees for signage, decals, etc. SPU continues to pay for all decal renewals.

**By 2005 or prior to occupancy of the second phase of the Science Building, whichever occurs first, SPU shall:**

20. Provide funding for the modification of the intersection of 6<sup>th</sup> Avenue West/West Nickerson Street to allow for separate northbound left and right turning lanes from 6<sup>th</sup> Avenue West to West Nickerson Street (subject to Seattle Transportation Department [SeaTrans] approval).

**MIMP Revised in November 2000 to add condition. Status: In process – still awaiting response from SDOT.**

When the Adopted MIMP was compiled the following wording related to this condition was added to the “Planned and Potential Circulation” section in the second paragraph on page 33 of the Adopted MIMP: “By 2005 or prior to the occupancy of the second phase of the Science Building, whichever occurs first, SPU shall provide funding for the modification of the intersection of 6<sup>th</sup> Avenue West/West Nickerson Street to allow for separate northbound left and right turning lanes from 6<sup>th</sup> Avenue West to West Nickerson Street (subject to Seattle Transportation [SeaTrans] approval).

***June 2016 Update: As previously reported, Phase II of the Science Building has been postponed indefinitely but since this condition was also date sensitive in September 2005 a letter was sent to then Director of Seattle Department of Transportation, Grace Crunican, requesting the name of an SDOT staff member with whom we should be working on the fulfillment of this condition. (A copy of the letter was attached to our previous report). To date, SDOT has never responded to our letter.)***

***SPU is willing to participate in a study of this intersection to explore options that would enable this intersection to function more efficiently for both motorists and pedestrians.***

**In 2005, SPU shall:**

21. In consultation with SeaTrans, initiate a traffic study to determine if a traffic signal is warranted at the intersection of 6<sup>th</sup> Avenue West/West Nickerson Street.

**If a signal is determined by SeaTrans to meet their warrants and is determined to be a desirable traffic improvement:**

- i. SPU shall assist with the funding for the design and installation of the signal. SPU’s share of the funding for the signal shall be equivalent to the proportion of the University-generated traffic that is anticipated to use the intersection during an average weekday when classes are in session as determined by a traffic study, which is approved by SeaTrans. Following the completion of the potential development project, SPU shall assist with the funding of the signal in accordance with the formula described above.

**If a traffic signal is not determined to meet SeaTran’s warrants in 2005:**

- ii. An additional future traffic study may be required by DCLU in association with the environmental review for a potential development project that is considered likely to significantly increase traffic at the intersection. If warrants for a signal should be determined to be met following the completion of the potential development project, SPU shall assist with the funding of the signal in accordance with the formula described above.

**MIMP revised in November 2000 to add condition. Status: In process – still awaiting response from SDOT.** When the Adopted MIMP was compiled the following wording related to this condition was added to the “Planned and Potential Circulation” section beginning with the third paragraph on page 33 of the Adopted MIMP:

*“In 2005, SPU shall, in consultation with SeaTrans, initiate a traffic study to determine if a traffic signal is warranted at the intersection of 6<sup>th</sup> Avenue West/West Nickerson Street. If a signal is determined by SeaTrans to meet their warrants and is determined to be a desirable traffic improvement:*

- i) *SPU shall assist with the funding for the design and installation of the signal. SPU’s share of the funding for the signal shall be equivalent to the proportion of the University-generated traffic that is anticipated to use the intersection during an average weekday when classes are in session as determined by a traffic study, which is approved by SeaTrans. Following the completion of the potential development project, SPU shall assist with the funding of the signal in accordance with the formula described above.*

*If a traffic signal is not determined to meet SeaTran’s warrants in 2005:*

- ii) *An additional future traffic study may be required by DCLU in association with the environmental review for a potential development project that is considered likely to significantly increase traffic at the intersection. If warrants for a signal should be determined to be met following the completion of the potential development project, SPU shall assist with the funding of the signal in accordance with the formula described above.”*

***June 2016 Update: See update for Condition 20 which pertains to the status of this condition as well.***

- 22. (Modified) In consultation with SeaTrans conduct tube counts during the Winter Term of 2005, on non-holiday weekdays on West Raye Street at its intersection with 3<sup>rd</sup> Avenue West, in order to determine full day and peak hour traffic volumes. The information shall be shared with SeaTrans and with DCLU. If the City determines: i.) that additional study and analysis of traffic in the vicinity of West Smith Street and West Raye Street and 3<sup>rd</sup> Avenue West is indicated by a significant increase in traffic shown in the required 2005 counts; and ii.) that a significant proportion of the traffic growth can not be reasonably attributed to background traffic growth, then SPU shall conduct such study and analysis. The study should include further assessment of the proportion of through traffic that is attributable to SPU.

If the City determines, based on the additional traffic study, that further implementation of the SPU Master Plan would result in unacceptable impacts from cut-through traffic in the vicinity, then prior to further implementation of the SPU MIMP, SPU shall contribute to measures determined by the City to be reasonably necessary to reduce projected growth in cut-through traffic attributable to SPU in the area in question by a share proportionate to SPU’s share of projected cut-through traffic growth.

**MIMP revised in November 2000 to add condition. Status: Fulfilled in 2005.** When the Adopted MIMP was compiled the following wording related to this condition was added to the “Planned and Potential Circulation” section beginning with the seventh paragraph on page 34 of the Adopted MIMP:



*"In consultation with SeaTrans conduct tube counts during the Winter Term of 2005, on non-holiday weekdays on West Raye Street at its intersection with 3<sup>rd</sup> Avenue West, in order to determine full day and peak hour traffic volumes. The information shall be shared with SeaTrans and with DCLU. If the City determines: i.) that additional study and analysis of traffic in the vicinity of West Smith Street and West Raye Street and 3<sup>rd</sup> Avenue West is indicated by a significant increase in traffic shown in the required 2005 counts; and ii.) that a significant proportion of the traffic growth can not be reasonably attributed to background traffic growth, then SPU shall conduct such study and analysis. The study should include further assessment of the proportion of through traffic that is attributable to SPU.*

*If the City determines, based on the additional traffic study, that further implementation of the SPU Master Plan would result in unacceptable impacts from cut-through traffic in the vicinity, then prior to further implementation of the SPU MIMP, SPU shall contribute to measures determined by the City to be reasonably necessary to reduce projected growth in cut-through traffic attributable to SPU in the area in question by a share proportionate to SPU's share of projected cut-through traffic growth."*

**Previous Action Taken to Fulfill Condition:** In June of 2003, SPU agreed to pay \$20,000 towards a traffic study as part of a settlement agreement for an appeal of the MUP for the Cremona/Dravus Student Housing Project (now renamed "The Wesley Apartments") by "Concerned Neighbors of SPU". (Copy of the settlement agreement is attached). The agreement also stated that Concerned Neighbors of SPU would support SPU in seeking approval from the City that this traffic study would fulfill MIMP condition #22 (see point 3 of the settlement statement). On June 13, 2005 attorney Thomas Walsh of Foster Pepper & Shefelman, PLLC wrote a letter to Diane Sugimura, Director of the Department of Planning & Development requesting that DPD determine that MIMP condition #22 had been satisfied based on the traffic study and agreement by the neighbors in the settlement agreement. On August 17, 2005, Mr. Walsh received a letter back from Ms. Sugimura acknowledging that this condition had been met. (Copies of referenced letters were attached to the earlier report).

### **Conditions – Rezones**

23. Modify Appendix B of the master plan to include legal descriptions of properties where height limit changes are proposed.

**MIMP revised in November 2000 to add condition. Status: Fulfilled in November 2000.**

On page 2 of Appendix B of the Adopted MIMP, the following information was added:

**Rezone MIO-50' to MIO-37'**

*Victory Addition, Lots 1 - 4, Block 2*

**Rezone MIO-37' to MIO-50'**

*Ross Second Addition, Lots 11 - 30, Block 2*

**Rezone MIO-65 to MIO-37'**

*The westerly 120 feet of Blocks 2, 3, 4 and 5 of Hill's Queen Anne Park Addition, together with the adjacent portions of vacated streets and alleys.*

## Conditions – SEPA

For the life of the project:

24. Proposed development 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 pursuant to MSC 25.05.600 (e.g. if there are substantial changes to a proposal).

**MIMP revised in November 2000 to add condition. Status: Not applicable during reporting period.** The following wording related to this condition has been added to the “Planned and Potential Building Development” section in the third paragraph on page 25 of Adopted MIMP: *“Proposed development 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 pursuant to MSC 25.05.600 (e.g. if there are substantial changes to a proposal).”*

***June 2016 Update: No new development activity has occurred during this reporting period for which this condition would apply.***

25. Fencing and/or landscaping shall be provided along the southern boundary of the Overlay District as necessary to provide a buffer and separation between the University uses and the residential uses to the south.

**MIMP revised in November 2000 to add condition. Status: Not yet applicable.** The following wording related to this condition has been added under “Development Standard J: Landscaping” as development standard J4 on page 44 of the Adopted MIMP: *Fencing and/or landscaping shall be provided along the southern boundary of the Overlay District as necessary to provide a buffer and separation between the University uses and the residential uses to the south.*

***June 2016 Update: No University development has occurred on the southern boundary of the MIO since adoption of the MIMP.***

## Additional Conditions – MIMP

The following additional conditions are adopted:

26. The information contained in the Hearing Examiner’s Findings #31 and #32 in the Matter of the Appeal of the adequacy of the EIS for the proposed SPU MIMP shall constitute baseline information for future evaluation of cut-through traffic in the vicinity of West Raye Street, or other streets, between Queen Anne Avenue and West Raye Street.

**MIMP Revised in November 2000 to add condition. Status: Fulfilled in August 2000.** The following wording was added in the second paragraph on page 35 of the “Planned and Potential Circulation” section of the Adopted MIMP: *The information contained in the Hearing Examiner’s Findings #31 and #32 in the Matter of the Appeal of the adequacy of the EIS for the proposed SPU MIMP shall constitute baseline information for future evaluation of cut-through traffic in the vicinity of West Raye Street, or other streets, between Queen Anne Avenue and West Raye Street.*

27. In developing additional information and conducting supplemental environmental review of potential parking facilities, SPU, the Citizen’s Advisory Committee and DCLU shall consider

the implications of alternative locations upon cut-through neighborhood traffic, as well as spillover University parking, on residential streets.

**MIMP Revised in November 2000 to add condition. Status: Not applicable during this reporting period.**

The following wording related to this condition has been added to the “Planned and Potential Parking Facilities” section in the sixth paragraph on page 28 of the Adopted MIMP: *“In developing additional information and conducting supplemental environmental review of potential parking facilities, SPU, the Citizen’s Advisory Committee and DCLU shall consider the implications of alternative locations upon cut-through neighborhood traffic, as well as spillover University parking, on residential streets.”*

The identical wording has also been added in the “Planned and Potential Circulation” section in the third paragraph on page 35 of the Adopted MIMP.

***June 2016 Update: No new parking was constructed during this reporting period for which this condition would apply.***

28. The final compiled SPU MIMP shall be modified to state as follows:

University acquisition and use of the property included in MIO District expansion Area D shall not displace the current use of the property as a service station. However, if the service station should close for reasons unrelated to SPU, SPU may use the site for other purposes; provided that any University uses, other than landscaping and signage, must be approved as a MIMP minor amendment by DCLU following review and comment by the Standing Advisory Committee, unless subject to the requirement for a major amendment according to the criteria of the Land Use Code.

**MIMP Revised in November 2000 to add condition. Status: Not yet applicable.**

The following wording was inserted in the “Boundaries and Land Uses” section under Area D in the second paragraph on page 16: *“University acquisition and use of the property included in MIO District expansion Area D shall not displace the current use of the property as a service station. However, if the service station should close for reasons unrelated to SPU, SPU may use the site for other purposes; provided that any University uses, other than landscaping and signage, must be approved as a MIMP minor amendment by DCLU following review and comment by the Standing Advisory Committee, unless subject to the requirement for a major amendment according to the criteria of the Land Use Code.”*

***June 2016 Update: The University does not own nor has it made an attempt to purchase the property in Area D. The service station is privately owned and still an active station.***

29. The final compiled MIMP shall include the following statement with the description of potential street and alley vacations:

The approval of the vacation of public rights-of way in this plan indicates the intent of the institution to seek vacations described and the consistency of the vacations with the master plan. Adoption of this plan does not constitute City approval of the vacation petitions, which must be submitted for review according to the City’s street vacation procedures. Upon review the City may approve, condition, or deny the vacation petitions consistent with City street vacation policy.

**MIMP revised in November 2000 to add condition. Status: Not yet applicable.** The following wording was added in the “Planned and Potential Circulation” section in the last paragraph on page 31 of the Adopted MIMP: *The approval of the vacation of public rights-of way in this plan indicates the intent of the institution to seek vacations described and the consistency of the vacations with the master plan. Adoption of this plan does not constitute*

*City approval of the vacation petitions, which must be submitted for review according to the City's street vacation procedures. Upon review the City may approve, condition, or deny the vacation petitions consistent with City street vacation policy.*

***June 2016 Update: The University has not applied for any street or alley vacations since adoption of the MIMP.***

30. Add the phrase "Contact identifiable offenders" (of restricted parking zones) in the column describing the proposed Transportation Management Program, Table 4, page 59 of the Final MIMP.

**MIMP revised in November 2000 to add condition. Status: Fulfilled for reporting period.** The phrase "Contact identifiable offenders" was added in the column entitled "Adopted TMP Requirements in Table 4: "Summary of Changes to the Transportation Management Program (TMP)" found on page 54\* of the Adopted MIMP. (\* See previous note regarding page number discrepancies.)

***June 2016 Update: The University was not notified of any RPZ violations during this reporting period. But when this does occur the University attempts to identify the vehicle's owner and notify them of the need to move their car and to park in the future in accordance to the restrictions of the RPZ.***

31. Identify the areas known as the beach, the basketball court, the grassy areas surrounding the basketball court, the tree-covered slope to the south of the basketball court, and the steep slope north of West Barrett Street, as shown on Appendix 1 to this Findings, Conclusions, and Decisions, as existing open space, landscaping and screening, but not "designated open space" and require a minor amendment to allow development of the areas in a manner that would significantly reduce the size or location of the areas identified.

**MIMP revised in November 2000 to add condition. Status: Not applicable.** Figure 10 – "Adopted Open Space" on page 30 of the Adopted MIMP was modified to show the beach, the basketball court, the grassy areas surrounding the basketball court, the tree-covered slope to the south of the basketball court, and the steep slope north of West Barrett Street as "Existing Open Space, Landscaping, and Screening Subject to Minor Amendment Provisions".

The first sentence in the first paragraph of the "Planned and Potential Open Space and Landscaping" section on page 28 of the Adopted MIMP was modified to read as follows: The major existing and proposed open spaces and landscape features are depicted in Figure 10, *which has been modified to include three additional existing open spaces that were added by the City Council during their approval of the MIMP.*"

A sentence was also added at the end of the first paragraph on page 29 that reads as follows: *The three additional existing open spaces added by the City Council, as shown on Appendix 1 of their Findings, Conclusions and Decisions and added to Figure 10 as "existing open space, landscaping and screening subject to minor amendment provisions", are not "designated open spaces", but would require a minor plan amendment to allow development of the areas in a manner that would significantly reduce their size or location.*"

The following sentence was also added in the first paragraph on page 31: *The existing open space areas near Ashton and Hill Halls, as depicted on Figure 10, (the area known as the "beach", the basketball court and the surrounding grassy areas, and the steep slope north of West Barrett Street) are not designated as open spaces but would require a minor plan amendment to allow development of these areas in a manner that would significantly reduce their size or location.*

***June 2016 Update: No development activity is proposed for any of the "existing open space" areas identified in this condition.***

32. Amend the language in the MIMP, page 56, to read as follows:

The proposed program also maintains the goal of reducing student SOV rates. SPU will work with the City's TMP Coordinator to establish a reasonable and fair percentage goal for commuter student SOV trips within a reasonable period of time, such as one year from adoption of this plan.

**MIMP revised in November 2000 to add condition. Status: Ongoing.** The following wording was inserted in the Transportation Management Program (TMP) in the section entitled "TMP Goal" on page 50\* of the Adopted MIMP: (\* See previous note regarding page number discrepancies.): *The adopted program also maintains the goal of reducing student SOV rates. SPU will work with the City's TMP Coordinator to establish a reasonable and fair percentage goal for commuter student SOV trips within a reasonable period of time, such as one year from adoption of this plan.*

***June 2016 Update: A commuter student survey of both undergraduate and graduate students was conducted spring quarter 2016 which showed that there has not been a statistically significant increase in drive-alone commute behavior from previous years' survey results.***

**III. Major Institution Development Activity Initiated or Under Construction W/in MIO Boundary**

**See attached spreadsheets...**

**IV. Major Institution Development Activity Outside but within 2,500 Feet of MIO District Boundary**

**See attached spreadsheets**

**V. Progress in Meeting Transportation Management Program (TMP) Goals and Objectives**

**See attached TMP report.**



**Major Institution 2016 Reporting Period**

Seattle Pacific University  
Fiscal Year: July 2015 – June 2016

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

**New Non-Leased Activity During 2016 Reporting Period**

Name of Building and Address (Or Other Means of Locating the Property or Site)	Proposed Use(s)	Size – Gross Square Footage
PREVIOUSLY REPORTED – <b>STATUS UPDATED</b>		
<p><b>Nickerson Studios (Project #6415329)</b></p> <p>Address: 340 W. Nickerson</p> <p><i>Status: Project Complete. Received occupancy permit in July 2015.</i></p>	<p>Mid-size performance venue, recording studio and practice space for music program.</p>	<p align="right">9,970</p>
<p><b>University Center (Project # 3011176)</b></p> <p>3<sup>rd</sup> Ave. W. and W. Dravus St.</p> <p><i>Status Update: MUP was issued in October 2011 and was renewed in April 2015. Project has not been funded. Permits will expire in Sept. 2016 and will not be renewed.</i></p>	<p>Arts Complex: performance hall, classrooms &amp; officing, faculty development center.</p>	<p align="right">117,000</p>
<p><b>Ashton Parking Lot Expansion (Project # 3009946)</b></p> <p>611 W. Dravus St. 100 spaces (net gain of 68 over existing lot)</p> <p><i>Status Update: MUP was issued on May 31, 2012 and renewed in April 2015. Project still on hold pending funding.</i></p>	<p>Student parking</p>	<p align="right">N/A</p>

**Total Gross Square Footage: 126,970 s.f.**



**Major Institution 2016 Reporting Period**

**Seattle Pacific University  
(Fiscal Year: July 2015 – June 2016)**

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

**New Land and Building Acquisition During 2016 Reporting Period**

<b>Name of Building and Address (Or Other Means of Locating the Property or Site)</b>	<b>Proposed Use(s)</b>	<b>Size – Gross Square Footage</b>
No new land or building acquisitions were made outside the MIO during this reporting period.		

**Total Gross Square Footage: -0- s.f.**



## Transportation Management Plan Report

### June 2016

#### Overview & Goals

The University's Transportation Management Plan (TMP) includes programs and strategies designed to reduce parking and traffic demands through incentives and disincentives to reduce the number of vehicle trips to campus.

The University offers many alternative transportation methods such as the ORCA Pass, Van Share through Metro Van Share, van and car pools, ferry subsidies, lockers and access to showers for those who walk or bike to work, and Zipcar, which allows alternative transportation commuters to run errands or get to appointments free of charge.

In the Transportation Management Program section of the University's Adopted Major Institution Master Plan (MIMP) it states that the goal of the TMP will be to reduce the number of employee commuter SOV trips to fifty percent (50%) of the total number of weekday commuter trips, excluding employees whose work requires the use of a private automobile during working hours. Program participants will include all fulltime (.8 FTE and above) employees meeting the following criteria:

- Arrive on weekdays between 6 a.m. and 8 a.m.
- Leave on weekdays between 4 p.m. and 6 p.m.
- Do not require private vehicle to conduct their work assignments.

The Commute Trip Reduction Survey is administered periodically in accordance with the commute trip reduction law. The results of the 2011, 2013 and 2015 Commute Trip Reduction Surveys for affected employees (those who fit the criteria shown above) shows the following:

**Commute Trips by Mode – Affected Employees**

Commute Type	# of Trips Reported During Survey Week			% of Trips Reported During Survey Week		
	2011	2013	2015	2011	2013	2015
Drive Alone	733	760*	1126	52.0%	46.3%*	53.3%
Carpool	182	235	226	12.8%	14.2%	10.7%
Vanpool	21	57	60	1.5%	3.4%	2.8%
Motorcycle – 1 person	5	7	8	0.4%	0.4%	0.4%
Motorcycle – 2 person	6	4	1	0.4%	0.2%	0.0%
Bus	202	279	248	14.2%	16.8%	11.7%
Rail	39	47	55	2.8%	2.8%	2.6%
Telework	63	71	90	4.4%	4.3%	4.3%
Boarded Ferry w/vehicle	9	7	3	0.6%	0.4%	0.1%
Walked on Ferry	8	16	13	0.6%	1.0%	0.6%
Walk	98	124	164	6.9%	7.5%	7.8%
Bike	39	42	93	2.8%	2.5%	4.4%
Compressed work week	7	6	4	0.5%	0.4%	0.2%
Other	6	9	23	0.4%	0.5%	1.1%
<b>Total Trips Recorded</b>	<b>1418</b>	<b>1657</b>	<b>2114</b>			

\*To achieve consistent survey comparisons, the trips and rates use data from the CTR Survey that does not include automatic fill-in imposed by the Washington State Department of Transportation for a response rate under 70%.

Survey response information:

2011 Surveys Returned by CTR Affected Employees: 295

2013 Surveys Returned by CTR Affected Employees: 339

2015 Surveys Returned by CTR Affected Employees: 391



## Program Elements

**Transportation Coordinator (TC).** Cheryl Michaels is the University's Transportation Coordinator (TC). She regularly distributes transportation and Commute Trip Reduction information to students and employees of the University.

**Periodic Promotional Events.** The TC organizes several promotional events in coordination with King County Metro and local networking groups. Information is provided to all new employees and students during welcome orientations. Commute alternatives and incentives are highlighted during the annual Human Resources Benefits Fair and other events such as Bike to Work Month (May of each year).

**Commuter Information Center.** This Center is located in the Office of Safety and Security. In addition, the University distributes information to employees via a virtual information center on the Safety and Security website ([www.spu.edu/security/](http://www.spu.edu/security/)). Information is also distributed to new employees at welcome orientation and through the weekly distributed Faculty Staff Bulletin.

**Ridematch Opportunities.** Employees and students are encouraged to contact the University TC who provides customized ride match options that allows employees to locate SPU commute partners. The TC uses a targeted marketing technique to email employees living within a 5 mile radius of each other to encourage them to create vanpools or carpools.

## Supplemental TMP Requirements

**Parking Fees & Residential Parking Zones.** Any vehicle owned or operated by an SPU student or employee must be registered with Safety and Security whether it is parked on campus or on adjacent city streets. Registration is free. Parking permits are sold for campus residential parking and commuter parking.

**On-line Program Information.** Parking information is available at the Safety and Security website, [www.spu.edu/security/parking.asp](http://www.spu.edu/security/parking.asp).

**Transit Subsidies.** The University offers all employees a 100% subsidized transit pass utilizing Metro's ORCA Pass program. Over 250 employees sign up for this program annually. Students receive transit subsidies of 30% against a monthly ORCA Pass. In addition, temporary loan passes are available free of charge for one half day and made available to residential students.

**Carpool/Vanpools.** There are three north end van pools and three Seattle based van shares operating with approximately 40 participants. Employees utilize their SPU ORCA Pass which subsidizes the monthly ridership fee. The University has on average 135 students and employees utilizing carpools. Vanpools and carpools are given discounted and preferential parking as an incentive.

**Zipcar.** Zipcar, a car sharing company which rents cars by the hour, is free to qualifying SPU faculty and staff that regularly use alternative methods of transportation for their commute to work. Qualifying employees can use the Zipcar for occasional personal errands or appointments. The University currently has 73 employees who are Zipcar members. At this time there are 3 Zipcars on campus and Zipcar will be adding a fourth vehicle later this summer as part of their new one-way service. Locating Zipcars on campus also offers the Queen Anne neighborhood a benefit in that anyone can become a Zipcar member and use the vehicles.

**Bicycle Parking & Amenities.** The University offers free lockers and access to showers at Brougham for full-time employees who bike or walk to work at least three days per week. In 2016 the University launched a specific bike theft and safety program which provides information to bikers on how to register their bike at no cost with [bikeindex.org](http://bikeindex.org), which creates a searchable database of registered bikes. Users can search the database if they encounter a bike they think may be stolen or want to ensure that they're not buying stolen property when they purchase a bike from an online or local seller.

**Motorcycle Parking.** The University has designated, covered motorcycle parking available to employees and students.

**Guaranteed Ride Home (GRH).** GRH allows employees who cannot drive themselves home due to family emergency, illness, or an unexpected change in scheduling a way to get home, to the hospital, or to the site of a family emergency. GRH is offered to any University employee that uses alternative transportation. The University, through King County Metro Transit, pays for the price of a taxi ride up to 60 miles one way from the University.

**Pedestrian & Transit Safety Escort.** The Office of Safety and Security provides safety escorts to employees and students within ten blocks of campus upon request.

## CTR Employer Survey Report

Thank you for completing your Commute Trip Reduction survey. This report contains the survey results.

Employer Id : E81844

Employer : Seattle Pacific University

Worksite : Headquarters

Street : 3307 3rd Ave W

Jurisdiction : City of Seattle

Survey Type : Online

Survey Date : 11/10/2015

Response Rate : 72%

### Drive Alone & One-Way VMT Rates at this Worksite

### Employees and Survey Response Information

Drive Alone : 53.6%

Reported Total Employees at Worksite: 638

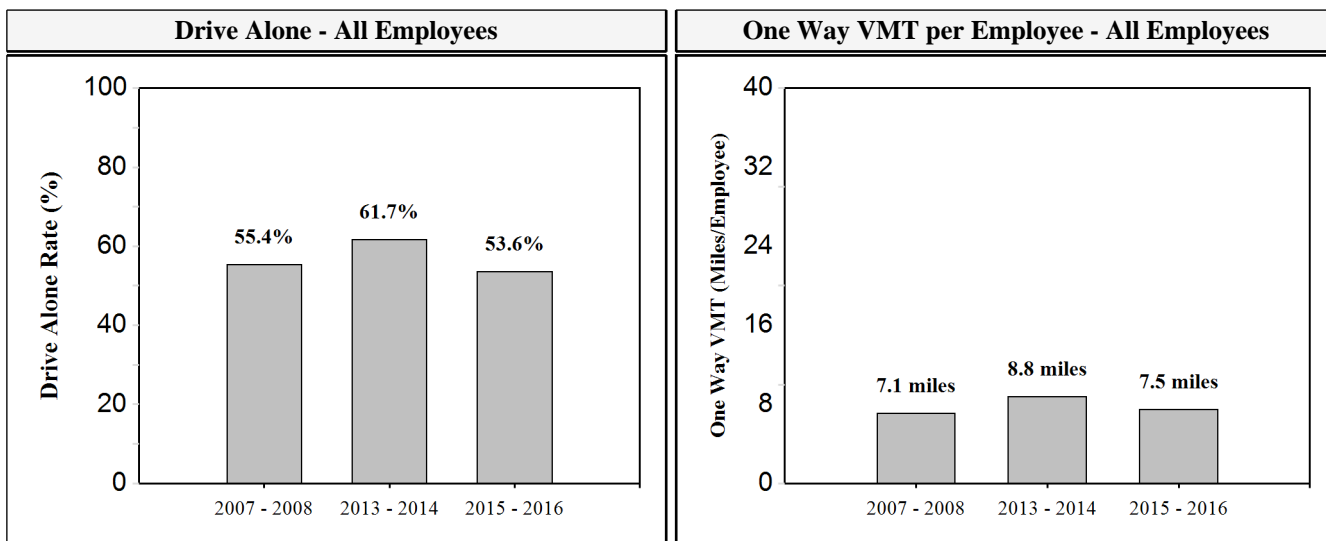
Surveys Distributed : 595

One-Way VMT per employee : 7.5

Surveys Returned : 429

Surveys Returned by CTR Affected Employees : 391

Total Estimated CTR - Affected Employees at Worksite : 542



### Site History and Goal

Cycle	Drive Alone - All	Drive Alone - CTR Affected	VMT / Employee - All	VMT / Employee - CTR Affected
2007 - 2008	55.4%	52.5%	7.1	6.9
2009 - 2010	52.3%	51.1%	7.0	7.1
2011 - 2012	55.8%	52.0%	7.7	7.5
2013 - 2014	61.7%	61.6%	8.8	8.9
2015 - 2016	53.6%	51.2%	7.5	7.4
2017 - 2018	N/A	N/A	N/A	N/A
2019 - 2020	N/A	N/A	N/A	N/A
Goal	TBD	TBD	TBD	TBD
Percent Change	-3.2%	-2.5%	5.6%	7.2%

### Comparison Between Rates With and Without Fill-In

The survey response rate is indicated on Page 1. To encourage a response rate of at least 70%, additional drive alone trips are added to survey results for worksites with a response rate of less than 70%. For these worksites it is assumed that non-responding employees between the actual response rate and 70% drive alone 5 days a week. These additional trips represent the "Fill-In" applied. Note that fill-in is not applied to a worksite's first survey in the 2007 to 2012 cycle (their baseline survey).

	2007 - 2008	2013 - 2014	2013 - 2014 Without Fill In	2015 - 2016
Drive Alone - All Employees*	55.4%	61.7%	48.7%	53.6%
Drive Alone - CTR Affected Employees*	52.5%	61.6%	46.3%	51.2%
VMT/Employee - All Employees	7.1	8.8	7.3	7.5
VMT/Employees - CTR Affected Employees	6.9	8.9	7.2	7.4

\* Drive alone rate includes one person motorcycles.

**Congratulations! You achieved a survey response rate of 70% or higher on this survey. Fill-in comparison for previous surveys, if applicable, are included in the chart above.**

### GHG Emissions: Total for Drive Alone, Carpools, Vanpools

#### Annual Greenhouse Gas Emissions (Metric Tons CO<sub>2</sub>e) for Roundtrip Commute\*

Value	2007 - 2008	2013 - 2014	2015 - 2016
Emissions for Surveyed Employees	510	640	667
Estimated Emissions for Total Employment	812	1,206	992

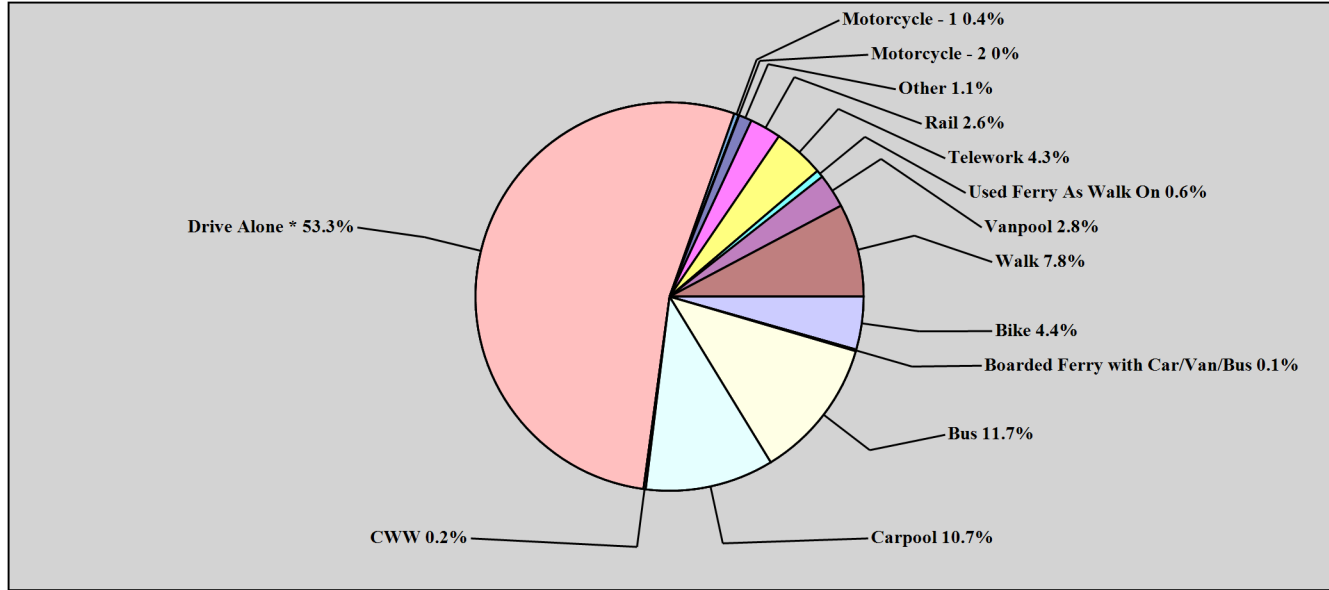
\* Estimated based on VMT from commuters driving alone, carpooling, vanpooling, or motorcycling, without fill-in applied.

### Bus Transit Passenger Miles and Rail Transit Passenger Miles\*

Annual Transit Passenger Miles (includes Roundtrip Commute)	2007 - 2008	2013 - 2014	2015 - 2016
Bus Annual Passenger Miles - Estimated for Total Employment	426,102	809,491	455,077
Bus Annual Passenger Miles - Surveyed Employees	267,700	429,400	306,000
Ferry Annual Passenger Miles - Estimated for Total Employment	0	125,741	48,928
Ferry Annual Passenger Miles - Surveyed Employees	0	66,700	32,900
Train/Light Rail/Streetcar Annual Passenger Miles - Estimated for Total Employment	92,320	351,961	313,051
Train/Light Rail/Streetcar Annual Passenger Miles - Surveyed Employees	58,000	186,700	210,500

\* Transit passenger miles can be used to gauge changes in transit usage, and also to calculate greenhouse gas emissions from transit commute trips. However, emissions attributable to transit vary widely, depending on the efficiency/energy source of transit vehicles and transit vehicle passenger load (typically ranging from 0.1 to 0.9 pounds CO<sub>2</sub>e emissions/passenger mile). Employers are strongly encouraged to contact their local transit agencies for more precise information on GHG emissions for their transit trips. If nothing else is available, the value of 0.47 pounds (0.00021 metric tons) per passenger mile can be used to estimate CO<sub>2</sub>e emissions for bus transit, and 0.39 pounds (0.00018 metric tons) CO<sub>2</sub>e emissions per passenger mile for train/light rail/streetcar.

<b>Q3. One way, how many miles do you commute from home to your usual work location?</b>
<b>Average one-way distance home to work: 12.6 miles</b>

**Commute Trips By Mode - All Employees**
**Q.4a: Last week, what type of transportation did you use each day to commute TO your usual work location? (Mode used for the longest distance.)**
**Mode Split - All Employees**


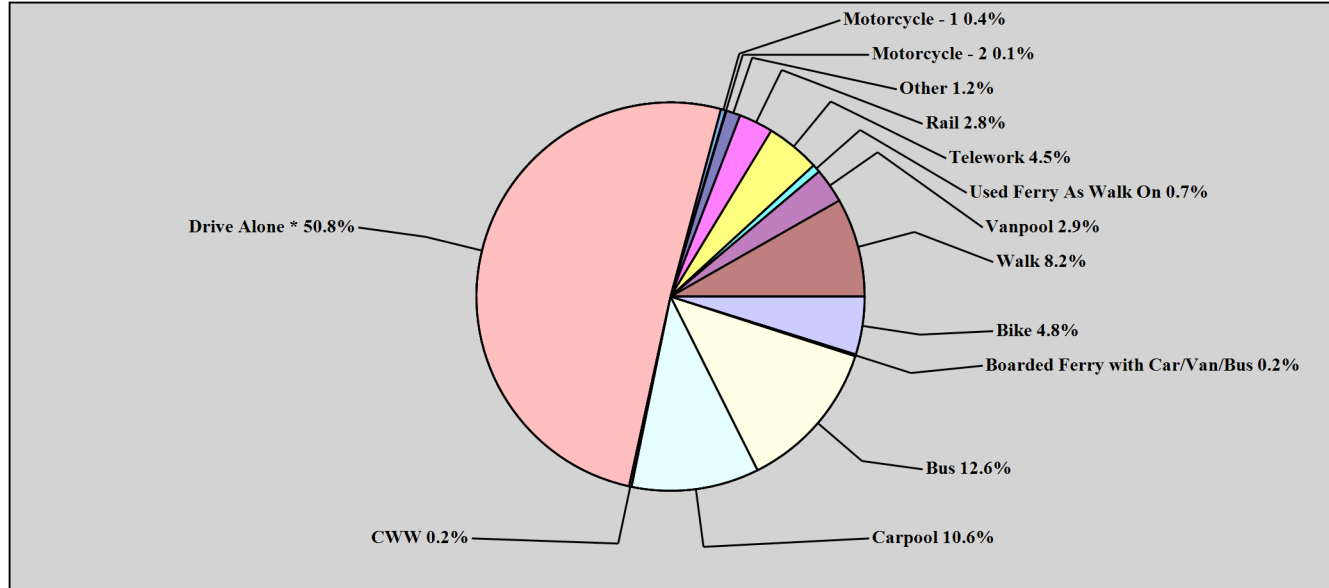
Mode	Trips During This Survey Week	% of Trips During This Survey Week	% of Trips During Previous Survey Week	Employees Who Used This Mode at Least Once During This Survey Week	% of Employees Who Used This Mode at Least Once During This Survey Week	% of Employees Who Used This Mode at Least Once During Previous Survey Week
Drive Alone *	1,126	53.3%	61.3%	290	67.6%	66.3%
Carpool	226	10.7%	9.7%	75	17.5%	19.4%
Vanpool	60	2.8%	2.2%	14	3.3%	3.1%
Motorcycle - 1	8	0.4%	0.3%	3	0.7%	1.0%
Motorcycle - 2	1	0.0%	0.2%	1	0.2%	0.7%
Bus	248	11.7%	11.9%	81	18.9%	23.2%
Rail	55	2.6%	1.9%	15	3.5%	2.9%
Bike	93	4.4%	1.6%	34	7.9%	3.6%
Walk	164	7.8%	5.4%	39	9.1%	8.9%
Telework	90	4.3%	3.3%	59	13.8%	12.4%
CWW	4	0.2%	0.3%	3	0.7%	1.4%
Boarded Ferry with Car/Van/Bus	3	0.1%	0.7%	3	0.7%	1.9%
Used Ferry As Walk On	13	0.6%	0.6%	3	0.7%	1.2%
Other	23	1.1%	0.6%	9	2.1%	1.9%

*\* Drive alone mode includes fill-in, where applicable.*

### Commute Trips By Mode - Affected Employees

Q.4a: Last week, what type of transportation did you use each day to commute TO your usual work location? (Mode used for the longest distance.)

Mode Split - Affected Employees



Mode	Trips During This Survey Week	% of Trips During This Survey Week	% of Trips During Previous Survey Week	Employees Who Used This Mode at Least Once During This Survey Week	% of Employees Who Used This Mode at Least Once During This Survey Week	% of Employees Who Used This Mode at Least Once During Previous Survey Week
Drive Alone *	980	50.8%	61.3%	257	65.7%	65.2%
Carpool	205	10.6%	10.1%	68	17.4%	20.9%
Vanpool	56	2.9%	2.4%	13	3.3%	3.8%
Motorcycle - 1	8	0.4%	0.3%	3	0.8%	0.9%
Motorcycle - 2	1	0.1%	0.2%	1	0.3%	0.6%
Bus	244	12.6%	11.9%	79	20.2%	24.5%
Rail	55	2.8%	2.0%	15	3.8%	3.2%
Bike	93	4.8%	1.8%	34	8.7%	4.4%
Walk	159	8.2%	5.3%	38	9.7%	9.4%
Telework	87	4.5%	3.0%	56	14.3%	13.0%
CWW	4	0.2%	0.3%	3	0.8%	1.5%
Boarded Ferry with Car/Van/Bus	3	0.2%	0.3%	3	0.8%	1.2%
Used Ferry As Walk On	13	0.7%	0.7%	3	0.8%	1.5%
Other	23	1.2%	0.4%	9	2.3%	1.2%

\* Drive alone mode includes fill-in, where applicable.



**Alternative Modes - Number of Employees Who Used a Non-Drive Alone Mode:**

Non-Drive Alone Number Of Days	Exactly this # of Employees	Exactly this % of Employees	At least # of Employees	At least % of employees
0 Day	164	38%	429	100%
1 Days	37	9%	265	62%
2 Days	36	8%	228	53%
3 Days	29	7%	192	45%
4 Days	41	10%	163	38%
5 Days	113	26%	122	28%
6 or More Days	9	2%	9	2%

**Work Schedules By Group - All Employees (This table shows the relationship between work schedule and commute mode)**

Employees who worked:	Drive Alone 5 days / week		Drive Alone 3 or 4 days / week		Used Bus At Least 3 days / week		Carpooled At Least 3 days / week		Used Rail At Least 3 days / week		Vanpooled At Least 3 times / week		Biked or Walked At Least 3 Days / week		Used 'Other' Modes At Least 3 Days / week		Used Non-Drive Alone At Least 3 Days / week	
	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%
5 days a week	119	34.1%	57	16.3%	42	12%	32	9.2%	10	2.9%	11	3.2%	44	12.6%	2	0.6%	163	46.7%
4 days a week (4/10s)	5	13.9%	17	47.2%	2	5.6%	2	5.6%	1	2.8%	0	0%	5	13.9%	0	0%	10	27.8%
3 days a week	0	0%	1	50%	0	0%	1	50%	0	0%	0	0%	0	0%	0	0%	1	50%
9 days in 2 weeks (9/80)	5	33.3%	4	26.7%	1	6.7%	4	26.7%	0	0%	0	0%	0	0%	0	0%	6	40%
7 days in 2 weeks	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Other	4	18.2%	6	27.3%	0	0%	2	9.1%	1	4.5%	1	4.5%	4	18.2%	1	4.5%	10	45.5%

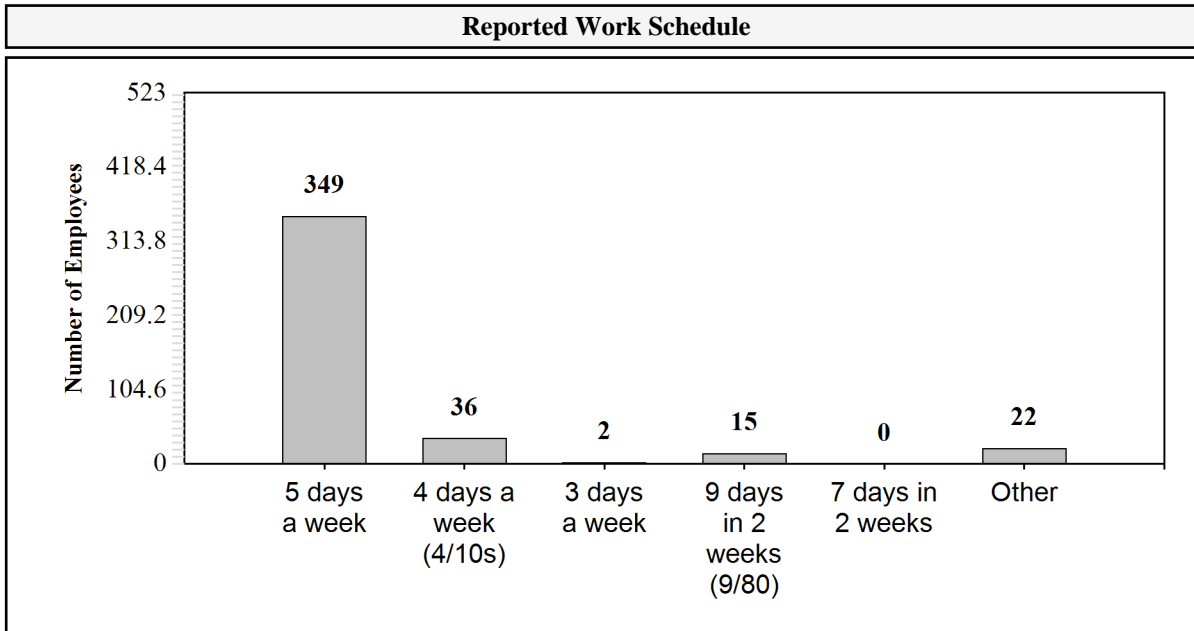
### Count by Occupancy of Carpools, Vanpools, and Motorcycles

Q.4b If you used a carpool or vanpool as part of your commute, or if you ride a motorcycle, how many people (age 16 or older) are usually in the vehicle?

Ridesharing Occupancy	Mode	Response Count
1	Motorcycle	8
2	Motorcycle	1
2	Carpool	178
3	Carpool	40
4	Carpool	5
5	Carpool	2
>5	Carpool	1
<5	Vanpool	15
5	Vanpool	3
6	Vanpool	12
7	Vanpool	14
8	Vanpool	12
9	Vanpool	4
10	Vanpool	0
11	Vanpool	0
12	Vanpool	0
13	Vanpool	0
14	Vanpool	0
15	Vanpool	0

**Reported Work Schedule - All Employees**

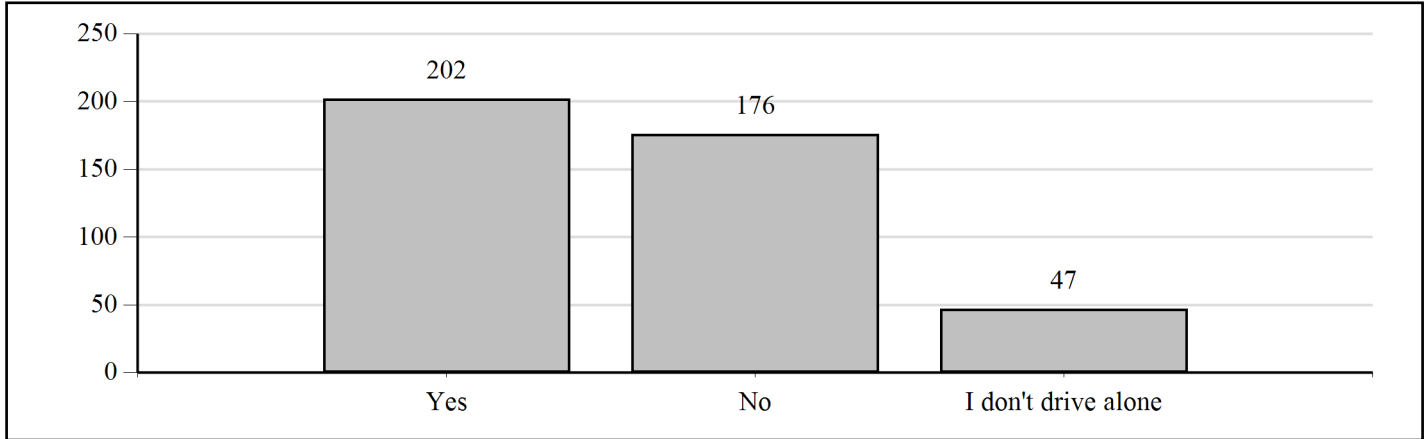
Q.5 Which of the following best describes your work schedule?



Reported Work Schedule	# Of Responses	% Of Employees
5 days a week	349	82.3%
4 days a week (4/10s)	36	8.5%
3 days a week	2	0.5%
9 days in 2 weeks (9/80)	15	3.5%
7 days in 2 weeks	0	0%
Other	22	5.2%

## Parking and Telework

**Q.9: On the most recent day that you drove alone to work, did you pay to park? (Mark "yes" if you paid that day, if you prepaid, if you are billed later, or if the cost of parking is deducted from your paycheck.)**



**Q.10: How many days do you typically telework?**

Telework Frequency	# of Responses	% of Responses
No Answer/Blank	3	0.7%
I don't telework	219	51.0%
Occasionally, on an as-needed basis	110	25.6%
1-2 days/month	32	7.5%
1 day/week	45	10.5%
2 days/week	15	3.5%
3 days/week	5	1.2%

**Reasons for driving alone to work/not driving alone to work**
**Q11. When you do not drive alone to work, what are the three most important reasons?**

Question Text	# of Responses	% of Responses
Free or subsidized bus, train, vanpool pass or fare benefit	178	18.1%
Personal health or well-being	146	14.8%
To save money	140	14.2%
Environmental and community benefits	104	10.6%
I have the option of teleworking	89	9.0%
Financial incentives for carpooling, bicycling or walking.	73	7.4%
Cost of parking or lack of parking	62	6.3%
Other	57	5.8%
To save time using the HOV lane	54	5.5%
Driving myself is not an option	39	4.0%
Emergency ride home is provided	21	2.1%
Preferred/reserved carpool/vanpool parking is provided	18	1.8%
I receive a financial incentive for giving up my parking space	3	0.3%

**Q12. When you drive alone to work, what are the three most important reasons?**

Question Text	# of Responses	% of Responses
Riding the bus or train is inconvenient or takes too long	277	28.1%
I like the convenience of having my car	224	22.7%
Family care or similar obligations	182	18.4%
Other	112	11.3%
My job requires me to use my car for work	76	7.7%
My commute distance is too short	58	5.9%
Bicycling or walking isn't safe	43	4.4%
I need more information on alternative modes	12	1.2%
There isn't any secure or covered bicycle parking	3	0.3%



**Employee Transit Use - All Employees**

**Q 13. Please indicate the number of one-way transit or walk-on ferry trips you took last week on each system listed below (for any purpose, not just getting to and from work). Please select "Other" if your transit isn't listed.**

Trips/Week	Employees Making This Many Transit Trips in a Week									
	Community Transit	Everett Transit	Intercity Transit	King County Metro	Kitsap Transit	Pierce Transit	Sound Transit	Whatcom Transportation Authority	Ferry as Walk-On	Other
1	4	2	0	15	1	1	6	0	1	2
2	2	0	0	29	0	1	4	0	2	0
3	2	0	0	13	0	0	1	0	0	0
4	2	0	0	10	0	0	2	0	0	1
5	1	0	0	7	0	0	0	0	0	2
6	4	0	0	10	0	0	2	0	0	0
7	0	0	0	2	1	0	0	0	0	0
8	3	0	0	15	2	0	7	0	2	2
9	0	0	0	3	0	0	1	0	0	0
10	0	0	0	11	1	0	2	0	3	1
11 or more	1	0	0	8	0	0	1	0	0	0
# Of Employees using Transit	19	2	0	123	5	2	26	0	8	8
Total One-Way Transit Trips Per Week	87	2	0	685	34	3	134	0	51	42

**Employee Transit Use - Affected Employees**

**Q 13. Please indicate the number of one-way transit or walk-on ferry trips you took last week on each system listed below (for any purpose, not just getting to and from work). Please select "Other" if your transit isn't listed.**

Trips/Week	Employees Making This Many Transit Trips in a Week									
	Community Transit	Everett Transit	Intercity Transit	King County Metro	Kitsap Transit	Pierce Transit	Sound Transit	Whatcom Transportation Authority	Ferry as Walk-On	Other
1	3	2	0	14	1	1	6	0	1	2
2	2	0	0	28	0	1	3	0	2	0
3	2	0	0	12	0	0	1	0	0	0
4	2	0	0	10	0	0	2	0	0	1
5	1	0	0	5	0	0	0	0	0	2
6	3	0	0	10	0	0	2	0	0	0
7	0	0	0	2	1	0	0	0	0	0
8	3	0	0	15	2	0	7	0	2	1
9	0	0	0	3	0	0	1	0	0	0
10	0	0	0	11	1	0	2	0	3	1
11 or more	1	0	0	8	0	0	1	0	0	0
# Of Employees using Transit	17	2	0	118	5	2	25	0	8	7
Total One-Way Transit Trips Per Week	80	2	0	669	34	3	132	0	51	34

**Commute Mode By ZipCode for All Employees**
**Q8. What is your home zip code?**

Home Zip code	Total Employees	Employee Percentage	Weekly Count of Trips By Mode												
			Drive Alone	Carpool	Vanpool	Motorcycle	Bus	Train	Bike	Walk	Telework	CWW	Ferry (Car/Van/Bus)	Ferry (walk-on)	Other
	3	0.70%	10	2	0	0	2	1	0	0	0	0	0	0	0
98001	1	0.23%	5	0	0	0	0	0	0	0	0	0	0	0	0
98003	1	0.23%	2	2	0	0	0	0	0	0	0	0	0	0	0
98004	5	1.17%	13	0	2	0	6	0	3	0	0	0	0	0	0
98005	3	0.70%	12	0	0	0	2	0	0	0	1	0	0	0	0
98006	4	0.93%	19	0	0	0	0	0	0	0	1	0	0	0	0
98008	1	0.23%	1	3	0	0	0	0	0	0	1	0	0	0	0
98011	3	0.70%	12	0	3	0	0	0	0	0	0	0	0	0	0
98012	9	2.10%	35	5	0	0	1	0	2	0	2	0	0	0	0
98020	9	2.10%	38	4	0	0	0	0	1	0	1	0	0	0	0
98021	3	0.70%	1	6	5	0	0	0	0	0	0	0	0	0	0
98023	1	0.23%	5	0	0	0	0	0	0	0	0	0	0	0	0
98024	2	0.47%	3	0	0	0	5	0	0	0	0	0	0	0	0
98026	12	2.80%	36	10	5	0	2	0	0	0	5	0	0	0	3
98028	5	1.17%	16	0	0	0	5	0	0	0	2	0	0	0	2
98029	1	0.23%	5	0	0	0	0	0	0	0	0	0	0	0	0
98030	1	0.23%	2	0	0	0	0	3	0	0	0	0	0	0	0
98031	3	0.70%	5	3	0	0	0	6	0	0	0	0	0	0	0
98032	2	0.47%	3	2	0	0	0	4	0	0	1	0	0	0	0
98033	3	0.70%	8	0	5	0	0	0	0	0	2	0	0	0	0
98034	2	0.47%	0	0	0	0	6	0	1	0	2	0	0	0	0
98036	8	1.86%	16	6	8	0	5	0	3	0	1	0	0	0	0
98037	7	1.63%	16	9	5	0	0	0	0	0	3	0	0	0	0
98038	2	0.47%	4	0	0	0	5	0	0	0	0	0	0	0	0
98040	2	0.47%	10	0	0	0	0	0	0	0	2	0	0	0	0
98042	1	0.23%	1	2	0	0	0	0	0	0	2	0	0	0	0



98043	10	2.33%	18	15	10	0	7	0	0	0	0	0	0	1
98045	1	0.23%	5	0	0	0	0	0	0	0	0	0	0	0
98052	3	0.70%	5	8	0	0	0	0	0	0	0	0	0	0
98053	1	0.23%	5	0	0	0	0	0	0	0	0	0	0	0
98055	2	0.47%	3	7	0	0	0	0	0	0	0	0	0	0
98056	6	1.40%	23	4	0	0	0	0	0	0	5	0	0	0
98058	2	0.47%	0	6	0	0	0	0	0	0	0	0	0	0
98059	1	0.23%	1	4	0	0	0	0	0	0	0	0	0	0
98065	2	0.47%	5	1	0	0	2	0	0	0	2	0	0	0
98075	1	0.23%	3	0	0	0	0	0	0	0	3	0	0	0
98087	4	0.93%	7	5	0	0	8	0	0	0	0	0	0	0
98092	1	0.23%	2	0	2	0	0	0	0	0	0	0	0	0
98102	2	0.47%	9	0	0	0	0	0	0	0	1	0	0	0
98103	32	7.46%	76	11	0	5	21	0	17	18	6	0	0	0
98105	6	1.40%	16	0	0	0	6	0	7	0	0	1	0	0
98106	1	0.23%	6	0	0	0	0	0	0	0	0	0	0	0
98107	12	2.80%	42	2	0	0	10	0	4	0	1	0	0	0
98108	3	0.70%	11	0	0	0	2	0	0	0	1	0	0	0
98109	10	2.33%	29	1	0	0	4	0	0	15	1	0	0	0
98110	1	0.23%	0	0	0	0	0	0	0	0	0	0	0	5
98112	1	0.23%	5	0	0	0	0	0	0	0	0	0	0	0
98113	1	0.23%	5	0	0	0	0	0	0	0	0	0	0	0
98115	19	4.43%	62	4	0	0	16	0	13	0	2	0	0	4
98116	4	0.93%	12	0	0	0	4	0	0	0	1	0	0	0
98117	23	5.36%	81	1	0	0	20	0	14	0	1	2	0	0
98118	6	1.40%	19	0	0	0	2	1	0	0	0	0	0	5
98119	44	10.26%	48	8	0	3	29	0	3	125	4	0	0	1
98121	1	0.23%	0	2	0	0	3	0	0	0	0	0	0	0
98125	4	0.93%	4	5	0	0	7	0	2	0	0	0	0	0
98126	3	0.70%	10	2	0	1	0	0	0	0	2	0	0	0
98133	17	3.96%	68	2	0	0	5	0	2	0	4	1	0	0
98136	3	0.70%	10	0	0	0	3	0	0	0	1	0	0	0
98144	1	0.23%	5	0	0	0	0	0	0	0	0	0	0	0
98146	2	0.47%	5	0	0	0	0	0	5	0	0	0	0	0
98155	13	3.03%	36	7	10	0	11	0	0	0	2	0	0	0
98168	3	0.70%	16	0	0	0	0	0	0	0	0	0	0	0
98177	17	3.96%	68	3	0	0	8	0	5	0	2	0	0	0



98178	2	0.47%	0	10	0	0	0	0	0	0	0	0	0	0	0
98188	1	0.23%	3	1	0	0	0	0	0	0	0	0	1	0	0
98198	4	0.93%	16	3	0	0	0	0	0	0	0	0	0	0	0
98199	24	5.59%	56	32	0	0	9	0	11	3	3	0	0	0	0
98203	3	0.70%	1	0	0	0	8	5	0	0	0	0	0	0	1
98208	4	0.93%	11	0	5	0	3	0	0	0	1	0	0	0	0
98223	1	0.23%	0	4	0	0	0	0	0	0	0	0	0	0	0
98239	2	0.47%	5	0	0	0	0	0	0	3	0	0	1	0	0
98260	1	0.23%	0	0	0	0	0	5	0	0	0	0	0	0	0
98270	3	0.70%	6	2	0	0	6	0	0	0	1	0	0	0	0
98271	1	0.23%	2	0	0	0	3	0	0	0	0	0	0	0	0
98272	1	0.23%	0	3	0	0	0	0	0	0	2	0	0	0	0
98274	1	0.23%	4	0	0	0	0	0	0	0	1	0	0	0	0
98275	2	0.47%	1	0	0	0	9	0	0	0	0	0	0	0	0
98277	1	0.23%	0	5	0	0	0	0	0	0	0	0	0	0	0
98282	1	0.23%	3	0	0	0	0	0	0	0	2	0	0	0	0
98292	2	0.47%	5	4	0	0	0	0	0	0	0	0	0	0	0
98296	1	0.23%	0	5	0	0	0	0	0	0	0	0	0	0	0
98311	1	0.23%	0	1	0	0	0	0	0	0	4	0	1	0	0
98312	1	0.23%	0	0	0	0	0	0	0	0	1	0	0	4	0
98335	1	0.23%	0	0	0	0	0	4	0	0	0	0	0	0	0
98367	2	0.47%	0	0	0	0	0	0	0	0	1	0	0	9	0
98372	2	0.47%	5	0	0	0	0	5	0	0	0	0	0	0	0
98375	1	0.23%	0	0	0	0	0	3	0	0	1	0	0	0	0
98387	1	0.23%	3	0	0	0	0	0	0	0	2	0	0	0	0
98388	1	0.23%	0	0	0	0	0	4	0	0	0	0	0	0	0
98391	1	0.23%	0	0	0	0	0	5	0	0	0	0	0	0	0
98407	1	0.23%	0	0	0	0	3	0	0	0	1	0	0	0	1
98422	1	0.23%	2	3	0	0	0	0	0	0	0	0	0	0	0
98466	1	0.23%	0	1	0	0	0	4	0	0	0	0	0	0	0
98498	1	0.23%	0	0	0	0	0	5	0	0	0	0	0	0	0
98826	1	0.23%	0	0	0	0	0	0	0	0	5	0	0	0	0
98943	1	0.23%	5	0	0	0	0	0	0	0	0	0	0	0	0