



**UNIVERSITY OF WASHINGTON  
MASTER PLAN**

Seattle Campus

**ANNUAL REPORT 2025**

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# PREFACE

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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 sixth 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 2024.**

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.

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This report is available online and can be printed directly from the website at: [www.washington.edu/community](http://www.washington.edu/community)

# EXECUTIVE STATEMENT

During the reporting period, the University continued progress on capital development and sustainability commitments outlined in the Campus Master Plan (CMP). Most students now attend classes in person, and many employees retain the flexibility to telecommute several days per week. The University recorded a 16% single-occupancy vehicle (SOV) rate, unchanged from 2023 but higher than in 2018. This increase reflects the shift back to in-person learning and work following years of remote operations.

The University has completed approximately 124K square feet toward the 6M allowed total. Three projects were under construction in 2024:

- **ICA Basketball Training Center (E59)** – 8,758 net new sq. ft.
- **New Haggett Hall (C6)** – 29,237 net new sq. ft.
- **Interdisciplinary Engineering Building (C11)** – 54,875 net new sq. ft. (now open)

Two future residential projects, **Blakeley Village (E81/E82)** and **Laurel Village (E83/E84)**, are anticipated to begin construction in late 2025.

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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

The 2025-27 capital budget includes full funding (\$124M) for the UW's top capital request: the construction of chemical sciences facilities and modernization of Bagley Hall on the Seattle campus. New facilities will help meet student demand, increase degree production, improve industry collaboration, and better support research.

Additional UW-related investments in the capital budget include:

- \$1.7M for improvements to the UW's soccer practice fields ahead of the 2026 FIFA World Cup.

However, the budget does not include funding for decarbonization projects on the Seattle campus. The University requested funding from the Climate Commitment Account (CCA) for the first 10 projects outlined in its five-part energy decarbonization strategy. Due to limited CCA funds, lawmakers generally prioritized completing existing state projects rather than funding new ones.

### Transportation Budget

The UW typically has limited engagement with the transportation budget but this year, requested accelerated funding for access, safety, and efficiency improvements to the Burke-Gilman Trail on or near the Seattle campus. The final transportation budget fulfills this request, allocating \$9.4 million in 2025-27 and \$6.6 million in 2027-29.

The budget also includes funding for the UW's sidewalk inventory and accessibility mapping project, the WSDOT-UW professional civil engineering master's degree fellowship program, and the UW Mobility Innovation Center.

### State Housing Trust Fund

The Sunbreak Affordable Housing Project, located at 920 NE 42nd St, received \$8M from the State Housing Trust Fund. This 244 unit, mixed-income, housing project with childcare on the ground floor is a partnership between UW, Bellwether Housing and Seattle Housing Authority.

**Table 1 – Campus Master Plan Identified Sites for Development**

Project Name	CMP Site	Program Description	Anticipated Construction Start
Blakeley Village	E81/E82	Academic - Residential	2025
Laurel Village	E83/E84	Academic - Residential	2025

**Table 2 – Sites Under Construction or Projects Completed**

Project Name	CMP Site	Gross Sq. Ft	Net New Sq. Ft	Status
ICA Basketball Training Center	E59	35,803	8,758	Under Construction
New Haggett Hall	C6	235,351	29,237	Under Construction
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
<b>TOTAL:</b>		<b>512,850</b>	<b>216,449</b>	

Table 3 – Development by Sector

Sector	Potential Net New Max Sq. Ft.	Maximum % Development	Net New Development	Current Total Net New Development	Current Total Net 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%
<b>TOTAL:</b>	<b>6,000,000</b>	<b>100%</b>	<b>123,597</b>	<b>123,597</b>	<b>0.02%</b>

**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 SDCI 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](http://transportation.uw.edu/publications).

Figure 1: 2024 Campus Mode Share, Monday through Friday

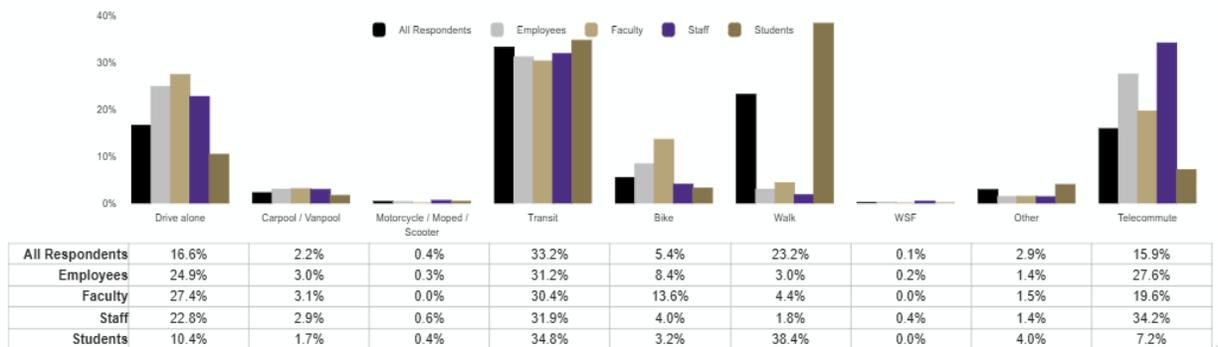
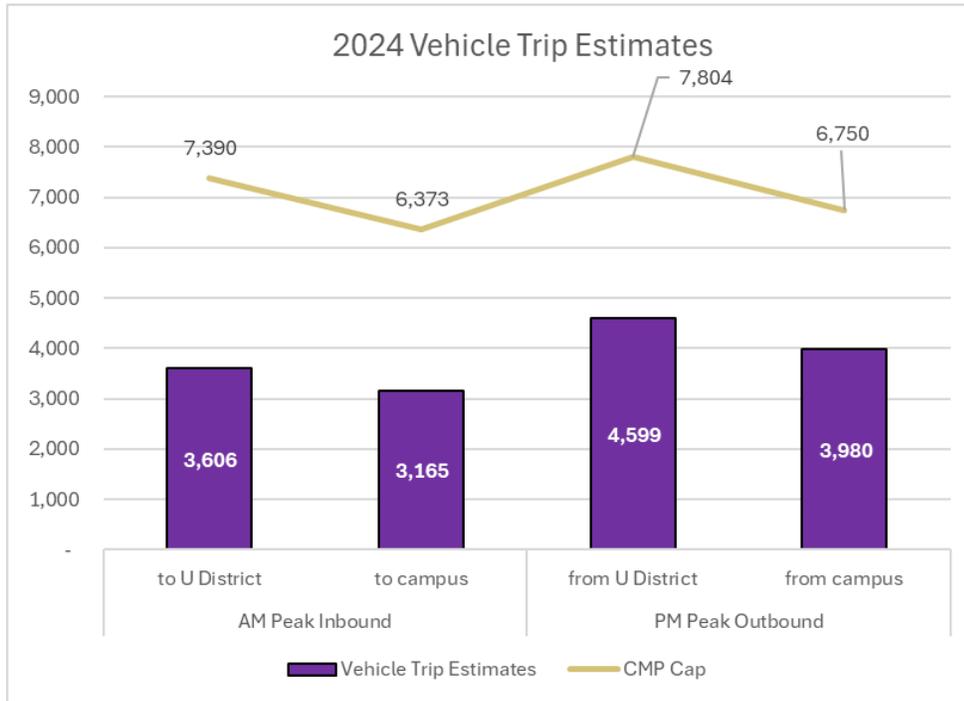


Figure 2: 2024 Campus Peak Vehicle Trip Estimates



**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;**

2024 saw a continuation of the commute trends demonstrated in 2023, largely due to the continued popularity of part time telework, which accounts for 27.6% of employee commutes. Transit use increased from 2023, with an average of 31.2% of employee commute trips (24.4% in 2023) and 34.8% of student commute trips (31.9% in 2023) taking place via transit. While transit use has increased, the drive alone rate has regressed slightly, rising to 16.6% from 16.3% in 2023.

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 2024
<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>According to the results of the 2024 UW Annual Transportation Survey, the University's single-occupancy vehicle (SOV) rate is 16.6%. This marks a small increase from 2022 and 2023, likely due in part to a decrease in teleworking and a rise in driving alone among those with variable schedules who are not commuting to campus daily.</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>2024 AM peak trips were below the cap for both campus and for the U-District.</p> <p>2024 PM peak trips were below the cap for both campus and the U-District.</p> <p>See Figure 2 for 2024 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</p>	<p>The University counted 11,108 regulated parking stalls in 2024. During this year, a net total of 222 stalls were removed from service.</p>

<p>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>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 557 stalls since the 2019 Campus Master Plan was passed.</p>
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<p><b>MONITORING AND REPORTING</b></p>	<p><b>2024 Updates and 2025 Planned Activities</b></p>
<p>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>	<p>The University met with transportation agency stakeholders throughout 2024, convening meetings with stakeholders to discuss specific transportation projects and transit service changes</p> <p>Quarterly meetings were held in January, April, July, and October.</p>
<p>Commit to monitoring and reporting campus performance of its transportation goals.</p>	<p>In 2025, 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>
<p>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>	<p>Completed for reporting year. The annual survey results are provided through this report and can be found online at:</p> <p><a href="https://transportation.uw.edu/publications">https://transportation.uw.edu/publications</a></p>

## TRANSPORTATION DEMAND MANAGEMENT STRATEGIES

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

There are eight programmatic components of the TMP, each one supporting the success of the overall TDM program. Under each of the following eight TMP components is a list of baseline strategies, as well as improvements implemented in 2024 and planned improvement strategies for 2025.

TMP Strategy	Basics	2024 Updates and 2025 Planned Activities
<p><b>1. U-PASS</b></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> <ul style="list-style-type: none"> <li>• Unlimited transit on ORCA regional agencies</li> <li>• Full fare coverage for vanpool/vanshare on ORCA regional agencies.</li> <li>• Guaranteed ride-home program</li> </ul> <p>The program is funded through student fees, some employee user fees, a percentage of parking revenue and institutional subsidy.</p>	<p><b>UPDATES:</b></p> <p>As of September 2024, the student U-PASS fee was reduced from \$86 to \$70 per quarter attributed to a surplus created by lower ridership during the COVID-19 pandemic.</p> <p><b>PLANNED:</b></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>
<p><b>2. Transit</b></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</p>	<p><b>UPDATES:</b></p> <p>In Fall of 2024 the Lynnwood Link Connection opened granting direct transit access to many campus community members living North of Seattle. This was communicated to the</p>

	<p>space and comfort 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>community and plays a role in the increase in transit use.</p> <p><b>PLANNED:</b> As the 2025 opening date of the East Link Extension draws closer, Transportation Services will work to ensure all students and employees are aware of the increase in transit service.</p> <p>In 2025, the UW will continue to work with Metro to further streamline planning for special events on campus, including the annual Cherry Blossom visits to campus.</p>
<p><b>3. Shared-Use Transportation</b></p>	<p>UW has bikeshare agreements with vendors permitted to operate in the City of Seattle. Agreements include 50% discounts for UW students and staff for membership and rides.</p> <p>UW actively promotes carpooling and vanpooling to staff and students, working directly with departments that have employees with early/late shifts that aren't able to utilize traditional transit options.</p>	<p><b>UPDATES:</b> UW signed agreements with vendors to allow shared e-scooters on campus, and scooters have been available as of January 2025.</p> <p><b>PLANNED:</b> UW will work with Seattle bike/scooter share providers to ensure proper parking, and evaluate program impacts. UW will explore infrastructure improvements, provide safety education, gather feedback, and enforce parking and geofencing policies.</p>
<p><b>4. Parking Management</b></p>	<p>UW Seattle Campus charges all students, staff, and faculty for parking.</p>	<p><b>UPDATES:</b> Transportation Services expanded pay-per-use</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"> <li>• Discounted parking for carpools</li> <li>• Free parking for vanpools</li> <li>• Reserved &amp; preferred parking stalls available for carpools/vanpools</li> <li>• Student carpools can park on central campus</li> </ul>	<p>parking to the South Campus (S1) garage, which was fully implemented in January 2024.</p> <p>UW implemented Central Parking Garage (CPG) improvements focusing on access control and safety. Improvements were completed in January 2025.</p> <p><b>PLANNED:</b> The cost to park at campus-owned lots continues to increase by 4% on an annual basis.</p>
<p><b>5. Bicycle</b></p>	<p>As of Fall 2024, UW has over 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.</p> <p>In 2023, UW opened three new bike houses at Founders Hall, Allen Library, and Roberts Annex, with a combined capacity of 300 bicycles. Transportation Services additionally completed security</p>	<p><b>UPDATES:</b> The 2024 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 per game.</p> <p>In 2024 UW issued an RFP for next generation bicycle lockers, including on-demand bike lockers.</p> <p><b>PLANNED:</b> In 2025, Transportation Services will continue to advance Burke-Gilman Trail improvements east of Rainier Vista. UW will begin installation of new bike locker models and continue to update bike racks to our new standard whenever possible.</p>

	improvements at all bike houses, adding latch guards that prevent tampering and break-ins.	
<b>6. Pedestrian and ADA mobility</b>	<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><b>UPDATES:</b> UW continues to pursue improvements to NightWalk, ADA access, and pedestrian mobility.</p> <p><b>PLANNED:</b> 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>
<b>7. Marketing and Education</b>	<p>UW Seattle provides marketing and education through numerous channels:</p> <ul style="list-style-type: none"> <li>• Individual commute planning for students and staff by request</li> <li>• New Employee Orientations</li> <li>• Dawg Days Student Orientations</li> <li>• Other tabling events throughout the year</li> <li>• Two Annual Bicycle Campaigns: Bike Month and Ride in the Rain</li> <li>• U-PASS and Active Transportation quarterly newsletter</li> <li>• Rapid updates on commuting conditions, such as WSDOT SR-520 closures, Burke Gilman Trail closures, lightrail service updates, and bus reroutes.</li> <li>• Website with transportation options and benefits information</li> </ul>	<p><b>UPDATES:</b> Marketing and education efforts continued in 2024.</p> <p>The Student U-PASS Advisory Board updated NightRide branding and advertising material directed at students.</p> <p><b>PLANNED:</b> In 2025 Transportation Services has hired a new Campus and Community Outreach Specialist with plans to increase the awareness of sustainable mode shifts to the campus community through expanded events and marketing.</p>

	<ul style="list-style-type: none"> <li>• Transportation Services social media</li> </ul>	
<p><b>8. Institutional Policy Changes to TMP Implementation</b></p>	<p>UW has telework and flexible schedule policies to support options to not commute to 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><b>UPDATES:</b> Telework is one of three primary modes of operation (along with transit and drive-alone) for a significant portion of Seattle campus workers and is projected to remain popular throughout 2025.</p> <p><b>PLANNED:</b> The University will continue to support flexible schedule policies and hybrid telework options for employees.</p>

**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 862 in 2024. 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 3,410 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 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, 4,217 UW employees have taken part. Approximately 1,710 of these were first-time home buyers.

- The University and Seattle Housing Authority selected Bellwether Housing to develop 244 mixed-income units on UW property at NE 42nd St and Roosevelt Way NE. The project includes 163 units at 60% AMI, 41 at 80% AMI, and 40 at 100% AMI. The ground floor will feature a Kids Co childcare center and FamilyWorks family services. Bellwether is currently securing project funding.
- 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.
- The University is partnering with the Washington State Housing Finance Commission to offer down payment assistance to newly hired faculty. The program provides up to 10% of the home price as a second mortgage, featuring below-market interest rates and deferred payments. Since its launch in 2019, 52 loans have been issued.
- 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, 27 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 2025 suggest that the north Seattle "suburban" commercial sub-market (broader than the U-District) is stable but may face a trend

of increasing vacancies in 2025. Recent demand remains limited. The area has a lower office vacancy rate than Downtown (Cushman & Wakefield, 2025).

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. The neighborhood is gradually evolving as new residential buildings have brought new residents and added to the mix of street-level commercial businesses.

- 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.

Citywide, the number of new housing units grew by 3.3% in 2024 and population grew by 2.4%. A number of recently completed residential buildings in the University District has continued to add to the neighborhood's residential base, but the pace of new residential growth could become more gradual in 2025.

- 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;
  - No property purchases or proposed uses within the Primary or Secondary Impact Zones during the reporting period
- 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 12/31/24)**

<b>Lease within Seattle</b>	<b>Total Sq. Ft</b>
Primary Zone within UDNUCV*	350,633
Primary Zone outside UDNUCV	149,640
<b>Total Primary Zone</b>	<b>500,273</b>
Secondary Zone	8,500
<b>Total Primary and Secondary Zones</b>	<b>508,773</b>
Outside Impact Zones	
University of Washington	1,336,131
Harborview	50,064
<b>Total within Seattle</b>	<b>1,894,968</b>

\* *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: 69%

Change in ground level space during the last six months: Total ground level space in the UDNUCV is 16,044 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 2024

# CAMPUS MASTER PLAN ORDINANCE REPORTING AND CONDITIONS OF APPROVAL REPORTING REQUIREMENTS

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

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

Request	Status
UW should add up to 366 additional childcare spaces on campus in the next eight years.	UW is actively seeking opportunities to expand childcare services. While these efforts continue to develop, the 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 48 childcare spaces that will be added to existing capacity at Laurel Village.
UW should use a priority hire program to support the hiring of residents of underserved communities to work on construction projects.	UW has been working with an external consultant (Keen Independent Research) on further exploration of a Priority Hire Program. The work includes benchmarking other programs, gathering relevant data, exploring resource needs, and facilitating conversations with internal and external stakeholders. A final report with findings and recommendations is expected to be delivered in 2025
UW should explore innovative ways to support local economic development and the integration of woman and	UW is committed to providing the maximum practicable opportunity for participation by minority business enterprises (MBEs) and

minority-owned local businesses into the campus.	women business enterprises (WBEs), and small businesses in the provision of goods and services purchased by the University.
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 will include 60-75 additional childcare spaces. The UH4 (UW Housing Four Properties) project aims to add 48 childcare spaces that will be added to existing capacity at Laurel Village
UW should prepare a bicycle parking plan to ensure that adequate bicycle parking is provided on campus.	Completed in 2023  <a href="https://transportation.uw.edu/files/media/2023-bicycle-parking-plan.pdf">https://transportation.uw.edu/files/media/2023-bicycle-parking-plan.pdf</a>
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.	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.

		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.
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 continuous waterfront trail in the annual reports to the City.	See responses to Conditions 3, 4, and 5 above. No projects were proposed in the reporting year for South Campus.
11, 12, 19	Motor vehicle parking is limited to a maximum of 9,000 spaces within the MIO.	The University counted 11,108 regulated parking stalls in 2024. During this year, a net total of 222 stalls were removed from service. The University has a plan to reduce stalls to 9,000 by the time 6M square feet is developed. UW has reduced parking by 557 stalls since 2019 CMP was adopted.
27	Convene a transportation agency stakeholder meeting, at least quarterly, to review progress and discuss unforeseen challenges and opportunities.	Quarterly meetings continue to be held, with participation from partnering agencies including WSDOT, Sound Transit, and King County Metro.

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:  <a href="https://transportation.uw.edu/publications">https://transportation.uw.edu/publications</a>
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 remained strong, with 31.2% of employees and 34.8% of students commuting by transit. These figures are consistent with prior years and are expected to grow with the upcoming expansion of regional services. The single-occupancy vehicle (SOV) rate held steady at 16.6% overall—mostly unchanged from 2023, but higher than pre-2020 levels—reflecting the broader return to in-person work and learning. This slight increase from earlier years may also be partly attributed to survey sample variation, as no major commute disruptions were reported during the survey period.
62	UW will pay a proportional amount of new signals initiated by SDOT at: 24.5% at University Wy & 41st; 15.1% at 6th & 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 paid SDOT \$731,974 in 2023 for ITS.
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	The University shall fund capital improvements, proposed by SDOT in consultation with the University,	A newly developed MOA exists to guide payments under this and other transportation conditions. 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:

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 net new gross square feet or by January 1, 2029: \$2.5 million
4. Issuance of certificates of occupancy for 2 million net new gross square feet or by January 1, 2032: \$2.5 million
5. Issuance of certificates of occupancy for 2.5 million net new gross square feet or by January 1, 2035: \$2.7 million

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.

paid SDOT \$2,969,216 for its first payment in 2022. This included a 3.5% annual adjustment since the CMP was passed.

The next scheduled payment is expected in 2026.

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 require UW space to accommodate.
67	UW will upgrade campus gateway at 15 <sup>th</sup> /43 <sup>rd</sup> 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 \$9.4M in 2025–27 and \$6.6M in 2027–29 in State transportation funding to rebuild the Burke-Gilman Trail. Planning is underway to determine how best to design and rebuild the trail given this updated timeline.
70	UW shall widen Burke-Gilman Trail from Brooklyn to 15th Ave by 2028 or when site W27 develops. UW will widen Burke-Gilman north of Rainier Vista when sites C8 or C10 develop.	UW did not develop these sites in the reporting year.

# Appendix A

## Map of UDNUCV

