



**Annual Status Report
of the
Final Compiled MIMP of March 2013**

Fiscal Years 2013 – 2015

September 23, 2015

Seattle University
MIMP Annual Status Report
2013 - 2015

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Seattle University
MIMP Annual Status Report
2013 - 2015

I. INTRODUCTION

- A. Name of Institution: Seattle University**
- B. Reporting year: July 1, 2013 to June 30, 2015**
- C. Major Institution Contact Information:**

Colleen Pike

Director of Planning and Real Estate
901 12th Avenue
P.O. Box 222000
Seattle, WA 98122-1090
Phone: (206) 296-2347
Fax: (206) 296-2150
Email: pikec@seattleu.edu

Robert P. Schwartz

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

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

The Current MIMP was adopted by the City Council on January 22, 2013. The Final Compiled MIMP of March 2013 incorporates revisions imposed by the City Council as part of its approval in January. There have been no amendments.

II. PROGRESS IN MEETING MASTER PLAN CONDITIONS

A. General Overview of progress

The current MIMP, adopted in 2013, was approved by the Seattle City Council on January 22, 2013. As part of the approval there were a number of editorial changes to the MIMP draft mandated and some additional conditions. The requested editorial changes were incorporated into the Final compiled MIMP of March 2013, and were therefore fulfilled with the publication of the document as noted below. Some of the conditions imposed are not currently applicable as the development associated with the condition has not yet occurred. The status of all items is noted in **red** below, for two fiscal year reporting periods: July 1, 2013 through June 30, 2014, and July 1, 2014 through June 30, 2015

B. MIMP conditions and progress toward compliance

2013 MIMP City Council Conditions:

1. Changes to the scope or conditions of the MIMP:

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

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

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

July 2015 Update: This language was incorporated into the final compiled MIMP of March 2013. No decision to move forward with an event center was made during the reporting period.

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

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

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

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

The graphics were incorporated into the final compiled MIMP of March 2013.

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

This language was incorporated into the final compiled MIMP of March 2013.

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

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

July 2015 Update: This language was incorporated into the final compiled MIMP of March 2013, although Seattle University acquired the 1300 E. Columbia property in October 2013. No development has been proposed on these sites during the reporting period.

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

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

This language was incorporated into the final compiled MIMP of March 2013.

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

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

This language was incorporated into the final compiled MIMP of March 2013.

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

This change to the graphic was incorporated into the final compiled MIMP of March 2013.

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

This change to the graphic was incorporated into the final compiled MIMP of March 2013.

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

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

July 2015 Update: This language was incorporated into the final compiled MIMP of March 2013, although Seattle University acquired the property at 1300 East Columbia in October of 2013. No changes to the parking on the property and no development has occurred. No other parking has been developed during the reporting period.

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

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

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

"Given the sensitive edge condition of the site located at 1313 East Columbia (#312), high-quality, welcoming open space shall be provided prior to or simultaneously with development at this site consistent with the requirements of this condition. This open space shall be publicly accessible and urban in character, providing relief both visually and in the activities offered. Elements of these spaces shall include, but are not limited to, landscaping, hardscaping, seating, artwork, trash receptacles and irrigation. The Admissions and Alumni courtyard just east of 12th and Marion provides an example of such high-quality open space.

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

July 2015 Update: This language was incorporated into the final compiled MIMP of March 2013, although Seattle University acquired the property at 1300 East Columbia in October 2013. However no development has occurred on the property. No development at 1313 East Columbia has occurred during the reporting period.

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

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

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

This change to the graphic was incorporated into the final compiled MIMP of March 2013.

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

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

July 2015 Update: This language was incorporated into the final compiled MIMP of March 2013, no development along these streets has occurred during the reporting period.

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

This change was incorporated into the final compiled MIMP of March 2013.

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

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

This language was incorporated into the final compiled MIMP of March 2013.

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

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

This language was incorporated into the final compiled MIMP of March 2013.

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

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

This language was incorporated into the final compiled MIMP of March 2013.

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

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

This language was incorporated into the final compiled MIMP of March 2013.

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

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

This language was incorporated into the final compiled MIMP of March 2013.

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

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

This language was incorporated into the final compiled MIMP of March 2013.

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

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

This language was incorporated into the final compiled MIMP of March 2013.

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

23. Delete pages vii-ix.

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

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

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

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

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

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

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

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

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

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

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

"The development standards component in this adopted master plan shall become the applicable regulations for physical development of Major Institution uses within the MIO District. These development standards shall supersede the development standards of the underlying zone. Where standards established in the underlying zone have not been modified by the master plan, the underlying zone standards shall continue to apply. This section describes the development standards that will apply to Seattle University for the duration of this MIMP. As this master plan represents a 20-year time horizon for the physical development of campus, many of the details are conceptual at this point. For this master plan to be successful, it is necessary to balance the rigor of specific requirements with the flexibility to address future needs as new conditions arise."

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

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

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

"Existing Underlying Zoning & MIO Overlay"

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

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

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

"Proposed MIO Boundary Expansion & Underlying Zoning"

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

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

- 12th and Madison
- Academic and Housing on East Madison

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

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

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

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

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

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

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

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

39. Page 126, shall be amended as follows:

"Existing and Future City of Seattle Landmarks"

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

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

Pacific Northwest Bell Telephone Company

Qwest Communications Maintenance Facility (1991- 2007)

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

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

3. Council approved conditions to add to the MIMP

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

July 2015 Update: No projects meeting this size criteria have been proposed during the reporting period and the Standing Advisory Committee (SAC) was not convened. Seattle University has been in discussions with Maureen Sheehan of DPD regarding the formation of the SAC.

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

July 2015 Update: No MIMP projects have been proposed during the reporting period.

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

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

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

July 2015 Update: This process was completed during the reporting period. However, it has not been submitted for City approval due to possible changes associated with the City's Madison Bus Rapid Transit study. Seattle University is participating in the public process which is part of the Study.

4. Rezone Conditions

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

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

July 2015 Update: This language was incorporated into the final compiled MIMP of March 2013. No development has occurred during the reporting period.

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

This language was incorporated into the final compiled MIMP of March 2013.

3. The following sentence shall be added to the end of page 140 as follows:
"Along 12th Avenue, non-street-activating uses shall be limited to no more than 20% of the 12th Avenue street front facade so as not to dominate any block."

July 2015 Update: This language was incorporated into the final compiled MIMP of March 2013. No development has occurred during the reporting period.

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

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

replacement cost that is financed by City funds. City funds include housing levy funds, general funds, or funds received under any housing bonus provision.

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

- a) Provide a minimum number of units equal to the number of units to be demolished or changed;
- b) Provide no fewer than the number of 2 and 3 bedroom units as those in the units to be demolished or changed;
- c) Contain no less than the gross square feet of the units to be demolished or changed;
- d) The general quality of construction shall be of equal or greater quality than the units to be demolished or changed; and
- e) The replacement housing will be located within the First Hill/Capitol Hill Urban Center and the area east of that center to Martin Luther King Jr. Way."

July 2015 Update: This language was incorporated into the final compiled MIMP of March 2013. No development has occurred during the reporting period.

5. Conditions - SEPA

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

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

This language was incorporated into the final compiled MIMP of March 2013.

C. DEVELOPMENT ACTIVITY

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

See Attachments A1: New Leasing Activity Within Boundary and A2: New Non-Leased Activity Within Boundary.

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

See Attachments A3: New Leasing Activity Between Boundary and 2,500 ft and A4: New Land and Building Acquisition Between Boundary and 2,500 ft.

D. TRANSPORTATION MANAGEMENT PROGRAM

1. General Overview

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

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

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

Neighborhood Parking Control: The Director of Public Safety & Transportation continues to meet monthly with the Seattle Police East Precinct and encourage parking enforcement efforts undertaken by the City this year, since SPD has hire additional parking enforcement staff and thus provide more parking enforcement in the RPZ zones (#2 & #7) located on the campus perimeters. We continue to support

the existing RPZ's in the manner described in the TMP. We continue to follow through on requests from residents in the area and urge the Police Department to enforce parking regulations in the zone. The university participated in city/community efforts to make on street parking available to more residents and business customers.

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

Goals and Objectives

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

2. Elements of the 2013 Transportation Management Plan

Element: Transit

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

Strategies:

1. Keep the cost of transit commutes below the cost of SOV commutes by providing the following incentives
 - a. Faculty & Staff: Subsidize a minimum of 50% of the cost of an individual transit pass for faculty and staff commuters, including cross Sound commuters, and provide a regional pass for \$10 per month.

Seattle University provides faculty and staff with a tri-county ORCA pass which covers Metro, Community Transit, Sound Transit, Kitsap and Pierce Transit for \$10 per month. In addition employees who use the Washington State Ferry System are eligible for a 75% subsidy.
 - b. Commuter Students: Maintain a minimum subsidy of 30% for all types of passes for commuter students without a parking pass. Maintain the average daily SOV parking rate at a point that is higher than the cost of the average subsidized transit trip.

Commuter students are eligible for a subsidized ORCA pass for \$300 per academic year or \$400 per calendar year. Students are also eligible for a 30% subsidy on ferry passes. This is a subsidy of 75-80% of the cost, well over the 30% minimum. In addition, the cost to park a SOV on a daily basis is \$630 for the academic year or \$840 for a calendar year, well above the cost of the transit pass.

- c. Provide a guaranteed ride home to transit users in the event of an emergency.

Seattle University has a Guaranteed Ride Home program that pays the cost of a cab ride home in case of an emergency for staff that do not drive to work.

- d. Provide staff access to a subsidized car share program.

Seattle University participates in a ZIP Car program under which the car may be used for either University business (employees only) or for an employee's or student's personal use.

- 2. Work to improve transit access and utilization by:

- a. Continuing the "Bus-It" program which allows resident students to check out a transit pass for off-campus trips.

The University has in place a program for resident students to check out a bus pass on a daily basis for off campus trips.

- b. Continuing to work with neighboring institutions, King County Metro, and other agencies to improve transit access around the campus.

Seattle University does quarterly networking meetings with our institutional neighbors, and participates in community groups with an interest in transit issues such as the 12th Avenue Stewards. The University also continues to make payments toward the local Residential Parking Zone.

- c. Developing and participating in programs such as shuttle services, subsidizing transit routes or other programs that will improve transit access to the University and connections with the light rail stations.

Free airport shuttle service is provided at school breaks, as well as pick-up and drop-off service to the light rail stations.

- d. Evaluating the costs and benefits of consolidating the transit pass programs into a single program that is funded through a transportation fee and SU subsidies.

The ORCA pass system is now in place.

e. Improving customer access to transportation planning services and subsidized transit passes.

The University maintains a Transportation website and includes links to outside agencies. In addition there is a central office on campus to assist student, staff and visitors with transportation planning.

Element: High Occupancy Vehicles

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

Strategies:

1. Keep the cost of HOV commutes below the cost of SOV commutes by:

a. Providing a 50% parking fee discount for 2 person carpools

This is provided.

b. Providing free parking for MaxiPools (4+ SU passengers)

This is provided.

c. Subsidizing Van Pool and Van Share riders at the same rate as transit riders and provide free parking.

The University provides free parking and a \$100 stipend to each VanPool or VanShare.

2. Increase ridership by:

a. Marketing program benefits to the SU population.

Some marketing is done at orientation and similar campus events. The campus transportation website also provides information.

b. Working with other First Hill institutions to fill vans with SU riders.

This possibility is currently being explored.

c. Marketing to potential riders through promotions, special events, and promotion of Metro's RideShare program.

A marketing campaign is in the planning stages.

3. Provide the following benefits:

a. HOV and Parking subsidies

The University provides free parking and a \$100 stipend to each VanPool or VanShare.

b. Guaranteed Ride Home program

Seattle University has a Guaranteed Ride Home program that pays the cost of a cab ride home in case of an emergency for staff who do not drive to work.

c. Preferential parking

Preferential parking stalls are provided for high occupancy vehicles.

d. Staff access to ride share program.

Seattle University participates in a ZIP Car program under which the car may be used for either University business (employees only) or for an employee's or student's personal use.

Element: Bicycles

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

Strategies:

1. Provide the following support services:

a. Covered and open bicycle parking spaces that exceed demand.

July 2015 update: The campus has 130 covered bike spaces and 215 uncovered spaces currently and usage is monitored to ascertain demand. In the reporting period, Seattle University added 42 uncovered, unsecured; 53 new covered, secured; 20 covered, unsecured bike spaces.

b. Access to showers and lockers in the student center.

Access is provided to locker rooms and showers in the Student Center and Fitness Center.

- c. Assistance on learning how to become a bicycle commuter.

The SU Cycling Club provides assistance, and bike route maps are provided on the SU Transportation website, along with information on security, showers, etc.

- d. Improve access to bicycles for campus members through promotions, partnerships with local bike shops, or a bike share program.

July 2015 update: A bike share program run by a local non-profit installed a station inside the MIO in Fall 2014.

- 2. Provide incentives and benefits including:

- a. Guaranteed ride home in case of emergency

Seattle University has a Guaranteed Ride Home program that pays the cost of a cab ride home in case of an emergency for staff who do not drive to work.

- b. Two free SOV parking passes per month for staff who commute by bike.

Currently, staff who commute by bike are eligible to receive five days of free parking per month, if they are registered with the SU Transportation office as bicycle commuters.

- c. Staff access to ride share program

Seattle University participates in a ZIP Car program under which the car may be used for either University business or for the employee's personal use.

- d. Develop additional benefits such as discounts at a local bike shop, periodic drawings for prizes and individual recognition.

This work is in the planning stages.

- 3. Evaluate the need for additional bike racks and/or lockers throughout campus.

This study is complete. An implementation plan is currently in the planning stage. New secure covered bike storage was opened in Spring 2015.

Element: Pedestrians

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

Strategies:

1. Provide the following support services:

a. Access to showers and lockers in the Student Center.

This access is provided

b. Work with SDOT to improve pedestrian crossings on Madison Street and Cherry Street.

July 2015 Update: Seattle University met with DPD regarding improvements on Madison in conjunction with the Madison Bus Rapid Ride development. Work on Chery Street will follow the Madison and Broadway work. Seattle University has also been trying to work with SDOT on pedestrian safety on Marion and 12th. However, SDOT has declined to provide a traffic signal at that location.

2. Provide the following incentives and benefits:

a. Guaranteed ride home in case of emergency

Seattle University has a Guaranteed Ride Home program that pays the cost of a cab ride home in case of an emergency for staff who do not drive to work.

b. Two free SOV parking passes per month for staff

Currently, staff who walk to work are eligible to receive five days of free parking per month, if they are enrolled as walkers with the University.

c. Staff access to car share program.

Seattle University participates in a ZIP Car program under which the car may be used for either University business (employees only) or for an employee's or student's personal use.

d. Security escorts for trips within two blocks of campus

The University's Nighthawk program provides free rides to all addresses within six blocks of campus between 6:00 pm and midnight Sunday through Thursday and until 2:00 am on Fridays and Saturdays. Students,

Faculty and Staff may also request a walking escort to locations within two blocks of campus 24 hours a day, seven days a week.

3. Develop additional benefits such as periodic drawings for prizes and individual recognition.

A program is under development.

Element: Marketing

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

Strategies:

1. Maintain on-line kiosk in Student Center

There is a Kiosk in the Student Center.

2. Maintain on-line access to transportation services

The Seattle University website has an extensive section on Transportation options. The link to this section is:

<http://www.seattleu.edu/transportation/commuting/advantages/>

3. Provide program information to the campus population through orientation sessions, email notices, enclosures in student information packets and office hours for transportation office

This information is provided regularly.

4. Provide a minimum of four Commuter Information Centers on campus

There are information centers in the Student Center, the University Services building and in the campus Collegia – which are campus gathering places provided expressly for commuter students.

5. Promote programs in campus publications

This is done on a regular basis.

6. Establish a comprehensive high-profile marketing campaign that is visible to each member of the campus community on a monthly basis.

The University's Marketing and Communications department is embarking on a new marketing campaign for the campus in 2014.

7. Increase the number of Transit Kiosks on campus and include live/on-line transit planning web access at each Kiosk.

Currently there is only one active kiosk on campus, located in the law school. The Transportation Manager is working to determine other locations and the costs to expand the kiosk system.

8. Organize unique, campus-wide opportunities, such as events, to promote transportation alternatives.

These have not yet been organized.

9. Provide dedicated liaisons on campus to provide assistance and be a resource for transportation initiatives.

The Department of Public Safety has a Transportation position for this purpose.

10. Maintain and expand partnerships with community organizations to increase Seattle U's visibility in the community.

Seattle University does quarterly networking meetings with our institutional neighbors, and participates in community groups with an interest in transit issues such as the 12th Avenue Stewards and the Squire Park neighborhood association.

11. Maintain and expand partnerships with Student Development organizations on campus.

The transportation coordinator position works closely with Student Development.

Element: Institutional Policies

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

Strategies:

1. Increase on-campus student housing as described in the master plan.

Seattle University is currently preparing a ten year Strategic Facilities Plan which will include student housing.

2. Establish policies to promote flextime, telecommuting, compressed work weeks and other programs that would reduce PM peak hour commute trips.

These policies are under review by the University Human Resources Department.

3. Reduce campus generated trips by restricting freshmen resident students and discouraging other resident students from bringing vehicles to campus.

This policy is in place.

4. Increase opportunities for on-line learning and access to campus services.

A new program has been established to create an on-line learning program.

Element: Parking

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

Strategies:

1. Minimize the amount of on-campus parking required to support University operations by:

- E. Maintain SOV monthly parking rates at a point greater than the monthly cost of a transit commute.

Monthly transit passes cost approximately 10% of the monthly cost for SOV parking.

- F. Reducing resident parking demand by listing remote vehicle storage suppliers, limiting residence permits, and providing residents with access to transit passes.

Currently residential permits are limited and students have access to discounted Orca passes or may check-out a pass for one day use.

- G. Maximizing the efficient operation of garages and lots by implementing parking control, monitoring and security systems.

Parking control and monitoring is in effect.

- H. Encouraging SOV alternatives by maintaining discounted parking rate for motorcycles and providing a minimum of three days each quarter for HOV program participants to park free.

Motorcycle parking is provided on campus for \$45.00 annually. HOV commuters in Maxi-pools of 4 for more park for free on campus. Carpoolers receive approximately one free day per week for solo trips.

- I. Limiting potential growth in parking demand by promoting and providing incentives for travel modes such as transit, bicycling, and walking that do not require a parking stall.

As detailed above, Seattle U provides a wide variety of incentives to encourage staff and students to commute without a car.

- J. Keeping parking supplies close to the minimum code requirements and restricting the number of parking permits while monitoring demand to limit spillover parking in the neighborhood.

As campus projects occur that impact the parking supply, the code minimum and maximum stall count is monitored and adjusted. Seattle University added one parking space during the reporting period. Parking demand is also monitored in order to limit spillover.

- 2. Minimize impacts to the surrounding community by:
 - a. Continuing to support existing RPZs and work with RPZ neighbors and partners to improve effectiveness of City enforcement. Work with the City to more effectively manage permit process.

Seattle U pays into the fund for the local RPZ and with SDOT regarding parking issues in the surrounding community.

- b. Work with SDOT and neighborhood groups to manage on-street parking.

Seattle University does quarterly networking meetings with our institutional neighbors, and participates in community groups with an interest in transit issues such as the 12th Avenue Stewards and the Squire Park neighborhood association. In addition, we work closely with SDOT on issues bordering the campus.

- 3. Developing and maintaining an event parking management plan that includes the following elements:

- a) Identification of a threshold (the size, timing, and type of event) that initiates plan implementation.

Implementation of this event parking management plan is initiated when the expected attendance for non-athletic events is over 2,000. The plan is implemented for Athletic events when they occur after 8pm, are games against significant opponents and/or expect attendance of more than 750.

- b) Pre-event notification to attendees to encourage non-SOV travel modes.

For both Athletic and non-athletic events, email notifications will be sent to the entire university campus as well as published in various university online correspondences that reach out to university

neighbors. In addition to referencing the university transportation webpage, alternative transportation information will be provided via email to anticipated attendees.

Correspondence for athletic event attendees will come directly from Athletics (generated as a collaborative effort between the Transportation and Athletics staff) to attendees.

- c) Procedures for signing and staffing events to direct attendees to parking supplies.

Appropriate signage will be properly displayed for each event to ensure clarity of event parking procedures. Conference and Event Services, Parking and Transportation and Athletics (when necessary) will collaborate on signage logistics. There will also be at least one staff person from one of the aforementioned department in attendance the day of the event, designated as the event contact person.

For athletic events, the 13th and Cherry St parking lot and Connelly parking lot will serve as primary parking host facilities. The 14th and Columbia St parking lot will serve as a backup parking facility for these events.

Element: TMP Regulation and Monitoring

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

Strategies:

1. Establish a campus wide SOV goal of 35% for the daytime campus population.

This goal has been established for the entire daytime campus population as part of the 2013 MIMP.

2. Maintain a Transportation Coordinator position.

This position is part of the Department of Public Safety and Transportation.

3. Conduct a survey of the faculty, staff and student population every two years that is based on the transportation survey form.

The next Commute Trip Reduction Survey will be administered October 2015.

4. Conduct CTR surveys every two years.

The most recent was conducted in 2013. See Attachment B1: 2013 Commute Trip Reduction Survey Results.

5. Provide annual reports to SDOT.

The annual reports are provided to SDOT, as well as the biennial CTR Surveys.

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ATTACHMENT A1: NEW LEASING ACTIVITY WITHIN BOUNDARY

Development Activity Within the Major Institution Overlay Boundary

New Leasing Activity during the Reporting Period

Name of Building and Address	Proposed Use	Gross Square footage
There was no development activity in excess of 4,000 gross sf during the reporting period.		

Seattle University
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ATTACHMENT A2: NEW NON-LEASED ACTIVITY WITHIN BOUNDARY

Development Activity Within the Major Institution Overlay Boundary

New Non-Leased Activity during the Reporting Period

Name of Building and Address	Proposed Use	Gross Square footage
1300 East Columbia	Purchased existing building and associated parking; no proposed use has been determined.	61,000 sq ft
Arrupe House	Purchased existing building and associated parking. Use to continue as a residence for the Jesuit religious community.	16,384 sq ft

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ATTACHMENT A3: NEW LEASING ACTIVITY BETWEEN BOUNDARY AND 2,500 FEET

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

New Leasing Activity during the Reporting Period

Name of Building and Address	Proposed Use	Gross Square footage
Jefferson Building 1401 East Jefferson Street, Suite 401 Seattle, WA 98104	New lease for Seattle U departmental offices	5,239 rentable square feet
Union Art Cooperative 1100 E. Union St. Unit 1D Seattle, WA 98122	New lease for Seattle U classroom	2,000 rentable square feet

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ATTACHMENT A4: NEW LAND AND BUILDING ACQUISITION BETWEEN BOUNDARY AND 2,500 FEET

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

New Land and Building Acquisition during the Reporting Period

Name of Building and Address	Proposed Use	Gross Square footage
There was no development activity in excess of 4,000 gross sf during the reporting period		

**Seattle University
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ATTACHMENT B1: COMMUTE TRIP REDUCTION SURVEY RESULTS

See following pages.

CTR Employer Survey Report

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

Employer Id : E83923

Employer : Seattle University

Worksite : Seattle

Street : 1201 Madison St

Jurisdiction : City of Seattle

Survey Date : 4/26/2013

Survey Type : Online

Response Rate : 74%

Drive Alone & One-Way VMT Rates at this Worksite

Employees and Survey Response Information

Drive Alone : 40.9%

Reported Total Employees at Worksite: 1,448

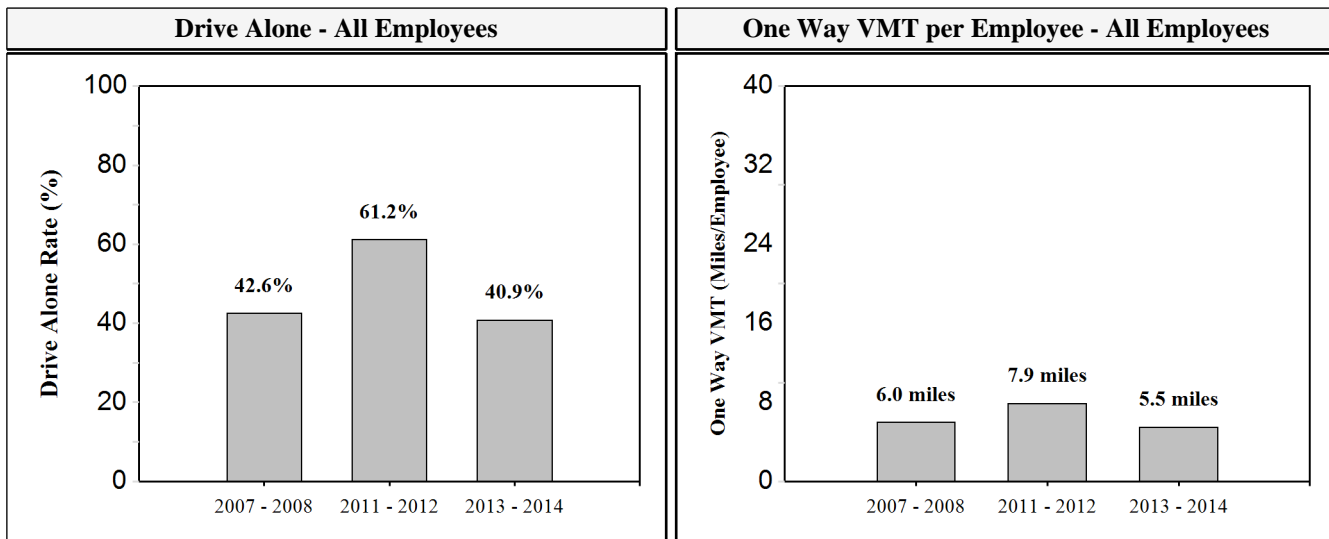
Surveys Distributed : 1,257

One-Way VMT per employee : 5.5

Surveys Returned : 932

Surveys Returned by CTR Affected Employees : 759

Total Estimated CTR - Affected Employees at Worksite : 1,024



Site History and Goal

Cycle	Drive Alone - All	Drive Alone - CTR Affected	VMT / Employee - All	VMT / Employee - CTR Affected
2007 - 2008	42.6%	39.0%	6.0	5.8
2009 - 2010	42.7%	43.2%	5.6	5.9
2011 - 2012	61.2%	64.7%	7.9	8.7
2013 - 2014	40.9%	39.9%	5.5	5.4
2015 - 2016	N/A	N/A	N/A	N/A
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	-4.0%	2.3%	-8.3%	-6.9%

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	2011 - 2012	2011 - 2012 Without Fill In	2013 - 2014
Drive Alone - All Employees*	42.6%	61.2%	37.1%	40.9%
Drive Alone - CTR Affected Employees*	39.0%	64.7%	36.3%	39.9%
VMT/Employee - All Employees	6.0	7.9	5.1	5.5
VMT/Employees - CTR Affected Employees	5.8	8.7	5.3	5.4

* 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 CO₂e) for Roundtrip Commute*

Value	2007 - 2008	2011 - 2012	2013 - 2014
Emissions for Surveyed Employees	931	599	1,060
Estimated Emissions for Total Employment	1,302	1,356	1,647

* 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	2011 - 2012	2013 - 2014
Bus Annual Passenger Miles - Estimated for Total Employment	1,426,176	2,366,331	1,752,515
Bus Annual Passenger Miles - Surveyed Employees	1,018,900	1,044,800	1,128,000
Ferry Annual Passenger Miles - Estimated for Total Employment	0	291,941	333,413
Ferry Annual Passenger Miles - Surveyed Employees	0	128,900	214,600
Train/Light Rail/Streetcar Annual Passenger Miles - Estimated for Total Employment	232,354	230,337	300,631
Train/Light Rail/Streetcar Annual Passenger Miles - Surveyed Employees	166,000	101,700	193,500

* 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 CO₂e 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 CO₂e emissions for bus transit, and 0.39 pounds (0.00018 metric tons) CO₂e emissions per passenger mile for train/light rail/streetcar.

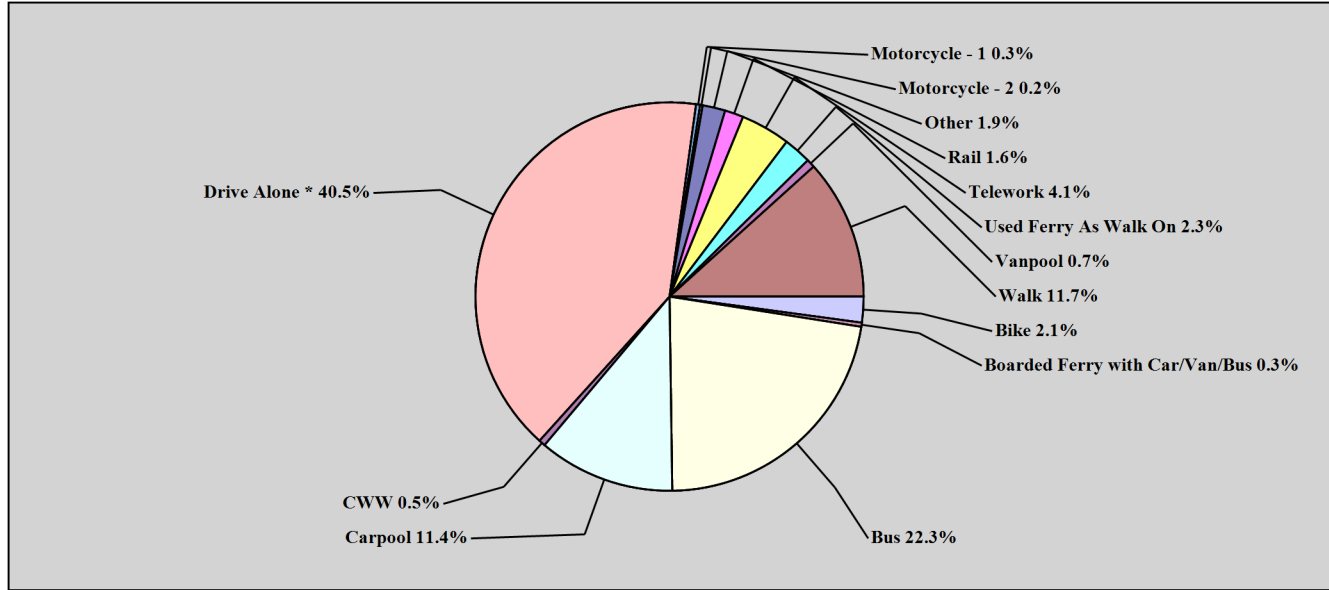
Q3. One way, how many miles do you commute from home to your usual work location?

Average one-way distance home to work: 11.1 miles

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

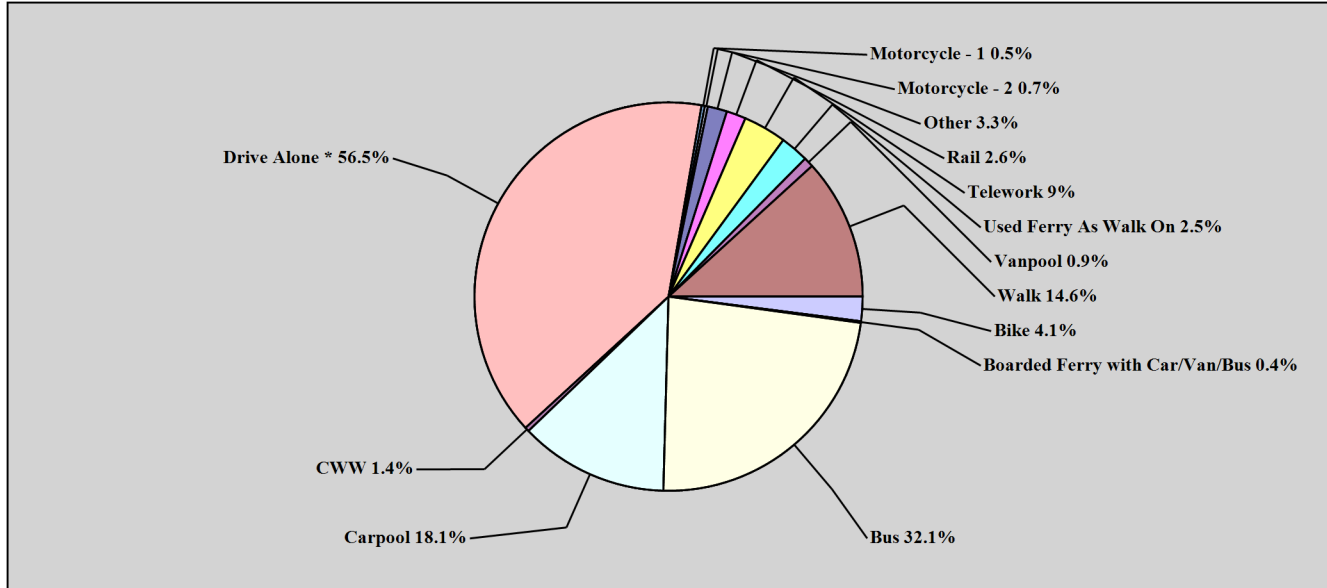


Mode	Trips During This Survey Week	% of Trips During This Survey Week	% of Trips During Previous Survey Week	Employees Who Used This Mode at Least Once During This Survey Week	% of Employees Who Used This Mode at Least Once During This Survey Week	% of Employees Who Used This Mode at Least Once During Previous Survey Week
Drive Alone *	1,775	40.5%	61.0%	534	57.3%	54.2%
Carpool	498	11.4%	5.5%	152	16.3%	13.9%
Vanpool	31	0.7%	0.5%	8	0.9%	0.7%
Motorcycle - 1	15	0.3%	0.1%	7	0.8%	0.5%
Motorcycle - 2	9	0.2%	0.0%	5	0.5%	0.0%
Bus	977	22.3%	17.6%	281	30.2%	35.7%
Rail	68	1.6%	0.8%	24	2.6%	2.2%
Bike	94	2.1%	1.2%	36	3.9%	3.4%
Walk	512	11.7%	8.3%	133	14.3%	14.8%
Telework	181	4.1%	2.1%	94	10.1%	9.7%
CWW	24	0.5%	0.2%	18	1.9%	0.9%
Boarded Ferry with Car/Van/Bus	15	0.3%	0.3%	8	0.9%	0.9%
Used Ferry As Walk On	101	2.3%	1.4%	23	2.5%	2.5%
Other	83	1.9%	1.0%	32	3.4%	2.3%

* 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 *	1,443	39.5%	64.6%	429	56.5%	54.7%
Carpool	453	12.4%	5.2%	137	18.1%	14.3%
Vanpool	30	0.8%	0.6%	7	0.9%	1.0%
Motorcycle - 1	10	0.3%	0.1%	4	0.5%	0.7%
Motorcycle - 2	9	0.2%	0.0%	5	0.7%	0.0%
Bus	849	23.3%	16.8%	244	32.1%	39.2%
Rail	59	1.6%	0.7%	20	2.6%	2.0%
Bike	74	2.0%	1.1%	31	4.1%	3.9%
Walk	429	11.8%	6.5%	111	14.6%	13.3%
Telework	131	3.6%	1.7%	68	9.0%	9.6%
CWW	13	0.4%	0.2%	11	1.4%	1.2%
Boarded Ferry with Car/Van/Bus	5	0.1%	0.3%	3	0.4%	0.7%
Used Ferry As Walk On	86	2.4%	1.3%	19	2.5%	2.5%
Other	59	1.6%	0.9%	25	3.3%	2.5%

* 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	295	32%	932	100%
1 Days	44	5%	637	68%
2 Days	69	7%	593	64%
3 Days	77	8%	524	56%
4 Days	137	15%	447	48%
5 Days	254	27%	310	33%
6 or More Days	56	6%	56	6%

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	151	20.4%	90	12.2%	183	24.7%	87	11.8%	9	1.2%	6	0.8%	93	12.6%	10	1.4%	448	60.5%
4 days a week (4/10s)	1	1.9%	28	52.8%	6	11.3%	6	11.3%	2	3.8%	0	0%	4	7.5%	0	0%	20	37.7%
3 days a week	1	2.4%	13	31.7%	6	14.6%	3	7.3%	0	0%	0	0%	1	2.4%	1	2.4%	13	31.7%
9 days in 2 weeks (9/80)	1	25%	1	25%	1	25%	0	0%	0	0%	0	0%	0	0%	0	0%	1	25%
7 days in 2 weeks	0	0%	2	33.3%	0	0%	0	0%	0	0%	0	0%	2	33.3%	0	0%	5	83.3%
Other	4	5.5%	14	19.2%	6	8.2%	2	2.7%	0	0%	0	0%	12	16.4%	2	2.7%	30	41.1%

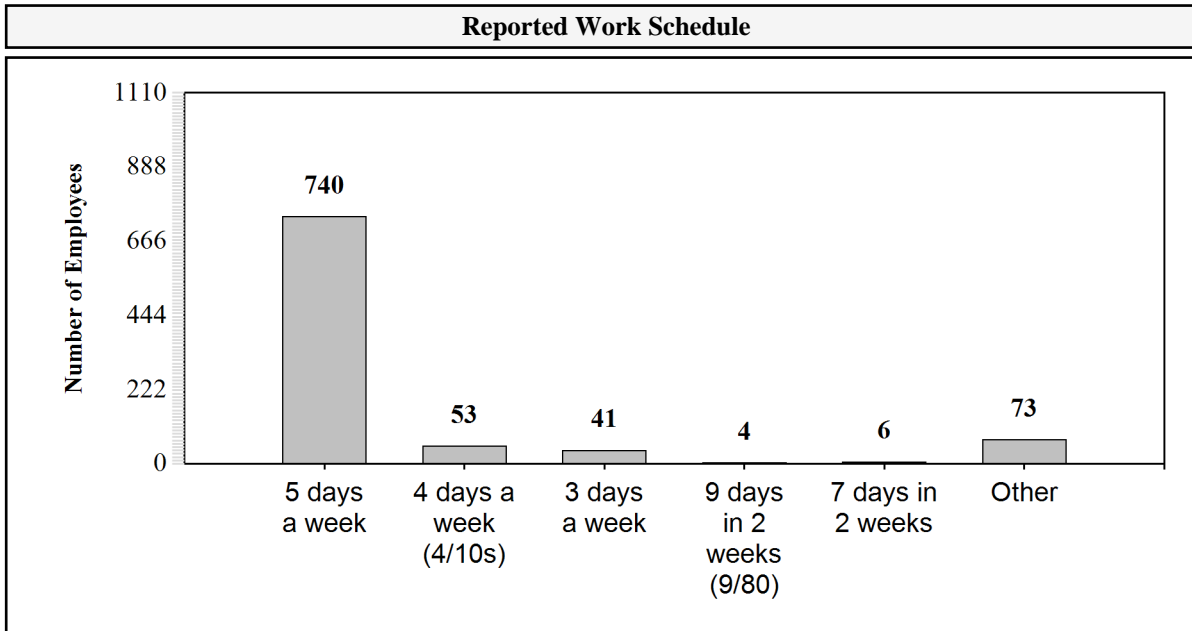
Count by Occupancy of Carpools, Vanpools, and Motorcycles

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	17
2	Motorcycle	8
2	Carpool	464
3	Carpool	31
4	Carpool	3
5	Carpool	0
>5	Carpool	0
<5	Vanpool	2
5	Vanpool	0
6	Vanpool	29
7	Vanpool	0
8	Vanpool	0
9	Vanpool	0
10	Vanpool	0
11	Vanpool	0
12	Vanpool	0
13	Vanpool	0
14	Vanpool	0
15	Vanpool	0

Reported Work Schedule - All Employees

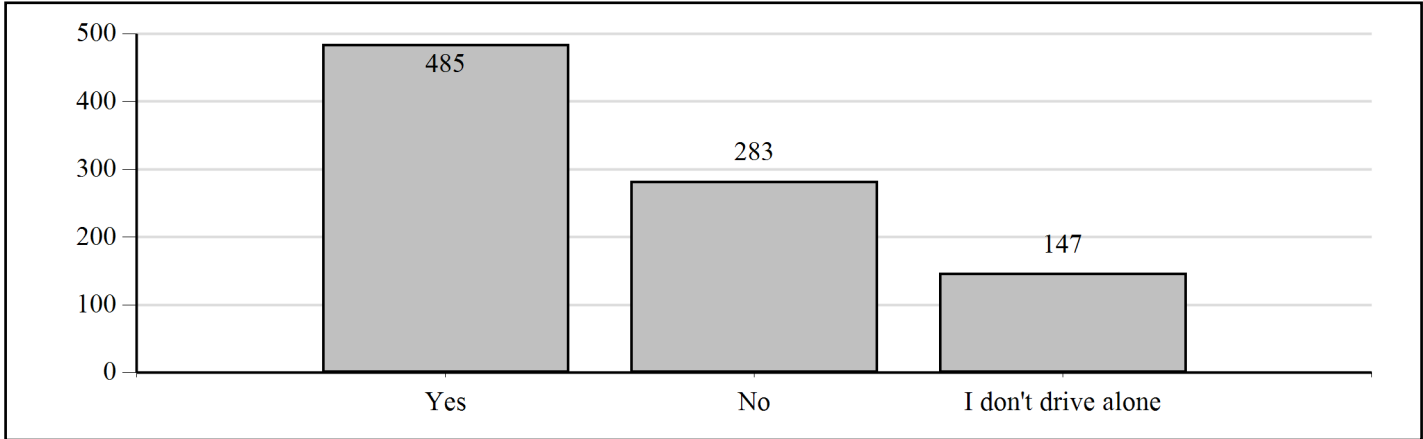
Q.5 Which of the following best describes your work schedule?



Reported Work Schedule	# Of Responses	% Of Employees
5 days a week	740	80.7%
4 days a week (4/10s)	53	5.8%
3 days a week	41	4.5%
9 days in 2 weeks (9/80)	4	0.4%
7 days in 2 weeks	6	0.7%
Other	73	8%

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	14	1.5%
I don't telework	552	59.2%
Occasionally, on an as-needed basis	157	16.8%
1-2 days/month	51	5.5%
1 day/week	77	8.3%
2 days/week	50	5.4%
3 days/week	31	3.3%

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	399	19.3%
To save money	296	14.3%
Cost of parking or lack of parking	282	13.7%
Environmental and community benefits	249	12.1%
Personal health or well-being	241	11.7%
Other	141	6.8%
I have the option of teleworking	120	5.8%
Financial incentives for carpooling, bicycling or walking.	115	5.6%
Driving myself is not an option	95	4.6%
To save time using the HOV lane	75	3.6%
Emergency ride home is provided	21	1.0%
Preferred/reserved carpool/vanpool parking is provided	21	1.0%
I receive a financial incentive for giving up my parking space	10	0.5%

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	551	27.9%
I like the convenience of having my car	390	19.8%
Family care or similar obligations	364	18.4%
Other	294	14.9%
My job requires me to use my car for work	163	8.3%
Bicycling or walking isn't safe	109	5.5%
My commute distance is too short	66	3.3%
I need more information on alternative modes	26	1.3%
There isn't any secure or covered bicycle parking	11	0.6%

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	8	1	0	56	0	1	17	0	17	3
2	13	0	0	61	0	2	23	0	6	4
3	3	0	0	24	0	0	2	0	1	1
4	3	0	0	49	2	1	8	0	3	3
5	6	0	0	41	1	3	11	0	5	3
6	2	0	0	30	0	1	6	0	1	1
7	0	0	0	7	0	0	1	0	0	0
8	2	0	0	47	3	0	5	0	4	0
9	1	0	0	1	0	0	0	0	0	0
10	4	0	0	34	2	1	10	0	8	0
11 or more	4	0	1	31	0	1	4	0	2	1
# Of Employees using Transit	46	1	1	381	8	10	87	0	47	16
Total One-Way Transit Trips Per Week	234	1	20	2091	57	54	426	0	213	61

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	8	1	0	46	0	0	13	0	14	2
2	9	0	0	50	0	2	19	0	5	3
3	2	0	0	22	0	0	2	0	1	1
4	2	0	0	42	1	1	7	0	2	3
5	5	0	0	36	1	3	11	0	5	2
6	1	0	0	27	0	1	3	0	1	1
7	0	0	0	7	0	0	1	0	0	0
8	1	0	0	41	3	0	3	0	4	0
9	1	0	0	0	0	0	0	0	0	0
10	2	0	0	27	2	0	7	0	7	0
11 or more	4	0	1	24	0	1	3	0	1	0
# Of Employees using Transit	35	1	1	322	7	8	69	0	40	12
Total One-Way Transit Trips Per Week	180	1	20	1739	53	43	326	0	180	39

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
	13	1.39%	15	4	0	0	17	0	0	8	5	1	0	0	0
98001	1	0.11%	5	0	0	0	0	0	0	0	0	0	0	0	0
98002	3	0.32%	8	4	0	0	0	0	0	0	0	0	0	0	1
98003	6	0.64%	18	4	0	0	3	0	0	0	2	0	0	0	0
98004	4	0.43%	13	4	0	0	2	0	0	0	0	1	0	0	0
98005	1	0.11%	2	0	1	0	0	0	0	0	0	0	0	0	0
98006	14	1.50%	38	2	0	0	9	0	0	0	2	0	0	0	0
98007	3	0.32%	9	5	0	0	1	0	0	0	2	0	0	0	0
98008	2	0.21%	0	5	0	0	0	0	0	0	0	0	0	0	0
98010	1	0.11%	0	0	0	0	0	5	0	0	0	0	0	0	0
98011	4	0.43%	13	1	0	0	4	0	0	0	0	0	0	0	0
98012	5	0.54%	10	6	0	0	4	0	0	0	0	0	0	0	0
98013	1	0.11%	4	0	0	0	0	0	0	0	0	0	0	0	0
98014	1	0.11%	5	0	0	0	0	0	0	0	0	0	0	0	0
98020	6	0.64%	15	4	0	0	8	0	0	0	0	1	0	0	0
98021	2	0.21%	9	1	0	0	0	0	0	0	0	0	0	0	0
98022	1	0.11%	1	0	0	0	0	4	0	0	0	0	0	0	0
98023	14	1.50%	11	23	0	1	28	0	0	0	2	1	0	0	0
98026	11	1.18%	15	11	0	0	26	0	1	0	0	0	0	0	0
98027	12	1.29%	35	2	0	1	15	0	0	0	0	3	0	0	1
98028	7	0.75%	18	3	0	0	4	0	0	0	4	0	0	0	0
98029	10	1.07%	26	5	0	0	14	0	0	0	0	0	0	0	0
98030	2	0.21%	1	0	0	0	0	4	0	0	7	0	0	0	0
98031	2	0.21%	5	3	0	0	2	0	0	0	0	0	0	0	0
98033	3	0.32%	15	0	0	0	0	0	0	0	0	0	0	0	0
98034	6	0.64%	23	0	0	0	4	0	0	0	3	0	0	0	0



98036	4	0.43%	7	3	0	0	10	0	0	0	0	0	0	0	0
98037	3	0.32%	7	0	0	0	6	0	0	0	0	0	0	0	0
98038	3	0.32%	13	0	0	0	5	0	0	0	0	0	0	0	0
98040	11	1.18%	32	5	0	0	10	0	1	0	3	1	0	0	5
98042	4	0.43%	5	5	5	0	5	0	0	0	0	0	0	0	0
98043	9	0.97%	26	8	0	0	3	0	0	0	2	0	0	0	4
98045	1	0.11%	3	0	0	0	1	0	0	0	1	0	0	0	0
98052	12	1.29%	22	18	0	1	8	0	1	0	5	0	0	0	0
98053	2	0.21%	7	0	0	0	1	0	0	0	2	0	0	0	0
98055	4	0.43%	10	5	0	0	4	0	0	0	0	0	0	0	1
98056	8	0.86%	33	0	0	0	4	0	0	0	0	0	0	0	0
98057	3	0.32%	11	0	0	0	3	0	0	0	0	0	0	0	0
98058	9	0.97%	28	5	0	0	5	1	0	0	0	0	0	0	1
98059	4	0.43%	11	0	0	0	6	0	0	0	0	2	0	0	0
98065	2	0.21%	5	0	0	0	4	0	0	0	0	0	0	0	0
98070	8	0.86%	4	0	0	2	0	0	0	0	1	0	9	22	3
98072	5	0.54%	15	0	0	0	4	0	0	0	8	0	0	0	0
98074	3	0.32%	13	0	0	0	0	0	0	0	2	0	0	0	0
98075	2	0.21%	2	0	0	0	5	0	0	0	3	0	0	0	0
98087	1	0.11%	4	0	0	0	0	0	0	0	0	0	0	0	0
98092	4	0.43%	1	10	1	0	0	0	0	0	1	0	0	0	0
98101	8	0.86%	7	0	0	0	6	0	2	27	3	0	0	0	0
98102	35	3.76%	53	1	0	0	41	0	5	68	2	0	0	0	6
98103	39	4.18%	87	49	0	4	22	0	3	0	18	0	0	0	0
98104	9	0.97%	3	0	0	0	11	0	0	29	0	0	0	0	0
98105	19	2.04%	58	5	0	0	16	0	2	0	6	0	0	0	4
98106	16	1.72%	30	15	0	0	27	0	0	0	6	0	0	0	0
98107	13	1.39%	33	11	0	0	11	0	5	0	2	0	0	0	0
98108	8	0.86%	20	4	0	0	9	0	0	0	0	0	0	0	0
98109	22	2.36%	37	5	0	0	49	0	1	14	4	0	0	0	0
98110	11	1.18%	0	0	0	0	0	0	0	0	1	0	3	42	7
98112	40	4.29%	55	8	0	0	62	5	19	30	9	0	1	0	10
98115	40	4.29%	92	20	0	0	47	1	10	0	3	1	0	0	9
98116	22	2.36%	59	0	0	0	28	0	0	0	10	0	0	4	0
98117	25	2.68%	64	22	0	0	19	2	4	0	7	0	0	0	0
98118	25	2.68%	32	13	0	0	50	7	0	3	6	1	0	0	11
98119	12	1.29%	18	5	0	0	25	0	4	6	1	1	0	0	0



98121	7	0.75%	12	0	0	2	9	0	0	6	2	0	0	0	0
98122	91	9.76%	71	18	0	2	39	1	14	286	7	4	0	0	8
98125	21	2.25%	39	10	0	0	36	0	0	0	9	0	0	0	5
98126	16	1.72%	44	19	0	0	7	0	1	0	5	0	0	0	1
98133	15	1.61%	21	8	0	0	29	0	0	0	0	1	0	0	1
98134	1	0.11%	0	0	0	0	0	0	4	0	0	0	0	0	0
98136	13	1.39%	29	8	0	0	7	0	0	0	2	0	0	0	0
98144	42	4.51%	92	30	0	2	23	1	14	33	2	2	0	0	3
98146	9	0.97%	10	20	0	0	11	0	0	0	0	0	0	0	0
98148	2	0.21%	5	0	0	0	5	0	0	0	0	0	0	0	0
98155	17	1.82%	33	15	0	2	23	0	0	0	5	0	0	0	0
98164	1	0.11%	0	0	0	0	3	0	0	2	0	0	0	0	0
98166	7	0.75%	20	5	0	0	6	0	0	0	4	0	0	0	0
98168	4	0.43%	12	0	0	0	9	0	0	0	0	0	0	0	0
98177	8	0.86%	24	9	0	0	6	0	0	0	0	0	0	0	1
98178	5	0.54%	12	2	0	0	4	0	0	0	0	0	0	0	0
98188	4	0.43%	8	0	0	1	5	5	0	0	0	0	0	0	0
98198	5	0.54%	9	6	0	3	3	1	0	0	0	0	0	0	0
98199	20	2.15%	45	22	0	0	20	0	3	0	2	0	0	0	0
98201	1	0.11%	0	4	0	0	0	0	0	0	0	0	0	0	0
98203	2	0.21%	2	0	0	0	5	0	0	0	0	3	0	0	0
98204	1	0.11%	0	0	0	0	5	0	0	0	0	0	0	0	0
98208	3	0.32%	4	0	0	0	5	0	0	0	0	0	0	0	0
98223	1	0.11%	0	0	0	0	0	2	0	0	0	0	0	0	0
98226	1	0.11%	0	0	0	4	0	0	0	0	0	0	0	0	0
98251	1	0.11%	0	4	0	0	0	0	0	0	0	0	0	0	0
98270	3	0.32%	1	0	10	0	2	0	0	0	1	0	0	0	0
98271	4	0.43%	4	0	14	0	0	0	0	0	0	1	0	0	0
98275	3	0.32%	6	1	0	0	4	0	0	0	0	0	0	1	0
98290	1	0.11%	5	1	0	0	0	0	0	0	0	0	0	0	0
98296	2	0.21%	0	3	0	0	5	0	0	0	2	0	0	0	0
98310	3	0.32%	0	0	0	0	0	0	0	0	0	0	0	13	0
98311	2	0.21%	0	0	0	0	0	0	0	0	0	0	0	10	0
98312	1	0.11%	0	0	0	0	0	0	0	0	1	0	0	4	0
98327	1	0.11%	0	0	0	0	5	0	0	0	0	0	0	0	0
98337	1	0.11%	0	0	0	0	0	0	0	0	0	0	0	5	0
98338	1	0.11%	0	0	0	0	0	5	0	0	0	0	0	0	1



98367	2	0.21%	1	0	0	0	4	0	0	0	0	0	2	0	0
98370	1	0.11%	0	0	0	0	7	0	0	0	0	0	0	0	0
98372	2	0.21%	10	0	0	0	0	0	0	0	0	0	0	0	0
98374	1	0.11%	0	0	0	0	0	5	0	0	0	0	0	0	0
98387	2	0.21%	0	0	0	0	6	5	0	0	0	0	0	0	0
98402	1	0.11%	1	0	0	0	0	3	0	0	0	0	0	0	0
98403	1	0.11%	0	0	0	0	0	4	0	0	0	0	0	0	0
98404	1	0.11%	0	0	0	0	4	0	0	0	0	0	0	0	0
98405	2	0.21%	2	0	0	0	5	0	0	0	0	0	0	0	0
98406	4	0.43%	4	4	0	0	8	1	0	0	4	0	0	0	0
98407	1	0.11%	0	0	0	0	5	0	0	0	0	0	0	0	0
98408	1	0.11%	0	0	0	0	0	2	0	0	0	0	0	0	0
98422	3	0.32%	3	2	0	0	7	0	0	0	1	0	0	0	0
98445	2	0.21%	5	0	0	0	0	2	0	0	0	0	0	0	0
98466	3	0.32%	2	3	0	0	7	2	0	0	0	0	0	0	0
98467	1	0.11%	5	0	0	0	0	0	0	0	0	0	0	0	0
98503	1	0.11%	4	0	0	0	0	0	0	0	1	0	0	0	0
98512	1	0.11%	4	0	0	0	0	0	0	0	0	0	0	0	0
99115	1	0.11%	5	0	0	0	0	0	0	0	0	0	0	0	0