



Campus Master Plan

DECEMBER 2017

UW BOTHELL | CASCADIA COLLEGE

Campus Master Plan

DECEMBER 2017

Table of Contents



2

SECTION 01
Executive
Summary

PURPOSE AND CONTEXT 4

GUIDING PRINCIPLES 6

CAMPUS GROWTH
AND CAPACITY 8

CAMPUS VISION 12



20

SECTION 02
Site History and
Planning Context

SITE HISTORY 22

INSTITUTIONAL EVOLUTION 24



38

SECTION 03
Growth Profile and
Campus Capacity

GROWTH AND
DEVELOPMENT 40

FACILITIES
BENCHMARKING 42

EXISTING CAMPUS PLAN 44

CAMPUS CAPACITY PER
DEVELOPMENT AREA 46



54

SECTION 04
Campus Vision &
Design Principles

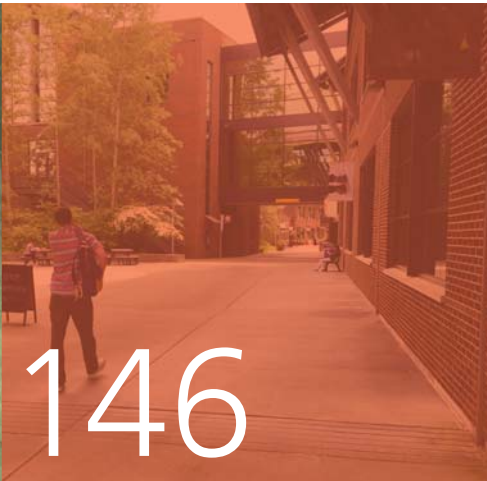
LONG-TERM
CAMPUS VISION 56

NEAR-TERM
DEVELOPMENT PLAN 80

BUILT ENVIRONMENT AND
OPEN SPACE FRAMEWORK 82

MOBILITY FRAMEWORK 108

UTILITIES AND
INFRASTRUCTURE
FRAMEWORK 128



146

SECTION 05
Campus Design
Review Process

INSTITUTIONAL PROJECT
REVIEW PROCESSES 148

TRANSPORTATION
MANAGEMENT PLAN 150



152

SECTION 06
Campus District
Regulations

JURISDICTIONAL PROJECT
REVIEW PROCESSES 154

PARTNERING COMMITMENTS 164

Appendix

INDEX OF FIGURES 168

PUBLIC PARTICIPATION
PROCESS 171

THE HISTORIC RESOURCE
ADDENDUM (HRA) 178

PHASE 2A TRAFFIC IMPACT
REPORT, ATTACHMENT D 179



CASCADIA
COLLEGE

UNIVERSITY OF WASHINGTON | BOTHELL

SECTION 01

Executive Summary

PURPOSE AND CONTEXT	4
GUIDING PRINCIPLES	6
CAMPUS GROWTH AND CAPACITY	8
CAMPUS VISION	12

Purpose and Context

In June of 2016, the University of Washington Bothell and Cascadia College initiated a new Campus Master Plan (CMP). Developed in coordination and cooperation with the City of Bothell and the community, this CMP establishes a shared Long-term Vision for the campus, serving as the basis for future development and regulatory action.

The CMP accounts for contiguous properties acquired or controlled by the institutions, which have been recently incorporated into the Campus District in the City of Bothell's 2016 Comprehensive Plan Update.

The CMP defines a flexible framework to guide land use, physical development and infrastructure investments. It establishes a campus-wide **Development Allowance** for academic building area in gross square feet (GSF Cap), distributed throughout campus within six unique **Development Areas**, and a **Parking Allowance**

outlining the maximum number of parking stalls provided on campus. It incorporates Campus District Regulations that serve as the basis for jurisdictional evaluation and approval of future development.

The illustrative Long-term Campus Vision conceptualizes a campus that has realized the development capacity included herein. It is based upon the current understanding of conditions affecting or influencing campus growth, and is presented with the full understanding that these conditions will change over time. The CMP establishes overarching Guiding Principles and more detailed Design Principles that complement the Campus District Regulations and will inform and guide both design teams and campus design oversight processes, serving as the foundation for ultimate realization of the Campus Vision.

The CMP is organized into six sections. Sections 1 through 4 review campus and institutional history and growth profiles, establish campus development capacity, and culminate by detailing the Long-term Campus Vision and underlying Design Principles.

UW Bothell and Cascadia College internal review and approval processes for development projects and ongoing planning decisions are described in Section 5. Section 6 includes City of Bothell Campus District Regulations, a description of jurisdictional review and approval processes, and detailed mitigation commitments negotiated during the CMP Process.

Collectively, these components of the CMP will provide clarity and transparency of both purpose and process for the long-term campus development for the University of Washington, Cascadia College and City of Bothell communities.



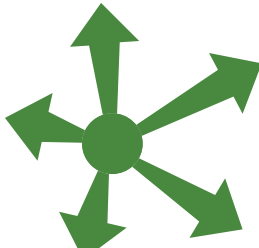
Guiding Principles

The Guiding Principles identify a shared vision for actions and outcomes that meet multiple objectives to ensure that land use and capital investment decisions support the institutional missions of UW Bothell and Cascadia College. They were developed to guide both the planning process and implementation of the Campus Master Plan and are organized into six categories:



**GUIDING PRINCIPLE NO. 1:
COHESIVE CAMPUS
CHARACTER**

The physical setting of the campus expresses the institutional values and commitment to educational excellence with regard to contextual integration within the surrounding community and region. The architectural expression of buildings, landscapes, and circulation patterns should be context-driven to enhance the character and quality of the campus while retaining the identity of each institution and providing a welcoming and user-friendly experience for first-time and daily users.



**GUIDING PRINCIPLE NO. 2:
DURABLE AND ADAPTABLE
FACILITIES**

Ongoing demands to maximize the versatility of space must be considered in the design of academic buildings to meet evolving program needs. Buildings should be designed with flexible interiors to allow for the reconfiguration of space over time without major structural or utility modifications, and infrastructure should be provided to meet current and future technology needs.



**GUIDING PRINCIPLE NO. 3:
ENRICHED CAMPUS
COMMUNITY EXPERIENCE**

Providing a vibrant, student-centered campus with ease of access and amenities that encourage the interdisciplinary exchange of ideas and discovery is vital to achieving academic excellence. Maximizing resources and co-location opportunities to meet the needs of commuting and residential students through inclusiveness and equity will enrich the student experience. Providing resources and co-location opportunities for faculty and staff to socially and academically interact with each other and with students will help enhance a culture of learning, innovation and partnership.



**GUIDING PRINCIPLE NO. 4:
ENHANCED ENVIRONMENTAL
AND HUMAN HEALTH**

The commitment of both UW Bothell and Cascadia College to environmental protection, sustainability, and the well-being of students, staff, faculty, and the surrounding community is integral to the Campus Master Plan. Energy conservation, natural daylight and ventilation, efficient use of resources, preservation of environmentally valuable features, and a mix of vibrant and passive open spaces are all means of enhancing the environmental and human health of campus and community. The campus' environmental resources and critical habitats will continue to be managed in a manner that promotes academic, research, and partnership opportunities for UW Bothell, Cascadia College, and the community-at-large.



**GUIDING PRINCIPLE NO. 5:
INTEGRATION WITH
THE CITY OF BOTHELL**

Considerations for enrollment growth of UW Bothell and Cascadia College and the physical development of the campus to meet space needs require close collaboration and connectivity with the City of Bothell's long-range vision. Development along the edges of campus should acknowledge, and where appropriate, complement adjacent uses relative to scale and proximity. Pedestrian and bicycle connections between the campus and downtown core should continue to be strengthened.



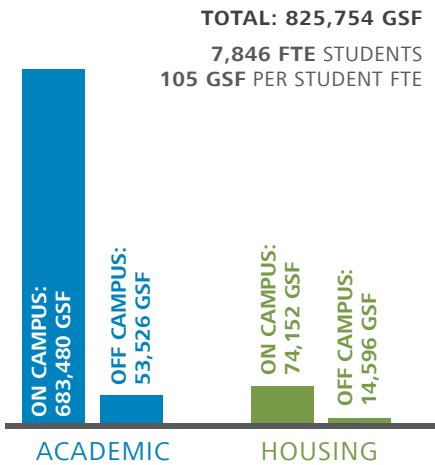
**GUIDING PRINCIPLE NO. 6:
MOBILITY, ACCESS,
AND SAFETY**

Safe, efficient, and effective movement of people and vehicles (including personal, service, emergency and transit) to and through campus requires regular monitoring and management. Sufficient and appropriately located parking, transit connectivity, universally accessible pathways, and intentionally designed intersections and crossings are necessary both on and off campus, requiring close collaboration with the City of Bothell and local transit agencies.

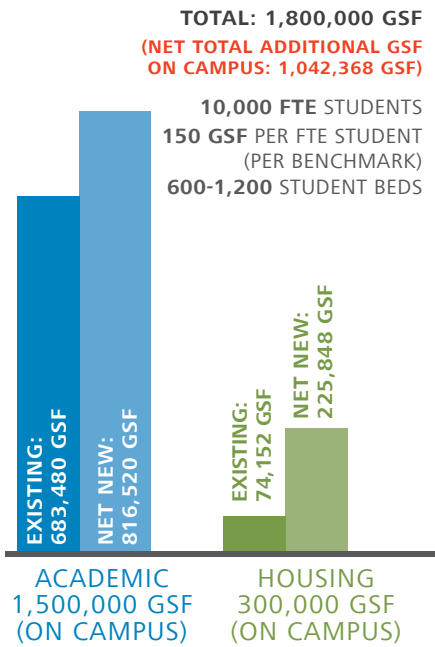
Campus Growth & Capacity

FIGURE 1-1:
CAMPUS AREA SUMMARY

EXISTING CONDITIONS
(FALL 2016 ENROLLMENT)



LONG-TERM CAMPUS VISION



DEVELOPMENT ALLOWANCE
(GSF CAP)

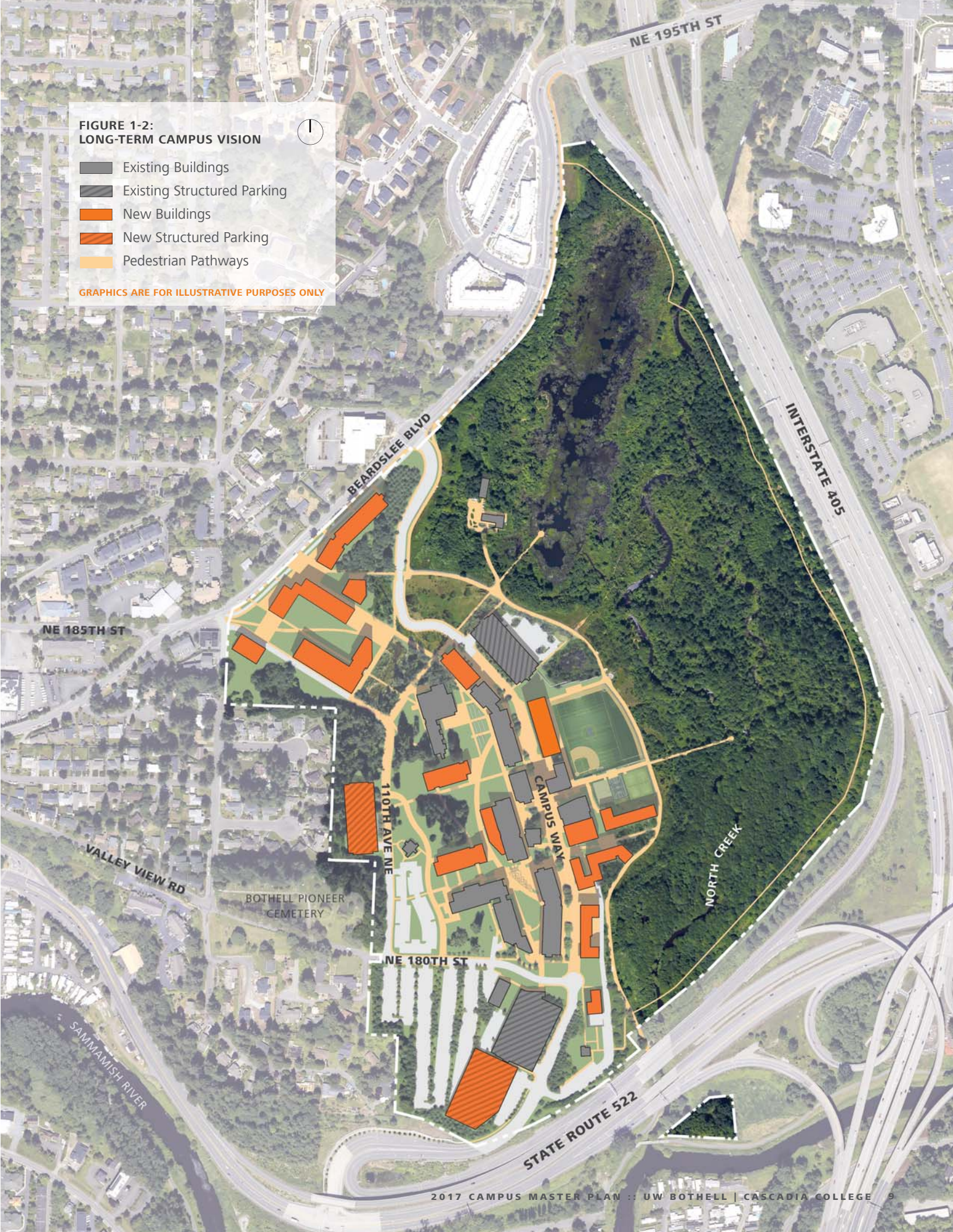
The Campus Area Summary (Figure 1-1) details both existing conditions and anticipated space needs for UW Bothell and Cascadia College, guiding the establishment of a **Development Allowance (GSF Cap) for campus of 1,800,000 GSF** under this Campus Master Plan. This equates to **1,042,368 Net New GSF** of campus Academic Uses (excludes parking facilities). The resulting net new GSF cap assumes that functions currently housed in off-site leased space would be accommodated on campus in the Long-term Campus Vision buildout.

For the purposes of the CMP, facilities supporting **Academic Uses** are defined as “all facilities which relate to and support instruction and research and the needs of students, faculty, and staff.” The Campus Master Plan Development Allowance incorporates the assessed needs for both non-housing related academic space and on-site student housing to accommodate 10,000 on-campus student FTE, consistent with original enrollment targets established by the state legislature.

Academic space needs (excluding housing) were evaluated based on benchmark data comparing total Gross Square Feet (GSF) to on-campus student full-time equivalents (FTE) from peer institutions of both UW Bothell and Cascadia College. This key metric is represented as GSF/FTE. For planning purposes, a target benchmark of 150 GSF/FTE was established based on peer data research (see Figure 3-3, page 42).

The combined UW Bothell and Cascadia College metric of 105 GSF/FTE falls well below the planning benchmark of 150 GSF/FTE suggesting that current facilities are undersized for the existing enrollment, and supporting anecdotal stakeholder input that programs are currently “bursting at the seams” of existing facilities. This also suggests that near-term facility development is needed to ‘decompress’ the use of existing facilities in order to better serve current programs and enrollment levels. At the same time, bringing off-campus uses back onto campus is desirable to maximize operational efficiencies and pedagogical engagement.

On-site student housing needs were determined to accommodate ten to twenty percent (10-20%) of the UW Bothell student population. Assuming a total UW Bothell enrollment of 6,000 FTE, a student housing allowance of 300,000 GSF is established to support between 600-1,200 student residents on campus in a mix of traditional and apartment style housing.



DEVELOPMENT AREAS

To ensure development is equitably distributed across campus with a desirable mix of buildings and open space, the campus is divided into six Development Areas (A-F, Figure 1-3).

Each area is assigned a maximum net new GSF Development Area Cap (shown below), the sum of which exceeds the CMP Development Allowance GSF. This provides campus-wide flexibility for locating new development relative to building adjacencies and programmatic needs, allowing the campus to be nimble in adapting to current and future opportunities and demands. All Academic Uses are permitted in every Development Area, with the exception of student housing which is not permitted on land owned by UW Bothell/CC within Development Area C.

Future building development is not permitted within the wetland or wetland buffer areas. Trails, boardwalks or other features to enable pedestrian access to wetland areas may be permitted.

MAXIMUM NET NEW GSF PER DEVELOPMENT AREA

A	293,100 GSF
B	407,200 GSF
C	144,800 GSF
D	295,900 GSF
E	425,800 GSF
F	10,000 GSF

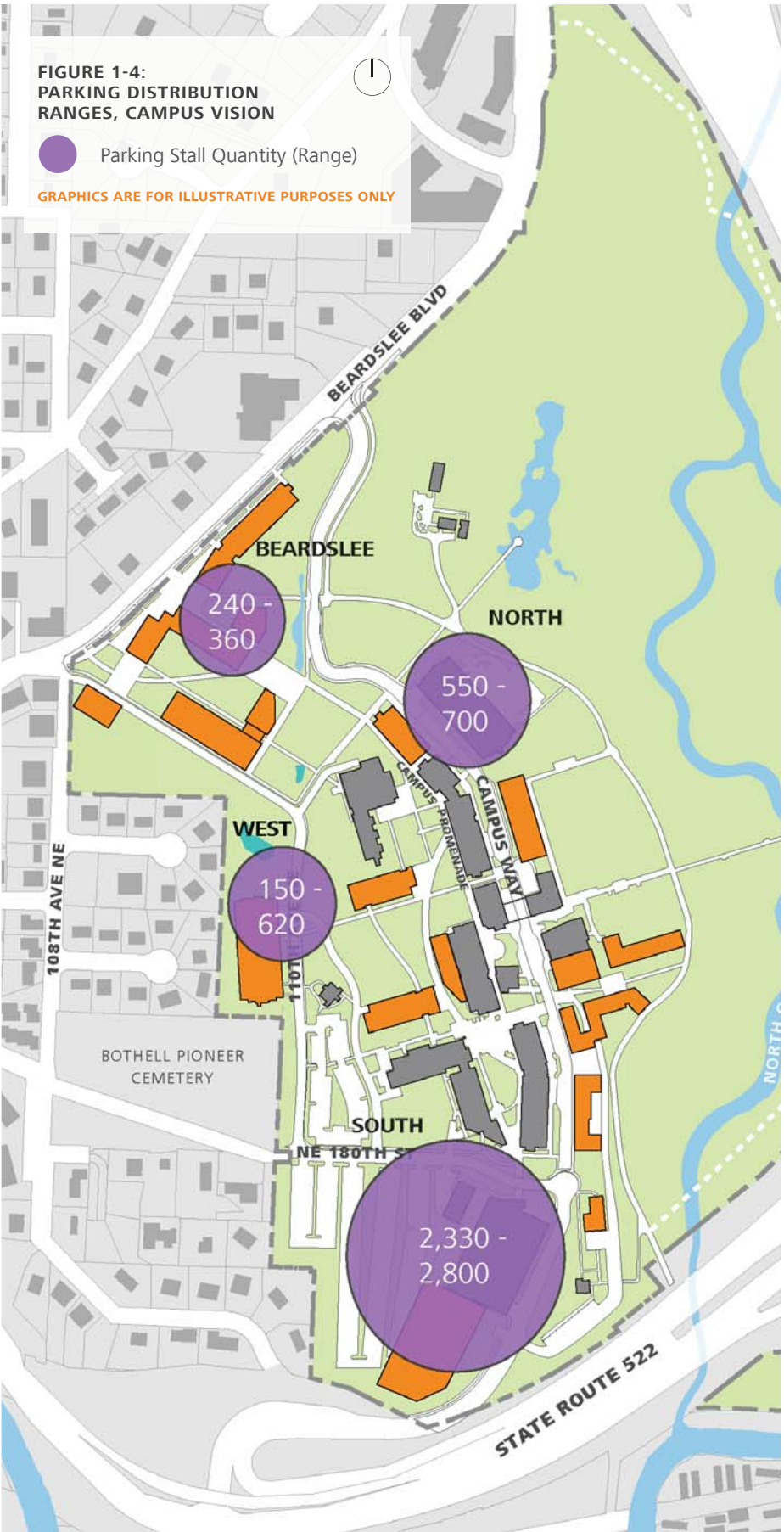


PARKING ALLOWANCE

UW Bothell and Cascadia College currently utilize 2,292 on-campus parking stalls and an additional 171 stalls associated with nearby leased properties. Based on past and ongoing analysis, a **Parking Allowance of 4,200 total stalls** on campus is established as a planning assumption for 10,000 FTE. This equates to **1,708 net new parking stalls** to support the Long-term Campus Vision.

Figure 1-4 indicates potential parking distribution ranges (in stalls) for anticipated parking zones on campus. Parking would be a mix of surface and structured lots.

The original 1995 Campus Master Plan predicted a total future parking demand of 4,200-6,600 parking stalls to support 10,000 student FTE. Annual on campus traffic utilization studies have demonstrated steadily decreasing parking demand rates over time, largely due to increased transit service and use, resulting in a presumed total need less than the maximum originally anticipated.



Campus Vision

**LONG-TERM CAMPUS VISION:
REINFORCE CORE & GROW NORTH**
The illustrative plan shown in Figure 1-5 represents the Long-term Campus Vision for UW Bothell and Cascadia College.

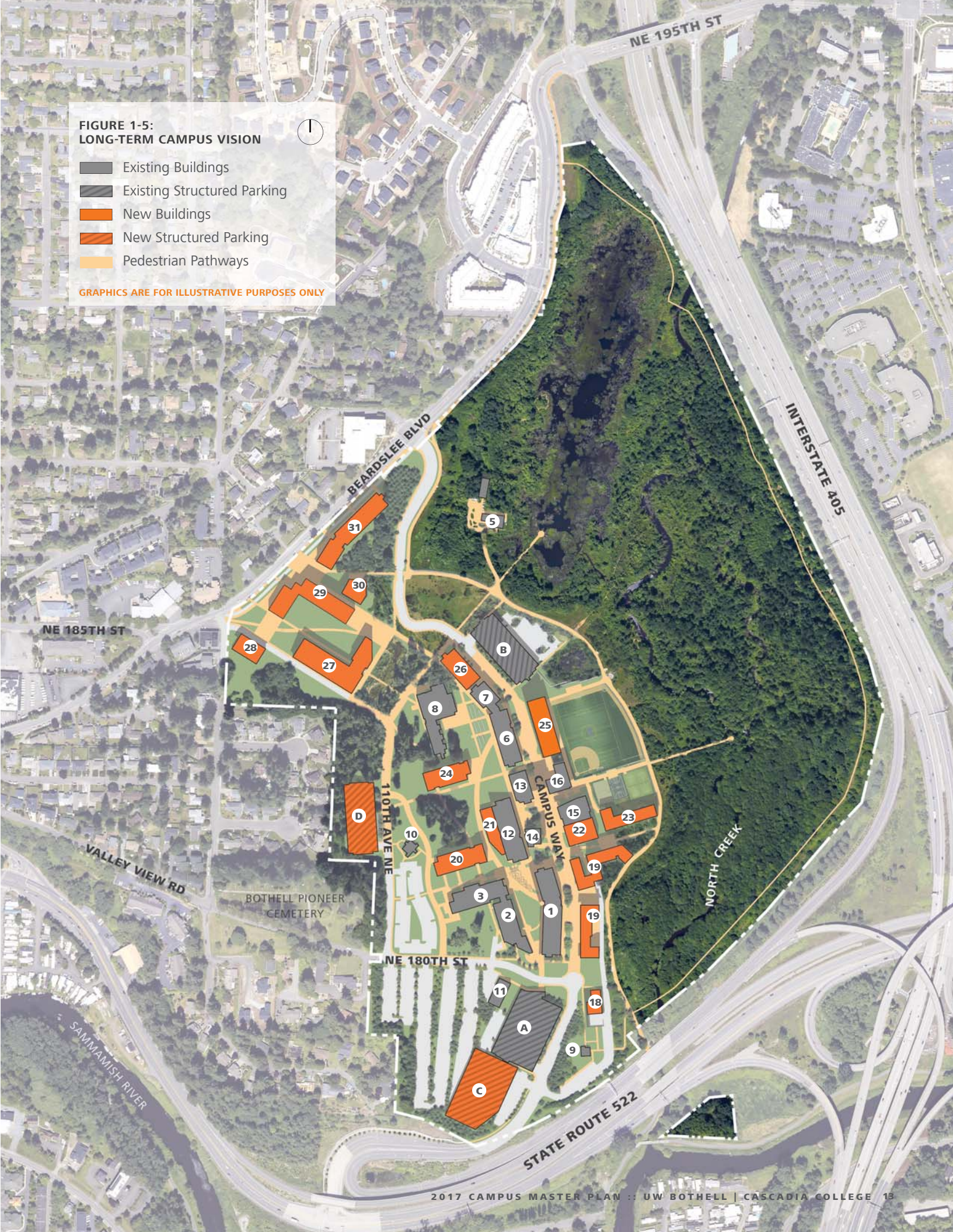
The CMP focuses near-term development at the campus core while seeking to grow northward over time, strategically leveraging the development capacity and potential of campus property immediately south of Beardslee Boulevard and west of NE 110th Street to strengthen connections to downtown Bothell and create a new front door to campus. This northward growth generally follows campus topography, emphasizing equitable access for all campus users in a wide range of pedestrian and transportation modes.

The Campus Master Plan establishes a set of Design Principles for new development illustrated through a series of frameworks relative to the Built Environment and Open Space, Mobility, and Utilities and Infrastructure. These Design Principles evolve from, reinforce, and support the Guiding Principles.

Throughout the CMP, Long-term Campus Vision graphics are labeled “for illustrative purposes only.” UW Bothell and Cascadia College recognize that myriad factors and conditions influencing campus development will change significantly over time.

The CMP identifies and reflects a current understanding of such factors and conditions. While future campus development will follow the Design Principles and Campus District Regulations included herein, it is certain that the campus plan that evolves over time will ultimately differ from this Long-term Campus Vision.

- > **FIGURE 1-5:
LONG-TERM CAMPUS VISION PLAN KEY**
- UW BOTHELL FACILITIES (EXISTING)**
- 1. UW1 (Founders Hall)
 - 2. UW2 (Commons Hall)
 - 3. UW3 (Discovery Hall)
 - 5. Sarah Simonds Green Conservatory
- CASCADIA COLLEGE FACILITIES (EXISTING)**
- 6. CC1
 - 7. CC2
 - 8. CC3
- SHARED FACILITIES (EXISTING)**
- 9. Chase House
 - 10. Truly Ranch House
 - 11. Physical Plant
 - 12. Library 1
 - 13. Library 2
 - 14. Library Annex
 - 15. Activity & Recreation Center (ARC)
 - 16. North Creek Event Center
- PROPOSED FACILITIES**
- 18. Corporation Yard (shared)
 - 19. Residence Hall/Campus Dining (UW Bothell)
 - 20. Academic Building (UW4)
 - 21. Library Expansion (shared)
 - 22. ARC Expansion (shared)
 - 23. Potential Residence Hall (UW Bothell)
 - 24. Academic Building (CC4)
 - 25. Academic Building
 - 26. Academic Building
 - 27. Academic Building
 - 28. Satellite Physical Plant (shared)
 - 29. Academic/Housing
 - 30. Academic Building
 - 31. Academic/Housing
- SHARED STRUCTURED PARKING (EXISTING)**
- A. South Parking Garage
 - B. North Parking Garage
- PROPOSED SHARED STRUCTURED PARKING**
- C. South Parking Garage Expansion
 - D. West Parking Garage



NEAR-TERM DEVELOPMENT PLAN

The CMP includes a Near-term Development Plan that identifies projects assumed to be completed in the next six to ten years as funding becomes available. The University of Washington Bothell and Cascadia College receive funding for academic buildings from the state legislature. The funding for higher education is difficult to acquire and oversubscribed with substantial needs across the State of Washington. During the past ten years, UW Bothell and Cascadia College received funding for only one academic building each, and it is anticipated that each institution would continue to receive funding at a similar pace in the future. A small number of projects are funded by alternative sources, primarily supporting student life and minor improvements.

CAMPUS DESIGN REVIEW PROCESS
CAMPUS DISTRICT REGULATIONS

Sections 5 and 6 of the Campus Master Plan outline the processes and regulations that will guide proposed development within the campus boundaries.

Campus Design Review Processes (Section 5) describes internal campus review and approval processes and is included to provide clarity around the alignment of these processes with jurisdictional review and approval processes as described in Section 6.

While Design Principles seek to support the Guiding Principles, Campus District Regulations define conformance with, or departure from the City of Bothell Municipal Code relative to allowed uses, height limits, buffers, setbacks, maximum GSF per Development Area, vegetation, light and glare, noise, odors, parking, wetland restoration, signs and banners, storm water, and telecommunications.

> **FIGURE 1-6:
NEAR-TERM DEVELOPMENT PLAN KEY**

UW BOTHELL FACILITIES (EXISTING)

- 1. UW1 (Founders Hall)
- 2. UW2 (Commons Hall)
- 3. UW3 (Discovery Hall)
- 4. Husky Village
- 5. Sarah Simonds Green Conservatory

CASCADIA COLLEGE FACILITIES (EXISTING)

- 6. CC1
- 7. CC2
- 8. CC3

SHARED FACILITIES (EXISTING)

- 9. Chase House
- 10. Truly Ranch House
- 11. Physical Plant
- 12. Library 1
- 13. Library 2
- 14. Library Annex
- 15. Activity & Recreation Center (ARC)
- 16. North Creek Event Center

PROPOSED FACILITIES

- 18. Corporation Yard (shared)
- 19. Residence Hall/Campus Dining (UW Bothell)
- 20. Academic Building (UW4)
- 22. ARC Expansion (shared)
- 24. Academic Building (CC4)

UW LEASED FACILITIES (EXISTING)

- L1. Husky Hall
- L2. Beardslee Building
- L3. Beardslee Crossing

SHARED STRUCTURED PARKING

- A. South Parking Garage
- B. North Parking Garage



FIGURE 1-7:
LONG-TERM CAMPUS VISION RENDERING

Existing Buildings

New Buildings

Pedestrian Pathways

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SECTION 02

Site History and
Planning Context

SITE HISTORY 22

INSTITUTIONAL EVOLUTION 24

Site History

University of Washington Bothell and Cascadia College are co-located on a 135-acre site approximately one half-mile east of downtown the Bothell core and adjacent to the intersection of State Route 522 and Interstate 405. The campus and its resident institutions are unique in the State of Washington in terms of both physical setting and planning history. This section provides a high level historical summary to serve as a basis of understanding the history of this site and the evolution of the co-located campus development.

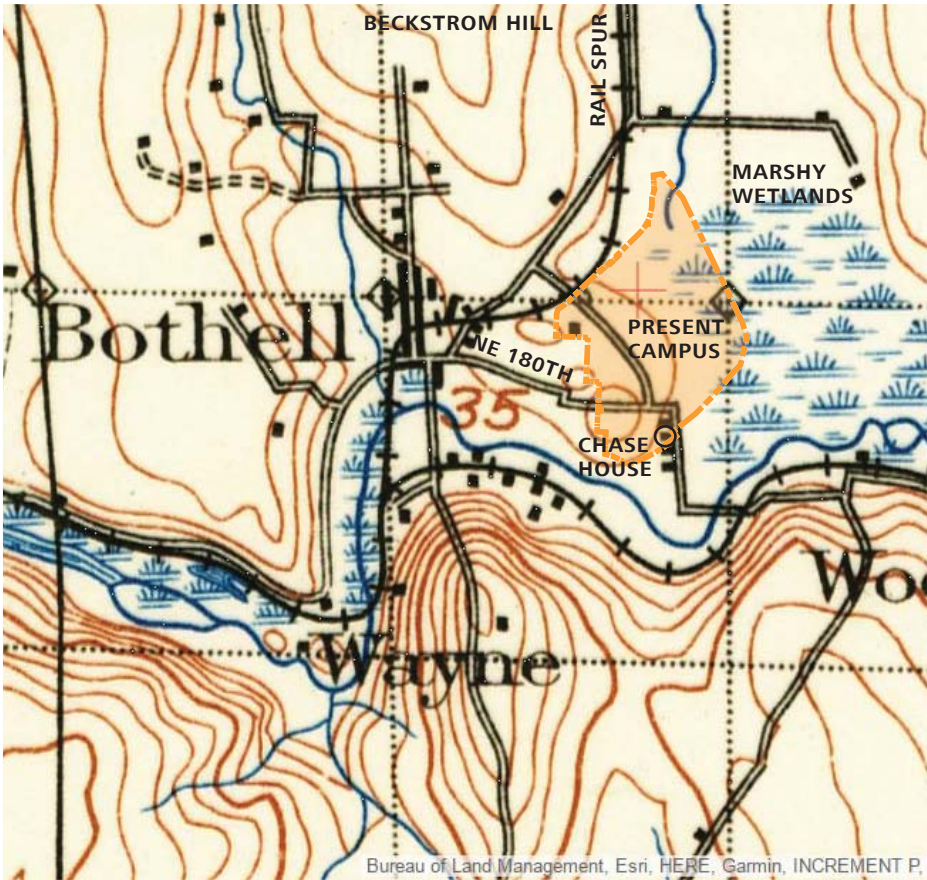


FIGURE 2-1: HISTORICAL MAP, 1895 (SOURCE: USGS)

EARLY SETTLEMENT

“The earliest known residents of the Sammamish River and what would become Bothell were a Native American tribe that called themselves s-tsah-PAHBSH or “willow people.” These were members of a larger group called hah-chu-AHBSH or “people of the lake” and the Duwamish Tribe. The Willow People built a permanent settlement of cedar longhouses they called tlah-WAH-dees along a river the Americans would call Squak and Sammamish at the north end of Lake Washington.

The Sammamish River -- also called Sammamish Slough and Squak Slough -- remained unoccupied [by European settlement] until the summer of 1870 when Columbus S. Greenleaf and George R. Wilson filed claims and built cabins. By 1876, eight families had settled along the banks of the river, which meandered between Lake Sammamish and Lake



FIGURE 2-2: BOTHELL, CIRCA 1890

Washington through marshes. That year, Canadian lumberman George Brackett purchased the first several timber parcels and launched a logging operation. He floated his logs into the river from the north bank of the river and the logging camp became Brackett’s Landing. A Mr. Allen built a store, and in 1885 residents built a school. A sawmill rose at Brackett’s Landing in 1887. Logging would be a mainstay of the community economy until the early 1910s.”

Bothell – Thumbnail History, Historylink.org Essay, David Wilma, 2003 <http://www.historylink.org/File/419>

PRE-BOTHELL INCORPORATION

By the end of the nineteenth century, non-indigenous settlement of Bothell was underway. The Bothell Pioneer Cemetery had been established a decade earlier in 1889. The primary economy relied on logging and emerging agricultural uses. The lowland areas of the present-day campus, along North Creek, were marshy wetlands.

A railway spur built to move coal swept past the campus along what is now Beardslee Boulevard, around to the north side of Beckstrom Hill (see Figure 2-1). The route of NE 180th Street heading southward at 113th Avenue NE had already been established as a primary road eastward out of Bothell and towards Woodinville. The Chase House, listed on the National Register of Historic Places (NRHP) was constructed along this road in 1885.



FIGURE 2-3: AERIAL PHOTOGRAPH OF SITE, 1954

INCORPORATION THROUGH POST-WAR

The town of Bothell, named after a Pennsylvania settler, was incorporated in 1909. By the mid-1930’s, significant logging of the region had occurred, and a majority of the present-day campus had been cleared, as had the areas now referred to as the Sunrise Valley View (SVV) neighborhood and Beckstrom Hill north of Beardslee Boulevard (then P.N. Frease Road). North Creek had been channelized and the marshy wetland largely converted to agricultural use.

By 1954 (Figure 2-3), the urban center of Bothell had grown outward. More auto-oriented residential developments had begun forming in the Sunrise Valley View neighborhood, and new residential streets had emerged on Beckstrom Hill. A large stand of trees still straddled the future west campus property line on the wooded uplands, mostly following the steeper topography down the hill. Another stand of trees remained at the eastern base of the hill near the Chase House.



FIGURE 2-4: MAIN STREET, BOTHELL, 1955

Institutional Evolution

CO-LOCATION

The creation of the UW Bothell and Cascadia College campus was a result of state-wide planning efforts in the late 1980’s to address regional population growth and increasing demand for post-secondary education.

In 1989, the Washington State Legislature authorized the creation of two upper division UW branch campuses (Tacoma and Bothell) in order to address “insufficient and inequitable access to upper division baccalaureate education” within the state. In 1990, UW Bothell was founded, holding its first classes in leased space in the Canyon Park Business Center, with a student enrollment of 126 and 13 founding faculty.

Also in 1990, the State Board for Community and Technical Colleges (SBCTC) identified north King County and south Snohomish County as encompassing an area with the most significant recent growth combined with the least access to a community college. Cascadia Community College was founded in 1994 and remains the youngest college in the system.

A study by the Washington State Higher Education Coordination Board (HECB) led to a recommendation to co-locate the new community college with UW Bothell in an innovative partnership to deliver both higher education and workforce training within the same geographic area, using land judiciously and realizing cost savings through shared amenities.



FIGURE 2-5: DR. REUBEN CHASE HOUSE (NATIONAL REGISTER OF HISTORIC PLACES)

A separate SBCTC study identified the Boone-Truly Ranch in Bothell as the preferred site for a new community college. These recommendations led to the completion of the first Campus Master Plan (CMP) in 1995. This CMP envisioned a shared campus on the Boone-Truly Ranch site and guided the initial phases of campus development.

In 1996, a portion of the 500-acre Boone-Truly Ranch (Figure 2-6) was sold to the State of Washington. The upland portions of this 128-acre plot (since expanded) of picturesque land overlooked what would become restored and protected wetland and encompassed views of the Cascade mountain range beyond.

In 2006, the Washington State Legislature changed the mission of the UW branch campuses to full four-year institutions. In 2014, ‘Community’ was dropped from the name, and in 2015 Cascadia College offered its first Baccalaureate programs.

JURISDICTIONAL CONTEXT

The UW Bothell/Cascadia College campus was developed under a Planned Unit Development (PUD) finalized with City of Bothell in 1998. The PUD established the development requirements and review and approval criteria for any proposed development on campus and has since been modified six separate times as development occurs. The CMP serves, in conjunction with a Development Agreement with City of Bothell, as the primary tool governing jurisdictional, evaluation and approval for future projects.



FIGURE 2-6: TRULY RANCH HOUSE



FIGURE 2-7: AERIAL PHOTOGRAPH OF SITE, 1998

THE BEGINNINGS OF A CAMPUS

In 1996, the State of Washington purchased the large Boone-Truly Ranch in Bothell in order to co-locate UW Bothell with Cascadia College. As planning was underway, the Truly Ranch House was relocated to its present location to make way for the central campus promenade. While the Chase House remained in its present location, 21 existing structures, and their site infrastructure were demolished to make way for the campus.

UW Bothell and Cascadia College also embarked on an ambitious project to restore former cattle grazing pastures to the wetland that once existed. This included a massive engineering effort to redirect North Creek from a straight channel, to a naturally-shaped river delta; bounded by I-405 on its east edge and the natural topography of the campus hill on the west, the wetland restoration was the largest project of its kind in Washington State at the time.

The original campus property did not include the Husky Hall site, the “Marvin properties” or Husky Village (‘Future Campus Expansion Area’ shown in Figure 2-7). NE 185th Street and Valley View Road provided direct pedestrian and bicycle access between downtown Bothell and the site.

1995 CAMPUS MASTER PLAN

The original plan for campus was initiated by the Higher Education Coordinating Board (HECB) working collaboratively with representatives from the City of Bothell citizens, public officials, community leaders, and representatives from the University of Washington and Cascadia (Community) College. The Master Plan was part of a family of documents describing the collocated campus development that among others, included a City of Bothell Planned Unit Development, a Shoreline Substantial Development and Shoreline Conditional Use Permit, and a U.S. Corps of Engineers 404 Individual Permit.

The framework established by the Plan concentrates development around a central and shared open space defined by the library and buildings representing each institute representing the “heart” of campus. Other buildings radiate outward from the center, following the topography north and south, with buildings to the south following the grid of the city in orthogonal arrangements. Large stands of mature vegetation were proposed to be preserved and the boundaries of the North Creek floodplain wetland were established. The primary vehicular entrance was shown from the south off SR 522, with a secondary entrance off Beardslee Boulevard from the north. A road connecting both entrances provides access to parking structures.

Many of the 1995 Campus Master Plan goals remain relevant today, including:

- :: Create one sense of place while balancing each institution’s identity
- :: Integrate campus and natural resource functions
- :: Leverage natural resources: restoration, preservation, research, education
- :: Provide accessible, multi-modal transportation options
- :: Connect hillside & lowland areas with vegetation & buildings
- :: Provide flexible and adaptable facilities
- :: Foster partnerships and connections with the Bothell community

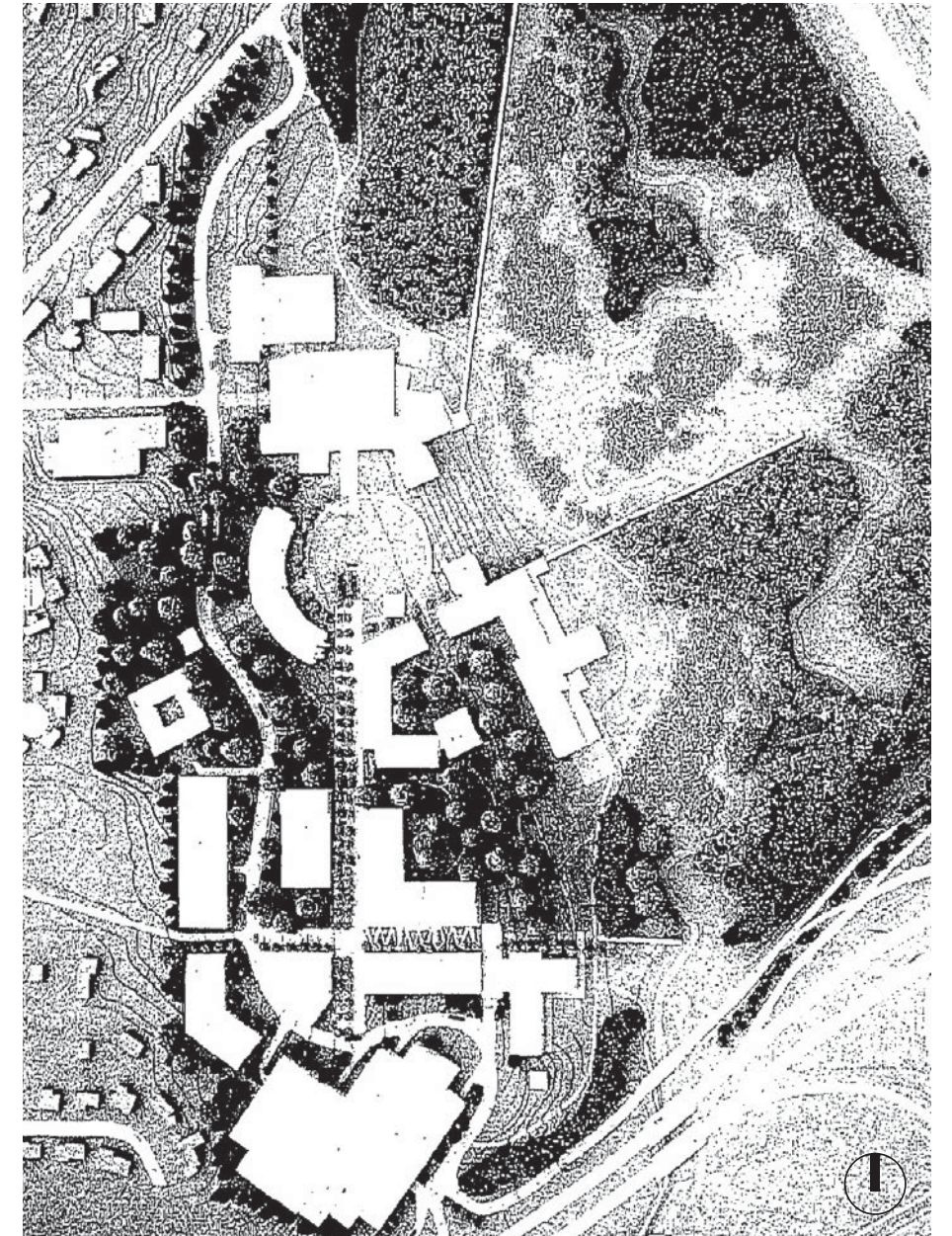


FIGURE 2-8: 1995 CAMPUS MASTER PLAN



FIGURE 2-9: AERIAL PHOTOGRAPH OF SITE, 2002

1998-2002 CAMPUS DEVELOPMENT

Development Phases 1-2a between 1998-2002 marked the most intensive period of construction activity in the campus' history, including completion of the North Creek restoration project (2002) and commencement of first phase of campus development. Over 400,000 gross square feet of academic buildings were constructed along with two parking garages. A primary vehicle entrance was constructed off of Beardslee Boulevard, creating a level route through the site along Campus Way and connecting the north and south garages.

In addition to the south garage, the entire property south of NE 180th Street was cleared to accommodate extensive surface parking lots and a Physical Plant (PP). This initial infrastructure investment has shaped a number of the development decisions in this Campus Master Plan.

The first phase of construction oriented campus buildings along the topography. UW1 and CC1 were placed along the west side of Campus Way, while fronting and defining a new Campus Promenade to the west, the central pedestrian spine of the new campus.

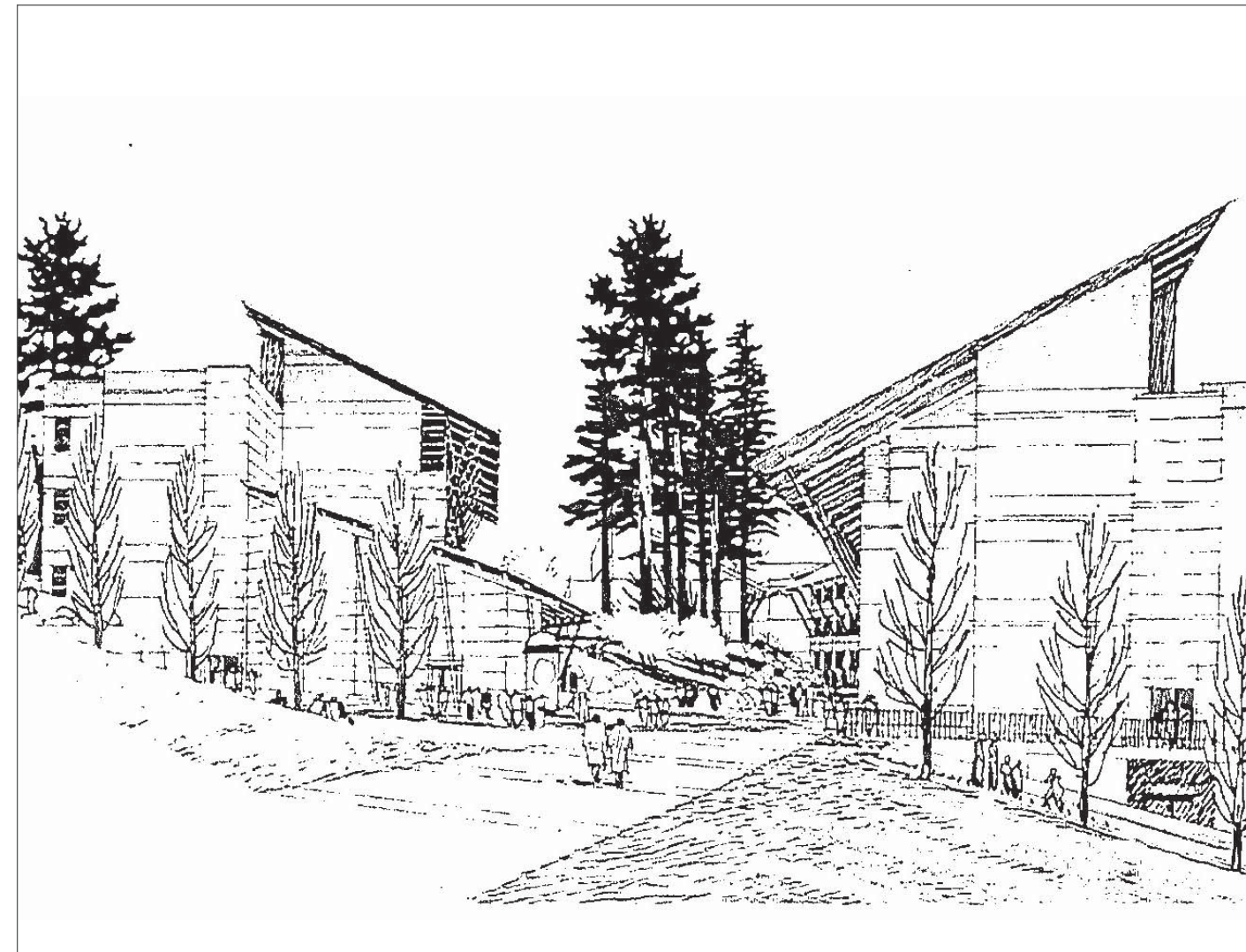


FIGURE 2-10: SKETCH, 2003 LONG RANGE PHYSICAL DEVELOPMENT PLAN

2003 LONG-RANGE PHYSICAL DEVELOPMENT PLAN

In 2003, a new Long-Range Physical Development Plan was initiated by the Higher Education Coordinating Board (HECB) to update the original master plan and design concept prepared in 1995 by illustrating the campus as built to date (through Phase 2a), to document Planning Principles underlying the creation of the campus, and to define how the Planning Principles will guide the physical evolution of the campus through subsequent phases of development to site build-out.

The Planning Principles and their influence on site development, circulation patterns, parking strategies, and massing on the site, as illustrated in the Long-Range Plan, are included here for reference.

Celebrate and respect the site's natural features. The Plan rethinks the placement of buildings to minimize disturbances of certain natural systems and site features and celebrate the site's natural features as a campus theme. It accomplishes this through an integration of buildings and open spaces into the natural environment of the campus, highlighting groves of trees and natural elements as key features.

Maintain a simple, easily understood campus plan. The Plan reflects the site topography and lineal quality, stretching from north to south, to define the circulation patterns and building configurations that follow the contours of the hillside and provide a campus layout

that is easily understood. The buildout was conceived in three levels stepping up from the slopes of the wooded hillside: the promenade as the first and existing; the second conceived of as a mid-slope connector; and the third conceived of as an upper level at the highest elevation of the site.

Achieve a sense of "completeness" with each phase of development. The Plan acknowledges the sense of completeness of the initial campus development along the promenade and advocates for future phases to incrementally add new pedestrian routes to serve the next tier of facilities and connect them to the original buildings.

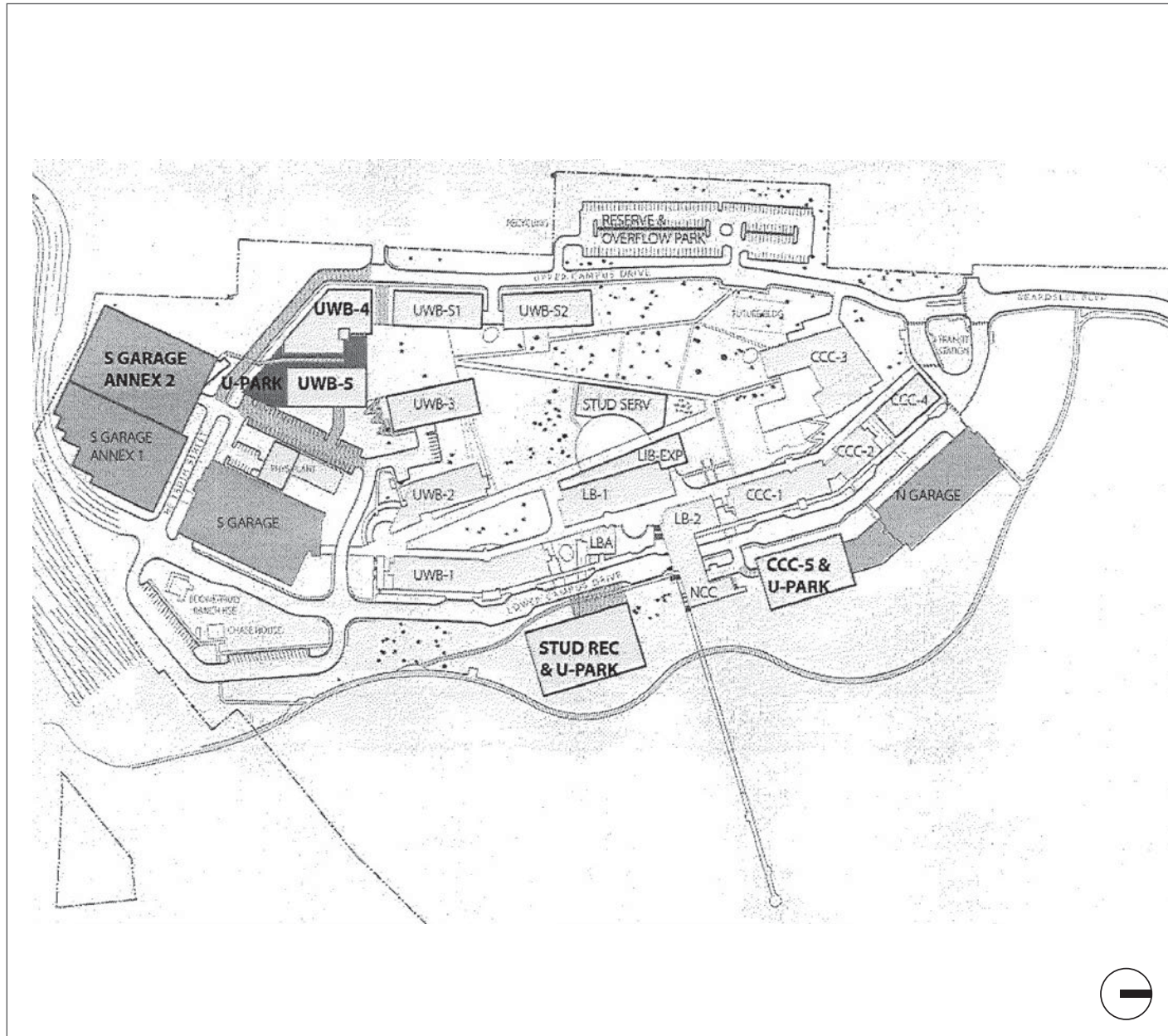


FIGURE 2-11: 2006 CAMPUS FACILITIES MASTER PLAN

2006 CAMPUS FACILITIES MASTER PLAN

The 2006 Facilities Master Plan was initiated in by Cascadia (Community) College in conjunction with the design of CC3, a new academic building for Cascadia College. It also coincided with the state legislature authorizing UW Bothell to begin admitting freshmen and sophomores while also expanding upper-division and graduate capacity and programs. While consistent with the principles established in prior master plans, the Plan’s main objective was to

establish the size and placement of the future buildings, parking, infrastructure, and circulation needs.

The Plan framework was conceived to mimic a hilltown concept, with a sweeping horizontal plain creating the foreground to the vertical grain of the evergreen forest of the hillside. The primary feature was a newly envisioned “Z” circulation system that connects the exiting promenade with development at the upper portion of campus with an

accessible slope through the forested grove of the hillside. Future development reinforces the circulation system and distinguishes a campus identity for both institutions north and south of the library. It also suggested a new connection to the Sammamish River Trail with an accessible grade to Lower Campus Road as well as additional surface parking at the easternmost portion of campus and structured parking adjacent to the south garage.



FIGURE 2-12: AERIAL PHOTOGRAPH OF SITE, 2011

2006-2011 CAMPUS DEVELOPMENT

In 2009, WSDOT widened the south entrance with an exit ramp and signalized intersection with SR-522. The work required a substantial soil-nailed retaining wall and hillside excavation to allow for the six-lane curved drive and pedestrian walkway. Also completed in 2009, CC3 became the third Cascadia College building.

Starting in 2011, UW Bothell purchased and began leasing adjacent properties to accommodate the rapidly growing student population, including: the purchase of Husky Village (student housing); the lease of the Campus View Apartments across Beardslee Boulevard; and the lease-option of Beardslee Professional Building (classrooms).

This trend continued in 2012 with the lease-option of Husky Hall (a small office building to the south of NE 185th) and a leased warehouse along SR-522 (storage with loading dock access).



FIGURE 2-13: 2011 MASTER PLAN

2010 MASTER PLAN (REVISED 2011)

The 2010 Master Plan (revised in 2011) was initiated by UW Bothell to establish a site for UW3 Science and Academic Building and confirm the capacity buildout of the campus. Through a thorough analysis of the existing campus, it was determined as part of the planning process that not all the program needs, particularly those associated with UW Bothell, could be met on the current campus land. The assessment illustrated only 34 acres of developable land (20 uplands and 14 lowlands) was available and to ensure future buildings complement the scale of the existing campus buildings while maintaining the feel of a cohesive campus with a strong connection to the natural landscape, program needs such as additional student housing, health resources, and recreational needs, along

with faculty research space and social spaces, would be accommodated offsite, within proximity of campus.

The primary organizing concept for the Plan proposed the orientation and location of future building sites on an east-west axis, providing opportunities for sustainable strategies to maximize natural ventilation and daylighting, strengthening the connections between existing and proposed buildings with open spaces, and providing optimal access up and down the steep terrain through building elevators. In addition, recommendations to create a more pedestrian-friendly campus by pedestrianizing Campus Way, providing an accessible north-south pathway in the uplands, and including a mid-slope connection with a new crescent-shaped path all assist in providing accessible,

walkable connections to future upland buildings and between the north and south of campus.

The 2010 Master Plan was amended in 2011 to reflect significant developments that transpired shortly after the report was finalized. The result was a slight modification to the plan, but in general, the Plan's framework for development remained unchanged. The most significant of these developments was the UW Bothell's acquisition of Husky Village, which converted the proposed student housing village at the west edge of campus to an expanded upland academic zone, and the lease of the Beardslee Professional Building for UW Bothell Science and Technology academic programs, research and centers.

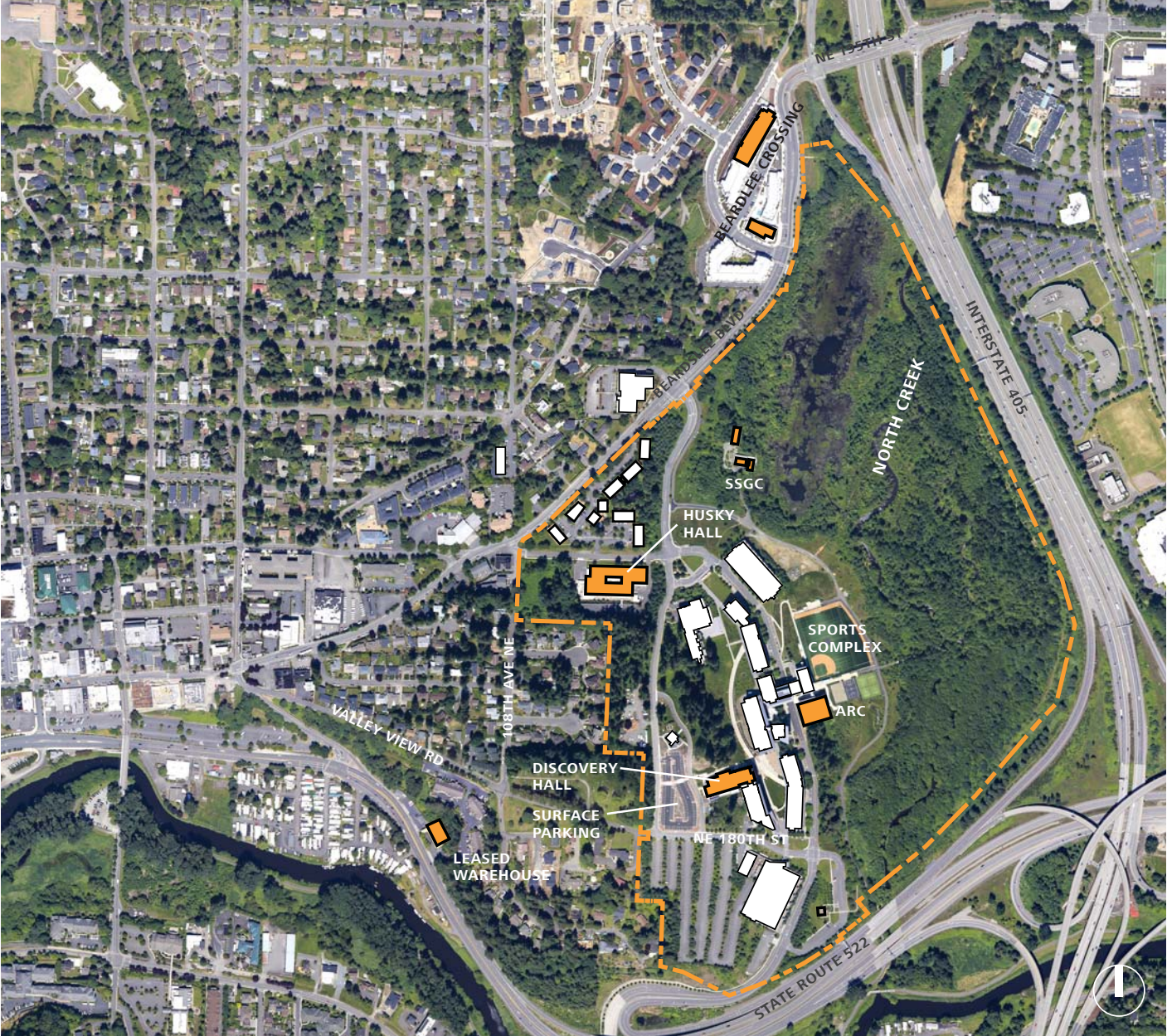


FIGURE 2-14: AERIAL PHOTOGRAPH OF SITE, 2017

TODAY'S CAMPUS (2017)

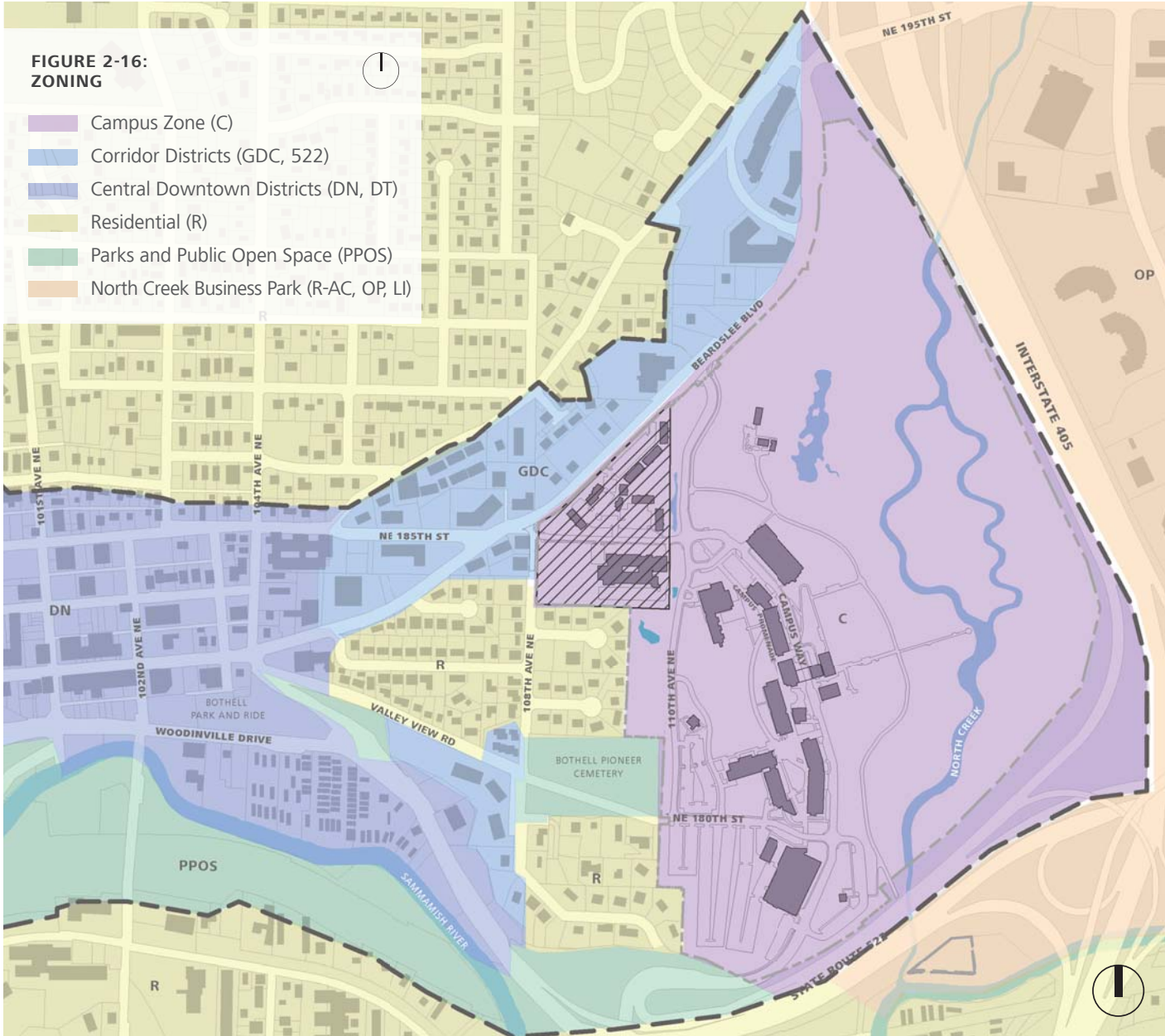
Since 2012, the Campus added UW Bothell's Discovery Hall, a STEM lab and classroom building; UW Bothell's Sarah Simonds Green Conservatory (SSGC); shared student life amenities, such as the Activities and Recreation Center (ARC), and the adjacent sports complex (limited to UWB and CC students for intramural and casual sports activities); and surface parking.

Additional facilities are in the planning or funding request phases and include:

- :: Corporation Yard (shared)
- :: Parking (shared, structured and/or surface)
- :: UW4 Academic Building
- :: CC4 Academic Building
- :: UW Bothell Student Housing and Dining
- :: ARC Expansion (shared)

FIGURE 2-15: CAMPUS TIMELINE

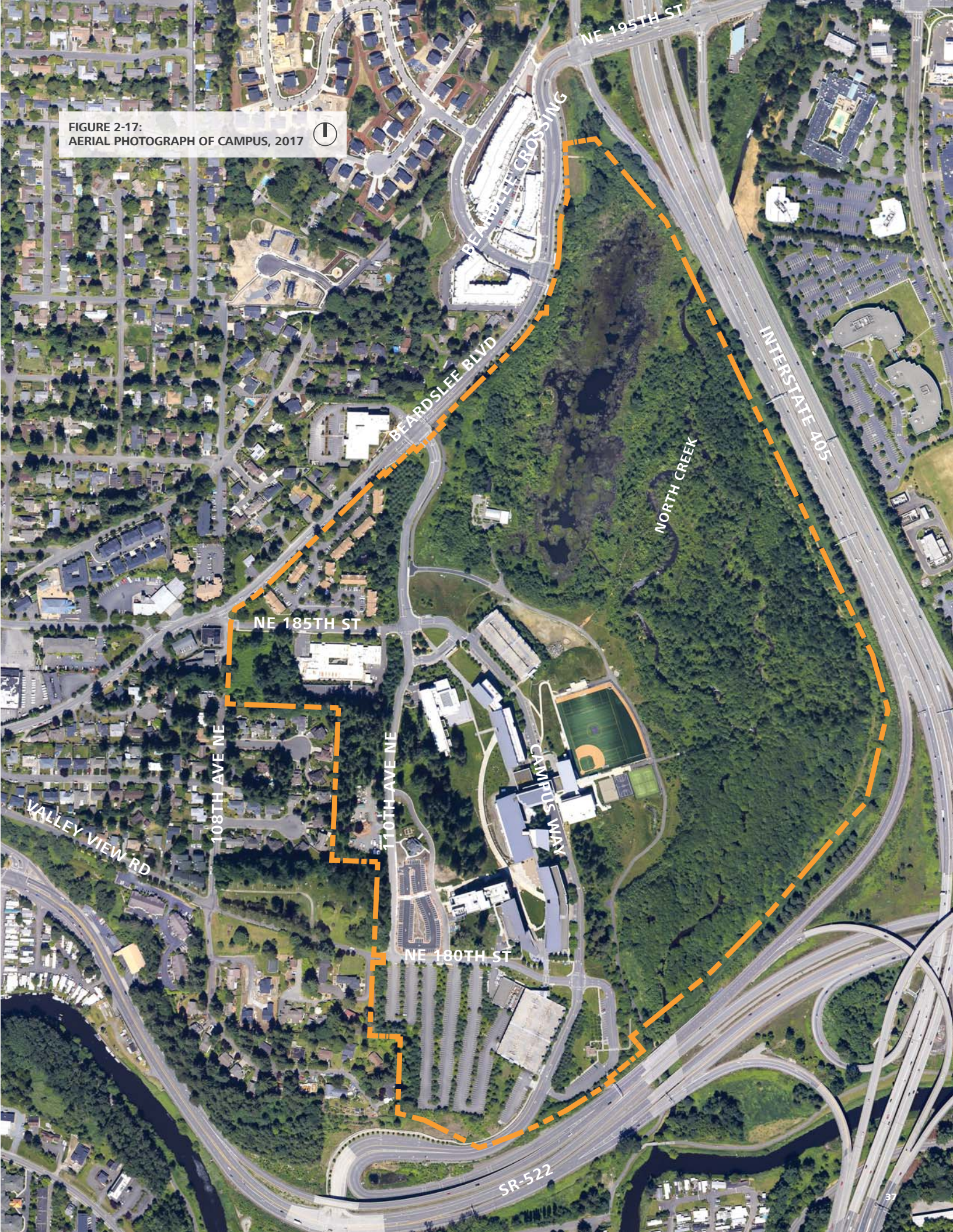




ZONING

To address the rapid urbanization of Downtown Bothell nearby, between 2005 and 2009, the City of Bothell developed a Downtown Plan with its own subarea development regulations, separate from the standard Bothell zoning template. The campus property is regulated within this subarea as a Campus District (C) zone as shown in the partial City of Bothell Zoning map (Figure 2-16).

Several parcels recently acquired or leased since the 2010/2011 Campus Master Plan (Husky Village, Husky Hall, Marvin properties, shown hatched) were recently incorporated into the Campus District as part of the 2016 City of Bothell Comprehensive Plan Amendment process in anticipation of a forthcoming Development Agreement.



SECTION 03

Growth Profile and Campus Capacity

GROWTH AND DEVELOPMENT 40

FACILITIES BENCHMARKING 42

EXISTING CAMPUS PLAN 44

CAMPUS CAPACITY PER DEVELOPMENT AREA 46

Growth and Development

ENROLLMENT AND PHYSICAL GROWTH

The UW Bothell/Cascadia College Enrollment & Development Timeline, shown on Figure 3-2, documents the growth of UW Bothell and Cascadia College since classes were first offered at the current location in 2000 through present day, 2017. This timeline charts on-campus student FTE with GSF of constructed buildings (excluding parking and housing) and the resulting GSF/FTE ratio for each institution. Key development and planning milestones are also included.

For the first five years on the new campus, the UW Bothell and Cascadia College had modest enrollment growth and adequate space for instruction. However, in 2006 when UW Bothell converted from a two-year to a four-year institution, UW Bothell enrollment began to accelerate and the GSF/FTE metric began to decrease without the addition of new facilities. From 2008 to 2010 the

two institutions added over 1,650 student FTEs, growing 46% in two years. During this same period, only a single building (CC3, completed in 2009) was added to absorb the spike in enrollment growth. UW Bothell began leasing facilities off-campus in subsequent years through 2015, however the GSF/FTE ratio, while stable, never reached the targeted benchmarks.

The original 1995 Campus Master Plan (Figure 3-1) does not provide a detailed description of how the quantity of facilities (total GSF) required to support 10,000 student FTE was determined. However, at the direction of the Legislature, UW Bothell converted to a four-year institution in 2006 and Cascadia College joined many of its peer institutions in offering baccalaureate degrees in 2015. As a result, an increased demand for spaces not traditionally required for the original two-year commuter schools has emerged. Pedagogical change and the recent emphasis on Science, Technology, Engineering, and Math (STEM) programs have dramatically increased the need for

laboratory and research space to support instruction and student and employee demand, and to attract qualified faculty members. UW Bothell remains primarily a commuter campus, but is trying to meet the changing needs of students and their families, planning for on-campus student housing and a wide array of student life spaces (dining, recreation, etc.) that were not anticipated in earlier planning efforts.

The 2010/2011 Campus Master Plan (CMP) reflects these initiatives, and for the first time includes student housing in its long-range planning. This thinking led to the acquisition of Husky Village student apartments in 2011. The CMP also indicated (for the first time) long-range demand exceeding the 1.14 million GSF anticipated in the 1995 Campus Master Plan; the 2010 plan calls for 1.24 million GSF exclusive of housing and parking, and also identifies additional unquantified needs such as a health center and research space that would ultimately push the GSF higher.

FIGURE 3-1: CAMPUS PLANNING HISTORY



1995 CAMPUS MASTER PLAN WITH 2003 UPDATE

Planning Assumptions: 10,000 student FTE
1,143,800 GSF (114 GSF/FTE)*
4,200 parking stalls**
No housing anticipated



2006 CAMPUS FACILITIES MASTER PLAN

Planning Assumptions: 10,000 student FTE
1,017,442 GSF (102 GSF/FTE)*
3,700 parking stalls**
No housing anticipated

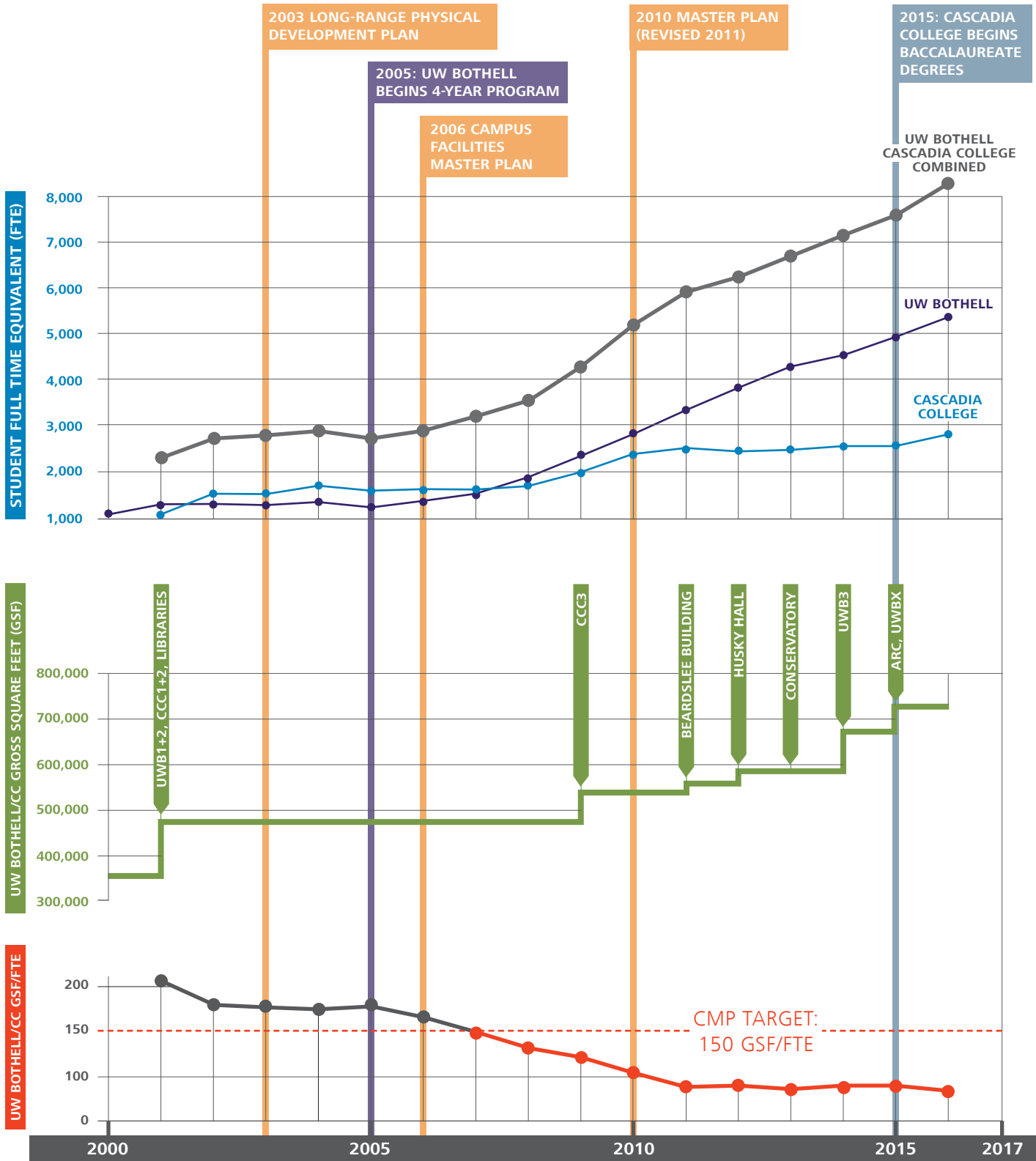


2010/2011 MASTER PLAN

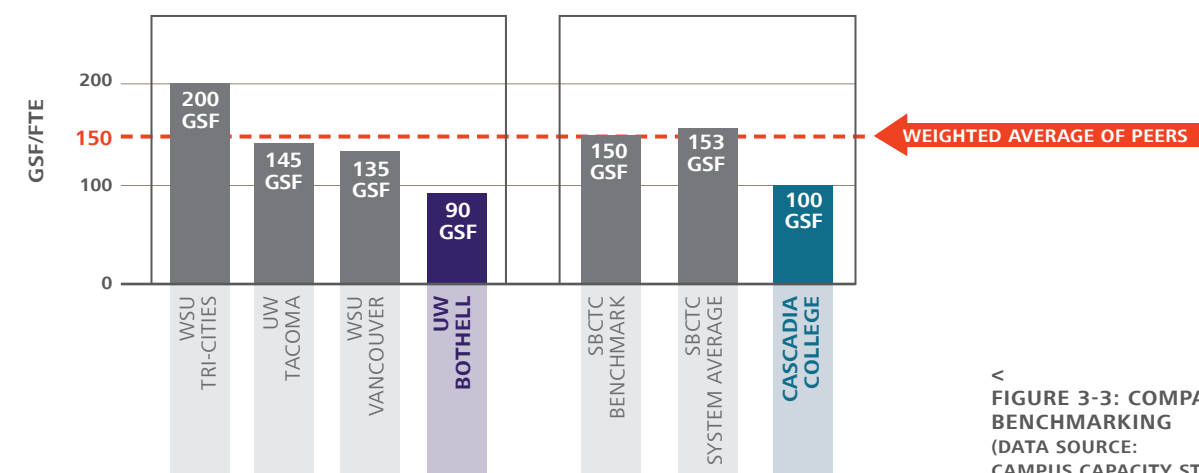
Planning Assumptions: 10,000 student FTE
1,242,500 GSF (124 GSF/FTE)
4,150 parking stalls**
900-1,500 student housing beds**
Additional unquantified needs**

* No programmatic basis provided for these quantities
** Not included in GSF quantities

FIGURE 3-2: UW BOTHELL/CC ENROLLMENT AND DEVELOPMENT TIMELINE



Facilities Benchmarking



^
FIGURE 3-3: COMPARATIVE BENCHMARKING
(DATA SOURCE: CAMPUS CAPACITY STUDY, 2016)

FACILITIES BENCHMARKING

A facilities benchmarking study (Figure 3-3) was used to evaluate Academic space needs in total Gross Square Feet (GSF) relative to on-campus student full-time equivalents (FTE), allowing for broad comparisons to peer institutions of similar size and character. Neither housing nor structured parking were included in establishing the metrics in this study. On-campus shared facilities were also allocated proportionately by FTE when looking at metrics for a single institution.

For the purposes of the CMP, facilities supporting Academic Uses are defined as “all facilities which relate to and support instruction and research and the needs of students and faculty.”

WSU Vancouver, WSU Tri-Cities, and UW Tacoma provide the most relevant comparisons for UW Bothell; they are all public institutions with relatively small residential student populations and limited but growing academic research needs. Larger institutions like Western

Washington University, UW Seattle and Washington State University (all of which have significantly higher GSF/FTE ratios) were not deemed appropriate comparisons.

Similarly, Cascadia College was evaluated based on both the State Board for Community and Technical College’s (SBCTC) published benchmark of 150 GSF/FTE as well as the system-wide average of 153 GSF/FTE.

Clarification of the difference between FTE and head count – the actual number of students registered – is warranted. Since most UW Bothell students are full-time, there is typically little difference between these statistics: 5,420 FTE versus 5,735 headcount in fall 2016.

Cascadia College serves a different demographic and typically sees more part-time students and thus a greater difference between these two statistics: 2,471 on-campus FTE versus 3,551 headcount in fall 2016.

FTE is the accepted standard for planning and programming of academic facilities; however, is important to consider this issue globally. Parking demand, for example is generally driven by the number of people on campus during peak times, rather than FTE. As a result, the campus’ approach to addressing parking demand relies on regularly updated transportation surveys rather than FTE or headcount.

Cascadia College, at 100 GSF/FTE, is well below the established SBCTC benchmark of 150 and the system-wide average of 153 GSF/FTE. Rounding this to a similar 150 GSF/FTE metric, with 4,000 FTE, Cascadia College’s non-housing academic space needs amount to **600,000 GSF, or 353,854 net new GSF.**

UW Bothell, at 90 GSF/FTE, is nearly 40% lower than the weighted average (151) of its peers, providing some objective evidence for the anecdotal reports of its users: the campus is ‘bursting at the seams.’ This also suggests that near-term facility development is needed to ‘decompress’ the use of existing facilities, better serving current programs and enrollment levels. At the same time, bringing off-campus uses back onto campus is desirable to maximize operational efficiencies and pedagogical engagement.

With an anticipated 6,000 FTE, at 150 GSF/FTE, UW Bothell non-housing academic space needs amount to **900,000 GSF, or 388,514 net new GSF.**

On-site student housing needs were determined to accommodate ten to twenty percent (10-20%) of the UW Bothell student population. Assuming a total enrollment of 6,000 FTE, a student

housing allowance of **300,000 GSF, or 225,848 net new GSF** will support up to 1,200 student residents on campus in a mix of traditional and apartment style housing.

The Campus Master Plan Development Allowance incorporates the assessed needs for both non-housing related academic space and on-site student housing to accommodate 10,000 on-campus student FTE, consistent with original enrollment targets established by the state legislature. Utilizing a combined planning target of 150 GSF/FTE for UW Bothell and Cascadia College facility needs (excluding both housing and structured parking) establishes a **Development Allowance (GSF Cap) for campus of 1,800,000 GSF** under this Campus Master Plan. This equates to **1,042,368 net new GSF** of campus Academic Uses. The resulting net new GSF cap assumes that functions currently housed in off-site leased space would be accommodated on campus in the Long-term Campus Vision buildout.

Existing Campus Plan

The current campus configuration is represented in Figure 3-4. Detailed analyses of existing conditions are included in Section 4; a summary description is included below.

Campus topography generally falls away from west to east, with the large restored floodplain wetland occupying the flat, northeastern portion of the site and bordered on the west by the North Creek Trail. The current campus boundary is shown, and includes a small portion of land south of SR 522, accessed by the North Creek Trail, and adjacent to the Sammamish River.

Campus development has generally occurred parallel to site topography, with initial academic phases organized along Campus Way (to the east) providing vehicular and bicycle access and Campus Promenade (west) serving as the main pedestrian campus spine. UW Bothell-operated buildings are generally located to the south and Cascadia College-operated buildings to the north, with primary shared-use facilities - Library, Activities and Recreation Center (buildings 12-16)- located between at the central campus core.

More recent construction phases including CC3 (8) and UW3 (3) have begun to build and connect further west and upslope, each including significant plaza development connected by the Crescent Path. This and other pedestrian pathways provide for convenient, accessible access in the north and south directions, while strategic building and elevator placement allows for accessible travel in the east-west

direction.

Campus operations and maintenance functions and facilities are generally shared between UW Bothell and Cascadia College. Primary facilities functions occur at the Physical Plant (11), Chase House (9) and Corporation Yard (17).

Parking is also a shared function, with primary structures (A & B) located near the south and north entrances respectively. Additional surface lots are also distributed across campus.

UW Bothell also controls and/or owns and operates several facilities on- and off-campus. Husky Village (4, owned) and Campus View Apartments (L4, leased) provide apartment style housing for UW Bothell students. Husky Hall (L1) and two tenant spaces at Beardslee Crossing (L3) are leased by UW Bothell and house administrative space. Administrative and Instructional functions are also housed in the leased Beardslee Building (L2). Finally, athletic fields and facilities are located adjacent to the ARC (15) and the North Creek Trail.

> **FIGURE 3-4:
EXISTING CAMPUS PLAN KEY**

UW BOTHELL FACILITIES

- 1. UW1 (Founders Hall)
- 2. UW2 (Commons Hall)
- 3. UW3 (Discovery Hall)
- 4. Husky Village
- 5. Sarah Simonds Green Conservatory

CASCADIA COLLEGE FACILITIES

- 6. CC1
- 7. CC2
- 8. CC3

SHARED FACILITIES

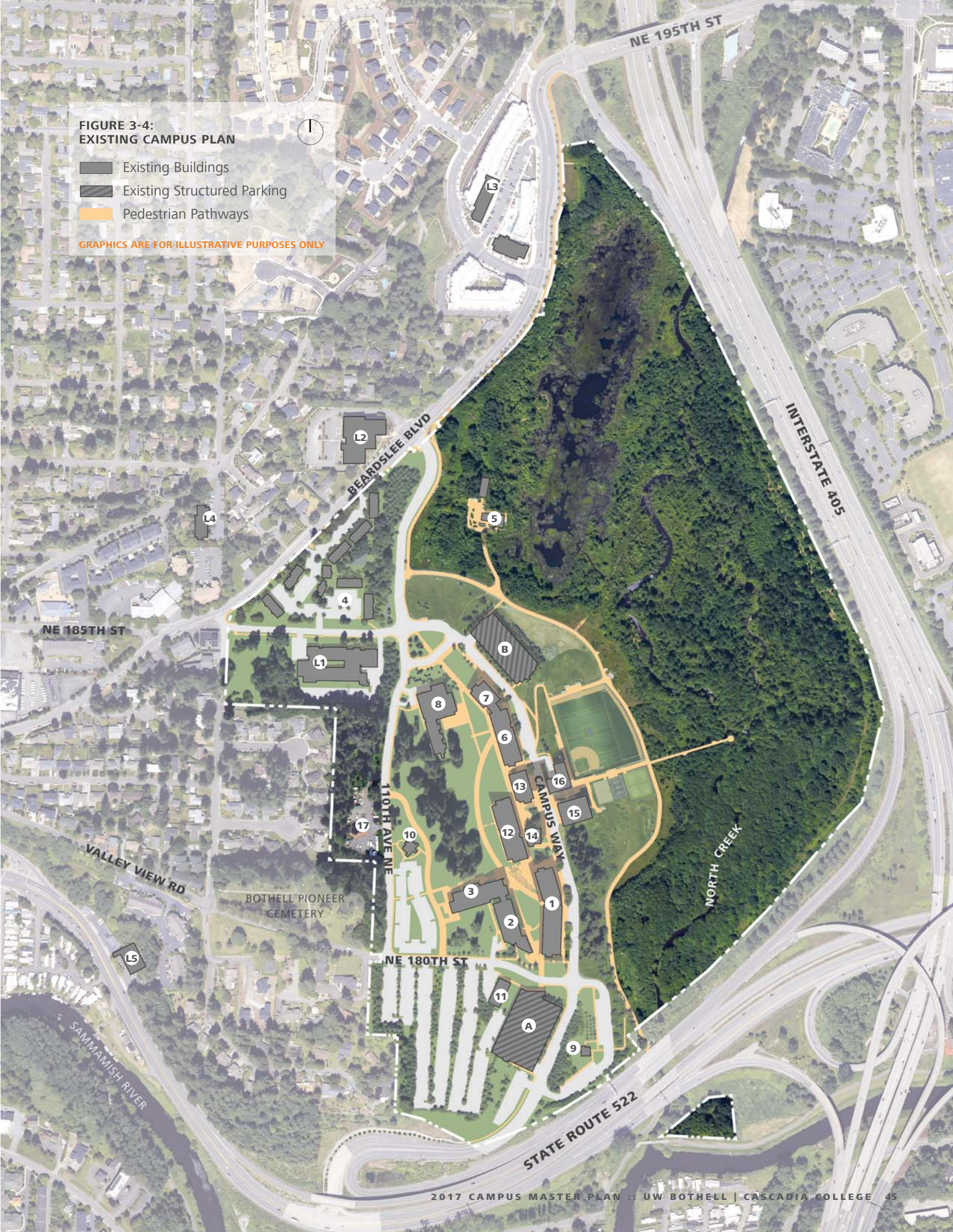
- 9. Chase House
- 10. Truly Ranch House
- 11. Physical Plant
- 12. Library 1
- 13. Library 2
- 14. Library Annex
- 15. Activity & Recreation Center (ARC)
- 16. North Creek Event Center
- 17. Corporation Yard

UW BOTHELL LEASED FACILITIES

- L1. Husky Hall
- L2. Beardslee Building
- L3. Beardslee Crossing
- L4. Campus View Apartments
- L5. SR-522 Warehouse

SHARED STRUCTURED PARKING

- A. South Parking Garage
- B. North Parking Garage



Campus Capacity by Development Area

CAMPUS DEVELOPMENT CAPACITY

Development capacity was tested in conjunction with the Environmental Impact Statement (EIS) process, which assessed the impacts associated with three draft alternative development scenarios relative to baseline (“no action”) options. A fourth, hybrid alternative was developed that blended aspects of the three original scenarios based on assessed impacts and community input, and reflects the ambitions for this Campus Master Plan.

The three initial development scenarios (Figure 3-6, page 47) emphasized the growth potential in different parts of campus to test the maximum carrying capacity relative to adjacent uses and existing conditions.

DEVELOPMENT AREAS

For the purposes of managing the distribution of future capacity while affording UW Bothell and Cascadia College some flexibility, the campus has been divided into six distinct Development Areas, with a maximum net new GSF Development Area Cap established for each. These caps were determined by using the most intensive development configuration for each individual development area as identified in the EIS scenarios. The sum of maximum net new GSF for each development area exceeds the Development Allowance (GSF Cap) for the campus established by the CMP. The intent is to provide campus-wide flexibility for locating new development relative to building adjacencies and programmatic needs, allowing the campus to be nimble in adapting to current and future opportunities and demands.



The following pages include an overview of each Development Area, summarizing existing conditions, illustrating the maximum net new GSF Development Area Cap through a proposed development scenario, and identifying factors that influence future development.

FIGURE 3-5: DEVELOPMENT AREAS

- Development Area Boundary
- Developable Campus Area
- North Creek Floodplain Wetland Buffer
- North Creek Floodplain Wetland



REINFORCE INSTITUTIONAL IDENTITY (SOUTHWARD GROWTH)

In this scenario, Husky Village and Husky Hall remain unchanged, as does the area surrounding the Chase House. Instead, most of the academic growth occurs at the core of campus and in the southern portion of campus on what is currently surface parking. A large parking structure to replace lost surface parking and a Corporation Yard are co-located on the uphill portion of the campus, west of 110th Ave NE. Residential and recreational facilities with additional parking are proposed in the lowlands, east of Campus Way. As seen in all three scenarios, structured parking is proposed south of the south garage and to the east of the north garage.

DEVELOP THE CORE (CENTRAL GROWTH)

In this scenario, Husky Village and Husky Hall remain unchanged, as does the area surrounding the Chase House. The southern portion of the site primarily remains surface parking with the exception of a Corporation Yard and expanded Physical Plant. Most of the academic growth occurs within the core of campus, north of NE 180th Street and south of the transit stop. The Truly Ranch House is proposed to be removed, as well as the recently constructed surface parking lot, to accommodate additional capacity and densification of the core. Residential and recreational facilities with additional parking are proposed in the lowlands, east of Campus Way. As seen in all three scenarios, structured parking is proposed south of the south garage and to the east of the north garage.

GROWTH ALONG TOPOGRAPHY (NORTHWARD GROWTH)

In this scenario, most of the academic growth occurs to the north, on the existing Husky Village and Husky Hall sites, with additional growth in the core. The Corporation Yard is proposed adjacent to the Chase house, where it can be easily accessed from the south vehicle entrance. While the previous two scenarios proposed transit center configurations that remained on campus, this scenario relocates it to Beardslee Boulevard, while opening up the campus core to landscaped, pedestrian-oriented spaces. Residential and recreational facilities with additional parking are proposed in the lowlands, east of Campus Way. As seen in all three scenarios, structured parking is proposed south of the south garage and to the east of the north garage.

FIGURE 3-6: EIS DEVELOPMENT SCENARIOS Proposed

- Academic
- Residential
- Parking
- Academic/Parking
- Residential/Parking
- Academic/Res?Parking
- Development Areas

Existing

- Academic
- Residential
- Parking

DEVELOPMENT AREA A
Summary

- :: Development Area A Size:
10.15 acres
- :: Maximum Net New Academic GSF:
293,100 GSF
- :: Allowable Building Height:
65'

Located at the southern end of campus, south of NE 110th Street and west of Campus Way, Development Area A is currently primarily used for parking, in both surface lots and structured garages, but also hosts the campus's Physical Plant. Development Area A falls within the Upland Conifer landscape zone, though few of the trees predate the campus. The Development Area has good solar exposure and offers territorial views to the south and east, enhanced by the steep topography of the site. The area abuts a residential-only zone slightly uphill to the west; there are specific landscape buffer and building height/setback restrictions along this edge.

The maximum development scenario envisions academic redevelopment on the existing surface parking areas on the western portion of the site. The buildings are configured around a central open space, evoking a more traditional 'quad'. The south parking garage is expanded with a new garage to its south, with connected upper level parking trays. To improve pedestrian safety and enhance campus open spaces, NE 180th Street is proposed to be re-routed to the south of the new academic development and connect with Campus Way at the southeast corner of existing garage; this will create an improved view corridor and terraced open space on what was the NE 180th Street alignment. An expansion to the Physical Plant is also planned in this scenario.

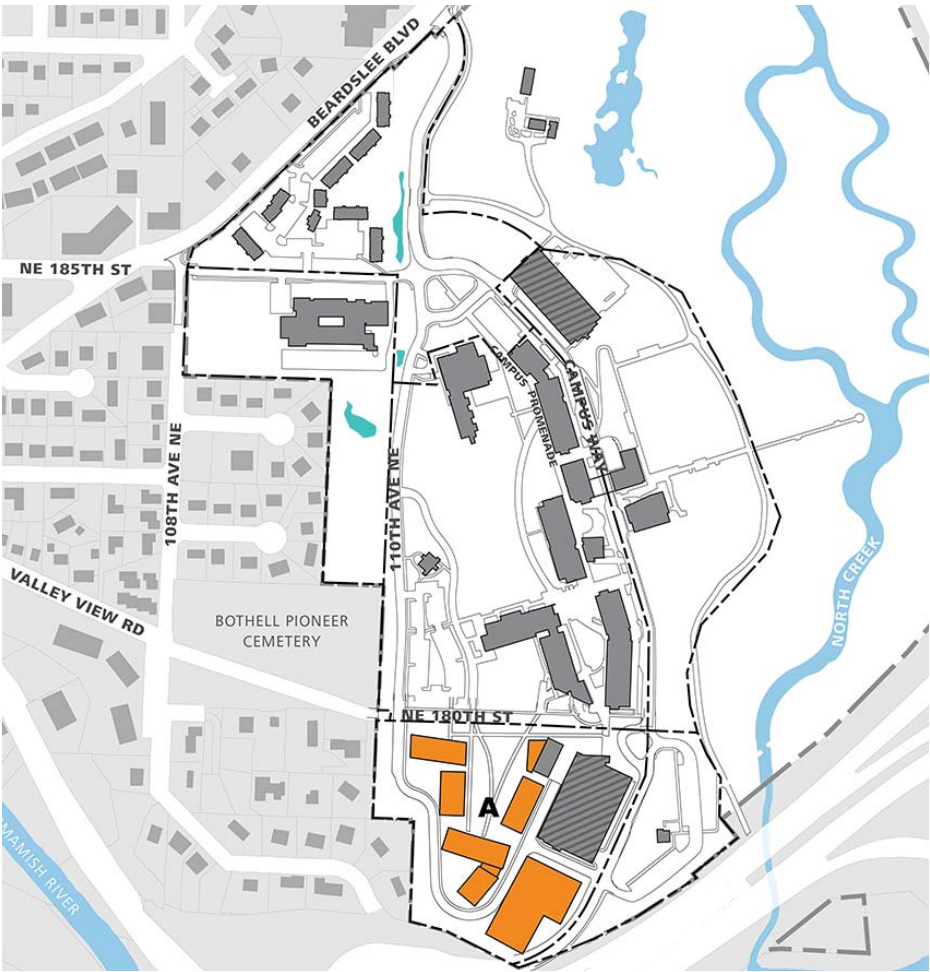


FIGURE 3-7: DEVELOPMENT AREA A

The following factors will influence development here:

- :: Costs associated with replacing surface parking
- :: Cost premiums for construction on steeply sloping sites
- :: Adjacency to expanded Physical Plant
- :: Sensitivity around building design and use adjacent to residential neighborhoods
- :: Establishment of campus character at south entrance and completeness of a phased development approach
- :: WSDOT Easement near south entrance may require development setbacks

DEVELOPMENT AREA B
Summary

- :: Development Area B Size:
18.16 acres
- :: Maximum Net New Academic GSF:
407,200 GSF
- :: Allowable Building Height:
65'

The existing campus core bounded by Campus Way to the east, NE 180th Street to the south, and 110th Ave NE to the west define the limits of Development Area B, which has a majority of the campus's existing academic buildings and landscaped open spaces and plazas. The buildings are organized around the Campus Promenade, which runs north-south following the site's topography. East-west travel for pedestrians is difficult; accessible routes between the upper parking lot and Campus Promenade rely on elevators within Discovery Hall.

The downslope portions of Development Area B fall within the Human-Centric/Managed Landscape zone, transitioning to Upland Conifer Forest upslope and to the west. There are mature stands of trees between Discovery Hall and Mobius Hall that pre-date the campus's development. The Truly Ranch House was moved to the high point of the site when the campus was initially planned; more-recently, a surface parking lot was developed to its south.

The maximum development scenario is characterized by academic densification of the campus core, balanced with preservation and replacement of naturalized landscapes and tree canopy. Like Discovery Hall, new academic buildings will be configured to support access to upper portions of site.

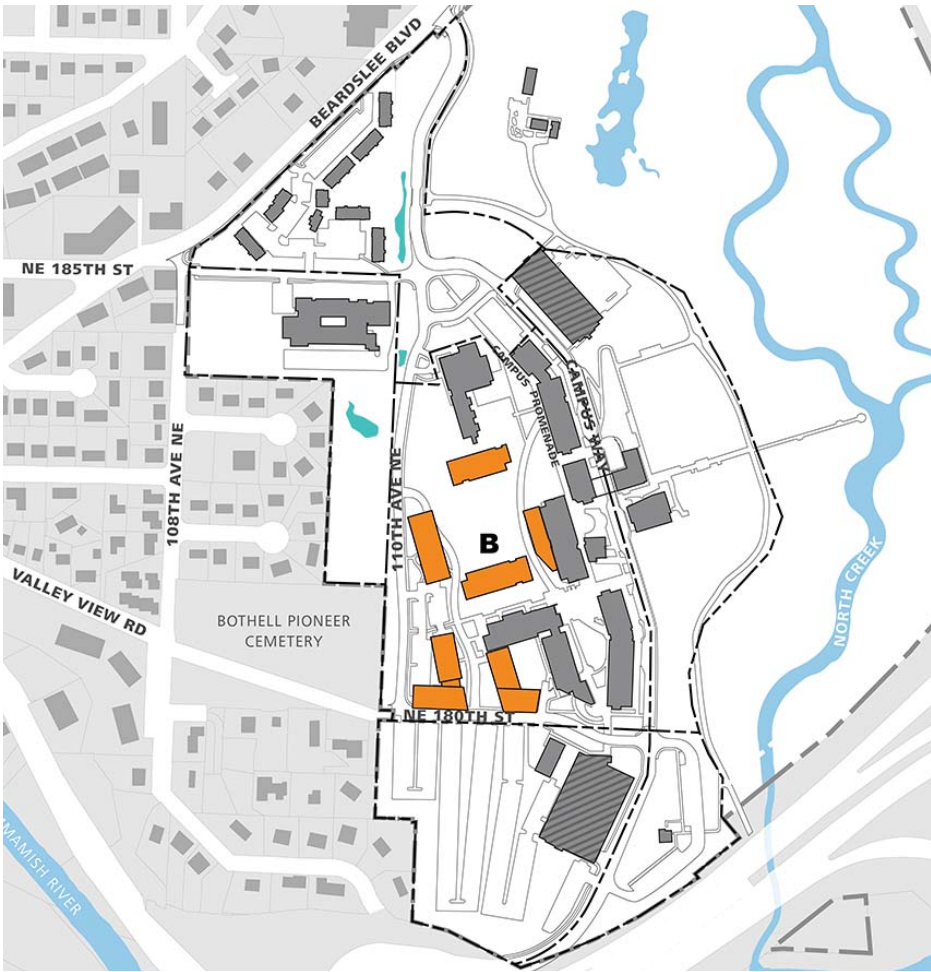


FIGURE 3-8: DEVELOPMENT AREA B

The following factors will influence development here:

- :: Cost premiums for construction on sloping sites
- :: Costs associated with replacing surface parking, and newer stormwater detention investments
- :: Building development in this area is known to affect site hydrology and could impact tree health
- :: Development adjacent to mature tree stands will likely result in a significant loss of trees in the core campus, requiring replacement to maintain the wooded character

DEVELOPMENT AREA C
Summary

- :: Development Area C Size:
7.37 acres
- :: Maximum Net New Academic GSF:
144,800 GSF
- :: Allowable Building Height:
Up to 65' (varies due to setback requirements)

Located on the western campus uplands, Development Area C is L-shaped and includes areas south of and including NE 185th St and west of 110th Ave NE. This area includes the recently-acquired Marvin properties (UW Bothell), the leased Husky Hall property (UW Bothell), as well as the NE 185th right-of-way, which is owned by the City of Bothell, and through which a significant utility easement is located. In addition, a deep King County-owned sanitary sewer trunk line crosses the area diagonally. This area abuts a residential-only zone to the south and west; the southern-most end abuts Bothell Pioneer Cemetery, which is in the Public Park and Open Space zone. These adjacent zones create specific landscape buffer and building height/setback restrictions.

Located entirely within the Upland Conifer Forest landscape zone, Development Area C has portions that remain heavily forested with trees that pre-date the campus’s development. While there is one upslope wetland, it is not considered a jurisdictional wetland as it has been previously mitigated; nonetheless, it provides habitat value and is a worthy candidate for retention.

Present uses include UW administration (Husky Hall) and the Corporation Yard for storage of materials. The maximum development scenario proposes academic development and several upgrades to the campus infrastructure, while balancing the preservation and enhancement of existing forested and wetland areas. This includes the purchase and redevelopment of the Husky Hall property to include a new

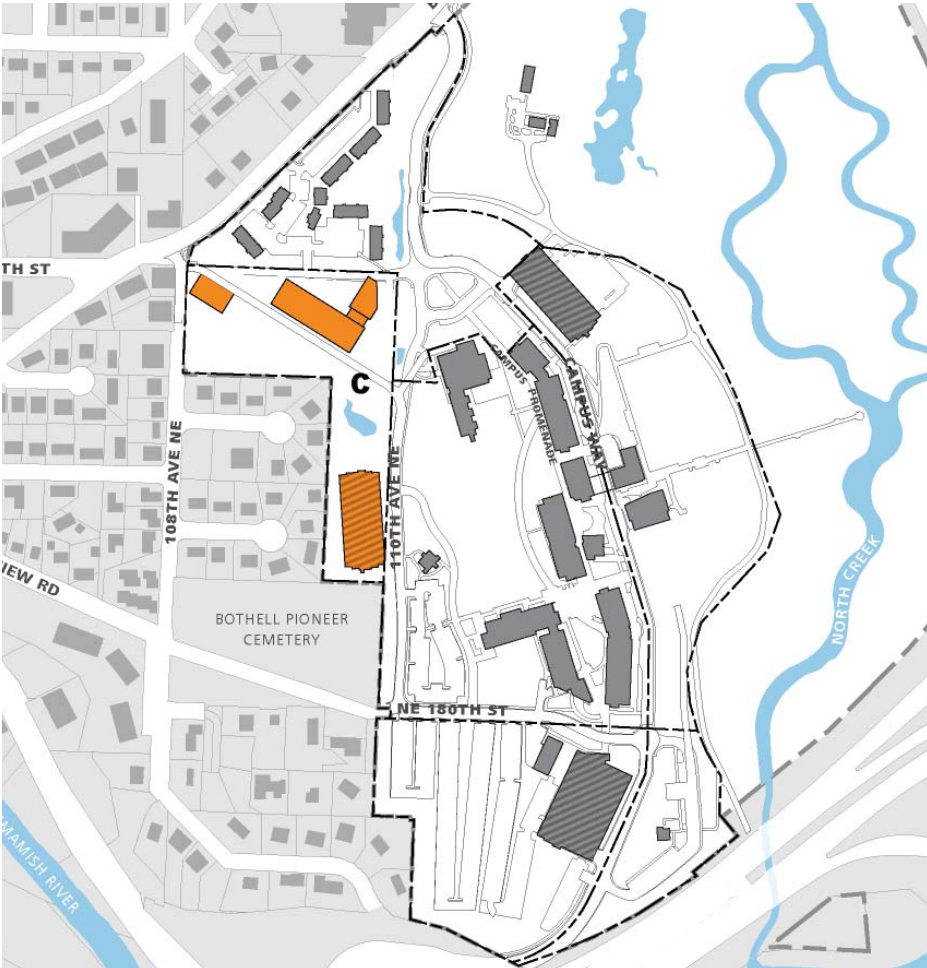


FIGURE 3-9: DEVELOPMENT AREA C

academic building that could potentially incorporate a transit center. NE 185th Street is proposed to be vacated, while either relocating utilities or maintaining existing easements, and a campus-owned roadway is proposed to be constructed on a new alignment that connects with 110th Avenue NE. As it is cost-prohibitive to extend utility service from the existing Physical Plant, a new satellite Physical Plant is proposed to support campus development in Development Areas C & D. A new parking structure (which is not included in the Academic GSF maximum) is proposed to be constructed on the present corporation yard site.

The following factors will influence development here:

- :: Costs associated with the acquisition of Husky Hall

- :: Costs and jurisdictional process associated with a street vacation of NE 185th Street
- :: Cost premiums for construction on sloping sites
- :: Costs for satellite physical plant and associated infrastructure to support north campus redevelopment
- :: Sensitivity around building design, use, environmental impacts adjacent to residential neighborhoods
- :: Coordination around occupancy and operations of campus facilities on UW owned parcels (versus common/shared campus area)
- :: Costs related to either relocation (proposed) or maintenance of existing utilities infrastructure within the NE 185th Street right-of-way

DEVELOPMENT AREA D
Summary

- :: Development Area D Size:
10.16 acres
- :: Maximum Net New Academic GSF:
295,900 GSF
- :: Allowable Building Height:
65'

Providing the best opportunity for prominent campus frontage along Beardslee Boulevard, Development Area D includes areas northwest of the campus core and north of NE 185th Street, the Husky Village property (UW Bothell), north campus entrance at 110th Avenue NE, and the existing transit center. The primary uses include campus vehicular and transit circulation, a transit center, as well as UW student housing and parking at Husky Village.

The development area falls primarily within the Human-centric/Managed Landscape zone, with the existing open space northeast of the transit center lying within the Meadow landscape zone. There are two upslope wetlands that lie west of 110th Avenue NE: one just southeast east of Husky Hall and the other east of Husky Village. In addition, a small detention pond is located at the core of Husky Village.

The maximum development scenario proposes significant redevelopment of the Husky Village property that accommodates new academic uses, including student housing. A new pedestrian entry plaza is proposed along Beardslee Boulevard, with direct, accessible pedestrian connection via the Promenade to the Campus Core. Right-of-way improvements along Beardslee Boulevard are proposed to include roadway widening, additional travel lanes, cycling and pedestrian infrastructure, landscaping and a potential future transit center, which would be relocated from its present location. A significant new open space, the Campus Crossing is proposed

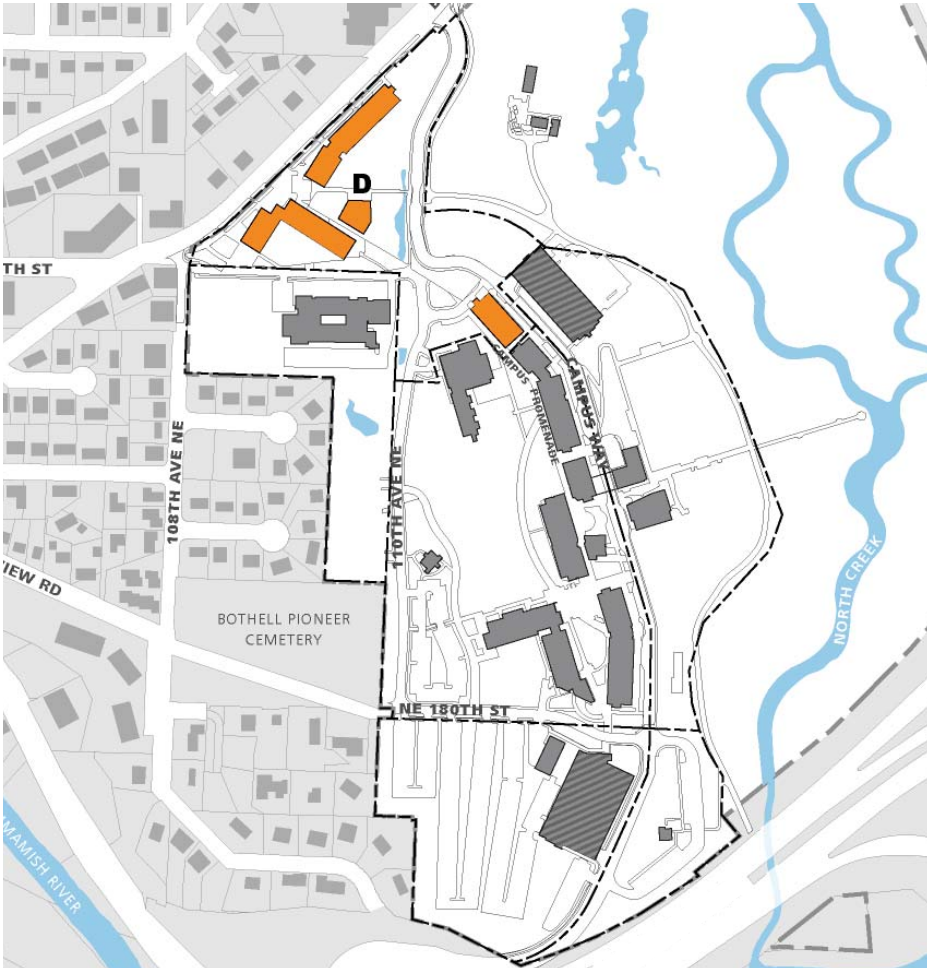


FIGURE 3-10: DEVELOPMENT AREA D

to be developed to connect the North Creek floodplain wetland to the Upland Conifer Forest with a visible, functioning riparian corridor. This development area will also host the potential expansion of Cascadia College’s original building, providing additional academic space.

The following factors will influence development here:

- :: Costs to relieve or mitigate existing debt obligations for Husky Village
- :: Negotiated costs and mitigation for Beardslee Boulevard right-of-way improvements, including loss of UW property associated with widened right-of-way
- :: Costs for utilities and infrastructure improvements to support north campus redevelopment

- :: Mixed use development along Beardslee Boulevard could be a good candidate for public-private partnership (P3) project delivery
- :: Relocation of transit from existing location in coordination with ST3 (2024)
- :: Costs associated with developing a signature open space

DEVELOPMENT AREA E

Summary

- :: Development Area E Size:
12.35 acres
- :: Maximum Net New Academic GSF:
425,800 GSF
- :: Allowable Building Height:
100'

Located on the lower portion of campus, Development Area E is bound by Campus Way on the west and the North Creek Trail and floodplain wetland buffer to the east. The primary uses currently include academic functions, recreational facilities, sports fields and structured parking. This area falls primarily within the Meadow landscape zone; there are some relatively steep sloped areas with stands of mature trees immediately east of Campus Way. The soil, much of it spoils from the original campus leveling, is considered poor here; as a result, buildings are permitted up to 100' (presumably as a means to offset increased foundation costs), although none have taken advantage of this to date.

The maximum development scenario for Development Area E proposes new academic buildings, including student housing and dining generally adjacent to Campus Way. Future student housing is proposed adjacent to the sports fields. This scenario also proposes mobility improvements at Campus Way to calm/ reduce vehicular traffic, enhance cycling amenities and emphasize an active, pedestrian-oriented environment.

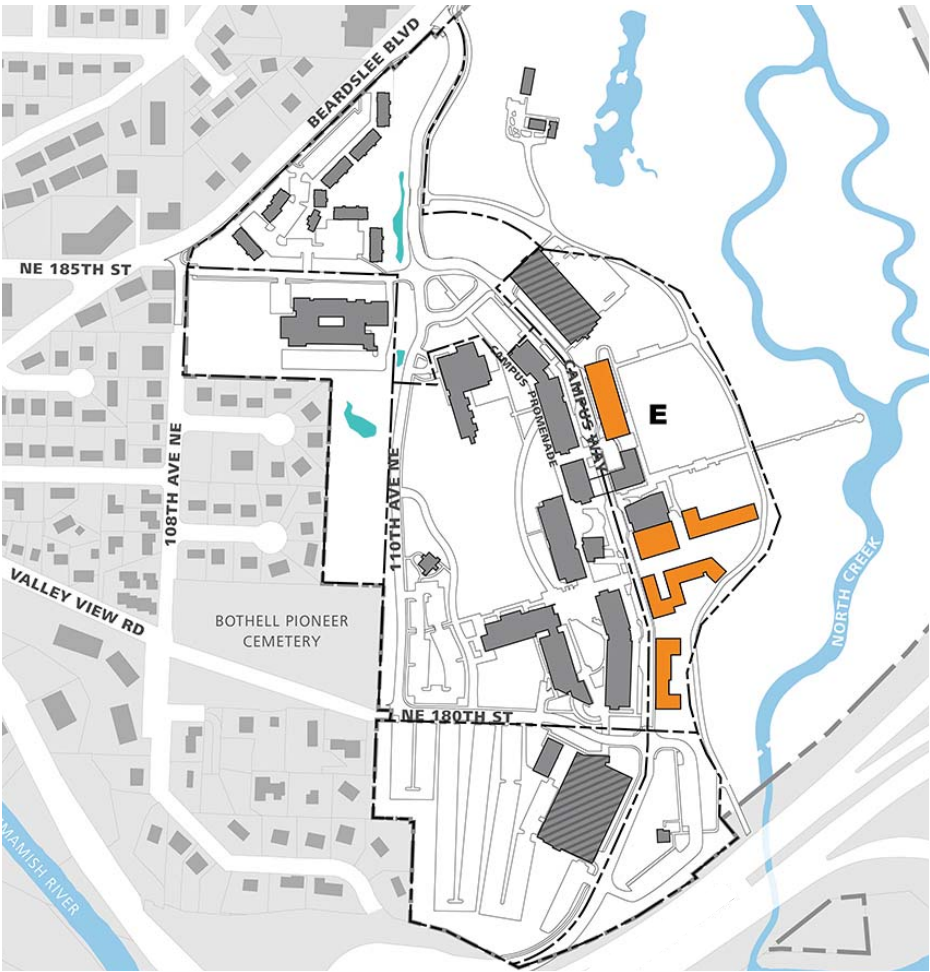


FIGURE 3-11: DEVELOPMENT AREA E

The following factors will influence development here:

- :: Cost premiums for construction on sloping sites and poor soils conditions
- :: Costs for providing vehicular service & parking access to proposed housing & dining facility
- :: Costs for improvements to Campus Way
- :: Cost premiums for utility upgrades, including new domestic water and sanitary sewer service to the lowest portions of the Development Area.
- :: Cost factors related to code requirements for high rise construction (if 100' height limit is utilized)

DEVELOPMENT AREA F

Summary

- :: Development Area F Size:
3.61 acres
- :: Maximum Net New Academic GSF:
10,000 GSF
- :: Allowable Building Height:
65'

The smallest of the development areas, Area F includes the historic Chase House, the adjacent surface parking spaces as well as the existing transit layover loop. It also includes the primary vehicular access road to SR-522 and is immediately adjacent to the North Creek Trail underpass, which provides pedestrian and bicycle connections to the Sammamish River Trail. Despite its limited area, Development Area F contains aspects of all four campus landscapes zones – Upland Conifer Forest, Human-centric Managed Landscape, Meadow and North Creek floodplain wetland, which are either present within or immediately adjacent to this zone. While the vehicle access roadway is mostly level, there are some sloped site areas adjacent to the North Creek Trail below. Easements for power and communication infrastructure travel diagonally across site to serve nearby residential communities to the south of SR-522.

The only development proposed in this area is a new Corporation Yard, with loading docks and a truck apron constructed to the north of the Chase House, which will be preserved for ongoing academic use. The vehicle loop road will be reconfigured to eventually eliminate the transit layover function, and allow for service access to the future housing on Development Area F. A “kiss-and-ride” vehicle turnaround is proposed at the intersection of Campus Way and NE 180th Street.

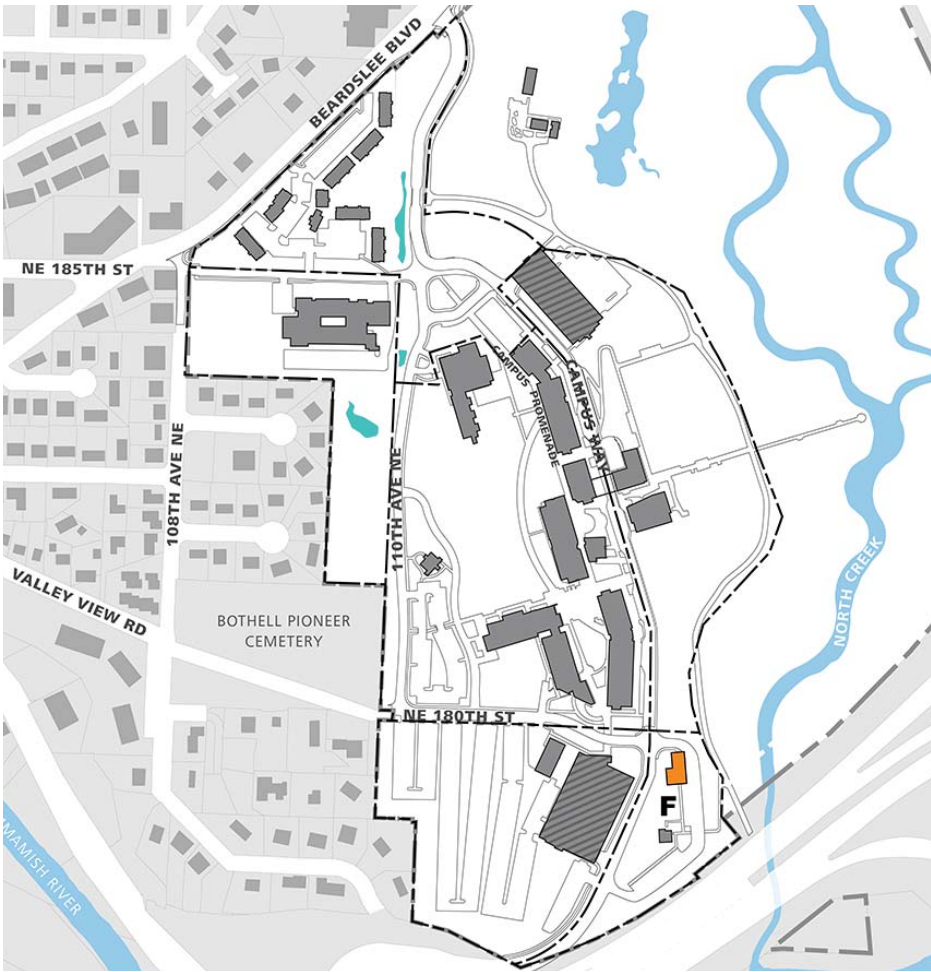


FIGURE 3-12: DEVELOPMENT AREA F

The following factors will influence development here:

- :: Cost premiums for construction on sloping sites
- :: Costs for roadway reconfiguration
- :: Cost premiums for utility mitigation/ upgrades
- :: Construction sensitivities adjacent to the Chase House (National Register listed)

SECTION 04

Campus Vision and Design Principles

LONG-TERM CAMPUS VISION 56

NEAR-TERM DEVELOPMENT PLAN..... 80

BUILT ENVIRONMENT AND OPEN SPACE FRAMEWORK..... 82

MOBILITY FRAMEWORK 108

UTILITIES AND INFRASTRUCTURE FRAMEWORK..... 128

Long-term Campus Vision

The Long-term Campus Vision for UW Bothell and Cascadia College, represented in Figure 4-1, establishes a bold physical framework for the full build-out of campus to accommodate 10,000 student FTE. It represents an understanding that near-term development will reinforce and expand the campus core, while seeking to grow northward over time, strategically leveraging the development capacity and potential of campus property immediately south of Beardslee Boulevard and west of NE 110th Street to strengthen connections to downtown Bothell and create a new front door to campus.

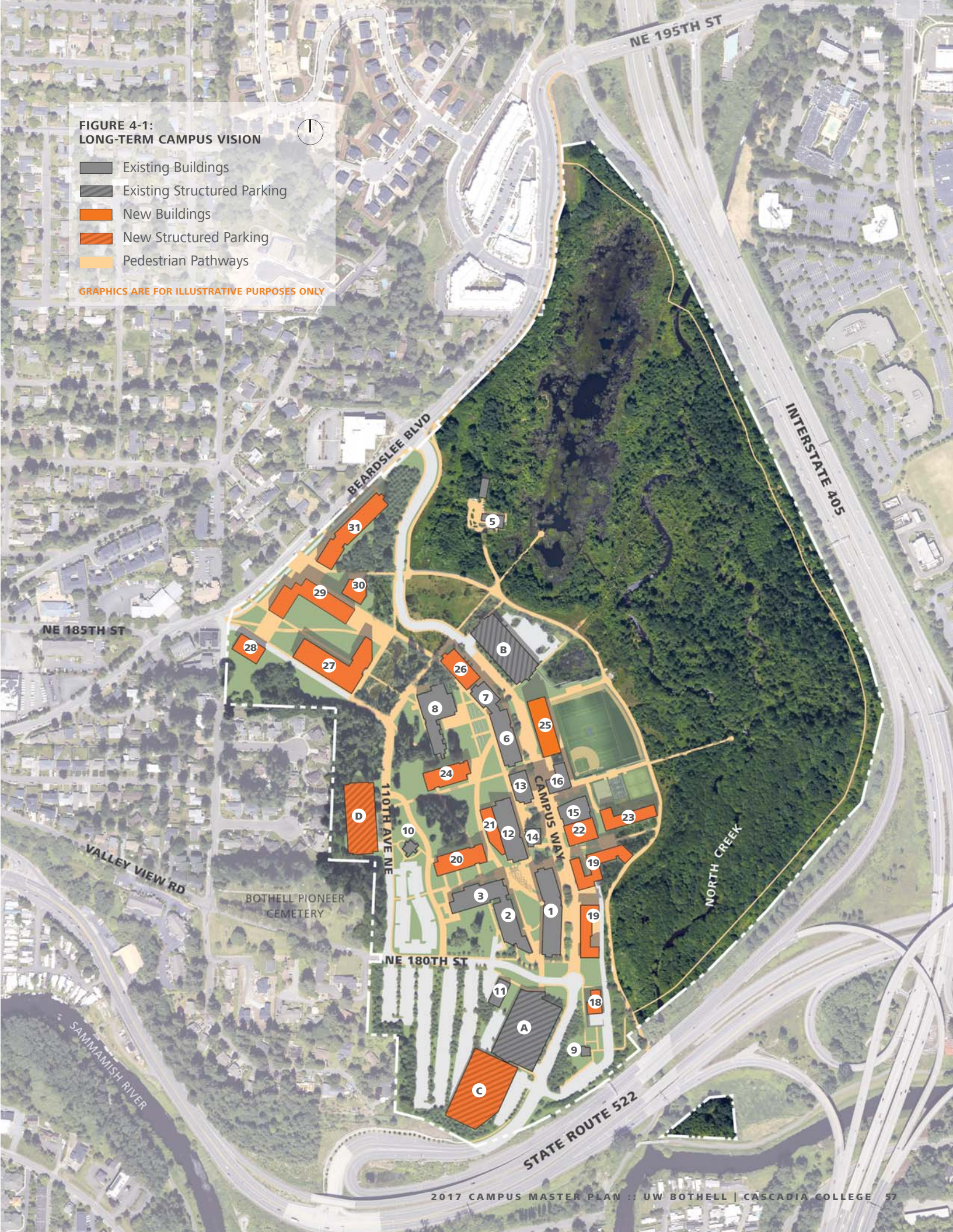
This northward growth generally follows campus topography, emphasizing equitable access for all campus users in a wide range of pedestrian and transportation modes. While development to the south of the core is permitted under this plan, it was deemed non-desirable at this time to develop on and displace the much needed and expensive-to-replace parking facilities in this area of campus.

The Campus Master Plan reflects the total assumed need for full build-out of 1,042,368 Net New GSF as allowed by the Development Allowance. To ensure development is equitably distributed across campus with a desirable mix of buildings and open space, the campus is divided into six development areas, A-F (as shown in

Figure 1-3, page 10). Each area is assigned a maximum net new GSF Development Area Cap (included in Section 5), the sum of which exceeds the CMP Development Allowance GSF. This provides campus-wide flexibility for locating new development relative to building adjacencies and programmatic needs, allowing the campus to be nimble in adapting to current and future opportunities and demands. All Academic Uses are permitted in every Development Area, with the exception of student housing which is not permitted on land owned by UW Bothell/CC within Development Area C. The illustrative Long-term Campus Vision represents current thinking regarding placement of housing clusters as well as UW Bothell and Cascadia College academic facilities.

Guiding principles were created to identify a shared vision for actions and outcomes to meet multiple objectives ensuring that land use and capital investment decisions can support the institutional missions of UW Bothell and Cascadia College. They were developed to guide both the planning process and implementation of the Campus Master Plan and are organized into six categories: Cohesive Campus Character, Durable and Adaptable Facilities, Enriched Campus Community Experience, Enhanced Environmental and Human Health, Integration with City of Bothell, and Mobility, Access, and Safety.

- > **FIGURE 4-1:
LONG-TERM CAMPUS VISION PLAN KEY**
- UW BOTHELL FACILITIES (EXISTING)**
- 1. UW1 (Founders Hall)
 - 2. UW2 (Commons Hall)
 - 3. UW3 (Discovery Hall)
 - 5. Sarah Simonds Green Conservatory
- CASCADIA COLLEGE FACILITIES (EXISTING)**
- 6. CC1
 - 7. CC2
 - 8. CC3
- SHARED FACILITIES (EXISTING)**
- 9. Chase House
 - 10. Truly Ranch House
 - 11. Physical Plant
 - 12. Library 1
 - 13. Library 2
 - 14. Library Annex
 - 15. Activity & Recreation Center (ARC)
 - 16. North Creek Event Center
- PROPOSED FACILITIES**
- 18. Corporation Yard (shared)
 - 19. Residence Hall/Campus Dining (UW Bothell)
 - 20. Academic Building (UW4)
 - 21. Library Expansion (shared)
 - 22. ARC Expansion (shared)
 - 23. Potential Residence Hall (UW Bothell)
 - 24. Academic Building (CC4)
 - 25. Academic Building
 - 26. Academic Building
 - 27. Academic Building
 - 28. Satellite Physical Plant (shared)
 - 29. Academic/Housing
 - 30. Academic Building
 - 31. Academic/Housing
- SHARED STRUCTURED PARKING (EXISTING)**
- A. South Parking Garage
 - B. North Parking Garage
- PROPOSED SHARED STRUCTURED PARKING**
- C. South Parking Garage Expansion
 - D. West Parking Garage



**FIGURE 4-2:
LONG-TERM CAMPUS VISION RENDERING**

- Existing Buildings
- New Buildings
- Pedestrian Pathways

GRAPHICS ARE FOR ILLUSTRATIVE PURPOSES ONLY





DESIGN PRINCIPLES

The Campus Master Plan establishes a set of Design Principles for new development illustrated through a series of frameworks relative to the Built Environment and Open Space, Mobility, and Utilities and Infrastructure. The Design Principles introduced below and included throughout Section 4 evolve from, reinforce, and support the Guiding Principles and should be referenced as a basis of departure for future development on campus.

CHARACTER

Future development will take cues from existing structures and open space to maintain and strengthen a common sense of place as an academic setting, while enabling a sense of identity for each institution. Building design will support a consistent campus experience, considering aspects such as placement, orientation, massing, roof forms, and materiality, and will be subject to consistent campus design review processes and approvals. Outdoor spaces will be designed to enhance the experiential quality of campus with welcoming points of entry and gathering areas, connected by a network of universally accessible pathways, prioritizing the pedestrian over other modes of travel.

RELATED GUIDING PRINCIPLE:

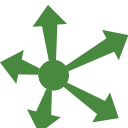


GUIDING PRINCIPLE NO. 1:
COHESIVE CAMPUS CHARACTER

DURABILITY

Buildings will be designed for a long life and loose fit, anticipating change of use over time. Consideration for usefulness and flexibility in structural systems, building utility infrastructure and daylighting will ensure quality spaces for a variety of occupants and uses over time. Material selections should emphasize both durability and maintainability.

RELATED GUIDING PRINCIPLE:



GUIDING PRINCIPLE NO. 2:
DURABLE AND ADAPTABLE FACILITIES

COMMUNITY

An enhanced built environment composed of shared open spaces and student-centered amenities will foster deeper collaboration and innovation. Near-term development of student housing and dining at the campus core and corresponding redevelopment of Campus Way into a vibrant, pedestrian-oriented environment will fundamentally change and enliven the eastern edge of campus, paralleling and expanding upon many of the desired characteristics of the Campus Promenade. Northward extension of the Campus Promenade will accessibly link a series of formal outdoor gathering areas that foster dynamic student, faculty, and staff interaction while allowing contemplative connection to nature. Development of a new urbanized edge of campus at Beardslee Boulevard offers an opportunity for active engagement and interaction between campus and downtown Bothell.

RELATED GUIDING PRINCIPLE:



GUIDING PRINCIPLE NO. 3:
**ENRICHED CAMPUS
COMMUNITY EXPERIENCE**

STEWARDSHIP

Building design will stress sustainable practices to the greatest degree practicable, including energy and resource efficiency and healthy systems and environments. Natural campus environments are organized by four campus zones that generally follow the topography: Upland Conifer Forest, Human-centric Managed Landscape, Meadow, and North Creek floodplain wetland. Campus features reinforce the interconnected nature and functionality of these zones through vegetation, creation and preservation of view corridors, and constructed stormwater solutions that complement rather than subvert natural hydrological systems. Campus Crossing, a new iconic open space north of the current campus core, physically connects all four zones and envisions preservation of existing upland wetlands as part of a visible stormwater conveyance system ultimately linking to the North Creek floodplain wetland below.

RELATED GUIDING PRINCIPLE:



GUIDING PRINCIPLE NO. 4:
**ENHANCED ENVIRONMENTAL
AND HUMAN HEALTH**

PARTNERSHIP

Long-term partnership and collaboration with the City of Bothell is critical for achieving both unique and shared institutional goals. Application of Campus District Regulations and Design Principles included in the CMP provide a functional framework for managing growth in a way that fosters positive working relationships. Long-term development opportunities, as envisioned, will enhance connectivity and engagement, creating amenities and uses that are assets to both the campus and broader Bothell communities.

RELATED GUIDING PRINCIPLE:



GUIDING PRINCIPLE NO. 5:
**INTEGRATION WITH
THE CITY OF BOTHELL**

MOBILITY

Campus growth along topographic lines envisions significant improvements in equitable pedestrian access and safety. Planning and development of a future transit center in conjunction with City of Bothell and regional transit agencies offers not only improved transit access (and corresponding reduced parking demand over time) but also separation and careful reconfiguration of transportation modes on campus, always emphasizing pedestrian mobility as the defining campus experience.

RELATED GUIDING PRINCIPLE:



GUIDING PRINCIPLE NO. 6:
MOBILITY, ACCESS, AND SAFETY

FOCUS AREA OVERVIEW

The Illustrative bird’s-eye views on the following pages describe in greater detail features of the Long-term Campus Vision. For this purpose, the campus is divided into five Focus Areas, referenced in Figure 4-3 and described below. Three illustrative renderings are also included to help explain and clarify the Campus Vision.

FOCUS AREA 1: CAMPUS CORE

This view focuses on the development of the Academic Campus Core west of Campus Way and upslope toward the west campus boundary.

FOCUS AREA 2: STUDENT LIFE

Student Life focused development east of and including Campus Way is presented in this view. The illustrative rendering imagines an improved and pedestrian-focused environment along Campus Way.

FOCUS AREA 3: CAMPUS CROSSING

This view focuses on Campus Crossing, the proposed iconic open space physically connecting the Campus Core with the future Beardslee Commons area of campus to the north, and functionally connecting the Upland Conifer Forest landscape with the North Creek floodplain wetland below and to the east along an interconnected riparian habitat. An illustrative rendering looking north across the Crossing conveys the vision of crossing through the naturalized landscape.

FOCUS AREA 4: BEARDSLEE COMMONS

The reimagined front door to campus is enabled by an extensive redevelopment of the Husky Village property proposed in the Beardslee Commons view. A widened Beardslee Boulevard with enhanced transit and cycling mobility functions is featured, as is an enhanced pedestrian environment activated by academic/housing mixed-use development fronting the right-of-way toward campus along the Promenade. An illustrative rendering of this environment demonstrates the mixed modal connections that could be made available at the gateway to campus.

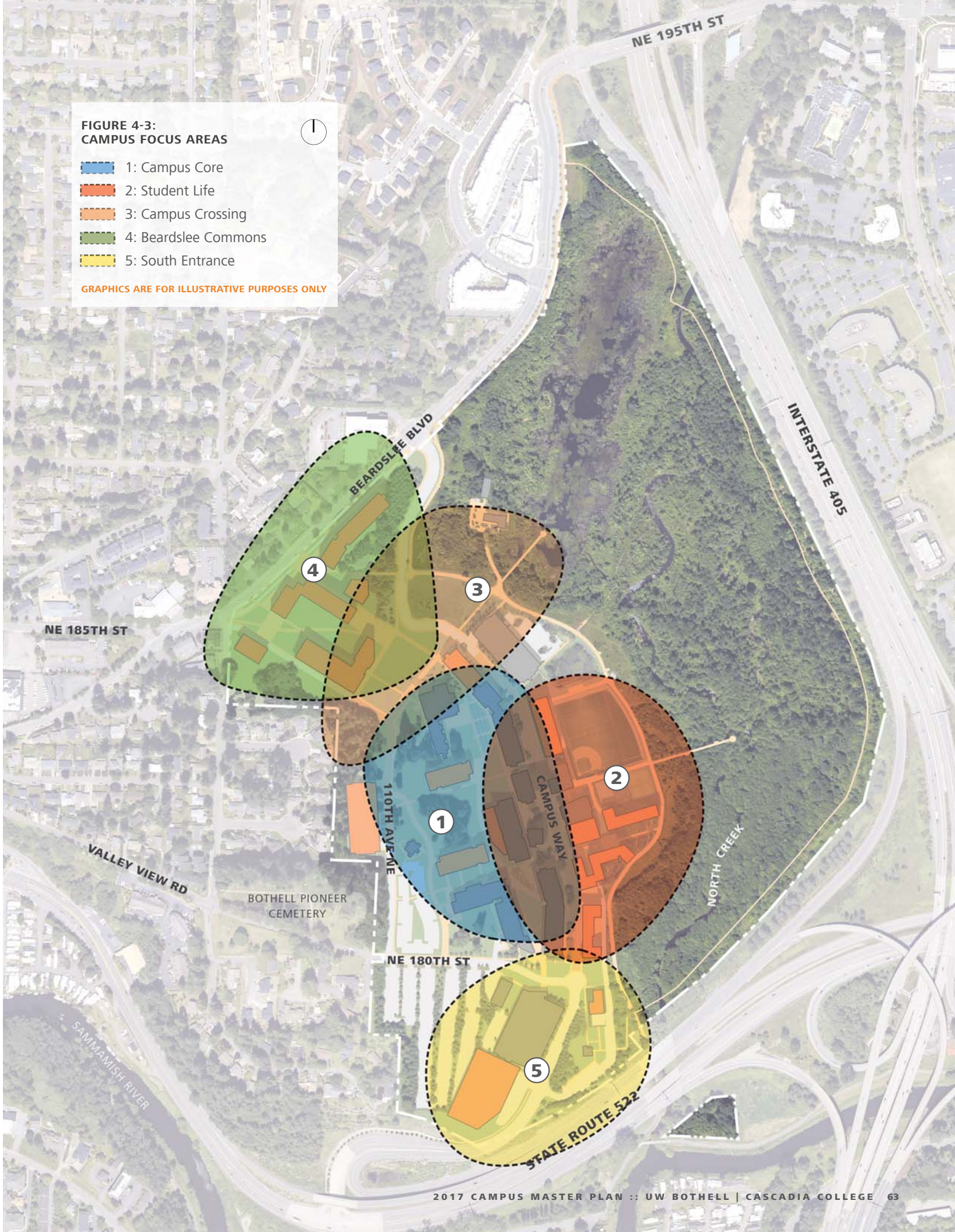
FOCUS AREA 5: SOUTH ENTRANCE

This view studies the primarily service-oriented components of campus adjacent to the southern campus entry, including a Corporation Yard developed adjacent to the Chase House and future expanded parking facilities.

**FIGURE 4-3:
CAMPUS FOCUS AREAS**

- 1: Campus Core
- 2: Student Life
- 3: Campus Crossing
- 4: Beardslee Commons
- 5: South Entrance

GRAPHICS ARE FOR ILLUSTRATIVE PURPOSES ONLY



FOCUS AREA NO. 1:

Campus Core

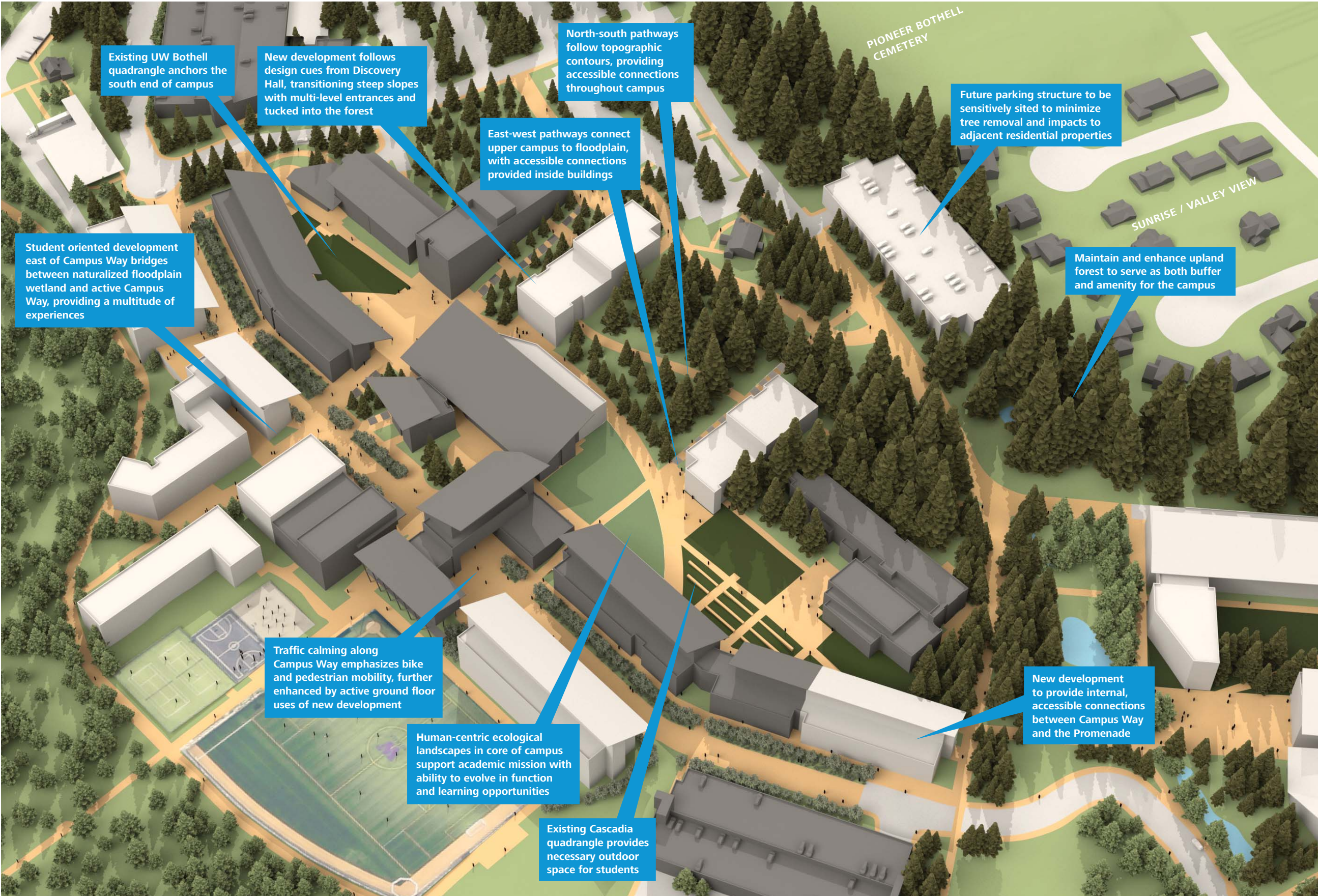


FIGURE 4-4:
CAMPUS CORE VIGNETTE
GRAPHICS ARE FOR ILLUSTRATIVE PURPOSES ONLY

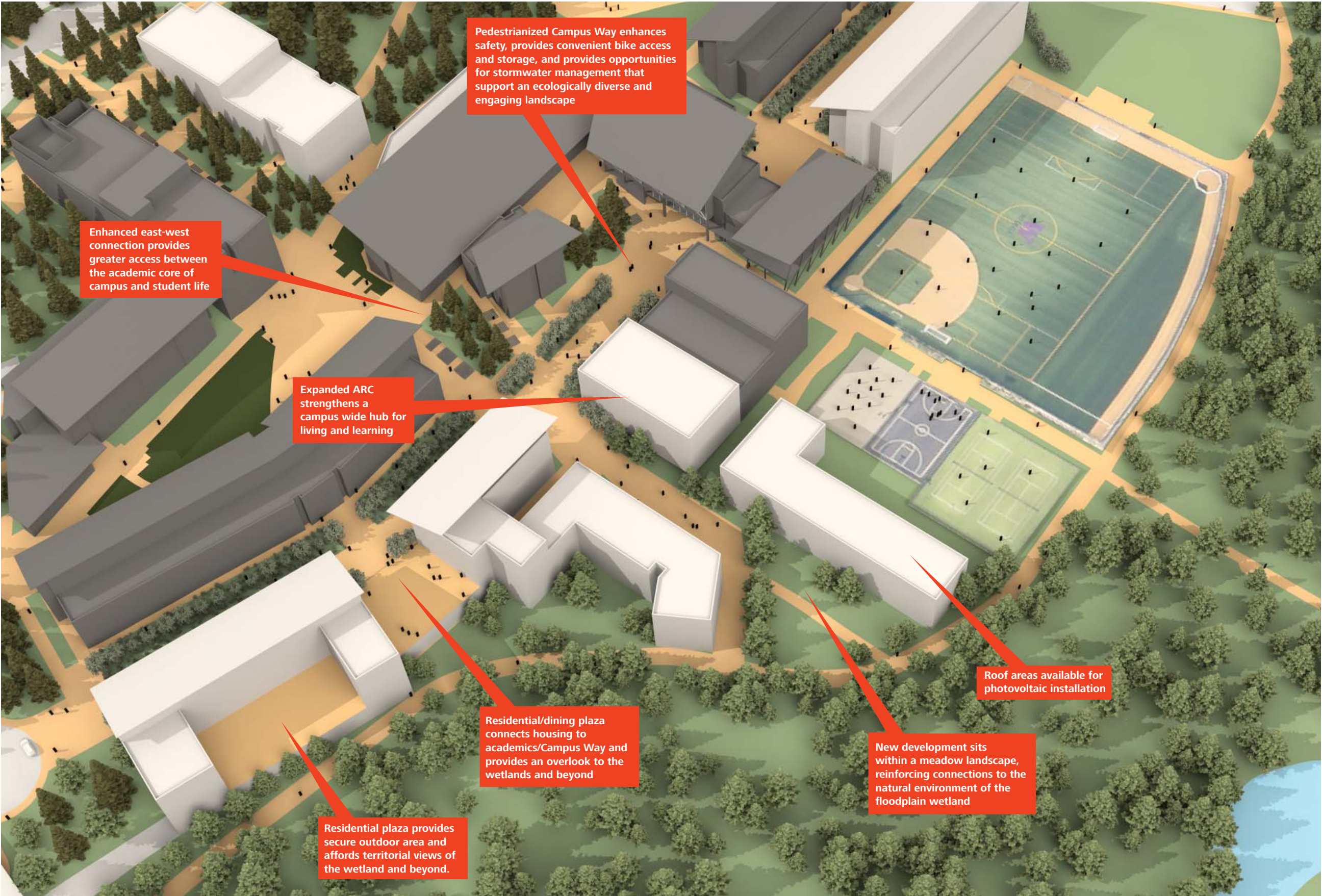
The Long-term Campus Vision anticipates densification and development of the Campus Core in the near-term, as shown in this illustrative bird's-eye view looking southwest. UW4 and CC4, both STEM buildings currently in planning/funding request phases, are oriented perpendicular to topographic lines, following the lead of Discovery Hall. Trees located in the existing stand between and to the north of these buildings are envisioned to be preserved as practicable.

A parking structure is sited at the top of the campus, maximizing the flat topography while sitting quietly in the forested environment. Student housing and dining are located east of Campus Way with potential to expand.

Future development (beyond near-term) includes a Library addition, an academic addition to the north of CC2, and a new academic building on Campus Way overlooking the athletic fields.

The campus landscape continues to evolve to support the identity of the campus, as one that embraces its natural surroundings, with buildings that sit within a forested setting. Efforts to expand the native conifer tree canopy throughout the campus core, within parking lots, along 110th and 180th, and between buildings that transition steep slopes will nestle the campus in the forest. Landscapes between buildings paralleling the promenade and Campus Way can continue to evolve to support human permaculture, integrating teaching opportunities with ecologically rich plantings that provide food, materials, or other benefits to people.

FOCUS AREA NO. 2:
Student Life



**FIGURE 4-5:
STUDENT LIFE VIGNETTE**

GRAPHICS ARE FOR ILLUSTRATIVE PURPOSES ONLY

This illustrative bird's-eye view (looking northwest) features near-term development of student life amenities east of Campus Way and overlooking the North Creek floodplain wetland to the east. A new Residence and Dining Hall sits east of UW1 and south of an expanded Activities and Recreation Center (ARC) creating the potential for a vibrant, student-centered campus district. Significant redevelopment of Campus Way is also envisioned (Figure 4-6) by calming vehicular traffic and emphasizing pedestrian and cycling mobility. Enhanced landscapes incorporate a balance of hard and soft surfaces while integrating stormwater management landscape features.

Long-term development could include the development of an additional housing or academic building just south of the athletic fields and north of the North Creek Events Center.

FIGURE 4-6: CAMPUS WAY RENDERING
GRAPHICS ARE FOR ILLUSTRATIVE PURPOSES ONLY



FOCUS AREA NO. 3:

Campus Crossing

FIGURE 4-7:
CAMPUS CROSSING VIGNETTE

GRAPHICS ARE FOR ILLUSTRATIVE PURPOSES ONLY

This illustrative bird's-eye view (looking west) features the Campus Crossing, envisioned as an iconic open space bridging between the campus core to the south and a future developed Beardslee Commons to the north, while ecologically connecting the Upland Conifer Forest to the North Creek floodplain wetland. The Campus Promenade extends through Campus Crossing creating an accessible connection through Beardslee Commons and to Beardslee Boulevard beyond. A secondary pedestrian pathway with stairs connects the North Creek Trail to the Beardslee Commons development.

A new east-west pedestrian walkway extends down the slope at the southern edge of the Crossing, extending as a boardwalk into the North Creek floodplain wetland, allowing access to portions of the wetland not currently visible. Enhancements to the three existing upslope/pocket wetlands are envisioned as a way to demonstrate ecological (and educational) value and function of these unique features in this interconnected campus landscape.

The illustrative rendering (Figure 4-8) on the following pages depicts the view looking north along Campus Promenade as it traverses Campus Crossing.

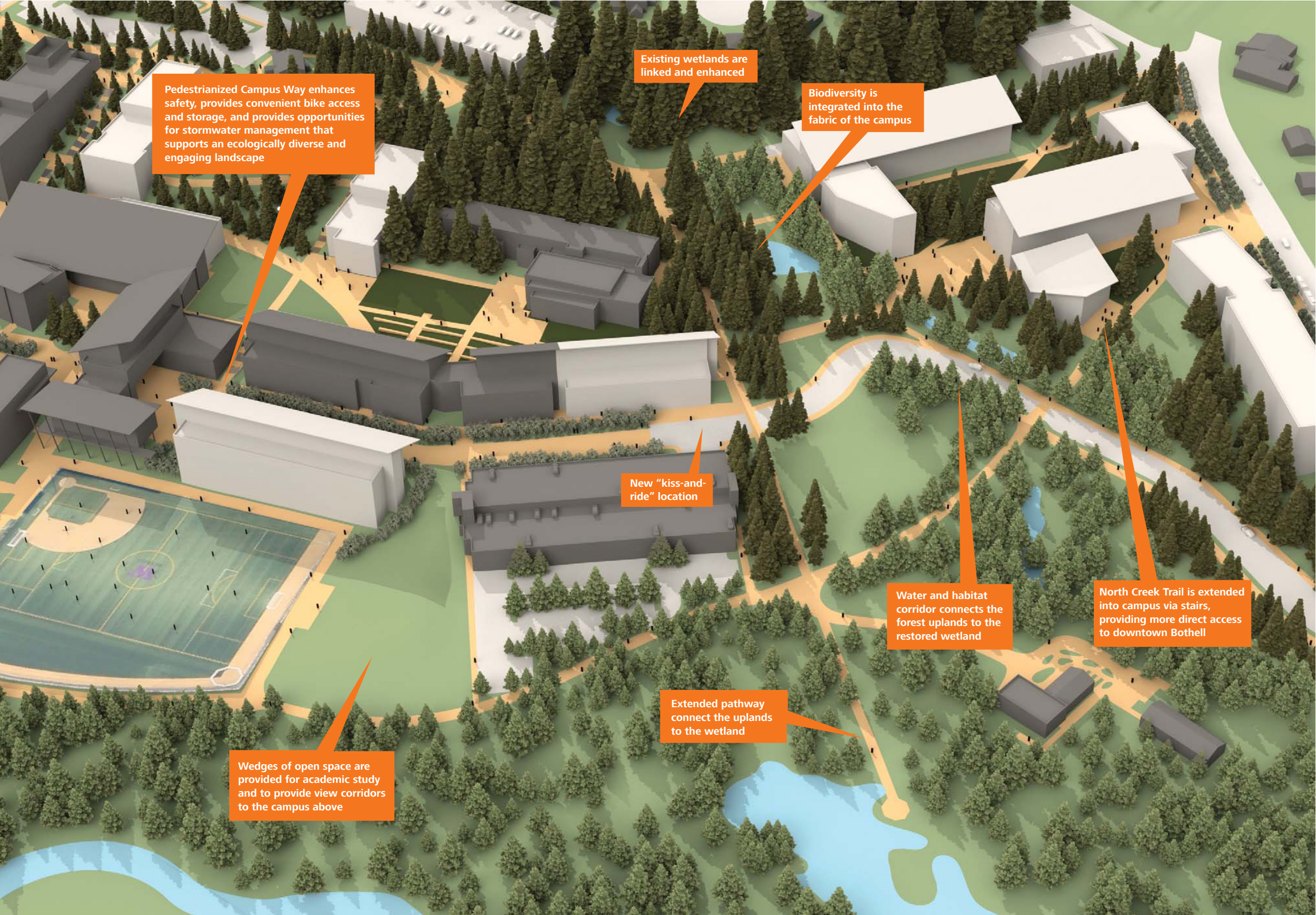


FIGURE 4-8: CAMPUS CROSSING RENDERING
GRAPHICS ARE FOR ILLUSTRATIVE PURPOSES ONLY



Beardslee Commons

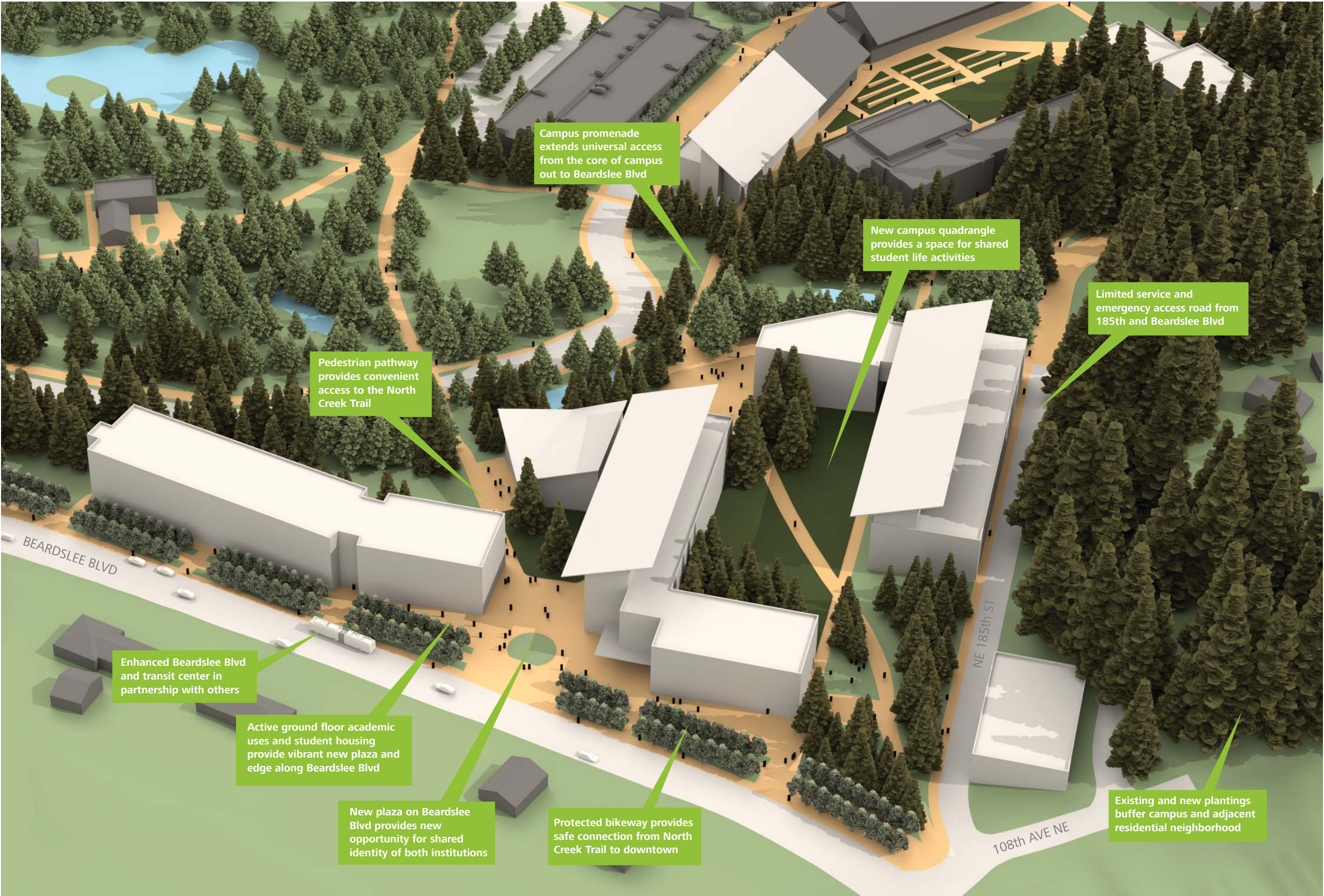


FIGURE 4-9:
BEARDSLEE COMMONS VIGNETTE
GRAPHICS ARE FOR ILLUSTRATIVE PURPOSES ONLY

This illustrative bird's-eye view (looking southeast) features a key component of the Long-term Campus Vision, the comprehensive redevelopment of the existing Husky Village site into a new campus gateway at Beardslee Boulevard with accessible pedestrian connections to the Campus Core to the south. Beardslee Commons is envisioned as a new front door to the campus incorporating mixed-use retail, housing, and academic functions, as well as enhanced transit and cycling mobility features, all enabling a vibrant, pedestrian-oriented environment along Beardslee Boulevard.

A plaza is proposed as a gathering space and terminus of the Campus Promenade, with a new secondary path downslope (by stairs) across 110th Avenue NE, connecting to the North Creek Trail beyond. A new 'kiss and ride' pedestrian drop-off is envisioned along Beardslee Boulevard to facilitate pedestrian access to campus without increasing on-campus vehicular traffic.

A new campus quadrangle is framed by new academic buildings west of the Promenade, and a new Satellite Physical Plant serving these new developments is located near the intersection of NE 185th Street and Beardslee Boulevard.

The illustrative rendering (Figure 4-10) on the following pages depicts the view of a proposed Beardslee Commons area looking northeast along Beardslee Boulevard.

FIGURE 4-10: BEARDSLEE COMMONS RENDERING
GRAPHICS ARE FOR ILLUSTRATIVE PURPOSES ONLY



FOCUS AREA NO. 4:

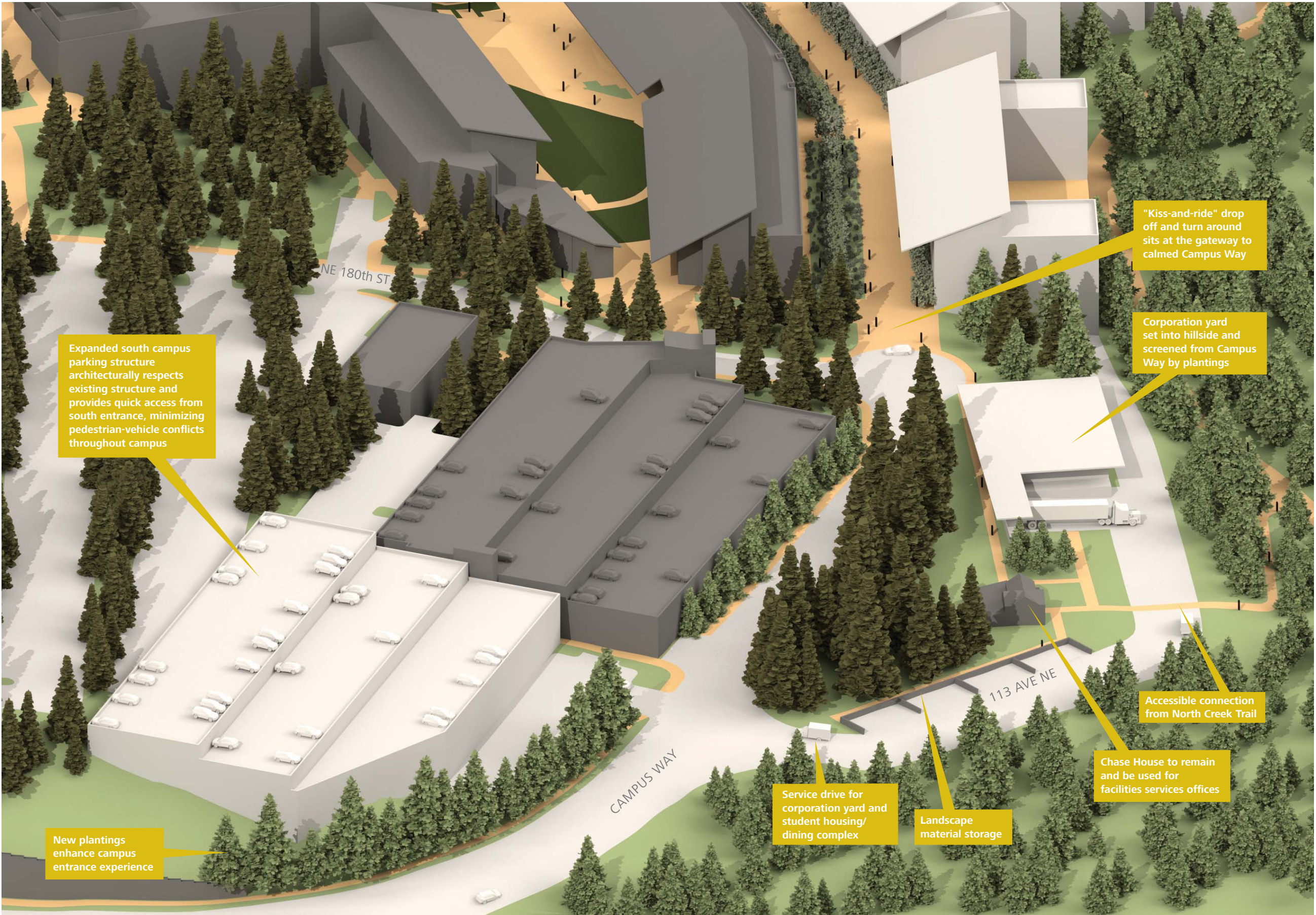
South Entrance

FIGURE 4-11:
SOUTH ENTRANCE VIGNETTE

GRAPHICS ARE FOR ILLUSTRATIVE PURPOSES ONLY

This illustrative bird’s-eye view (looking north) depicts proposed reconfiguration of campus service circulation and functions adjacent to the south campus entrance from SR-522. A new Corporation Yard project is planned as a component of the Near-term Development Plan, located adjacent to the existing Chase House (listed on the National Register of Historic Places). New loading and warehouse functions at this location would eliminate through-campus delivery truck traffic and the corresponding need for trucks to navigate steep roadways during inclement weather. A new roadway spur north of the Corporation Yard provides service access to the proposed Residence and Dining Hall to the north.

A future South Parking Structure expansion is also envisioned in this area to meet long-term parking needs for the campus.



Near-term Development Plan

The CMP includes a Near-term Development Plan that identifies a handful of projects assumed to be completed in the next six to ten years as funding becomes available. The University of Washington Bothell and Cascadia College receive funding for academic buildings from the state legislature. Funding for higher education is difficult to acquire and oversubscribed with substantial needs across the State of Washington. During the past ten years, UW Bothell and Cascadia College received funding for only one academic building each, and it is anticipated each institution would continue to receive funding at a similar pace in the future. A small number of projects are funded by alternative sources, primarily supporting student life, parking, and minor improvements.

Additional facilities currently in the planning or funding request phase and anticipated to be completed within the next six to ten years include:

- :: Corporation yard (shared)
- :: Parking (shared, structured and/or surface)
- :: UW4 Academic Building
- :: CC4 Academic Building
- :: UW Bothell Student Housing and Dining
- :: ARC Expansion (shared)

> **FIGURE 4-12:**
NEAR-TERM DEVELOPMENT PLAN KEY

UW BOTHELL FACILITIES (EXISTING)

1. UW1 (Founders Hall)
2. UW2 (Commons Hall)
3. UW3 (Discovery Hall)
4. Husky Village
5. Sarah Simonds Green Conservatory

CASCADIA COLLEGE FACILITIES (EXISTING)

6. CC1
7. CC2
8. CC3

SHARED FACILITIES (EXISTING)

9. Chase House
10. Truly Ranch House
11. Physical Plant
12. Library 1
13. Library 2
14. Library Annex
15. Activity & Recreation Center (ARC)
16. North Creek Event Center

PROPOSED FACILITIES

18. Corporation Yard (shared)
19. Residence Hall/Campus Dining (UW Bothell)
20. Academic Building (UW4)
22. ARC Expansion (shared)
24. Academic Building (CC4)

UW LEASED FACILITIES (EXISTING)

- L1. Husky Hall
- L2. Beardslee Building
- L3. Beardslee Crossing

SHARED STRUCTURED PARKING

- A. South Parking Garage
- B. North Parking Garage



Built Environment and Open Space Framework

The built environment of campus is instrumental in establishing a vibrant and welcoming campus experience, deeply rooted in a sense of place, and celebrating the unique Bothell setting and co-location aspects of UW Bothell and Cascadia College.

The Campus Master Plan accommodates the need for increased development capacity necessary to meet the demands relative to academic instruction and student life. The increased capacity is distributed throughout campus in the Development Areas, but for purposes of this plan, is primarily illustrated by densifying the main core of campus and expanding northward, engaging the campus more directly with Beardslee Boulevard, and, by extension, downtown Bothell. Both areas of development hold to Design Principles established and built upon from the original Campus Master Plan, including the engagement of the built environment with the natural environment.

An assessment of the existing built environment, with consideration of how the Campus Master Plan reflects and reinforces the underlying principles that support the campus identity and character, are included throughout this section and summarized as Design Principles for future development.



Built Environment and Open Space Framework



FIGURE 4-13: CAMPUS WAY RENDERING

The UW Bothell / Cascadia College campus benefits from the fact that nearly two-thirds of its existing on-campus building stock was constructed over a three-year period in multiple phases. The consistency of building massing and materiality, integration of built form and open space, and respect for/access to the natural environment evident in the original campus design created a unique and powerful campus character. The completion of subsequent campus development phases has successfully maintained this character. A significant strength and asset of development has been the creation of a single sense of place that balances the identity of each institution.

This Campus Master Plan accommodates the need for increased capacity and growth that respects the planning principles established in the original CMP and that guided initial campus development. Increased capacity comes from two areas: by densifying the main core of campus into areas that previous master plans have identified, and by creating a new node of academic development adjacent to Beardslee Boulevard.

The incorporation of the Husky Village and Husky Hall properties into the Campus District creates both challenges and opportunities for an expanding campus. The purchase of Husky Village and lease of Husky Hall represented an expedient means to meet growing demand for increasing and evolving services, yet each suffers from a lack of connectivity and aesthetic and functional cohesion with the original campus core.

The Long-term Campus Vision imagines growth and development over time that will seamlessly integrate these new campus zones into a built environment and open space framework reflecting an appropriately evolved yet cohesive campus character. It also calls for a densified campus core that maintains an appropriate balance of building and open space, and of infrastructure and environment that are essential to the current campus character. Analysis and Design Principles included in this section will help guide the campus toward realization of this vision.



FIGURE 4-14: BEARDSLEE COMMONS RENDERING

Densifying the core of campus allows for academic expansion while also meeting the needs of student life by placing residence hall-style housing to the east of Campus Way. The placement of housing in this location creates synergy with the adjacent Activities and Recreation Center (ARC) and serves as a catalyst to transform Campus Way into a pedestrian orientated experience (Figure 4-13). By concentrating after-hours activity along Campus Way and to the east, a student life precinct of the campus is created. The benefits from adjacency to fields, food service, and recreation make this location ideal. The result is a compact and engaged 24/7 student experience at the campus core, far removed from adjacent residential neighborhoods.

Development along Beardslee Boulevard brings the campus to the community and invites the community into the campus. A new pedestrian “front door” at the intersection of the Campus Promenade and Beardslee Boulevard celebrates both institutions’ identities by providing two gateway buildings and open plaza hardscape for gathering (Figure 4-14). These buildings anticipate open and activated first floor programs intended to engage not only the campus community, but the Bothell community at large.

The extension of the existing Campus Promenade along the topography from the north allows for this new front door to directly link to the heart of campus, creating clear wayfinding in a series of linked quadrangles and open spaces. This new pedestrianized experience extends existing patterns of the campus into a northern development which engages the urban edge and transforms the suburban campus into one which is engaged with and visible to the larger community.

The amount of open space on campus is significant given the relatively low development density, and is highly defined by the topographic conditions of campus. In general, it can be defined as a mix of naturalized, forested areas surrounding a more concentrated network of smaller designed open spaces.

**BUILT ENVIRONMENT AND
OPEN SPACE FRAMEWORK**

TOPOGRAPHY

The topography of campus is significant, with over 140 feet of grade change between the wooded uplands and the restored North Creek floodplain wetland. These slopes, as steep as 30%, provide both opportunities and challenges for the campus, while guiding its organization.

The topography generally slopes from the west property line, bordering residential neighborhoods, to the northeast and east down to the North Creek floodplain wetland. Buildings and outdoor circulation generally follow the arc of this hillside, taking advantage of views toward Woodinville and the Cascade Range in the distance.

While the first phase of buildings are oriented parallel to the topography, accessibility routes to higher and lower elevations were limited. The construction of Discovery Hall in 2014, which sits perpendicular to the grade, and the Activities and Recreation Center (ARC) in 2015 introduced the use of elevators within buildings to improve access across campus slopes.

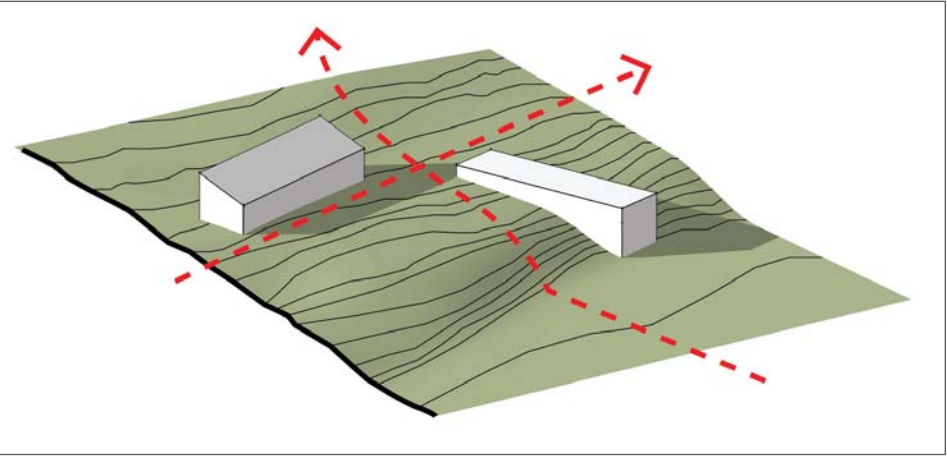


FIGURE 4-15: RELATIONSHIP TO TOPOGRAPHY: BUILDING ORIENTATION PARALLEL AND PERPENDICULAR TO TOPOGRAPHY

CAMPUS VISION

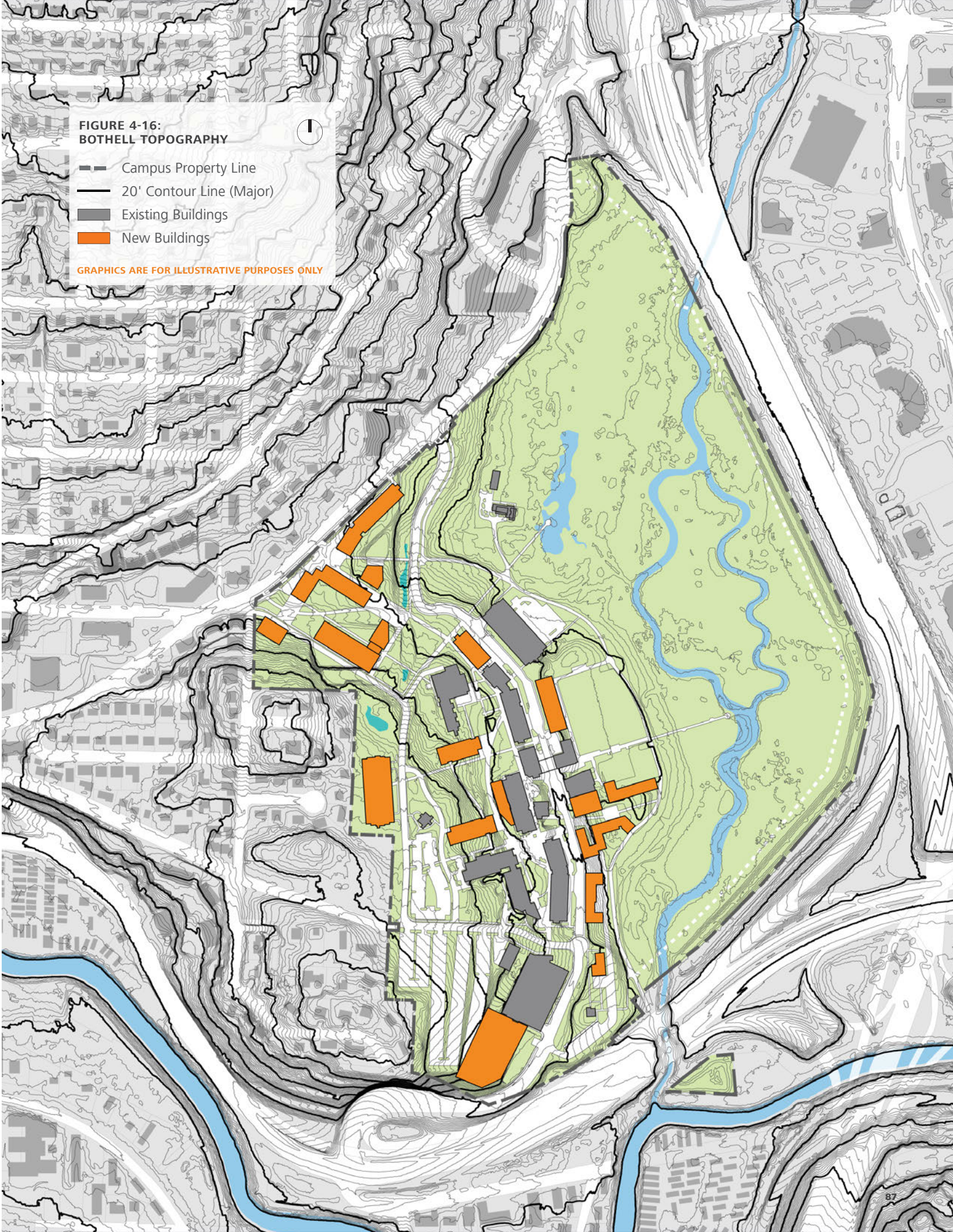
The Long-term Campus Vision is anchored and organized by the land. Buildings are built either parallel or perpendicular to the topography (Figure 4-15), reinforcing and providing major pedestrian pathways while enhancing views.

The architectural expression of the buildings should respond to their orientation relative to topography. The characteristic shed roof is used and should continue to be considered for all buildings oriented parallel to contours. A flat roof with parapets provides greater flexibility to transition grades and should be considered for buildings perpendicular to contours.



**DESIGN PRINCIPLES:
TOPOGRAPHY**

- :: Orient buildings either parallel or perpendicular to the topography (Figure 4-15).
- :: Consider sloped shed roof forms complementing existing building massing for buildings oriented parallel to topography.
- :: Consider flat roof forms with parapets complementing existing building massing for buildings oriented perpendicular to campus topography.
- :: Locate elevators in buildings perpendicular to topography to enhance Universal Access.



**BUILT ENVIRONMENT AND
OPEN SPACE FRAMEWORK**

**OPEN SPACE DEVELOPMENT
AND VIEW CORRIDORS**

The formalized open spaces associated with the developed portion of campus provide opportunities for large and small groups to gather and are often an extension of the Campus Promenade running north-south. Two such active 'campus quad' landscapes anchor the core of campus: the gardens, patio and lawn at the north end of the promenade framed by Cascadia College facilities (see **1** in Figure 4-18, opposite) and the lawn and plaza at the south end of the Campus Promenade framed by UW Bothell facilities (**2**). The athletic fields located adjacent to the North Creek floodplain wetland (**3**) represent a second active and unique campus open space typology.

Active open spaces are balanced by more passive, naturalized landscapes, key among them the wooded hillside west of the Library and Crescent Path (**4**).

The configuration of buildings and public open spaces within the campus core has been consciously developed to frame and preserve view corridors to the North Creek floodplain wetland and Cascade mountain range beyond, providing a strong sense of place rooted in the Pacific Northwest. In addition, more proximate views to, from, and along the Campus Promenade acknowledge naturalized portions of the campus. This integrates nature into the built environment while also directing views between open spaces, aiding in wayfinding, and providing a sense of identity unique to each institution but cohesive in character.



FIGURE 4-17: CAMPUS CROSSING RENDERING

CAMPUS VISION

The Long-term Campus Vision maintains as an organizing principle the use of view corridors serving as visual and physical connectors, bounded by buildings, between the forested uplands and the North Creek floodplain wetland below. This is most visibly achieved through the development of the Campus Crossing (**5**), a naturalized landscape linking the Upland Conifer Forest and the North Creek floodplain wetland with an iconic open space. This space not only provides gathering and reflection points for the entire campus, but also has the ability to provide a connected habitat, linking small pockets of existing wetlands in the upper portions of campus to the larger North Creek floodplain wetland below. This repaired and enhanced habitat is envisioned as a restorative environment that is fully accessible to students, faculty, staff, and the community, giving structure and identity to the campus as a whole.

The Campus Vision also includes two new active open spaces: a third 'campus quad' (**6**) defined by new structures and a new campus entry plaza (**7**) at the northern termination of the Campus Promenade at Beardslee Boulevard.



**DESIGN PRINCIPLES:
OPEN SPACE AND
VIEW CORRIDORS**

- :: The design and character of campus open spaces should complement the existing palette of materials and campus forms relative to pavement, walls, signage, and site furnishings.
- :: Create outdoor environments that are both meaningful and functional at varying scales, serving to encourage contact and interaction on multiple levels between campus occupants and the surrounding environment.
- :: Respect and reinforce the existing pattern of view corridors with all future development.
- :: Develop Campus Crossing as an open space physically and functionally connecting inhabited campus open spaces north and south and naturalized landscapes east and west, with selective view corridors to the North Creek floodplain wetland below.

**FIGURE 4-18:
OPEN SPACE AND VIEW CORRIDORS,
CAMPUS VISION**

View Corridor

① ② ③ Refer to text on page 88.

GRAPHICS ARE FOR ILLUSTRATIVE PURPOSES ONLY

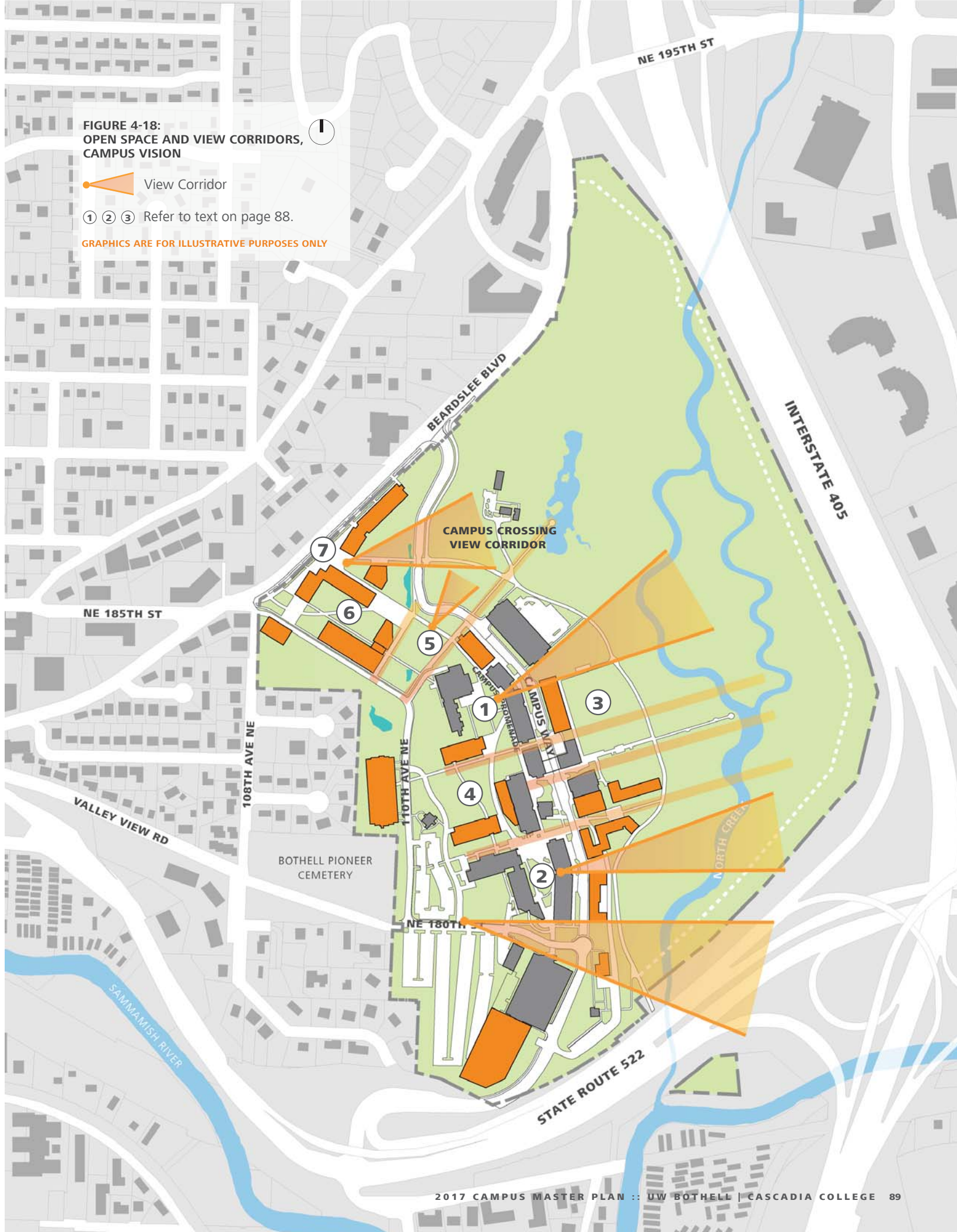




FIGURE 4-19: UPLAND CONIFER FOREST VIEW

**CAMPUS VEGETATION AND
LANDSCAPE CHARACTER**

The campus contains four primary vegetation zones: Upland Conifer Forest along the western edge of campus and portions of the hillside, Human-centric/Managed Landscape throughout the developed portions of campus, Meadow at the base of the hillside, and the North Creek floodplain wetland throughout the eastern portion of campus.



FIGURE 4-20: CRESCENT PATH, HUMAN-CENTRIC/MANAGED LANDSCAPE ZONE VIEW

The **Upland Conifer Forest** (Figure 4-19) features a coniferous forest that is an evocative remnant of what stood on this part of campus for millennia. It is dominated by Douglas fir, western red cedar, and other native plants, and plays a significant role for habitat as well as campus identity. This area also contains small isolated wetlands which contribute to storm water control, research, and education.

The **Human-centric/Managed Landscape** (Figure 4-20) contains varied intentional landscape typologies. Primary circulation corridors, access to facilities, and hard or soft gathering areas provide the backbone and structure for this zone of campus. The vegetation in many forms serves a supporting role: as remnant native forests that provide connective tissue between more naturalized areas; as cultivated landscapes that offer educational benefits; or in any form demonstrating aesthetic beauty. Some areas have been specifically designed to support student life in the form of large or small gathering areas, such



FIGURE 4-21: MEADOW VIEW

as the Discovery Hall Plaza, and offer very little in the form of vegetation, while others have transformed over time to integrate aspects of curriculum such as Cascadia’s Food Forest.

Managed landscapes have developed in subtly different styles for each institution. While the approach to landscape designs for both UW Bothell and Cascadia is based in native plant selection and sound environmental practices, landscapes surrounding Cascadia buildings tend to have a more naturalistic character, while those surrounding UW Bothell buildings tend to be more manicured.



FIGURE 4-22: NORTH CREEK FLOODPLAIN WETLAND VIEW

The **Meadow** landscape (Figure 4-21) can be characterized as the area east of Campus Way, within the floodplain and west of the North Creek floodplain wetland. A low-lying, flat area that has transitioned over time from a more naturalized meadow buffer to one that now includes recreation fields, construction storage, and encroachment from development. This area supports a wide variety of habitat, including swallows that feed on insects and nest in the eaves of adjacent buildings, creating extensive colonies.

The **North Creek floodplain wetland** (Figure 4-22), constructed between 1997-2002 with the realignment of North Creek, is a rich and well-functioning ecosystem providing significant value for habitat – including migrating salmon and many other species. The area was planted with a heavy focus on early successional species such as red alder and black cottonwood, and supplemented with native shrubs and herbaceous plants. The Sarah Simonds Green Conservatory is located on the western edge of the wetland, supporting education, research, and public outreach through demonstration beds and facilities to raise native plants for the ongoing maintenance of the wetland.

**BUILT ENVIRONMENT AND
OPEN SPACE FRAMEWORK**

CAMPUS VISION

The Long-term Campus Vision preserves and expands the distinct campus vegetation zones: the Upland Conifer Forest, the Human-centric/Managed Landscape, the Meadow, and the North Creek floodplain wetland. Though each of these zones has been manipulated by disturbance over many years, the design and maintenance practices strive to achieve an ecological balance through the diversity of vegetation and the habitats they support. In addition, they also offer human well-being benefits, whether it's through receiving material goods such as food or water diversion, or immaterial goods such as psychological restoration or social engagement.

The Upland Conifer Forest has and will continue to see new development that causes large areas of disturbance. Opportunities to improve forest health by protecting root zones and campus hydrology of trees to remain, restore the forest understory to a more native condition, and plant new trees in disturbed areas or open areas will strengthen the concept of the campus in the woods, providing a rich natural backdrop and Northwest identity to the campus.

The North Creek floodplain wetland is a protected area of campus that will continue to be managed to allow for maturity over time and eventually stabilize as a self-sustaining landscape. Issues related to the impacts of urban wildlife on the health of the floodplain wetland require on-going research and mitigation that will engage students and faculty. Development in this part of campus is minimal and is only recommended as paths that will enable research and active engagement with this landscape.

The Meadow carries with it issues related to unstable soils which impact development with increased structural needs, but offers a unique setting on campus in which buildings are built on flat land and are open to air and light all around. The primary development proposed in the meadow centers around student recreation and living. The landscape development around these facilities should reinforce the openness of the meadow landscape, using plants common to this setting that support bird and wildlife habitat that thrives off the adjacency to the wetland.

The Human-centric/Managed Landscape is perhaps the zone that will see the greatest potential over the life of the CMP. The extension of the Promenade to the newly developed Beardslee Commons, and the pedestrian emphasis of Campus Way offer significant opportunities to transform the landscapes within this zone to better support social interaction and use of the campus as a means to engage with its users. Landscape solutions that are people-driven, maintain flexibility, and are adaptive over time to allow for changes in needs, habits, and values are ultimately sustainable in nature with functionality and beauty at their core. These landscapes benefit from continuous evaluation based on both qualitative and quantitative observation to ensure they are meeting the needs of campus users and should be co-created through engagement, interaction and feedback.

The proposed Campus Crossing is a significant new landscape that provides visual, physical, and functional connectivity between the Upland Conifer



**DESIGN PRINCIPLES:
CAMPUS VEGETATION AND
LANDSCAPE CHARACTER**

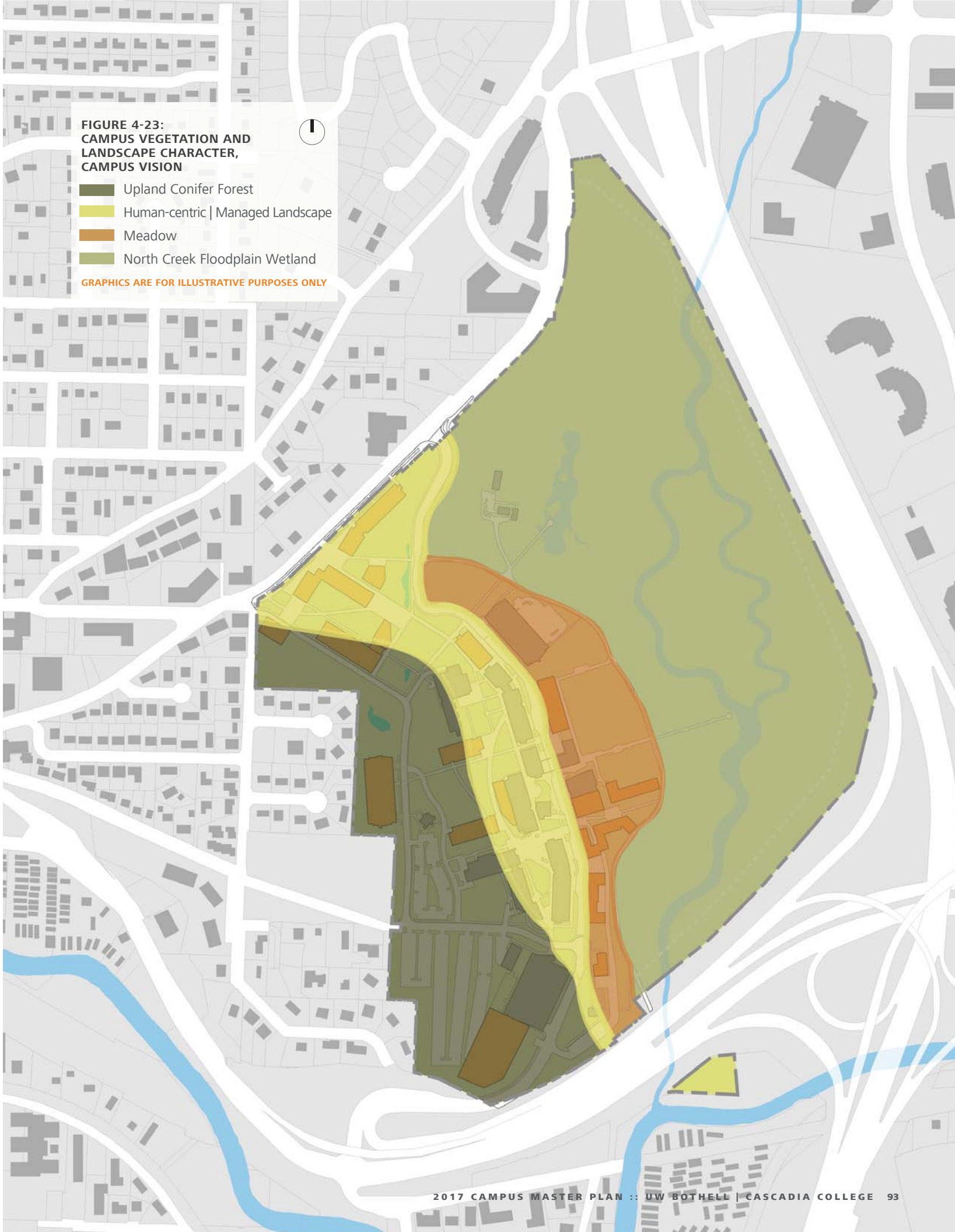
- :: Respect, reinforce and enhance existing landscape character typologies (represented in Figure 4-23) with future campus development, leveraging access to educational opportunities wherever possible.
- :: Upland Coniferous Forest development: preserve existing trees as feasible and facilitate the 'healing in' or restoration of naturalized landscapes post-development.
- :: Human-centric/Managed Landscapes development: support campus community gathering and interaction through landscapes that emphasize human-centric permacultural practices that educate the value of plants for human needs and encourage engagement.
- :: Meadow development, adjacent to the North Creek floodplain wetland: prioritize enhancement and restoration of natural drainage systems and planting schemes.

Forest and Meadow zones, but also engages with the Human-Centric zone as progression along the Promenade passes through this space, providing a greater awareness for how these different ecologies can coexist.

**FIGURE 4-23:
CAMPUS VEGETATION AND
LANDSCAPE CHARACTER,
CAMPUS VISION**

Upland Conifer Forest
Human-centric | Managed Landscape
Meadow
North Creek Floodplain Wetland

GRAPHICS ARE FOR ILLUSTRATIVE PURPOSES ONLY



**BUILT ENVIRONMENT AND
OPEN SPACE FRAMEWORK**

WETLANDS

The most significant natural feature of the campus is the large, 58-acre North Creek floodplain wetland, which is the result of a significant restoration project that occurred shortly after the property was acquired by the State and is regulated by the State of Washington and the Army Corps of Engineers. North Creek was redirected from its former linear channel to meander through the site on a more natural course. A secondary channel was also created to accommodate higher flow rates and a large area of standing water collects above the former channel course. A substantial buffer limits development within 100 feet of the wetland and with the exception of the Sarah Simonds Green Conservatory and an interpretive boardwalk (educational venues), there is no development within the North Creek floodplain wetland.

Three upland/pocket wetland areas have also been identified on campus. These wetlands provide both ecological and educational value distinct in character and function from the North Creek floodplain wetland below.

CAMPUS VISION

The Long-term Campus Vision respects the extent of the restored North Creek floodplain wetland, and while direct impacts to the wetland will not occur, potential indirect effects of upland construction should be carefully considered during planning, design, and construction of future development phases, regardless of location on campus.



Opportunities should be considered to demonstrate the interconnectedness of campus ecosystems. Preservation of the upland pocket wetlands should be considered to leverage their ecological and educational value. The proposed Campus Crossing open space envisions enhancing and even linking these small wetlands with both plantings and hydrologic features, creating a visual and physical connection across landscape zones to the North Creek floodplain wetland below.

Access to the wetlands should be increased for both the campus community and communities at large. A new wetland overlook is proposed in association with the Campus Crossing, connecting it visually to the natural environment and physically providing another point of access between Campus Way and the North Creek Trail. Development of a perimeter trail around the North Creek floodplain wetland is also envisioned in the Long-term Campus Vision.

**DESIGN PRINCIPLES:
WETLANDS**

- :: Demonstrate the interconnectedness of campus wetland ecosystems, including preservation of upland pocket wetlands and visible/functional linkage to the North Creek floodplain wetland.
- :: Enhance opportunities for educational engagement and research of campus wetlands.
- :: Preserve and enhance existing wetlands with new development.



**BUILT ENVIRONMENT AND
OPEN SPACE FRAMEWORK**

TREE CANOPY

The tree canopy is highly valued as a defining character of the campus. It is utilized as a learning resource for environmental science curriculum and serves important ecological functions supporting habitat and stormwater management functions. Development impacts on site hydrology have been observed and studied, and though it is not entirely predictable, mature stands of trees that become isolated by development have declined. Other areas of campus where soils have become severely compacted due to construction activities have also suffered from poor planting conditions that are unsupportive of new tree plantings.

Development of the CMP included completion of a Level 1 limited visual assessment of the campus' tree stands (excluding the North Creek floodplain wetland and buffer area), which built upon previous inventories from 2010, 2015, and 2016. The assessment delineates stands of trees and evaluates them based on their degree of ecological value. The number of significant trees, greater than 8-inch diameter at standard height (DSH), was also estimated using aerial photography, past surveys, and visual assessments. It's estimated there are approximately 525 significant trees within the campus boundary, excluding the wetland and its buffer.

The ecological value of tree stands was rated low, moderate, and high. Ecological value is defined by benefits the trees provide, such as wildlife habitat, stormwater mitigation, carbon storage, aesthetic value, and more. Because coniferous trees maintain foliage year-round, they generally have a higher ecosystem value. Foliage intercepts rain water that would otherwise fall on the



FIGURE 4-25: ON-CAMPUS TREES, MODERATE ECOLOGICAL VALUE

ground and contribute to stormwater runoff and/or soil erosion. Additionally, larger trees generally offer greater ecosystem benefits for a variety of reasons including the ability to intercept more water and store larger amounts of carbon.

Though there are no stands of trees evaluated as high ecological value, primarily due to the urbanized setting of campus, there are stands of trees that exhibit some characteristics of high ecological value given their size and density and are therefore labeled as moderate/high to distinguish and acknowledge the value they contribute. The following defines the factors that guided the ecological value ratings, low to high:

LOW: Low tree density with trees predominantly 12 inches DSH or smaller sized canopies either due to low live crown ratio or tree stature; lower ratio of coniferous trees to deciduous trees; some trees may be in poor condition; relatively few understory plantings or vegetation; highly maintained areas (leaf removal, frequent mowing and edging, blowing,

weeding, etc.); lower soil volume, like planters surrounded by pavement (examples: parking lots, landscape strips).

MODERATE: Trees growing in groves of 8 trees or more; a mix of tree sizes up to 20 inches DSH; moderately sized canopies; balance of coniferous trees and deciduous trees; majority of trees in fair to good condition; lawn areas and/or understory vegetation present; moderately maintained areas (mowed infrequently, woodchip mulch used, no blowing or edging); greater soil volume like lawn areas, or large planting beds.

HIGH: Trees growing in groves of 20 or more; mix of tree sizes; mature trees can be 30 inches DSH and greater; moderate to large sized canopies; areas with a balance of coniferous and deciduous trees; areas with a majority of trees in fair to good condition; areas with dense understory plants; areas that are predominantly un-maintained (invasive species removal and replanting as necessary only); areas with greater soil volume and relatively undisturbed soils.



**FIGURE 4-26:
TREE CANOPY, ECOLOGICAL VALUE,
EXISTING**

- [H] High (none existing)
- [M/H] Moderate / High
- [M] Moderate
- [M / L] Moderate / Low
- [L] Low

**BUILT ENVIRONMENT AND
OPEN SPACE FRAMEWORK**

CAMPUS VISION

The Long-term Campus Vision strategically locates new development to minimize the disruption to tree stands of moderate to moderate/high value, by suggesting the siting and orientation of buildings, roadways and pathways that could be carefully inserted, requiring minimum grading and disturbance to natural hydrologic flows. This in turn will ensure large stands of trees remain intact as opposed to isolated and susceptible to damage from wind, and will ensure the conditions in which the trees are accustomed to growing, either wet or dry soils, will remain consistent.

While consideration for tree preservation is important to retain the identity and character of campus, it is understood that many trees will be lost with new development. When stands of trees are affected by construction, a careful evaluation of the existing trees proposed to remain is important. The campus has and should continue to evaluate the condition of all trees potentially affected prior to the start of a project and continuously reference this information in the formation of a project to assist in the siting of facilities and determining tree preservation limits. Isolated stands of trees that once stood in a grove may not be desirable, as they can be visually difficult to integrate into a new landscape with their unbalanced structure and proportions, and are more susceptible to damage from wind.

The campus has experienced efforts to preserve small stands of isolated trees, only to result in significant decline of health and eventual removal over time.



FIGURE 4-27: HABITAT RESTORATION

A more sustainable approach may be to replant with younger, vibrant stands of native trees that can mature together and over time, recreate the look and feel of the native forest. When trees removal is necessary, care should be taken to leverage the inherent ecological and cultural value of the removed materials. Options for repurposing should be considered ranging from use in habitat restoration and conservation projects to harvesting the wood for a wide variety of re-use (furniture, building materials, artwork, etc.), preferably on or in the immediate vicinity of campus.



**DESIGN PRINCIPLES:
TREE CANOPY**

- :: Balance the need for campus growth with the desire to preserve existing tree canopy and the habitat it supports.
- :: Minimize tree removal as practicable and ensure the long-term health of trees that will be maintained.
- :: Repurpose trees that are removed for habitat conservation/restoration, or harvest them for material reuse by the campus community as building materials, artwork, furniture, etc.

**FIGURE 4-28:
TREE CANOPY, CAMPUS VISION**

- Existing
- Proposed

GRAPHICS ARE FOR ILLUSTRATIVE PURPOSES ONLY



**BUILT ENVIRONMENT AND
OPEN SPACE FRAMEWORK**

HYDROLOGY

Groundwater conditions on campus are highly variable due to soil conditions and geologic anomalies. There are two water tables: a perched water table on top of unweathered glacial till; and a more regional water table in the advance outwash sands and gravels and transitional beds above and/or below the lacustrine silt/clay deposits. The permeability of the advance outwash and some of the interbedded transitional beds is relatively high, resulting in potential for significant seepage flow. Groundwater on campus fluctuates as a function of season, precipitation, and other factors. Subsurface drains have been installed in many areas of the campus to capture seepage flows. These subsurface drains have been tied into the clean water system, ultimately being conveyed into the North Creek floodplain wetland.

On the newly acquired Husky Village and currently leased Husky Hall sites, the soil conditions and hydrology are similar to the rest of campus. Glacial till soils with variable materials over the top result in poor infiltration and lateral migration based on topography. The Husky Hall site generally drains to the north and east. The Husky Village site generally drains toward the existing detention pond. The east side of the Husky Village site (east of the pond) flows east towards the North Creek floodplain wetland on the east side of 110th Ave NE.

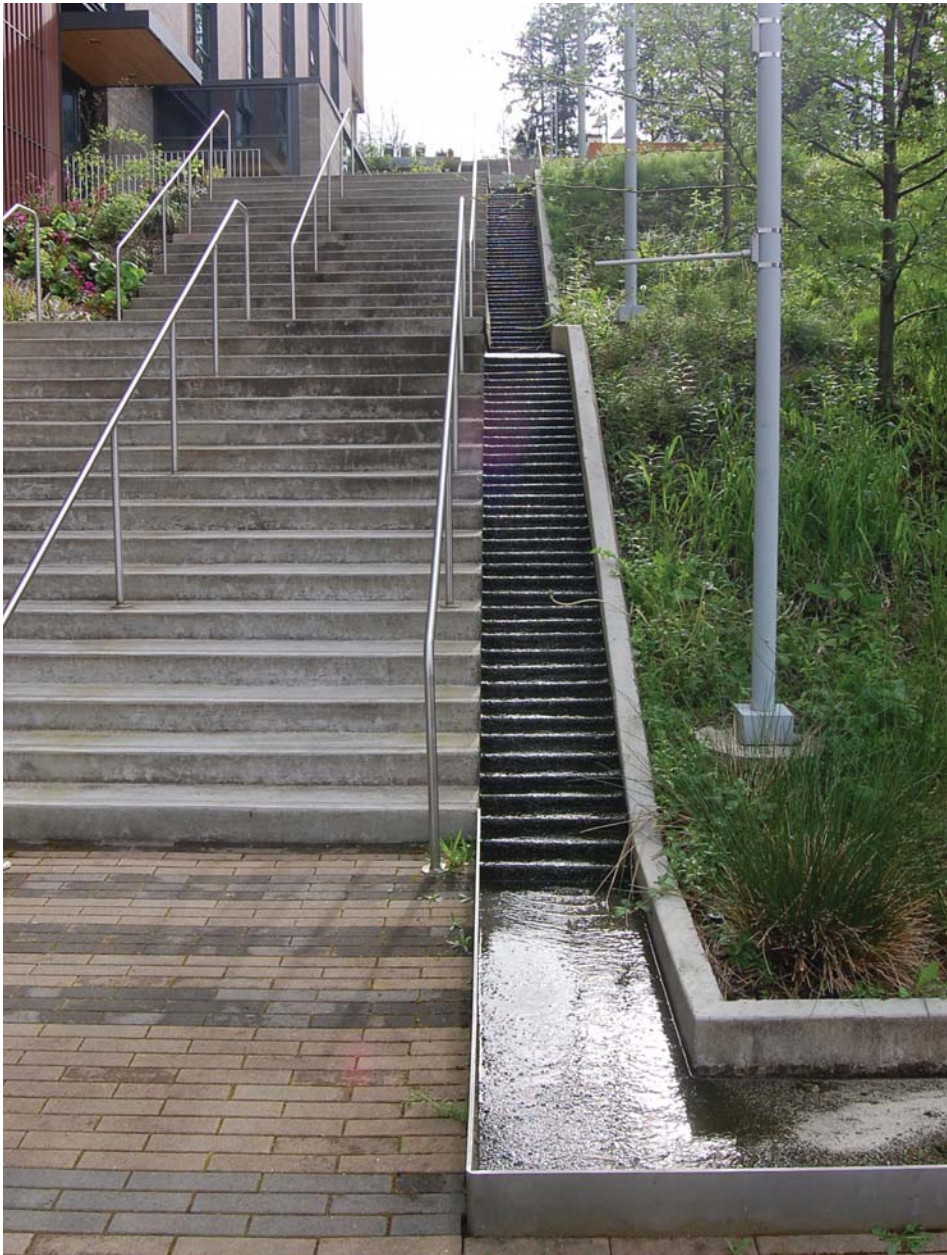


FIGURE 4-29: DISCOVERY HALL STORMWATER

CAMPUS VISION

The Long-term Campus Vision supports the integration of hydrological flows with new development. Maintaining existing hydrological flows is important to ensure natural drainage patterns that support existing vegetation remain in place. If natural flows are disrupted, the health and quality of these natural areas will decline, resulting in possible hazardous conditions and loss of significant trees over time.



**DESIGN PRINCIPLE:
HYDROLOGY**

- :: Avoid disruption of natural hydrologic flows that support existing vegetation to remain.
- :: Develop project-specific stormwater management strategies relying on at-grade, naturalized systems in lieu of below-grade piped systems. Refer also to Stormwater Design Principles.



**BUILT ENVIRONMENT AND
OPEN SPACE FRAMEWORK**

GEOTECHNICAL CONSIDERATIONS

As the property spans the crest of a prominent hill through its intersection with a marshy lowland and creek, the soil profile of the campus varies greatly depending on location. Slopes approach 30% in places, but are mostly flat at the top of the hill. The area between Campus Way and the North Creek floodplain wetland has known poor, liquefaction-prone soils, adding a cost premium for new development to include enhanced foundation systems. Soil types on campus have relevance for building foundations, hydrological functions, and support of plant materials.

The campus hosts the final run of North Creek before it flows into the Sammamish River. The North Creek floodplain wetland area is wide and flat, an accumulation of thousands of years of drainage and silt. In general, the higher elevations yield more stable, better-draining, sandy loam. When the site was terraced and leveled for the initial phase of campus construction, fill was deposited on the lower portion of the site.

Gravelly Sandy Loam is created from glacial drift or outwash. It is moderately well drained with a low water storage capacity. It is well suited for building sites.

Puget Silty Clay Loam is formed in alluvial floodplains. If drained, it can sponsor prime farmland. It is classified as poorly drained with a high water storage capacity.

Seattle Muck is formed in glacial depressions from grassy organic materials. It is classified as very poorly drained with a high water storage capacity.

Snomish Silt Loam is formed in alluvial flood plains. It is characterized as poorly drained with a high water storage capacity. It typically includes peat and fine sands in its profile.

CAMPUS VISION

The Long-term Campus Vision gives due consideration to existing geotechnical conditions, locating a majority of future development in zones with more suitable geotechnical conditions, and providing direction to establish appropriate project budgets for development within zones with less suitable conditions to account for construction cost premiums.



**DESIGN PRINCIPLE:
GEOTECHNICAL
CONSIDERATIONS**

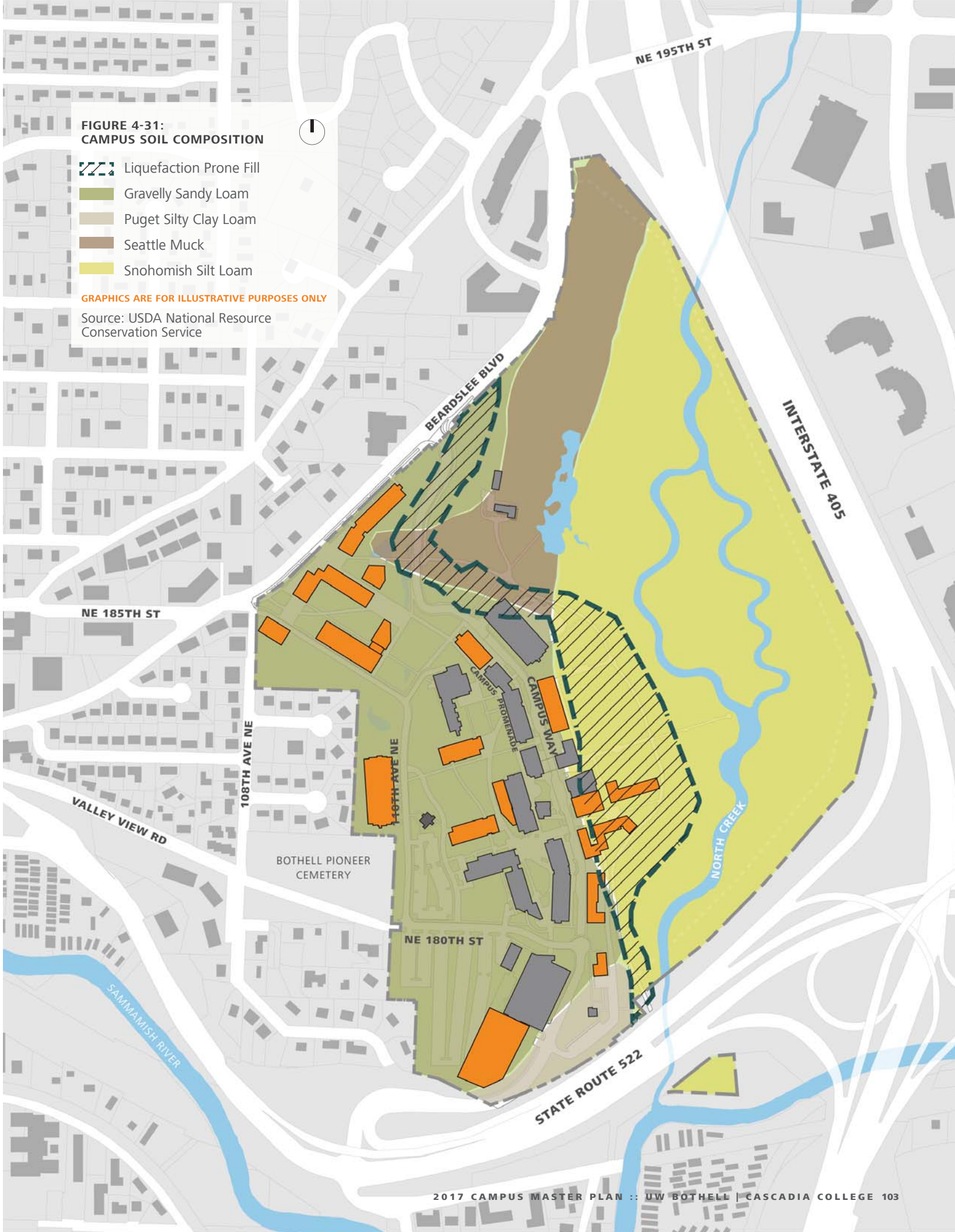
:: Minimize disturbance to natural
soils and the habitats they support.

**FIGURE 4-31:
CAMPUS SOIL COMPOSITION**

- Liquefaction Prone Fill
- Gravelly Sandy Loam
- Puget Silty Clay Loam
- Seattle Muck
- Snomish Silt Loam

GRAPHICS ARE FOR ILLUSTRATIVE PURPOSES ONLY

Source: USDA National Resource
Conservation Service



**BUILT ENVIRONMENT AND
OPEN SPACE FRAMEWORK**

ARCHITECTURAL CHARACTER

Buildings at the campus core exhibit a distinctive architectural character due to a consistency of form and material, and a dynamic relationship and interaction with their surrounding environments. While this character is a direct result (and benefit) of the extensive scope of the initial building phases, subsequent development has successfully complemented and enhanced the existing character.

Buildings utilize brick masonry as a primary cladding material with metal siding accents and aluminum storefronts and entries. A hallmark of the original campus buildings are the iconic shed roofs, finished with standing metal seam roofing, and juxtaposed against the sloping topography of the campus. These roof forms are in effect the 'fifth elevation' of each building and have a dramatic impact on the overall campus character and experience.

Buildings are organized and oriented to engage their users with the vibrant pedestrian environment of adjacent plazas and walkways as well as more serene and sometimes distant natural landscapes, building upon the campus' view corridor features. These features foster engagement among campus communities while also reinforcing a sense of safety and security on campus.

Recently acquired or leased buildings are successful in meeting short term functional needs while offering long term opportunities for growth and development in ways that continue to build and strengthen the rich architectural character of campus.

CAMPUS VISION

The Campus Master Plan encourages design responses that support a consistent campus experience. Strategic planning and design of new facilities should create 'see-and-be-seen' interior and exterior environments that appeal to students and offer the added benefit of creating safe, comfortable, and passively supervised spaces.

Building materials and forms should continue to complement those of existing architecture, however design teams should not feel constrained in considering and implementing advancements in building envelope technology. Building massing strategies should utilize both sloped shed roofs and flat roof with parapets, common in more recent buildings. Roofs should be considered as primary building facades, performing both highly functional and aesthetic roles; screening of rooftop equipment should be integrated into their design.

Large expanses of glazing should be designed to generally reflect terrain rather than sky to reduce bird strikes, a common problem on campus.

**DESIGN PRINCIPLE:
SNUGNESS**

- :: Consider incorporating both interior and exterior spaces and features (booths, nooks, or quiet gardens) where individuals can let down their defenses, relax and restore.

**DESIGN PRINCIPLES:
BUILDING MODULATION
AND SCALE**

- :: Articulate the facades of buildings to acknowledge the human scale through thoughtful treatment of the base using transparency, canopies, modulation, and other strategies.
- :: Consider the way the building meets the sky with a clear and understandable termination of the building elevation.

**DESIGN PRINCIPLES:
ROOF DESIGN AND
MECHANICAL SCREENING**

- :: Preferred roof forms for future development include the shed roof featured on the original campus buildings and "low-sloped to drain" roofs with parapets featured on more recent buildings.
- :: Shed roof forms are most appropriate for buildings sited parallel to site topography; flat roof forms are more appropriate for buildings sited perpendicular to topography.
- :: Treat mechanical unit screening architecturally. When shed roofs are used, mechanical units are best located below and enclosed under these roofs. When parapet roof forms are used, screen roof top mechanical equipment in an architectural enclosure.

**DESIGN PRINCIPLES:
COMPLEMENTARY MATERIALS**

- :: Maintain a consistent and complementary materials palette for future campus development to support a cohesive campus character and strong campus identity.
- :: When selecting exterior building materials, take cues from existing campus buildings in terms of color, materiality and usage of these materials.
- :: Complementary Material Design Principles should not be construed to limit the use of advancements in building envelope technology, but should guide the design teams to consider harmony in color, texture and scale when proposing exterior designs.

**DESIGN PRINCIPLE:
ENHANCED PUBLIC REALM**

- :: When planning building expansions, enhance connectivity between buildings by creating shared entry plazas which give a sense of community and promote the crossing of pathways throughout the day.

**DESIGN PRINCIPLES:
ACTIVE FAÇADES**

- :: Carefully consider the relationship between ground floor building uses and adjacent exterior pathways in all campus development.
- :: Consider interior functions' programmatic ability to 'activate' adjacent exterior environments, and vice versa.



**BUILT ENVIRONMENT AND
OPEN SPACE FRAMEWORK**

SUSTAINABLE DESIGN

The restoration and ongoing stewardship of the North Creek floodplain wetland is emblematic of the importance of environmental sustainability to the campus and both institutions that inhabit it. Sustainability permeates at all levels, from the mission and values of each institution, to curriculum and research, to shared campus operations, and to facility development.

The North Creek floodplain wetland has exceeded all expectations as a vital resource and asset for the campus population and the broader community, and is a signature element of the campus identity. In many ways it serves as the foundation for broader sustainability initiatives, a visible reminder of the interconnectedness of campus ecosystems. Rain falling on any part of campus eventually finds its way into the wetland, reinforcing the need to carefully consider and mitigate the impacts campus-wide of any localized operation, development, or intervention.

The design and development of existing facilities has similarly exceeded expectations in sustainable achievements. The LEED rating system (Leadership in Energy and Environmental Design) serves as the current benchmark for state-funded capital projects; LEED certification at the Silver level is the minimum requirement. Recent campus development has exceeded this minimum: UW's Discovery Hall was certified at the Gold level, and Cascadia College's CC3 achieved Platinum Certification, the highest level in the LEED system.



CAMPUS VISION

The CMP recognizes that the Campus exemplifies leadership in campus sustainability, and strives to expand and enrich this leadership as it grows. Addressing environmental sustainability is complex, multi-faceted, and integrated into all aspects of campus operations. As such, sustainable means, methods, and objectives are addressed throughout the CMP. There are many ways, however, that development projects can further these efforts.

Recognizing that capital budgets draw from finite resources, future capital projects should, as practicable within the context of project budgets, establish sustainability goals that strive to exceed state-mandated minimums and encourage design and construction teams to prioritize sustainable strategies. This approach should also be extended to alternatively funded projects such as student housing, that are not required to meet state mandated thresholds.

Development should plan for future growth and consider how new facilities can be easily adapted over time to meet changing needs while avoiding costly renovations. Buildings should also be designed to be durable and easily maintainable to help manage ongoing maintenance costs over their lifespans.

Appropriate material selection is an important component of broader sustainability goals. Focus on healthy materials is a trend emerging under the banner of 'materials transparency.' As this movement continues to emerge and develop, design and construction teams should be encouraged to follow current best practices to specify materials and that do not negatively impact the health and welfare of those involved in the manufacturing, installation or use of the products.



**DESIGN PRINCIPLES:
SUSTAINABILITY /
LEED CERTIFICATION**

- :: Establish sustainability goals for capital projects (as practicable within the context of project budgets) that strive to exceed state-mandated minimums and encourage design and construction teams to prioritize sustainable strategies.
- :: Encourage similarly aggressive sustainability goals for alternatively funded projects, such as student housing, that are not required to meet state-mandated thresholds.



**DESIGN PRINCIPLES:
DURABILITY AND
MAINTAINABILITY**

- :: Design buildings for a long life and loose fit, anticipating change of use over time.
- :: Consider usefulness and flexibility in structural systems and daylighting to ensure quality spaces for a variety of occupants and uses over time.
- :: Design classroom buildings with widths not to exceed 80-90' to achieve optional daylighting.
- :: Select materials to minimize maintenance (see Complementary Materials Design Principle: page 105).



**DESIGN PRINCIPLES:
RESOURCE CONSERVATION
AND HEALTHY MATERIALS**

- :: Consider repurposed materials or materials with recycled or rapidly renewing content that do not sacrifice durability or performance.
- :: Adhere to current best practices to ensure materials and product selection that do not negatively impact the health and welfare of those involved in the manufacturing, installation or use of the products.

Mobility Framework

The desire to sustain and enhance a pedestrian dominant campus requires careful planning and placement of facilities to eliminate points of conflict between modes, ensuring safe and direct access for all. The physical setting of campus into the hillside provides significant challenges for pedestrians negotiating the steep east-west topography, but at the same time, provides an ideal opportunity to create long, fairly level north-south routes.

Transit access to and from campus has proven to be a successful mode of travel, helping to reduce vehicle trips to campus, and will require close coordination with transit agencies and the City to ensure future access aligns with and supports increased development on campus. Likewise, increases in student FTE will result in greater challenges to balancing the number of vehicles arriving on campus, requiring parking, with potential impacts to traffic congestion.

The Campus Master Plan assesses each mode of travel, making recommendations for improvements that are mutually supportive and accommodate increased development. The result is a campus that emphasizes the pedestrian first, with ease of access to all parts of campus and a regional transit network.



MOBILITY FRAMEWORK

DYNAMIC WALK RADIUS

Topography and physical barriers, both natural and man-made, limit the distance one can travel on foot in a given period of time. A typical walking distance study overlays 5, 10, and 15-minute walk radii on a map with concentric circles measuring 1/4, 1/2, and 3/4 miles respectively. Figure 4-33 indicates adjusted walking times, taking into account topography and other natural or man-made considerations. SR-522, Beardslee Boulevard, and the western edge of the North Creek floodplain wetland act as limitations or barriers to pedestrians.

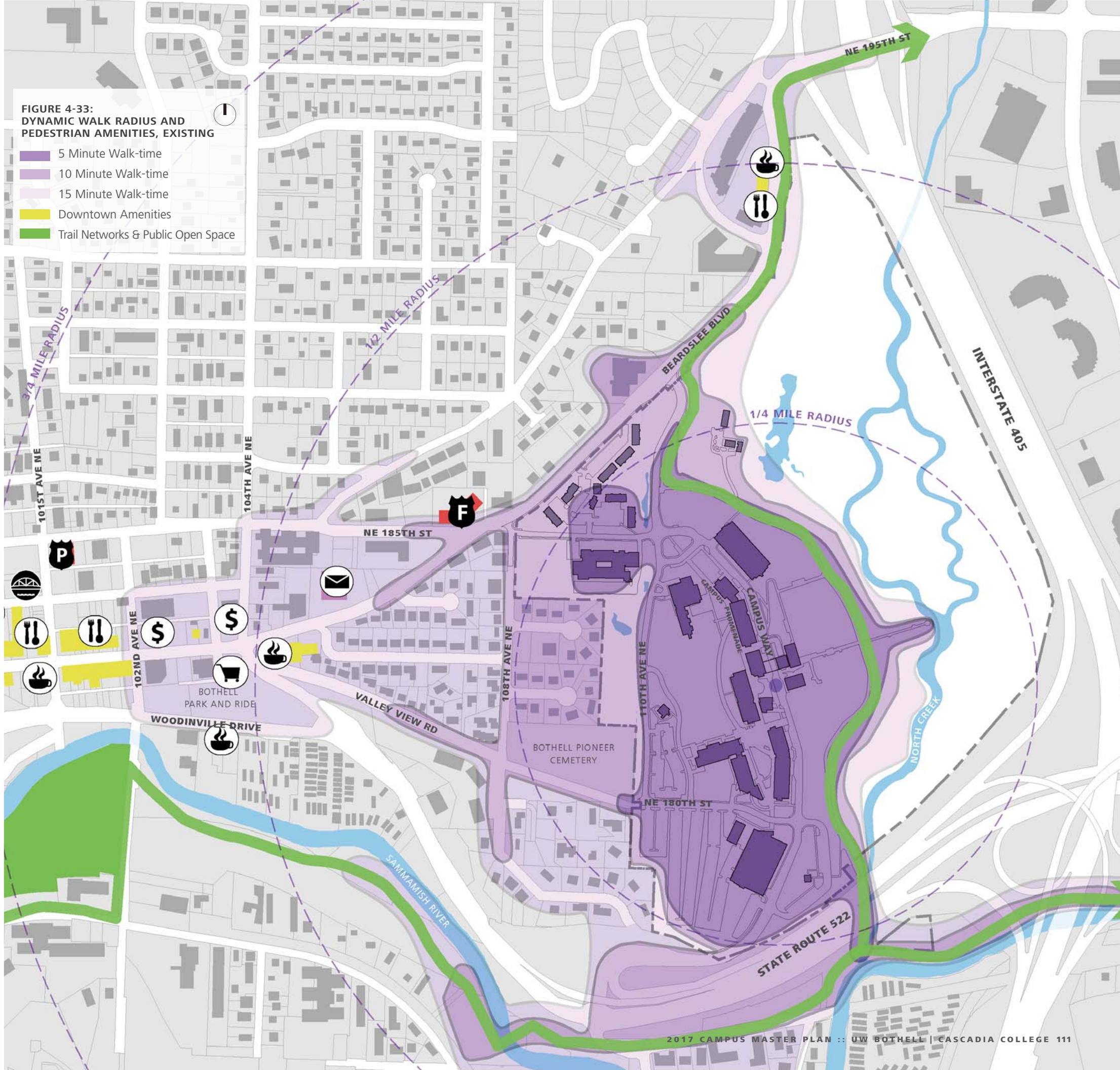
From the center of the campus promenade (the Library), pedestrians can access most of the core campus within five minutes; however, grades and challenging street crossings limit the ability to access all of Husky Village or the Marvin properties. The Beardslee Professional Building (leased academic facilities), the Sammamish River Trail, and the Sunrise Valley View neighborhood can all be reached within ten minutes. UW Bothell administrative functions at Beardslee Crossing as well as most of the retail and service amenities of downtown Bothell can be reached within fifteen minutes.

NE 180th Street and Valley View Road currently provide secondary pedestrian access to downtown from southern portions of the Campus Core; measures could be considered to make this route more appealing and used.

CAMPUS VISION

As the Campus and City continue to grow and evolve over time, opportunities will arise to ensure pedestrian connections are maintained and enhanced where possible to further connect the campus and downtown as supportive amenities.

Development at the campus perimeter incorporates pedestrian-oriented features to promote ease of pedestrian access to and from Bothell's downtown core while also supporting the Bothell Downtown Subarea Plan & Regulations.



MOBILITY FRAMEWORK

PEDESTRIAN CIRCULATION

With the exception of the Campus Promenade and Crescent Path, many of the pedestrian routes follow roads and fire lanes. There are fewer dedicated paths that run cross-slope, such as the stair adjacent to Discovery Hall, and the walkway that leads into the North Creek floodplain wetland.

There are several connections between on-campus facilities and adjacent regional and local facilities. Following the North Creek Trail, individuals can walk north to Beardslee Boulevard and the Beardslee Crossing commercial development, or they can walk south, under SR-522 and connect to the Sammamish River Trail. Locally, NE 180th Street and NE 185th Street also provide direct routes to downtown Bothell.

The site topography and lack of integration with recently acquired or leased parcels creates challenges in places for mobility impaired individuals. In general, north-south circulation within the campus core is well accommodated; however, accessible east-west travel is only possible through buildings and their elevators. This requires careful operational planning to ensure continual access to these facilities. In addition, no accessible route currently exists connecting the core of campus to NE 185th Street, Husky Hall, Husky Village, the Beardslee Building, or Beardslee Crossing.

Unlike the perimeter conditions, the main campus promenade and crescent path offer an accessible route through campus with wide, level surfaces and minimal grade change. Likewise, Campus Way provides flat, generous sidewalks and curb ramps at crossings. Accessible parking spaces are distributed throughout campus in most lots and garages.

CAMPUS VISION

The pedestrian experience is enhanced by prioritizing pedestrians first over other modes of travel. Circulation routes generally follow topographic lines (north-south) to provide universal access. Connections east-west, transitioning steep slopes, are provided inside buildings via the use of elevators.

Campus Way is envisioned as a pedestrian and bicycle corridor, focusing on supporting the enhanced student life, dining and housing development along its eastern length. It is anticipated that, over time, single occupant vehicles, parallel parking, and transit could be minimized on Campus Way, to be replaced by naturalized stormwater planters and pedestrian and bicycle facilities. Areas for drop-off and pick-up ('kiss-and-ride') are proposed at both ends of the newly pedestrianized Campus Way.

Campus Promenade is the primary pathway on campus, interlaced with multiple entry plazas and linking both institutions along its length. The Promenade is extended northward to Beardslee Boulevard, maintaining a consistent character throughout and providing access to future development on the northern parcels and to downtown Bothell.

Increased access into and around the North Creek floodplain wetland provides greater opportunities for education and research, while also promoting the health and well-being of the campus community through a unique outdoor experience.



**DESIGN PRINCIPLES:
PRIORITIZE PEDESTRIAN
EXPERIENCE**

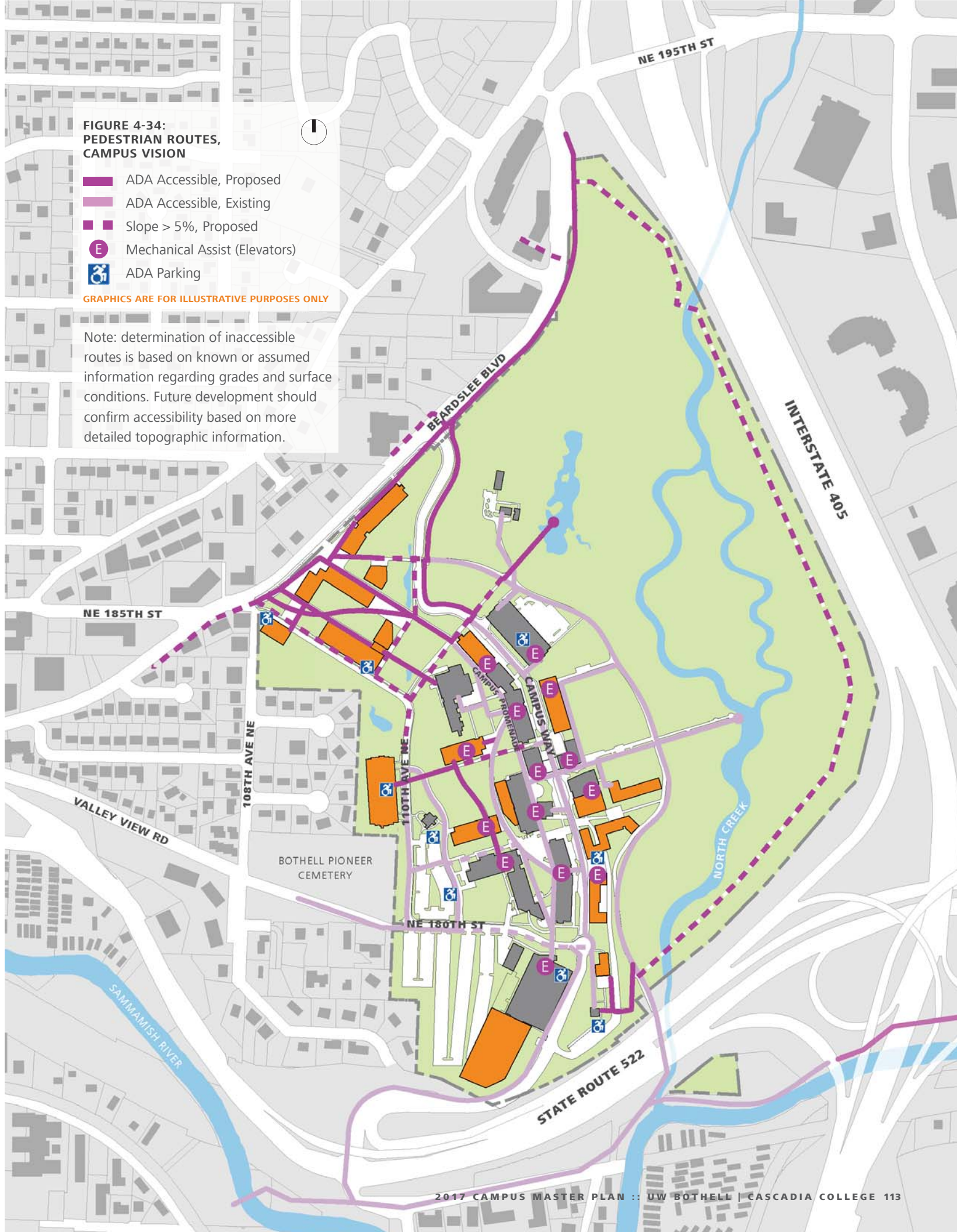
- :: Provide pathways that provide ample width for side-by-side conversation in two directions based on anticipated use patterns.
- :: Design buildings and landscape along pedestrian routes to provide visual stimulus, variety, and places to gather and socialize.
- :: Supplement pedestrian pathways/ stairs perpendicular to the topography (generally east-west) with elevators inside buildings (Discovery Hall and the ARC are examples). Consider elevator redundancy and off-hours access in building design to facilitate appropriate access.
- :: Design on-grade pathways with low slope surfaces where possible to avoid ramps, switchbacks and guardrails.

**FIGURE 4-34:
PEDESTRIAN ROUTES,
CAMPUS VISION**

- ADA Accessible, Proposed
- ADA Accessible, Existing
- Slope > 5%, Proposed
- Mechanical Assist (Elevators)
- ADA Parking

GRAPHICS ARE FOR ILLUSTRATIVE PURPOSES ONLY

Note: determination of inaccessible routes is based on known or assumed information regarding grades and surface conditions. Future development should confirm accessibility based on more detailed topographic information.



MOBILITY FRAMEWORK

BICYCLE CIRCULATION

The Campus is well-connected to a significant regional multi-use trail network. Most notable, the Sammamish River trail, with its connections to the Burke-Gilman trail, Marymoor Park and Lake Sammamish near Redmond, passes campus just south of SR-522. The North Creek multi-use trail passes under the highway alongside the waterway and emerges at the lower east side of campus. The trail continues north, following the west edge of the North Creek floodplain wetland to Beardslee Boulevard; along the way there are intersecting paths that provide routes up to Campus Way.

In general, the primary routes for bicycles through campus travel in a north-south direction, following the topography. Bicycle racks are generally located adjacent to building entrances, concentrated along Campus Way, and skateboard racks are located at building interiors. Bicycle lockers and bicycle service stations are provided on campus.

NE 180th Street, while closed to campus vehicle traffic, offers a relatively level route towards downtown Bothell. Given it is accessed from the highest point on campus, it sees little bicycle traffic. Alternatively, cyclists can access downtown Bothell by heading west on 185th Street and follow Beardslee Boulevard, which is marked with bicycle travel lanes on both shoulders. Cyclists traveling north can ride on the North Creek trail, which parallels Beardslee Boulevard and follows the edge of the North Creek floodplain wetland, crosses I-405, and continues north, following North Creek to Canyon Park and Thrasher's Corner.

CAMPUS VISION

The Long-term Campus Vision includes right-of-way improvements along Beardslee Boulevard that provide a linkage between the North Creek trail and downtown Bothell. Transition of the cycle track to bicycle lanes at the intersection at NE 185th Street will require further coordination with the City of Bothell.

Ongoing campus development should include integration of a variety of bicycle storage facilities to encourage increased commuter ridership. Bicycle storage could include bicycle racks, lockers, or secure covered storage enclosures. The design of bicycle storage should complement the existing campus character in both material and scale.



**DESIGN PRINCIPLES:
IMPROVED BICYCLE
CONNECTIONS**

- :: Develop bicycling infrastructure to minimize bicycle/pedestrian conflicts.
- :: Include bicycling infrastructure within the scope of Beardslee Boulevard development to improve linkage between the North Creek Trail and downtown Bothell.
- :: Coordinate planning of future bicycling infrastructure with the City of Bothell Bicycle Master Plan, currently under development.



**DESIGN PRINCIPLES:
IMPROVED BICYCLE STORAGE**

- :: Integrate a variety of bicycle storage facilities in future campus development to encourage commuter ridership.
- :: Design and/or select storage facilities to complement campus character in both material and scale.

**FIGURE 4-35:
BICYCLE ROUTES, CAMPUS VISION**

- Dedicated Bike Lane
- - - Existing Shared Bike/Vehicle Route
- · · · · Proposed Shared Bike/Vehicle Route
- Existing Shared Bike/Pedestrian Route
- Proposed Shared Bike/Pedestrian Route
- Existing Regional Trail
- Proposed Regional Trail
- ⓑ Existing Bicycle Parking
- ⓑ Proposed Bicycle Parking

GRAPHICS ARE FOR ILLUSTRATIVE PURPOSES ONLY

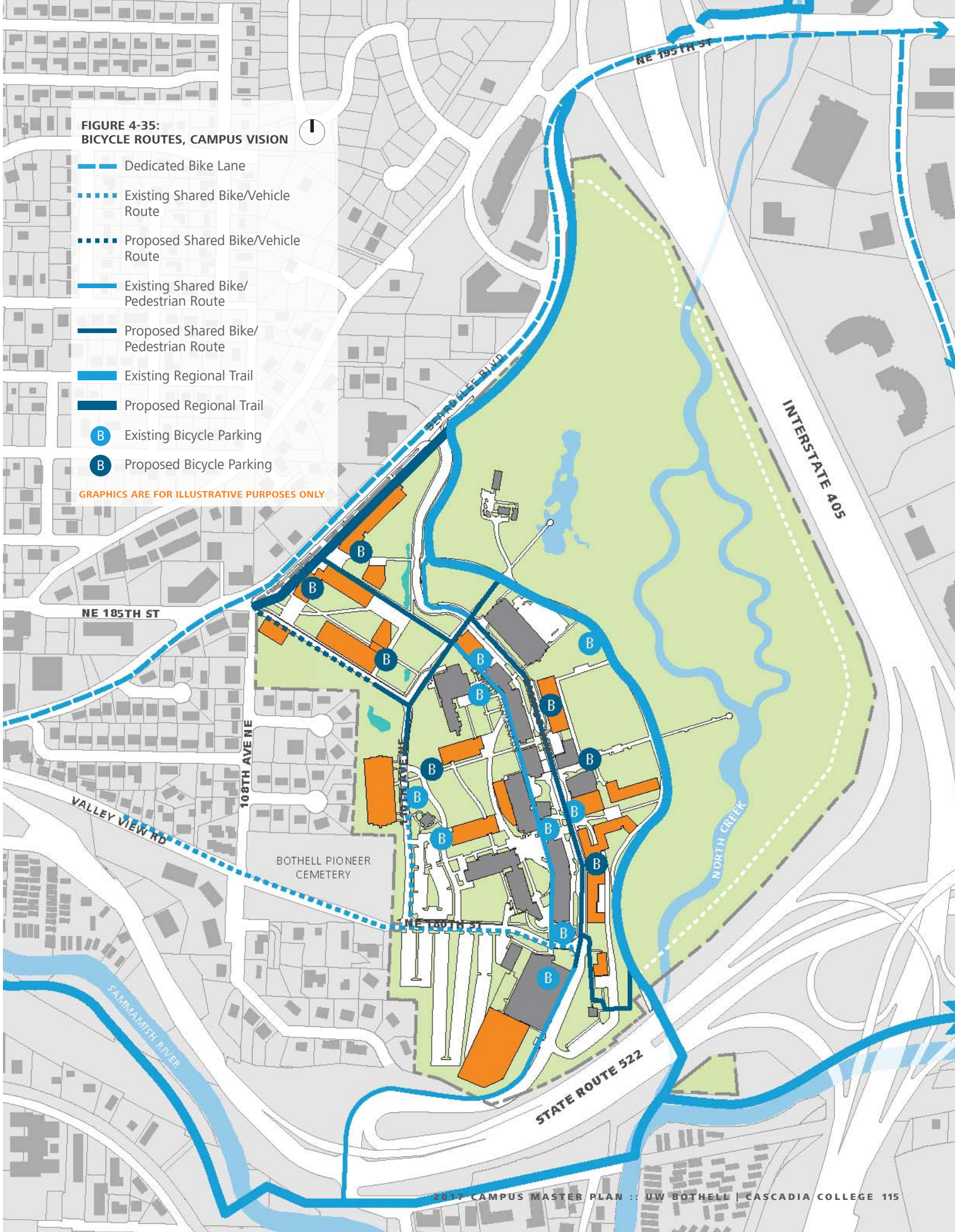


FIGURE 4-36:
CAMPUS RESIDENTS, EXISTING

- Cascadia Faculty
- Cascadia Students
- UW Bothell Faculty
- UW Bothell Students

ORIGINS OF CAMPUS COMMUTES

Based on data of the campus community, both UW Bothell and Cascadia College largely attract students and faculty that reside locally in Bothell. However, a sizable amount travel from other population centers in the region, most notably Seattle and Everett, but also Lynnwood, Snohomish, Kirkland, and Woodinville.

Each population center is represented proportionally, with a graphic percentage breakdown of students and faculty from each institution.

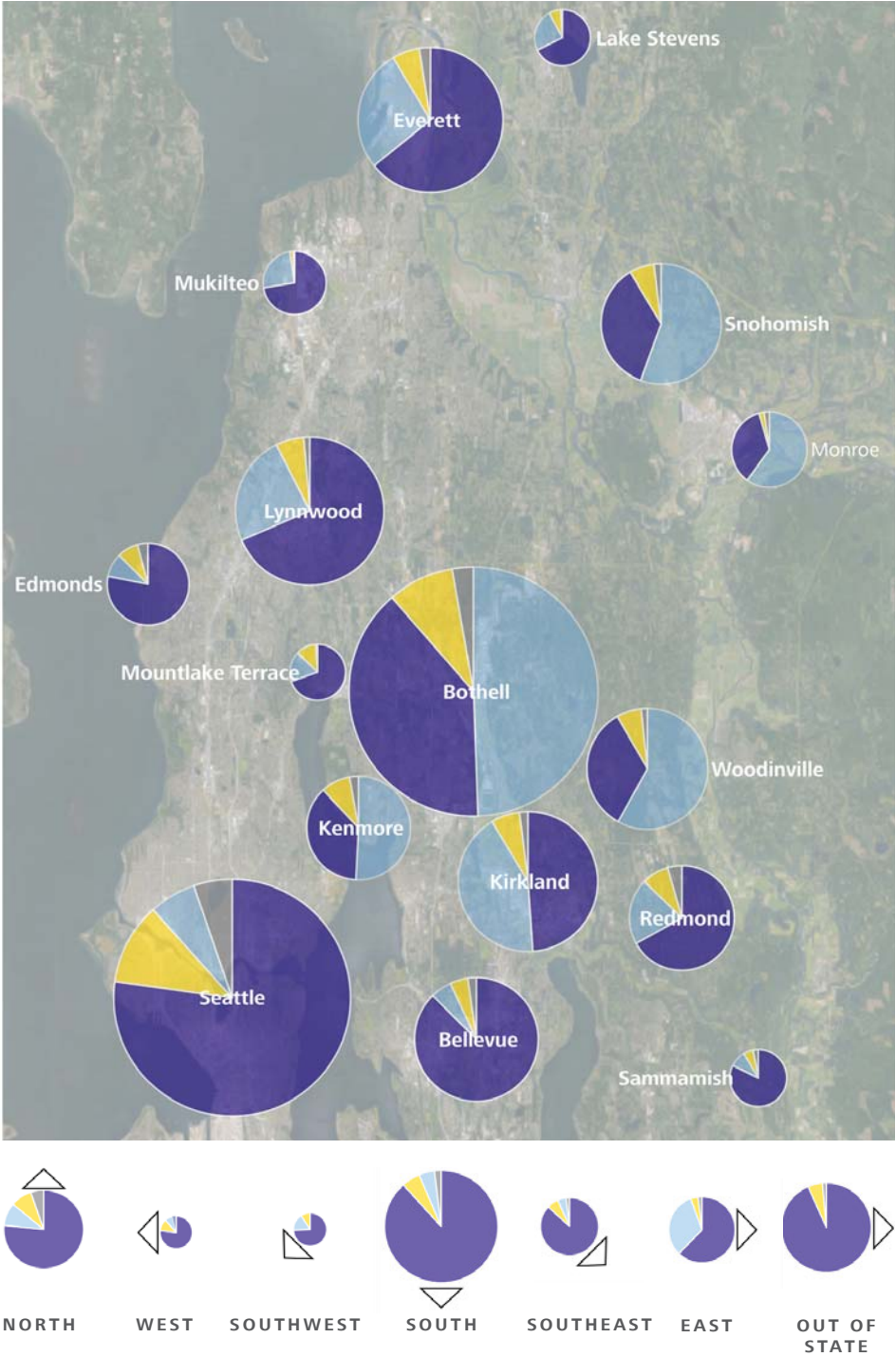


FIGURE 4-37:
TRANSIT ROUTES TO AND FROM
UW BOTHELL/CC CAMPUS, EXISTING

- 105 : Bothell - Mariner P&R
- 106 : Bothell - Mariner P&R
- 238 : UW Bothell/Cascadia - Kirkland
- 312 : Bothell - Seattle
- 372 : Woodinville - University District
- 522 : Woodinville - Seattle
- 535 : Lynnwood - Bellevue
- 931 : DART Bothell - Woodinville

REGIONAL TRANSIT SERVICE

The campus is well-served by transit, with eight routes connecting the campus to large population centers in King and Snohomish counties. Currently 21% of the campus population commutes by bus; most of the remaining population commutes to campus by car.

Routes serving campus and their respective operators are listed below; refer to Figure 4-38 for on-campus transit circulation.

SOUND TRANSIT

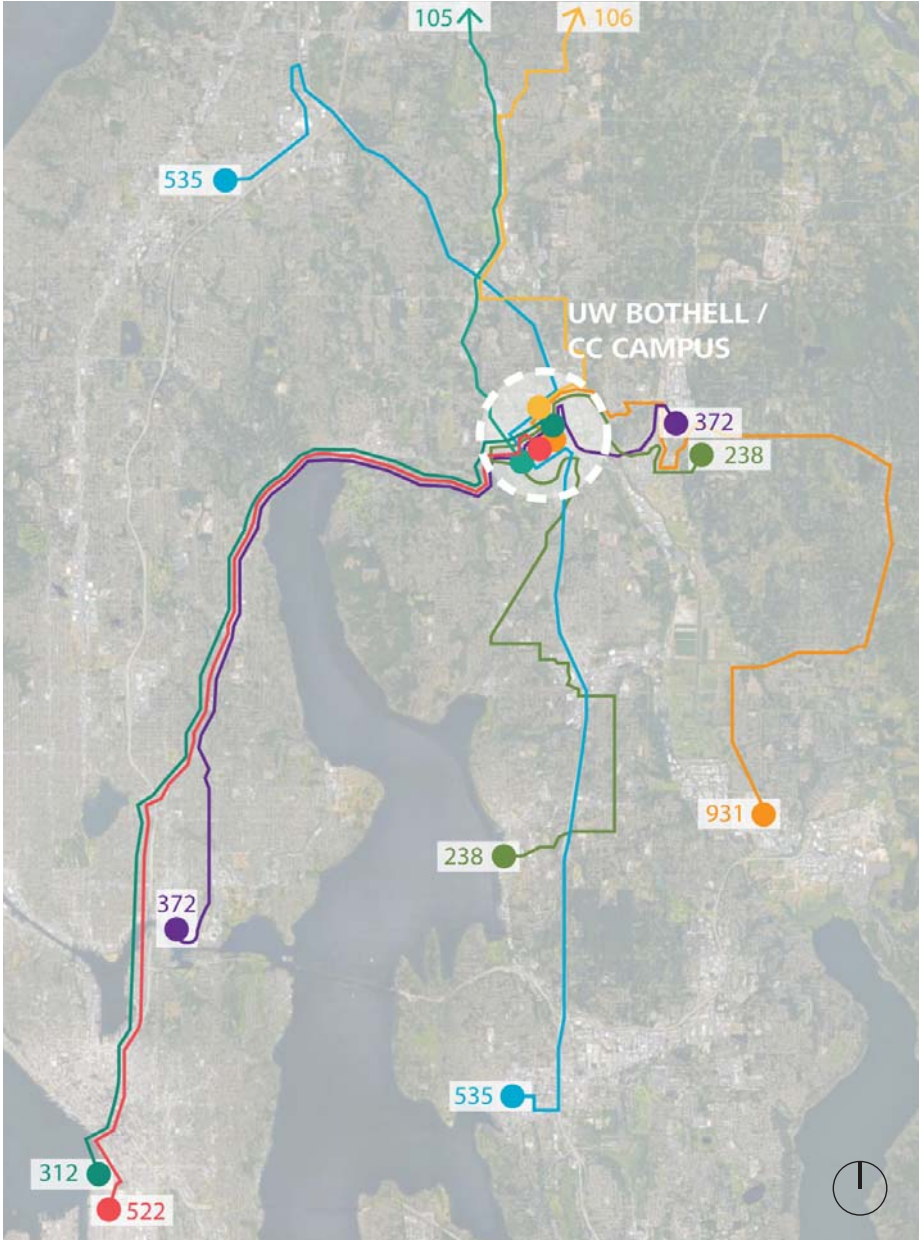
- 522 Woodinville - Seattle
- 535 Lynnwood - Bellevue

COMMUNITY TRANSIT

- 105 Mariner P&R - Bothell
- 106 Mariner P&R - Bothell

KING COUNTY METRO

- 238 UW Bothell/Cascadia - Kirkland
- 312 Bothell - Seattle
- 372 Woodinville - University District
- 931 DART Bothell - Woodinville



MOBILITY FRAMEWORK



ON-CAMPUS TRANSIT

There are currently eight transit routes that serve campus, with approximately 500 buses entering and existing campus. All bus service comes through the north campus entrance. Accommodations for these buses include: two bus stop shelters located at the traffic circle at the north end of the campus promenade; a comfort station for drivers located on Campus Way below the library (per a service agreement between King County Metro and UW Bothell); and bus layover is accommodated at the south loop by the Chase House. This distribution of transit functions contributes to traffic and congestion on campus, as well as increased bus and pedestrian points of conflict.

Sound Transit 3 (ST3), approved by Washington voters in 2016 includes development of an improved transit center at the UW Bothell / Cascadia College campus as a component of the proposed 145th and SR-522 Bus Rapid Transit (BRT) project. Design of the 145th/SR-522 BRT project has yet to commence, however it is scheduled for completion by 2024. It is anticipated that UW Bothell and Cascadia College will be active participants in the development of a proposed solution, along with City of Bothell, WSDOT, and the various transit agencies.

CAMPUS VISION

In anticipation of the increased bus service to campus, the Long-term Campus Vision is flexible in nature and can accommodate a variety of transit solutions. To understand the potential impacts of increased transit service and how it relates to the increased density of campus proposed by the CMP, several meetings were convened with participants from UW Bothell, Cascadia College, the City of Bothell, King County Metro, Community Transit, Sound Transit, and WSDOT.

The outcome was a set of Multi-Agency Goals for the UW Bothell and Cascadia College Campus and downtown Bothell area and possible transit scenarios that will accommodate proposed growth, with flexibility toward considerations of additional options that may emerge (Figures 4-39 through 4-41).



MOBILITY FRAMEWORK

CAMPUS, CITY AND TRANSIT AGENCY GOALS

UW BOTHELL/CC CAMPUS MASTER PLAN TRANSIT & DEVELOPMENT GOALS

Maintain high level of service and connectivity from transit agencies to campus.

Minimize bus/vehicle/bike pedestrian congestion and conflicts on campus.

Promote maximum land use flexibility for future campus development strategies.

Create and reinforce a new 'front door' to the UW Bothell/CC campus.

CITY OF BOTHELL COMPREHENSIVE PLAN AND TRANSIT GOALS

Establish NE 185th Street as the predominant east-west transit corridor per the Downtown plan (connection to campus could be 185th or Beardslee Boulevard east of 108th Ave NE) and consider service to the North Creek Regional Activity Center in plans for terminating transit lines using this corridor.

Improve a.m. and p.m. peak hour traffic flows along Beardslee Boulevard from NE 185th Street to I-405.

Reduce existing bus/vehicle/pedestrian congestion and conflicts on the City street network.

Improve bicycle circulation along Beardslee Boulevard from 110th Ave NE.

Improve pedestrian infrastructure between campus and downtown core along Beardslee Boulevard, NE 180th St and Valley View Road.

Maintain and improve service to the downtown core (and campus) by all of the planned BRT transit routes through Bothell.



TRANSIT AGENCY GOALS

Continue to serve existing demands with opportunity to increase service in the future as needed.

Complete transit center expansion at campus by 2024 per ST3 schedule (Community Transit may be later).

Provide layover (lengths listed below), comfort station and turn-around (current assumption is 5 out of 9 routes):

- :: Metro – 380’ peak-period, 280’ midday
- :: Community Transit – 120-180’
- :: Sound Transit – 120’

Design bus stops/layover stations to accommodate specific agency vehicle needs:

- :: Local routes could share space
- :: BRT requires branding and technology
- :: Inter-transit coordination required

Retain or improve transit speed and reliability.

Provide independent off-boarding ticket vending machines and ORCA readers.

Preference for Rapid Ride connection at NE 195th Street/I-405 with implementation of I-405 BRT only; some layover could then be moved to North Creek (KC Metro).

WSDOT GOALS

Maintain or improve I-405 and SR-522 level of service.



FIGURE 4-39: BEARDSLEE TRANSIT CENTER OPTION
GRAPHICS ARE FOR ILLUSTRATIVE PURPOSES ONLY

BEARDSLEE TRANSIT CENTER CONCEPT

OPERATIONAL ASSUMPTIONS

The Transit Center would be located in eastbound and westbound lanes of widened Beardslee Boulevard. Layover would occur after transit nodes along route. Turnaround location and procedures are to be identified. A capacity of 6-8 bays in each direction is assumed.

KEY CONSIDERATIONS

Transit access and circulation could be fully accommodated on Beardslee Boulevard.

No bus service would enter the campus via Campus Way or NE 185th Street Eastbound.

Transit stops would be located to ensure access to properties on the north side of Beardslee Boulevard.

Pedestrian accessibility would be facilitated by a direct and accessible pedestrian connection to the Campus Promenade.

Potential safety conflicts for westbound passengers crossing Beardslee Boulevard may require a crossing signal.

Transit oriented academic development is proposed along Beardslee Boulevard.

A protected bike lane in the ROW would eliminate bus-bicycle conflicts in both directions.

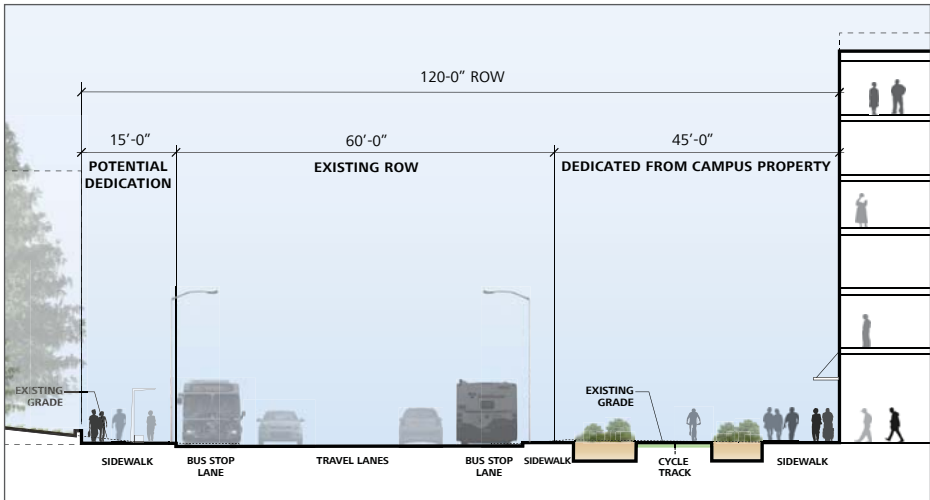


FIGURE 4-40: BEARDSLEE TRANSIT CENTER SECTION OPTION, LOOKING NORTHEAST
GRAPHICS ARE FOR ILLUSTRATIVE PURPOSES ONLY

NE 185TH STREET TRANSIT CENTER CONCEPT

OPERATIONAL ASSUMPTIONS

The Transit Center would be located on campus with access from NE 185th Street. Design and construction would be integrated with a future academic building on or near the current location of Husky Hall. Layover and turnaround would be provided within the Transit Center. Buses would no longer access NE 110th St. A new signal would be required at NE 185th St. and Beardslee Boulevard. A capacity of 6-8 bays is assumed.

KEY CONSIDERATIONS

Transit access and circulation would be fully accommodated within the Transit Center.

Flow and safety would be supported with the addition of a signal at the intersection at NE 185th Street and Beardslee Blvd.

Pedestrian accessibility would be facilitated by a direct and accessible pedestrian connection to the Campus Promenade.

Safety and congestion issues related to transit/vehicle/pedestrian conflicts would be greatly reduced over current conditions.

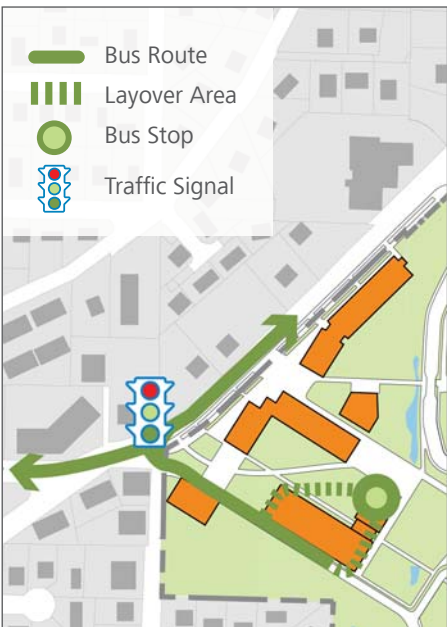


FIGURE 4-41: NE 185TH STREET TRANSIT CENTER OPTION
GRAPHICS ARE FOR ILLUSTRATIVE PURPOSES ONLY

MOBILITY FRAMEWORK

VEHICULAR CIRCULATION AND PARKING

The campus has two primary access points for vehicles connected by an internal roadway loop. A signaled intersection at the north end of campus on Beardslee Boulevard has turning lanes for travel in all directions. Cars entering campus follow the North Creek floodplain wetland buffer southward and arrive at a second signaled intersection, where they can turn left down Campus Way to access the north garage, or continue south to reach the upper parking lots at the south end of campus. A second access point is provided from SR-522 at the south end of campus. When constructed, this entrance was intended to become the primary point of vehicular access.

The first-come, first-served parking system often leads to excessive searching for parking at the most desired locations, increasing vehicle travel on campus. The through-campus circulation loop contributes to congestion at the traffic circle, particularly in the PM peak hour when transit service and vehicle exiting are at their peak, leading to increased pedestrian/vehicle conflicts along Campus Way and across 110th Street to 185th Street and Husky Village. Campus circulation along the western route is difficult during inclement weather due to steep grades.

CAMPUS VISION

The Long-term Campus Vision prioritizes pedestrian mobility and seeks to minimize vehicle/pedestrian conflicts. The redevelopment of Campus Way into a pedestrian oriented environment is a key feature of the CMP with recommended significant traffic calming measures to enhance safety and access and discourage through-campus vehicle traffic.



FIGURE 4-42: VEHICULAR ROUTES, EXISTING

Operational and facilities planning should accommodate reduced through-campus traffic flow, and use of the south entrance as the primary access point to campus should be encouraged through parking permitting strategies and other measures.

The Long-term Campus Vision also imagines detaching the western vehicle route from the existing north campus entrance at 110th Ave NE and Beardslee Blvd. This and other measures are implemented to achieve the primary design principle of minimizing vehicle/pedestrian conflicts along the northward extension of the Campus Promenade to new development along Beardslee Blvd. A new vehicular access point is envisioned at NE 185th with limited through-campus access along the western route.



DESIGN PRINCIPLES: WELL-INTEGRATED VEHICULAR CIRCULATION

- :: Incorporate traffic calming measures on Campus Way and other key locations to reduce conflicts with and enhance safety and access for pedestrians and bicycles.
- :: Prioritize the south campus entrance as the primary vehicular access point in future planning, development, and operations.
- :: Provide separation of vehicular traffic and pedestrian routes when extending the Campus Promenade north toward Beardslee Boulevard.



FIGURE 4-43: VEHICULAR CIRCULATION, CAMPUS VISION

- Roadway
- Traffic Calming
- Gate (controlled access)
- Traffic Signal

GRAPHICS ARE FOR ILLUSTRATIVE PURPOSES ONLY

MOBILITY FRAMEWORK

PARKING

There are currently 2,292 general use parking spaces on campus with an additional 171 located off campus. A majority of available parking (70%) is located at the south end of campus; half of those spaces are in the four-story south garage and the other half are distributed over several surface lots. While there are a few parallel spaces along Campus Way, the primary option for parking at the north end is the north garage. Additional surface parking is associated with Husky Hall and Husky Village, accessed from Beardslee Boulevard and 185th Street.

Traffic patterns are split between the two entrances based on the origin/destination of the trip area congestion (i.e. I-405 or Beardslee Boulevard), and the desired parking location. Data collected in the fall of 2016 confirmed slightly more cars (52%) arriving through the north entrance, however this proportion is expected to change over time as traffic patterns in and around campus evolve.

Annual parking utilization counts show that the current on-campus peak parking results in a utilization of between 90-95% depending on the time of day. The higher utilization results in increased on-campus circulation and drivers looking for parking opportunities.

CAMPUS VISION

The cap for campus parking under the CMP is 4,200 stalls. Planning and construction of additional parking, whether surface or structured, will be informed by ongoing annual parking surveys, ensuring that parking is optimized and based on actual usage and demand.

Parking will continue to be a critical component of campus infrastructure, even as the campus expands residential components. While construction of

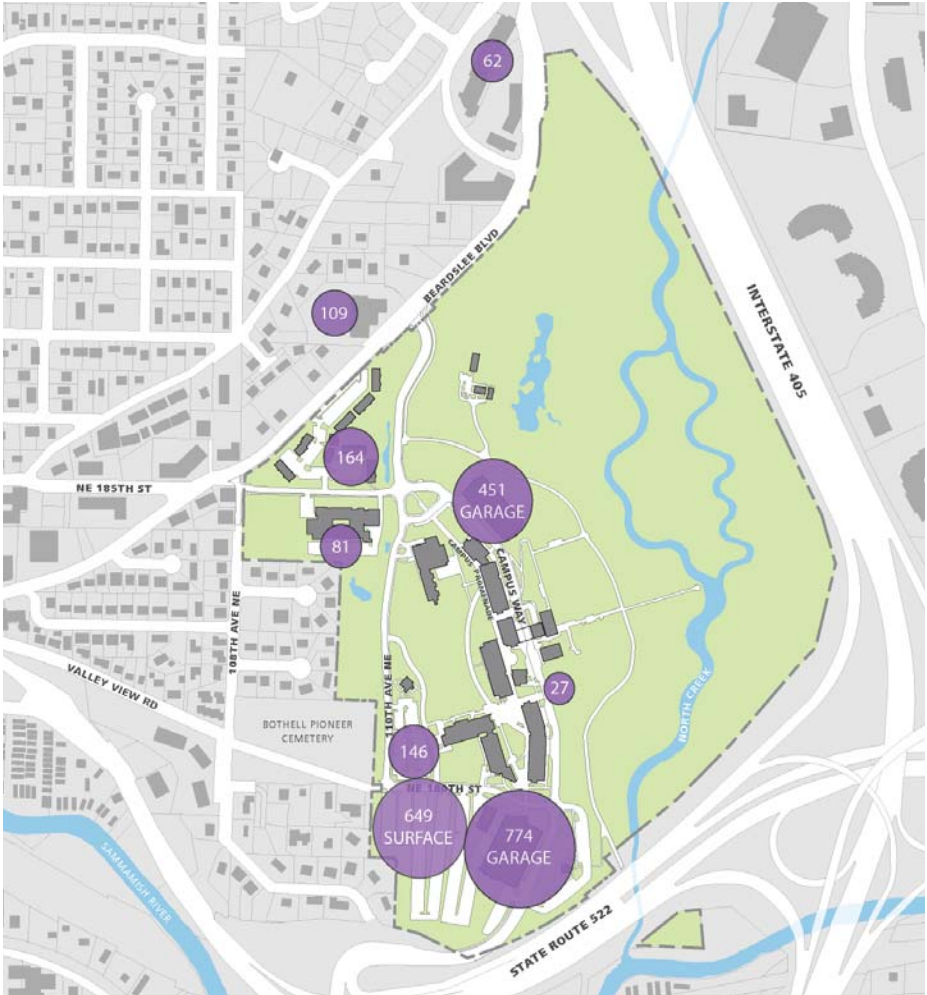


FIGURE 4-44: PARKING DISTRIBUTION, EXISTING

surface lots is economically appealing to meet near term demand, it is likely that some combination of surface and structured lots will be required to meet the Long-term Campus Vision.

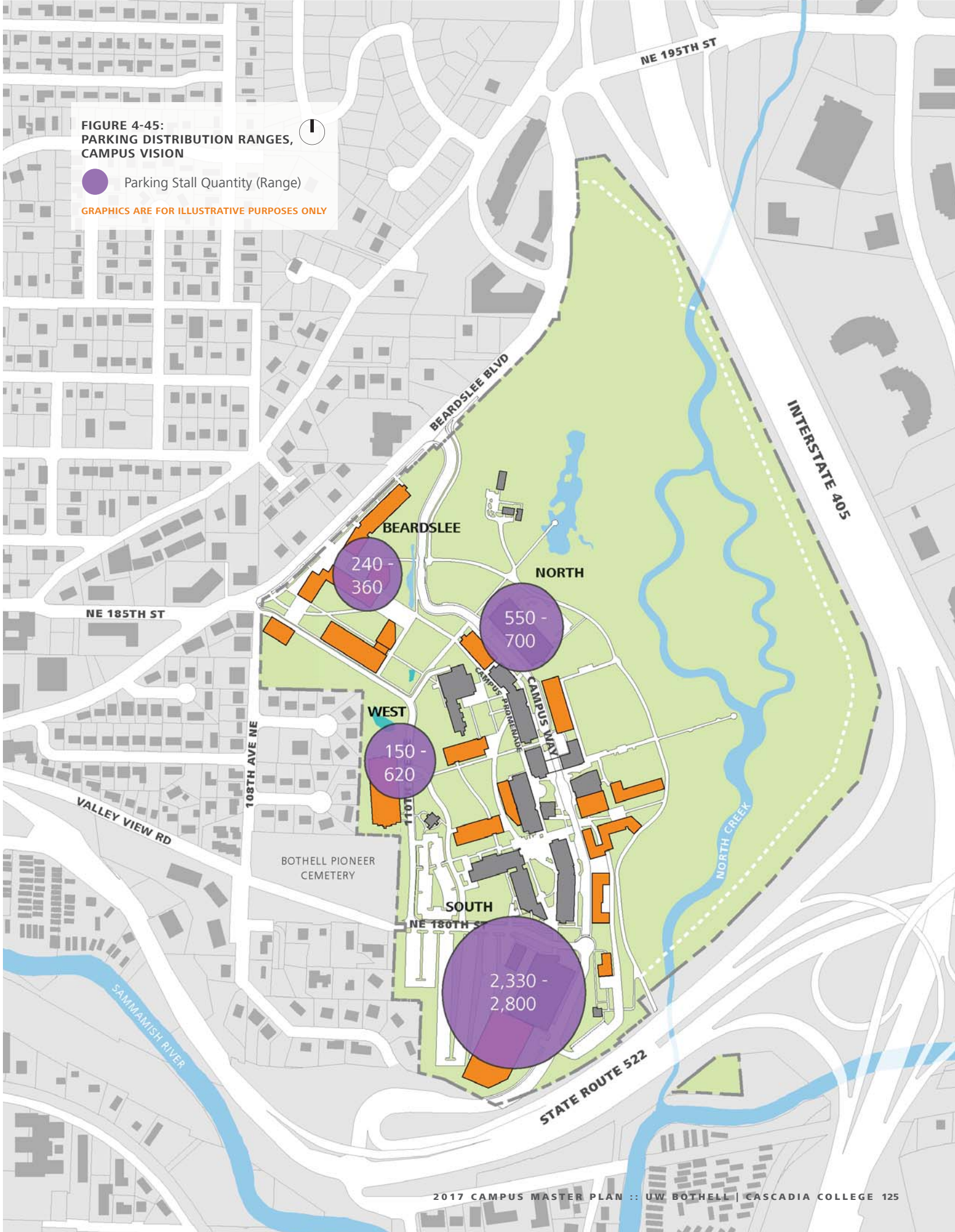
Construction of parking facilities is expensive and funding used to construct facilities is paid out of revenues generated from parking permits. The decision to construct surface parking on a potential future building site must consider the burden of replacement costs of such

parking upon the future building project. The relative increase of impervious surfaces from added parking will need to be carefully considered and mitigated. Finally, distribution of future parking should reinforce the desire to utilize the south campus entrance as the primary point of vehicular access.

FIGURE 4-45: PARKING DISTRIBUTION RANGES, CAMPUS VISION

Parking Stall Quantity (Range)

GRAPHICS ARE FOR ILLUSTRATIVE PURPOSES ONLY





PARKING DEVELOPMENT OPTIONS

Figure 4-46 shows options studied for construction of both surface and structured parking lots. Surface lots are generally seen as a relatively low-cost solution for meeting near-term parking demand; however, stormwater mitigation requirements for surface parking have become increasingly costly. Careful consideration should be given to whether a near-term surface lot is a prime candidate for a future parking structure or academic building site. Replacement of the near-term surface parking will add significant costs to the future project budget.

Surface and structured parking locations shown here are not necessarily the only options available. Further study could confirm feasibility of other location options.



DESIGN PRINCIPLE:
WELL-INTEGRATED PARKING

- :: Locate future parking so that it does not adversely affect other Design Principles (such as conflict with established view corridors)
- :: Provide measures to screen parking areas from adjacent residential uses to reasonably mitigate visual impacts and impacts caused by light, glare or noise.



SURFACE PARKING OPTIONS (NEAR-TERM)

Three sites were identified as candidates for surface parking lots to offset demand associated with anticipated near-term development. Two additional sites (shown hatched above) were studied and determined to be infeasible:

- :: Site A is primarily undesirable due to its location within the proposed Campus Crossing open space. Significant grading and relocation of existing utilities would also add considerable cost premiums to any development of this site.
- :: Site B is relatively flat, however its location in the footprint of proposed near-term housing make this site undesirable for surface parking.

STRUCTURED PARKING OPTIONS (LONG-TERM)

Four sites were identified as candidates for structured parking; it is clear that some or all of these sites will need to be developed to meet long-term demand as currently anticipated.

Two of these sites are also identified as candidates for surface parking. Any decision to invest in surface parking on either site should anticipate and consider the future need to grow vertically. A phased design solution could provide a sound strategy for realizing value of the initial surface parking investment to offset future construction costs for a parking structure.

HYBRID PARKING OPTIONS (NEAR-TERM)

The CMP process included the study of several hybrid parking options, one of which is shown above. Development of surface parking alone will not be sufficient to meet near-term parking demand, and the high cost of structured parking represents unwanted competition for academic development funding.

Strategic investment in surface lots that may not be needed to meet academic growth needs for many years, coupled with near-term investment in structured parking is a viable approach to balancing the need to meet parking demand with limited access to capital funds.

FIGURE 4-46: PARKING OPTIONS

- Surface Parking
- Structured Parking
- Area of Additional Study

GRAPHICS ARE FOR ILLUSTRATIVE PURPOSES ONLY

Utilities and Infrastructure Framework

The major utilities and related infrastructure on campus were installed with the first phase of campus development, with connections and minor upgrades made with new campus development. The summary of information contained in the CMP is based on a high-level assessment of utilities and infrastructure in consultation with campus expertise. In general, the facilities within the core of campus south and east of 110th Ave NE are well served by campus designed systems, while connections to Husky Village and Husky Hall (leased property) are generally served from direct connections to public utilities. As a result these facilities are not fully integrated into the campus infrastructure.

The intent of this framework is to provide a general understanding of campus utilities and infrastructure, with guidance for how to connect and expand with new development. While the expansion of most utilities will be guided by City of Bothell Code, it is recommended that consideration be given to preparing a more detailed assessment and recommendations for enhancements and future expansion as it relates to power, chilled water, and telecommunications and data.

UTILITIES AND INFRASTRUCTURE
FRAMEWORK

STORMWATER

The Campus has a robust and sustainable stormwater management system that was designed to accommodate the full Campus build-out based on the original 1995 Campus Master Plan and stormwater code at that time. Much of the campus is currently exempt from flow control (detention) due to the proximity of North Creek and the Sammamish River, however, some surface may require detention if capacity isn't available in the current system. Stormwater runoff from the campus is collected, treated if necessary, and discharged directly to North Creek. It has been demonstrated from a technical perspective, that during large storm events, it is better to discharge stormwater to the Sammamish River ahead of the urban peak flows contributed by the North Creek drainage basin to better stabilize overall flows.

A system of catch basins, swales, and closed pipes convey stormwater runoff on campus in two independent stormwater conveyance systems based on the treatment required. Subsurface drainage and building roof runoff, referred to as "clean water", does not require treatment prior to discharging to the North Creek floodplain wetland downstream. There are currently three "clean water" systems that convey flow to drainage swales that discharge into the North Creek floodplain wetland.

All onsite surface water runoff collected from paved areas subject to vehicular use and referred to as pollution generating impervious surfaces or "dirty water", is treated prior to discharging to the North Creek floodplain wetland. Treatment is provided by a three-stage water quality treatment system consisting of a coalescing plate oil/water separator, a wet-vault, and a biofiltration facility. There are currently four three-stage treatment facilities on Campus to treat dirty water prior to discharging into the North Creek floodplain wetland.

The Campus has been Salmon-Safe certified since 2008, one of the first urban sites in Washington to be certified. Salmon-Safe Certification means landowners go above and beyond regulations to adopt significant and specific measures that restore in-stream habitat, conserve water, protect streamside habitat and wetlands on site, reduce erosion and sedimentation, and reduce or eliminate the use of chemical pesticides through integrated pest management. Salmon-Safe is an independent non-profit whose mission is to transform land management practices so Pacific salmon can thrive in West Coast watersheds. The Campus is highly committed to sustaining the Salmon-Safe certification and has made frequent adjustments to existing facilities, particularly bioswales, as part of the recertification process.

CAMPUS VISION

The Campus will comply with City of Bothell stormwater regulations and are committed to Salmon-Safe design and construction management practices for new development. An emphasis on Low Impact Development (LID) strategies will be employed to achieve water quality standards, control the peak flow rate, and encourage infiltration which will avoid erosion, stream warming, and pollution of the North Creek.

LID attempts to minimize project effects by mimicking the site's natural state as closely as possible. LID aims to capture, store, filter, evaporate, detain, and/or infiltrate runoff as close to the source as possible, keeping runoff on site.

The natural setting of the campus provides a rich resource for how to incorporate these strategies in a way that mimics nature with the use of native plant materials of the upland forest or lowland meadow, taking cues from the

existing wetlands in these parts of campus. In areas of campus that are managed landscapes and more human-centric, the design of stormwater infrastructure can take on a more built form, serving multiple purposes beyond its required need.

In addition, stormwater may be used for irrigation and other gray water practices to help reduce potable water demand on campus. However, careful evaluation of the recharge to the North Creek floodplain wetland should be monitored.

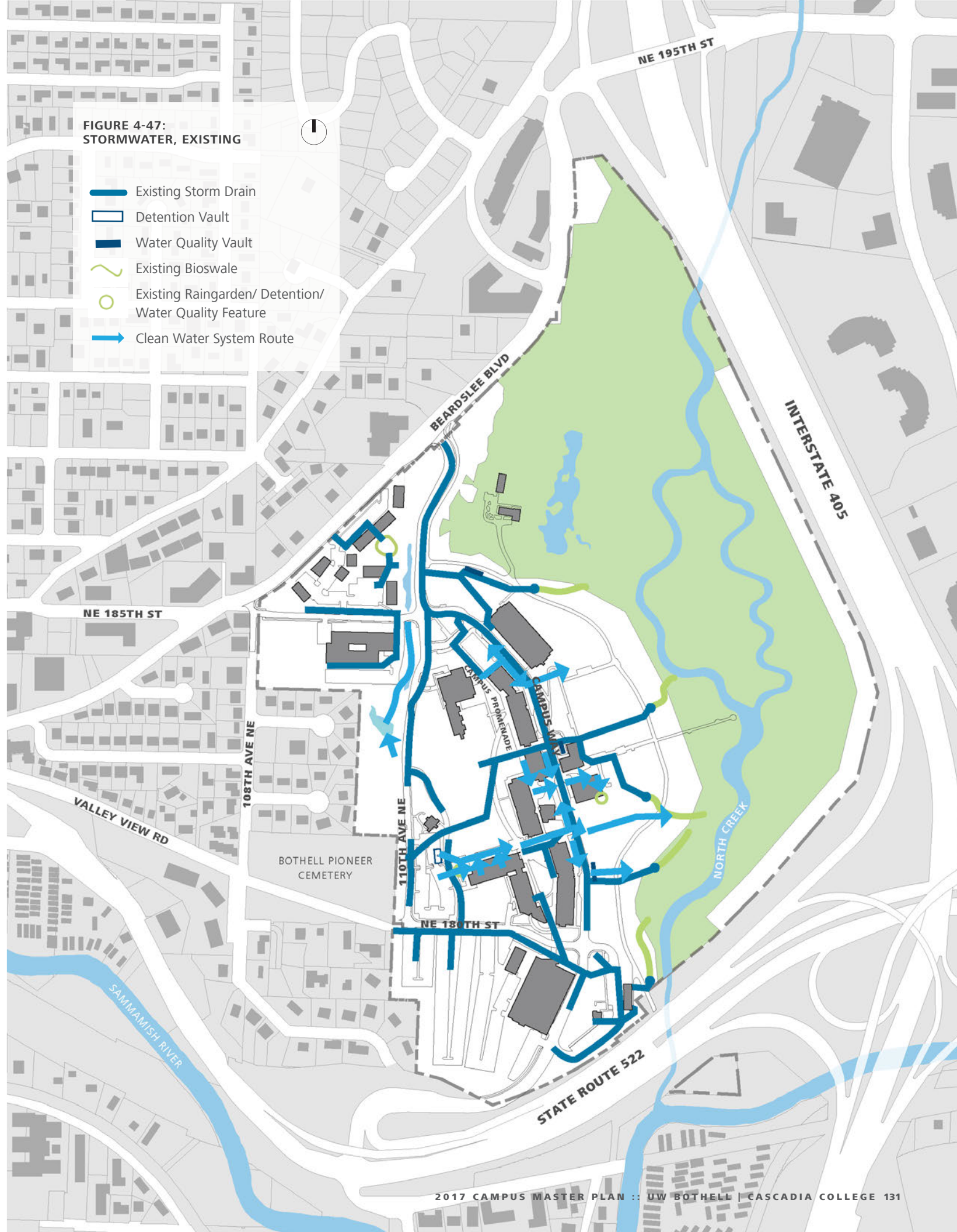


DESIGN PRINCIPLES:
STORMWATER

- :: Maintain and enhance natural drainage patterns in future site development where possible to sustain mature stands of trees.
- :: Minimize the volume of runoff to be directed to a piped system by directing stormwater drainage from impervious surfaces to pervious surfaces to encourage infiltration, biofiltration, and/or absorption.
- :: Design of stormwater infrastructure should take cues from existing wetlands in uplands and meadow landscapes with native plantings, and in managed landscapes should serve multiple purposes and take on a more built form.
- :: Use of stormwater for irrigation and gray water practices are encouraged.

FIGURE 4-47:
STORMWATER, EXISTING

- Existing Storm Drain
- Detention Vault
- Water Quality Vault
- Existing Bioswale
- Existing Raingarden/ Detention/ Water Quality Feature
- Clean Water System Route



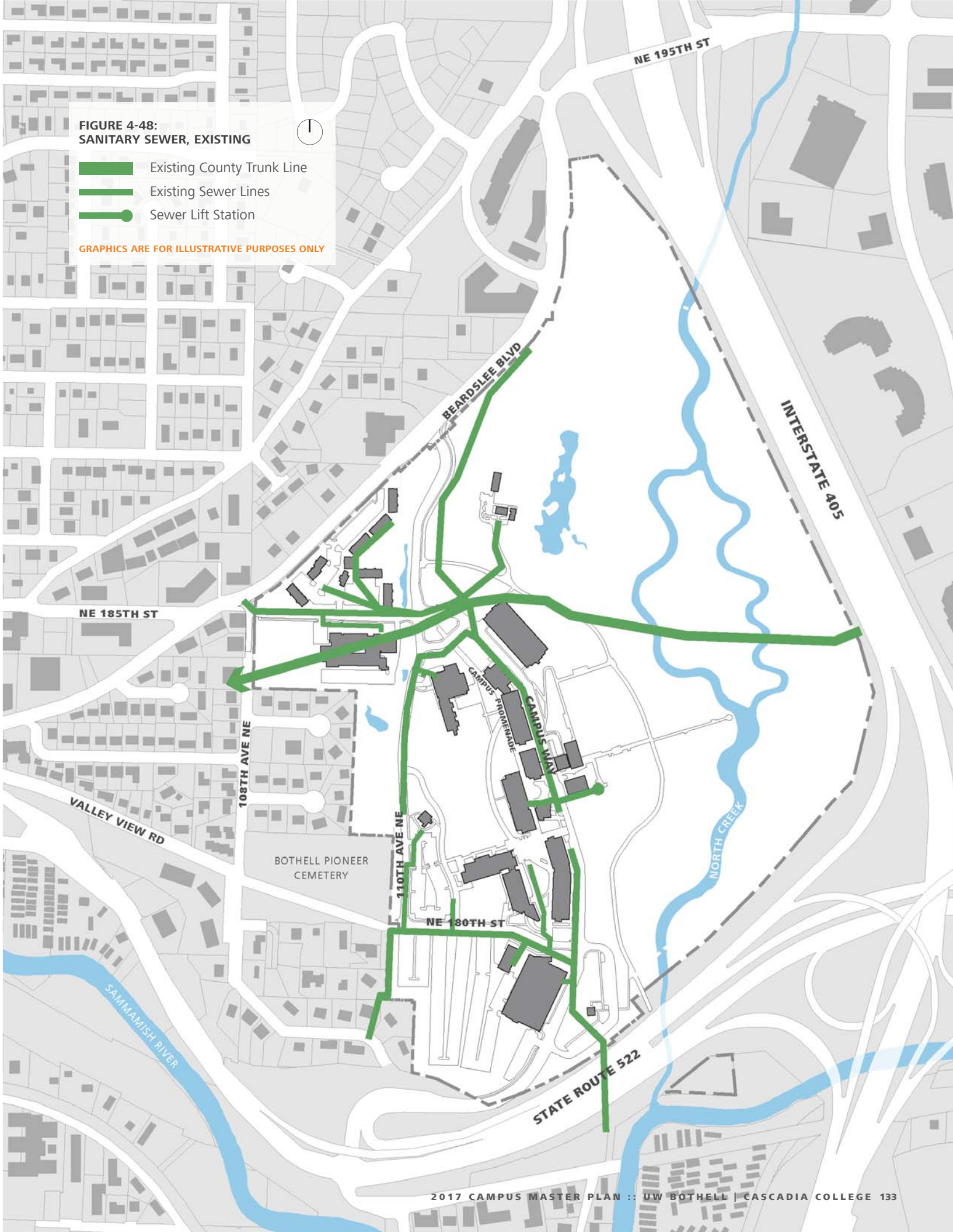
UTILITIES AND INFRASTRUCTURE
FRAMEWORK

SANITARY SEWER

The existing campus sanitary sewer (gravity) system consists of 6-inch, 8-inch and 12-inch diameter pipes, manholes, and cleanouts with two points of discharge. The northern portion of the site (all buildings north of the library) discharges to the existing King County maintained 60-inch diameter trunkline bisecting the site. The southern portion of the site (all buildings south of the library including the Truly House) discharges to a recently renovated 24-inch diameter trunkline underneath SR-522. A single sanitary lift station captures flow from the Activities and Recreation Center building and discharges into the gravity line in Campus Way via force main.

CAMPUS VISION

To accommodate new development east of Campus Way, a new gravity sanitary sewer line should be constructed under or adjacent to the regional trail with connections north or south dependent on grades. Once this line is in place, the Activities and Recreation Center building can be connected and served by gravity, allowing the existing lift station to be decommissioned. New development west of Campus Way can connect directly into the existing system and main line in Campus Way. Development north, adjacent to Beardslee Boulevard will require new points of connection either to the line current in the NE 185th Street right-of-way or directly into the King County trunkline.



**UTILITIES AND INFRASTRUCTURE
FRAMEWORK**

DOMESTIC WATER

The existing campus domestic water system consists of 6-inch, 8-inch and 12-inch diameter pipes, manholes and cleanouts in a closed loop system. There are currently three loops on campus. The south loop runs south of NE 180th Street and loops around the south garage and Physical Plant. The central loop runs along the promenade and back down Campus Way. The west loop runs along 110th Avenue NE, down West Campus Lane, and up NE 180th Street.

The campus water system is tied into the City of Bothell water lines in multiple location: on the south end of campus beneath ST-522; on the west side of campus at NE 180th Street; and on the north end of campus at three locations along Beardslee Boulevard at NE 185th Street, north of Husky Village, and at 110th Avenue NE.

CAMPUS VISION

To accommodate new development east of Campus Way, a new water line should be constructed under or adjacent to the regional trail, forming a closed loop down Campus Way to NE 180th Street. The existing loop around the south garage will require adjustment to accommodate the expansion of the garage. Development in the core of campus can connect directly to the existing central loop. A new loop will need to be constructed in the north part of campus with new development along Beardslee Boulevard.

Waterflow and system pressure will need to be confirmed with the City of Bothell water system model at each phase of development to ensure adequate accommodation can be made to support the build-out condition.

In addition to new water lines, additional fire hydrants, fire department connections, and other appurtenance may be required to comply with City of Bothell regulations.

**FIGURE 4-49:
DOMESTIC WATER, EXISTING**

Water Lines



UTILITIES AND INFRASTRUCTURE
FRAMEWORK

NATURAL GAS

Natural gas service to campus is straight forward, following a 6" pipe under NE 185th Street, where it enters, and travelling south along Campus Way and then back up NE 180th Street. Short spurs branch off the main line to service each building.

CAMPUS VISION

New development on campus should be adequately serviced by the existing system, though a capacity analysis should be considered with new development working with Puget Sound Energy. Direct connections into the existing system for development in all parts of campus is straightforward. For development at the north end of campus, south of Beardslee Boulevard, the existing gas main along NE 185th Street may need to be rerouted depending on building siting.



**UTILITIES AND INFRASTRUCTURE
FRAMEWORK**

CHILLED WATER

The existing Physical Plant and major infrastructure was installed in the first phase of campus development. The plant currently delivers 1,800 tons of nominal capacity, and has a future maximum capacity potential of approximately 3,750 tons. The major equipment associated with the plant are three chillers (1,000 ton, 500 ton and 300 ton), four cooling towers, individual condenser water pumps per chiller, individual chilled water pump per chiller, central campus chiller water pumps, and a heat exchanger utilized for economizer conditions.

Direct buried chilled water supply and return piping originates as 18" piping at the central plant, decreasing to 16" as it travels north. In addition, the original design provided for future development to the west with a 16" valve branch located immediately north of the plant.

CAMPUS VISION

New development on campus can be accommodated by different means, all requiring expansion of the existing plant and/or construction of a new north plant. Development in the core of campus and east of Campus Way are best served by an expansion of the existing Physical Plant. Development north, south of Beardslee Boulevard would be best served by construction of a new North Physical Plant capable of serving between 400,000-600,000 square feet of new development. Interconnecting the north and south plants would provide redundancy and partial load operation.



UTILITIES AND INFRASTRUCTURE
FRAMEWORK

POWER

The campus is supplied with power from two separate feeds: the first, originating at the North Bothell Substation, enters campus via overhead lines on NE 185th, which are routed underground at Husky Hall; the second power feed comes on overhead lines along Valley View Street, which are routed underground at the property boundary next to the cemetery. There is also a line that exits the campus at the south end, near the Chase House; this line serves the residential enclave south of SR-522 on the Sammamish River.

With the exception of Husky Hall and Husky Village, all lines through campus run underground, looping through campus down Campus Way and up NE 180th, with short spurs off to feed adjacent buildings.

Emergency power is one of the most pressing issues as the campus experiences several power outages (6-8 per year), mostly occurring during storms. While some buildings have backup generators, there is insufficient capacity to run the entire campus in the event of an outage. Of the seven (7) distributed generators currently serving campus, only those located at Discovery Hall, Sarah Simonds Green Conservatory, and the ARC (for sewer pump) are the only reliable units, designed to meet demand.

CAMPUS VISION

Several high-level concepts were discussed during development of the CMP to address power issues on campus. Given its complexity, a much more detailed analysis is required to arrive at a preferred solution. Options that should be studied further include:

- :: The Campus purchase and operate the current PSE system in order to assume greater control of service and reliability. This approach would not address conditions where both campus feeds are experiencing outages.
- :: The Campus in coordination with PSE install an Automatic Throw Over switch (ATO) that would transfer load from one feeder that loses power to the second feeder automatically. This approach also would not address conditions where both feeds are experiencing an outage.
- :: Consider a secondary, stand-alone power generation (for example diesel generators or co-generation by fuel cells) to provide power when the utility is absent.



UTILITIES AND INFRASTRUCTURE
FRAMEWORK

TELECOMMUNICATIONS

The existing communications service provider cabling enters the campus from the west along Valley View Road via overhead lines, and transitions at the UW Bothell/CC property line to underground conduits via a vault located at the intersection of 110th Ave and 180th Street. The underground conduit path continues east along 180th Street and enters into the Physical Plant building, where the campus demarcation and main distribution frame (MDF) is located. The contents of these conduits include fiber optic cabling for high speed internet service, copper cabling for analog telephone service, and coaxial cabling for community access television (CATV) service.

There is an existing Verizon-owned fiber optic cabling pathway that follows the same path along 180th Street continues past the Physical Plant, and exits the campus to the south past the Chase house. There is an agreement between UW Bothell/CC and Verizon that allows use of the campus conduit infrastructure.

Additionally, there is a similar overhead service provider feed that enters the campus along 185th St, but is currently not in use by the campus.

Communications services to all buildings on campus are fed from the MDF in the Physical Plant building via fiber optic and copper lines via the main communications underground duct bank and vault infrastructure that runs along Campus Way. The buildings are wired in a star pattern; meaning, there is a direct fiber/copper connection from the MDF room to the demarcation room in each building. The existing fiber optic cabling is sufficient for current and future needs of the existing buildings.

The current copper cabling consists of high copper pair counts that are not relied on for communications services to the level they were when originally installed. It is recommended that an audit be performed to learn how much of this cabling is currently abandoned in place, to evaluate what can be removed to free up the existing pathway for fiber optic cabling to future buildings.

The campus enjoys broad, reliable Wi-Fi coverage in public spaces near buildings; however, service is dependent on power being supplied to routers, so it is not immune to outages.

In general, cellular network penetration is good outdoors on campus, but penetration into buildings is reported to be poor. Husky Village does not have full service to the UW Wireless network, with the exception of the Center House. An 'opt-in' service is available to students to get wireless in their apartments.

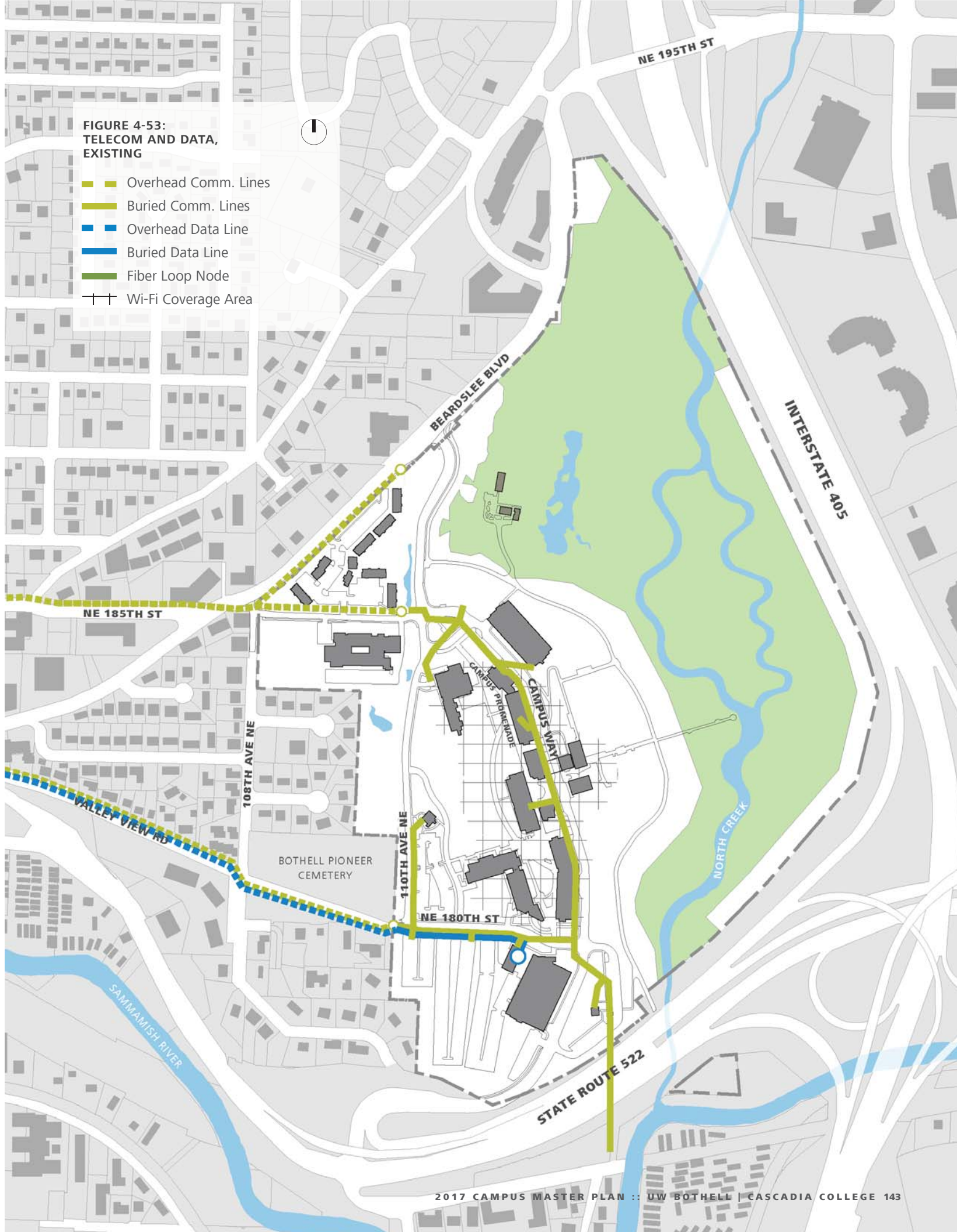


DESIGN PRINCIPLE:
TELECOMMUNICATIONS
AND DATA

- :: Provide consistent cellular service coverage within all existing and future buildings
- :: Provide Wi-Fi coverage within all building and public (active) open spaces on campus
- :: Upgrade blue and yellow phones to an audible style to provide emergency broadcasting capabilities.
- :: Connect existing (Husky Village) and future student housing to UW network.

FIGURE 4-53:
TELECOM AND DATA,
EXISTING

- Overhead Comm. Lines
- Buried Comm. Lines
- Overhead Data Line
- Buried Data Line
- Fiber Loop Node
- Wi-Fi Coverage Area



UTILITIES AND INFRASTRUCTURE
FRAMEWORK

FIGURE 4-54:
REGIONAL DATA, EXISTING

- Fiber Optic Data Line
- Node

REGIONAL DATA

The University of Washington Bothell and Cascadia College campus serves as a node on a high-speed fiber loop that circles Lake Washington, serving most of urban and suburban King County. The network was created in 2015; the service enters and leaves campus on overhead lines along Valley View Road, traveling underground along NE 180th Street to a router room in the physical plant building, which has generator backup. This configuration has allowed UW Bothell/CC to offload much of its IT infrastructure to the 'cloud', operated in part from the UW Seattle campus. Fiber serves as the backbone of campus internet service, with copper wire legs connecting the endpoints.



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SECTION 05

Campus Design Review Process

INSTITUTIONAL PROJECT REVIEW PROCESSES 148

TRANSPORTATION MANAGEMENT PLAN 150

Institutional Project Review Processes

DEVELOPMENT PROCESS

The process of identifying projects and priorities for capital budgets is initiated by the University/College and involves several steps beginning with an assessment of academic need.

UW Major capital projects are reviewed for academic need and priority assessment by the University administrations. The Board of Regents/Board of Trustees are charged with the final adoption of the capital and operating budget proposals.

Funding requests for Cascadia College capital projects are evaluated and prioritized against other institutions represented by the State Board for Community and Technical Colleges (SBCTC) which has responsibility for approval of all capital and operating expenditures.

DESIGN AND ENVIRONMENTAL REVIEW PROCESS

The University's/College's processes for design and environmental review encourage quality design and site planning to help ensure that new development enhances the character of the campus, while allowing for functionality and creativity. The process provides for flexibility in the application of development regulations to meet the intent of the Campus Master Plan, effective mitigation of a proposed project's impacts, and improved communication and mutual understanding among the University/College, neighbors, and the City of Bothell.

Major and minor projects with the potential for impacts on the experience of the campus setting are reviewed by the Campus Design Review Team, UW Architectural Commission, and/or the

University Landscape Advisory Committee. The campus' design review processes foster good stewardship of the campus setting.

CAMPUS DESIGN REVIEW TEAM

The primary purpose of Campus Design Review Team (CDRT) is to maximize the functionality and desirable experiential qualities of the campus, its facilities, and setting. The CDRT reviews all projects that either individually or cumulatively have temporary or permanent visual and/or functional impacts on the campus setting, including any historic resources. The campus setting is defined for CDRT purposes as the campus landscape, plantings, circulation corridors and gathering places, building exteriors, public spaces and rights of way, signage, and shared building interior public spaces. The CDRT reviews project plans at the earliest possible time in a project so that the project may achieve its goals and those of the University/College within budget and schedule parameters.

UNIVERSITY OF WASHINGTON ARCHITECTURAL COMMISSION

For University projects that are generally over \$15 million and/or that may result in a significant change to campus in terms of setting, public realm, visual aesthetics, or pedestrian experience, the University of Washington Architectural Commission (UWAC) (established in 1957) reviews and evaluates selection of building sites, design of new building and public spaces, major additions and modifications to these elements, and campus plans. The Commission advises the Regents and President in the selection of architects and design consultants for

projects that influence the physical and aesthetic character of the campus settings and periodically reviews the design of these projects through all phases of their development. The Commission advises on environmental issues as they may arise, including strategic plans and master plans, historic preservation, new construction, additions to existing buildings, major interior renovations of existing significant buildings, and development of the campus grounds including landscape features and plantings, monuments, memorials, and conformance with the Campus Master Plan. In making recommendations involving the campus grounds, the Commission consults with the University Landscape Advisory Committee (ULAC).

UNIVERSITY OF WASHINGTON LANDSCAPE ADVISORY COMMITTEE

For University projects, the University Landscape Advisory Committee (ULAC) plays a key role in helping to preserve and enhance the unique character of the campus outdoor spaces and attain high quality campus environments. The Committee is charged with the responsibility of reviewing significant matters relative to campus planning and landscape design for new construction or renovation. Issues reviewed include, but are not limited to: site circulation for vehicles and pedestrians; parking location, screening and development; placement and selection of site furnishings, signage, and lighting; the location of memorial objects and public art; open space development and connectivity; preservation of existing and selection of new vegetation; irrigation performance; and conformance with the Campus Master Plan.

UNIVERSITY OF WASHINGTON SEPA ADVISORY COMMITTEE

As the lead agency for the State Environmental Policy Act (SEPA), the University of Washington prepares environmental checklists, threshold determinations, and Environmental Impact Statements (EIS) documents, conducts environmental review, and makes environmental determinations. Because the environmental impacts of University development are studied in the EIS that accompanies this Campus Master Plan, environmental review for specific projects authorized by the Plan relies on that document and completes additional environmental review where appropriate. The University, as lead agency, invites public comment on proposed Declarations of Non-Significance, Mitigated Declarations of Non-Significance and the proposed scope of a project's Draft Supplemental EIS, responds to comments in the final Supplemental EIS, and, in appropriate cases, processes EIS Addenda.

The University's SEPA Advisory Committee reviews preliminary environmental documents and makes recommendations regarding their adequacy, identifies environmental issues and concerns of a campus-wide nature, and suggests mitigating measures.

CASCADIA COLLEGE OVERSIGHT: STATE BOARD FOR COMMUNITY AND TECHNICAL COLLEGES, DEPARTMENT OF ENTERPRISE SERVICES

Cascadia College coordinates capital funding requests through the State Board for Community and Technical Colleges (SBCTC). SBCTC is required by law to submit a single capital request for state

appropriations and authorities for all 34 of Washington State's community and technical colleges. The SBCTC is also required to approve the expenditure of non-appropriated funds for any capital purpose and holds title to all college property. All state appropriations flow through the SBCTC to the individual colleges for the purposes intended by the legislature and approved by the Office of Financial Management. Neither the SBCTC nor the individual colleges have public work contracting authority.

The Engineering and Architecture Services (E&AS) division of the State of Washington Department of Enterprise Services provides public work contracting authority and management services for all of the community and technical colleges. Their stated role is to act as 'advocates for the interests of client agencies, and to provide subject matter expertise in Engineering, Architecture and Public Works project delivery.' Relevant services provided by E&AS include project management, pre-design services, capital budget development assistance, contracting, advertisement for bidding and claims and dispute resolution. E&AS typically assigns project managers to colleges based on workload and geographic location.

HISTORIC RESOURCES

To ensure the value of historic resources are fully understood and respected by future development, the University/College prepares a Historic Resources Addendum (HRA) for any project that makes exterior alterations to a building more than 50 years of age, or that is adjacent to a building more than 50 years of age (excluding routine maintenance

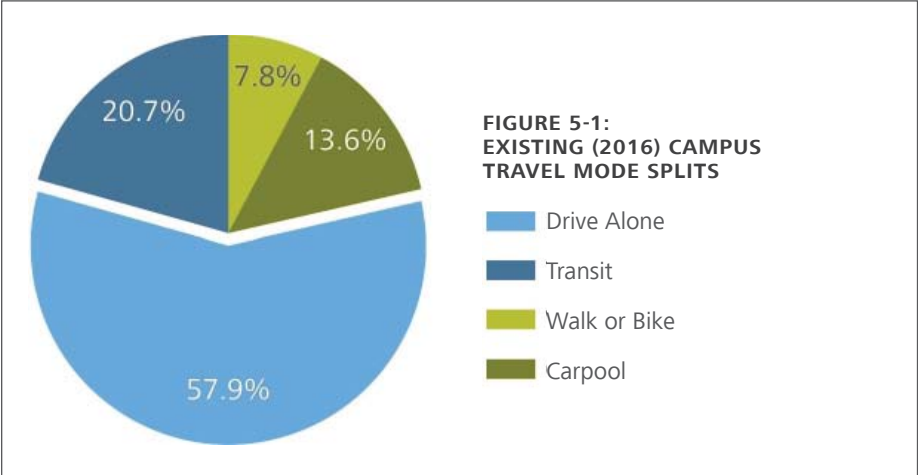
and repair). The HRA is an attachment to all project documentation and is considered by the appropriate decision makers as well as shared with and considered by the project team. The required contents of the HRA are defined further in the Appendix.

The information and analysis provided in the HRA provides a framework and context to ensure that important elements of the campus, its historic character and value, environmental considerations, and landscape context are preserved, enhanced, and valued. The HRA further ensures that improvements, changes and modifications to the physical environment may be clearly analyzed and documented.

TRANSIT AND TRANSPORTATION

As the City of Bothell and regional population grows, the demand for higher education, transit and transportation infrastructure is anticipated to grow. Several transit agencies, including King County Metro, Community Transit and Sound Transit, currently serve the campus area. WSDOT owns and operates two regional roadways adjacent to campus, I-405 and SR 522. A transit stop, circulation, and layover space are currently located on the University/College campus. The University/College will participate in a Transportation Coordinating Advisory Committee (or subsequent group) with the City of Bothell to share information and coordinate with transit and transportation agencies on local planning, construction, and operational opportunities.

Transportation Management Plan



Prioritization and on-going review of campus wide transportation management strategies are critical to reducing the overall parking demand by encouraging alternative modes of transportation and minimizing transportation related impacts adjacent to campus.

Travel to campus occurs through personal vehicles, walking and biking, as well as transit. Intercept surveys were conducted on October 11 and 12, 2016 between 10 a.m. and 1:30 p.m. to identify how students, faculty, and staff travel to and from campus and the routes travelled. Figure 5-1 indicates the existing mode splits for the campus. As shown on the figure, the majority of travel to campus is currently via single occupancy vehicle (SOV). This higher SOV mode share is impacted by the combined population of the two institutions and the general commuter make-up of the campus. Limited on-campus housing is provided resulting a higher “commuter” population.

Transportation Management Plan (TMP) strategies have been summarized for seven main areas. Actual strategies implemented will depend on the nature of the population that is being targeted and the overall effectiveness of the strategy. On-going monitoring via online surveys or intercept surveys can provide important information which can inform changes or updates in the strategies.

TRANSIT
A frequent, reliable and integrated transit network gives passengers the flexibility to travel to campus from locations throughout the region, providing convenient and reliable travel options other than driving alone. Continuing to partner with the local transit agencies to increase service, improve on-site amenities, and facilitate increased transit service will be essential for maximizing the use of this mode.

SHARED-USE TRANSPORTATION
Shared-use transportation includes a range of methods for providing flexible travel options through the sharing of transportation resources including cars and bikes. Shared-use mobility options are expanding and emerging including transportation network companies (TNCs) like Lyft and Uber and bike share which may make it easier to not own a vehicle. In addition, autonomous vehicles can greatly enhance safety for all modes.

PARKING MANAGEMENT
The Campus manages its parking supply in a variety of ways to reduce SOV travel. Paid parking is an important tool used to reduce demand, manage operations, and fund transportation options. Parking resources are managed holistically on a campus-wide basis. Students, faculty, and staff are able to purchase parking permits or pay on a pay-per-use basis, depending on what best meets their needs. Parking is also available for daily users and visitors with payment at pay stations.

BICYCLE
Approximately 8 percent of the survey respondents indicated biking or walking was the primary mode of travel to the campus. While this is not a large percentage of the population, it is an important mode to accommodate and encourage increased ridership in the future. On-site amenities need to be developed in the future in response to increased population density. Partnerships with the local agencies to complete the “missing links” in the bike network would facilitate bicycle travel as a mode of choice.

PEDESTRIAN
Although the walking mode split only constitutes 8 percent of the population surveyed, it is critical to maintaining a strong connection to the downtown core. The importance of these connections increases with the increase in student housing included in the Campus Master Plan.

MARKETING AND EDUCATION
Marketing and education are essential for encouraging and supporting travel behavior choices that help the Campus meet its SOV goals. The Campus participates in a number of marketing programs to inform students, staff, and faculty of commuting options.

INSTITUTIONAL POLICIES
The Campus can modify and implement institutional policies that promote different modes of travel and/or reduce vehicle trips on the transportation network. While the other TMP elements provide transportation choices, institutional policies are another means by which these measures can be implemented or supported at all levels of University and College leadership.

SECTION 06

Campus District
Regulations

JURISDICTIONAL PROJECT REVIEW PROCESSES..... 154

PARTNERING COMMITMENTS 164

Jurisdictional Project Review Process

PROCESS

The following provides the project review process as consistent with the Bothell Municipal Code Chapter 11.10.004.

11.10.004 DETERMINATION OF CONSISTENCY FOR DEVELOPMENT PROPOSED ON THE CAMPUS OF THE UNIVERSITY OF WASHINGTON BOTHELL AND CASCADIA COLLEGE

A. Notwithstanding any other provision of this Chapter, a determination of consistency for a project proposed within the Campus District by the University of Washington Bothell or Cascadia College shall be made under this section instead of under section 11.10.001. Temporary Academic uses that do not involve development of a permanent structure are permitted without the need for a consistency determination.

B. The University or College shall submit a pre-application that conceptually:

1. Explains how the proposed development expresses or implements the planning and design principles in Section 4 of the 2017 Campus Master Plan.

2. Identifies the intended Academic use(s) of the proposed development;

3. Includes a site plan and plan views;

4. Includes renderings that demonstrate the architectural features of the proposed development;

- 5.Explains how the proposed development complies with the District Regulations in BMC 12.64.108:

- a. Calculates the gross square feet of proposed development and, if the project includes demolition, calculates net new gross square feet; calculates how much of the total capacity allowed by the 2017 Campus Master Plan will remain undeveloped after approval of the proposed development;

- b. Demonstrates compliance with height limits, setbacks and any applicable size limitation;

- c. Identifies and describes any required landscape buffer;

- d. Describes additional landscaping; identifies the number of additional student full time equivalents (student FTEs) who will come to the campus as a result of the proposed development; and

- e. Identifies the number of additional beds to be created by any development that includes student housing, and calculates the effect of this student housing on transportation and parking.

C. Within fifteen days after the University or College has completed a pre-application conference with the City for a project proposed within Development Area A or C, the University or College shall mail notice of its intent to the owners of record and occupants, if any, of properties that are within 500 feet of the relevant development area. The mailed notice shall describe in general terms the nature and location of the project, the proposed schedule for development of the project, and information on where to view the pre-application packet.

D. The University or College shall submit a permit application that includes refinement of all the elements in subsection B above, addresses the City Pre-application comments and provides further detail as described below:

1. Describes the University’s or College’s review and conclusions as SEPA lead agency, and provides any additional SEPA documents prepared pursuant to WAC 197-11-600;

2. Identifies any mitigation set forth in Section 6 of the 2017 Campus Master Plan that will be included with the proposed development;

3. Further explains how the proposed development complies with the District Regulations in BMC 12.64.108;

4. Explains compliance with other applicable provisions of the Campus District regulations, including lighting, signage, and control of odors from cooking areas;

5. Explains how the proposed development is consistent with the Transportation Management Plan, or how this Plan will be amended to address the proposed development; and

6. Identifies other City approvals that are required and will be applied for, including any building permit or other construction permit; concurrency encumbrance letter; public area use permit; storm drainage side sewer.

E. The Director shall determine whether a proposed development is consistent with the 2017 Campus Master Plan by determining:

1. whether the application includes the information required in section B;
2. whether the application is consistent with the District Regulations in BMC 12.64.108; and

3. whether additional mitigation is appropriate under the City’s substantive SEPA authority, BMC 14.02.230, or is required to ensure consistency with other applicable city regulations. The Director may require such additional mitigation as a condition of the consistency determination.

F. The Director may not approve development that is inconsistent with the 2017 Campus Master Plan. The Director may approve a minor amendment to the 2017 Campus Master Plan in response to a specific development proposal. A minor amendment is one that:

1. Accommodates reasonable academic use of the Campus as defined in BMC 12.64.201.F;

2. Creates environmental impacts that are within the range of impacts analyzed in the Final Environmental Impact Statement for the 2017 Campus Master Plan, and which will be mitigated as provided therein;

3. Does not entail amendment of height limits or setback or buffer requirements in development areas A and C, or height increases of more than one story on the rest of the campus;

4. Does not allow student housing in development area C; and

5. Does not move more than ten percent of the net new gross square feet allowed in one development area to another development area, and does not increase the total gross feet allowed by the 2017 Campus Master Plan.

Any other amendment is a major amendment of the 2017 Campus Master Plan that requires approval by the City Council, University Board of Regents, and College Board of Trustees before it may become effective.

G. The Director's consistency determination under subsection E, and any decision regarding a minor amendment under subsection F, are Type II land use actions that may be appealed pursuant to BMC 11.14.005.

H.Demolition within the Campus District is not subject to a consistency determination and a demolition permit may be applied for and issued in advance of a consistency determination for new campus development. Demolition of buildings within the Campus District that are on the City’s historic register or historic inventory shall be subject to the regulations in chapter 22.28 BMC, as these regulations exist on the date this Section is adopted by the City, which regulations are set forth in the Appendix to the 2017 Campus Master Plan. An Historic Resources Addendum or similar document prepared by the Campus that identifies the historic qualities of the building and demonstrates that alternatives to demolition have been considered in accordance with chapter 22.28 BMC may be submitted to fulfill the requirements of BMC 22.28.060. The site of any demolition shall be maintained in a safe condition and free of debris.

The following text sets forth standards and limits that are to be codified in the District Regulations in **BMC 12.64.108** and used by the City to determine whether proposed campus development is consistent with the CMP.

A. Applicability

2. The size, use, and purpose of the campus present unique circumstances that are not addressed in the generally applicable provisions of the Downtown Subarea Regulations. The provisions of other sections of chapter 12.64 BMC apply to the campus (i) only to the extent such regulations are identified in this section 12.64.108 and (ii) the remaining regulations of chapter 12.64 BMC shall be used as guidance if the provisions of section 12.64.108 do not address an issue.

4. Development of the campus by the Institution will comply with other applicable City regulations, not in chapter 12.64 BMC, and all applicable State and federal regulations.

The use of the campus is Academic as defined in BMC 12.64.201.F.

1. **The Campus Master Plan** approved by the Board of Regents of the University of Washington in January 2018, by the Board of Trustees of Cascadia College in January 2018, and by the Bothell City Council by Ordinance No. 2237-2017 on November 14, 2017 (“2017 Campus Master Plan”) shall control and guide development on the campus. As used throughout the 2017 Campus Master Plan, the word “development” means any Institutional decision to undertake any action of a project nature within the campus boundaries, which will directly modify the physical environment and which is not exempt from SEPA. Such development requires a consistency determination

The 2017 Campus Master Plan identified a total Institution need of 1.8 million gross square feet to serve 10,000 student full-time equivalents (FTEs). The campus at the time of approval of the 2017 Campus Master Plan comprises approximately 0.76 million gross square feet of development, and the total amount of additional development authorized is approximately 1.04 million gross square feet. The Campus District is divided into six Development Areas, plus the wetlands area, as shown in **Figure 12.64.108.C.2** (CMP Figure 6-2). The potential net new amount allowed within each Development Area under the 2017 Campus Master Plan is shown in **Table 12.64.108** (CMP Figure 6-3), however this potential net new gross square footage cannot be achieved within each Development Area because the total campus development cannot exceed 1.8 million gross square feet under the 2017 Campus Master Plan. Parking structures are not included within or subject to this limit on total campus development.





CMP FIGURE 6-3:
TABLE 12.64.108, CAMPUS DISTRICT DEVELOPMENT REGULATIONS MATRIX (BY DEVELOPMENT AREA)

	DEVELOPMENT AREA					
	A	B	C	D	E	F
ALLOWED USES						
Academic	Permitted	Permitted	Permitted (Except as provided in BMC 12.64.108.C.4)	Permitted	Permitted	Permitted
DEVELOPMENT REGULATIONS						
Maximum Height	65'	65'	65'	65'	100'	65'
30' Landscaped Buffer at Campus Boundary Adjacent to Single-Family Zoning	Required	N/A	Required	N/A	N/A	N/A
Minimum Building Setback at Campus Boundary	25' unless adjacent to single-family. If building height adjacent to single-family exceeds 35' a setback increase of 3' for each 1' of height.	25'	25' unless adjacent to single-family. If building height adjacent to single-family exceeds 35' a setback increase of 3' for each 1' of height.	0'	N/A	N/A
Maximum Net New Gross Square Footage Allowed	293,100	407,200	144,800	295,900	425,800	10,000

NOTES: N/A = NOT APPLICABLE AND NOT REQUIRED

3. **Table 12.64.108**, the Campus District Development Regulations Matrix, arranged by Development Area (CMP Figure 6-3, above).

4. **Development Area C Limitations:** Academic uses are permitted as allowed uses in Development Area C except that:

- a. Student housing is not permitted; and
- b. A parking structure adjacent to property with single-family residential zoning is permitted only with the following:
 - i. Special façade treatments to screen parking and to mitigate visual and noise impacts to adjacent single-family residential properties; and
 - ii. A minimum building setback at campus boundary of 50 feet. For purposes of determining additional setbacks in relation to structure height as described in **Table 12.64.108** (CMP Figure 6-3) and subsection M.1, the “mandatory setback” shall still be calculated from a 25-foot setback with a 35-foot height.

5. **Size Limitations On Retail Use**
Retail uses that could serve the general public shall be limited to a maximum size of 10,000 square feet per individual use and 25,000 square feet in total unless the Institution demonstrates that a bigger space is needed.

6. **Beardslee Boulevard Frontage**
Development fronting on Beardslee Boulevard shall comply with BMC 12.64.500—.504, as they apply to development in the General Downtown Corridor (GDC) District, and shall be limited to 4 floors and 45 feet in height for a depth of 50 feet along the Beardslee Boulevard frontage.

7. **General Architectural Regulations**
Except for the Beardslee Boulevard Frontage described above, Campus District development shall refer to BMC sections 12.64.500 -505 for guidance, as those sections apply to the Downtown Core (DC) District, with campus-owned streets, promenades, and the North Creek Trail treated as though they were Street & River Facades.

D. **Gross Square Footage**

Net new gross square footage for any development proposal is calculated by subtracting the amount of existing gross square feet and any gross square feet anticipated to be demolished in a Development Area from the total gross square feet of development identified for a particular Development Area in **Table 12.64.108** (CMP Figure 6-3). Gross Square footage is calculated according to the FICM (Facilities Inventory and Classification Manual) calculations provided below.

1. **FICM Gross Square Feet (GSF)**

Calculation:

- a. A building is defined as a roofed structure for permanent or temporary shelter of persons, animals, plants, materials, or equipment, and exhibits the following characteristics: it is attached to a foundation and has a roof, is serviced by a utility, exclusive of lighting, and is the source of significant maintenance and repair activities. Temporary tent structures are not considered buildings.

b. FICM-GSF is the sum of all areas on all floors of a building included within the outside faces of its exterior walls, including floor penetration areas, however insignificant, for circulation and shaft areas that connect one floor to another. It includes additional space generally not included in calculating square footage using other methods, such as mechanical penthouses and mezzanines, attics, enclosed porches, inner and outer balconies and top, subject to the exceptions and adjustments referenced below. Consistent with other methods of calculating square footage, it does not include open areas such as parking lots, playing fields, courts, and light-wells or portions of upper floors eliminated by rooms or lobbies that rise above single-floor height.

c. Gross area is computed by measuring from the outside faces of exterior walls, disregarding cornices, pilasters, buttresses, etc., which extend beyond the wall faces. Areas having less than a six-foot, six-inch clear ceiling height are excluded.

d. In addition to all the internal floored spaces covered in section 2 above, gross area includes the following: mezzanines, penthouses, attics, enclosed porches, inner or outer balconies whether walled or not if they are utilized for operational functions, and corridors whether walled or not, provided they are within the outside face lines of the building to the extent of the roof drip line. The footprints of stairways, elevator shafts, and ducts (examples of building infrastructure) are counted as gross area on each floor through which they pass.

2. Adjustments and Exceptions to the FICM-GSF for 2017 Campus Master Plan Purposes.

a. If a project includes demolition, the gross square feet demolished will be a deduction from the total project gross square feet to calculate net new gross square feet. Only the net new gross square feet will be deducted from the 2017 Campus Master Plan development allocation.

b. Consistent with other methods of calculating building square footage, the 2017 Campus Master Plan gross square feet will not include open areas such as parking lots, playing fields, courts, and light wells, or portions of upper floors eliminated by rooms or lobbies that rise above single-floor ceiling height.

c. Net new gross square footage of new building is counted towards the growth allowable when the building is occupied.

d. All parking areas and structures, loading areas, and interstitial space required for mechanical and electrical systems to support the building are excluded from the 2017 Campus Master Plan gross square feet. Interstitial space is the space between floors for mechanical, electrical, and HVAC systems

E. Landscape Buffers and Vegetation.

1. Required Landscape:

A 30-foot Type II landscaped buffer will be maintained along the western campus boundary.

2. Street Right-of-way Landscaping:

Development adjacent to Beardslee Boulevard is subject to BMC 12.18.050.

3. North Creek:

Indigenous plant material with emphasis on trees and shade cover shall be included

in landscaping along North Creek. Planting of shade trees native to the area is required along public access routes to the North Creek shoreline.

F. Light and Glare.

1. Exterior lighting within fifty feet of Beardslee Boulevard in Development Area D, and within the building setback area along the western campus boundary in Development Areas A and C, shall comply with BMC 12.14.240 and be shielded or directed away from adjacent areas and arterials.

2. For the remainder of the campus, the Institution will use BMC 12.14.240 for guidance in lighting design but may vary from its provisions in order to provide lighting capable of providing adequate illumination that the Institution deems appropriate for security and safety. Lighting standards shall be in scale with the height and use of the associated structure. Pedestrian walkways and sidewalks may be lighted with three- to four-foot- high lighting bollards. Any illumination, including security lighting, shall be directed away from adjoining properties and public rights-of-way.

3. The sports field complex field lights may be operated between the hours of 8:00 AM and 11:00 PM.

d. Mirror glass is not permitted.

G. North Creek Restoration Area.

1. The North Creek relocation and wetland restoration area was incorporated as a Native Growth Protection Area. No clearing, grading, construction or tree removal except for dead, diseased or hazardous trees, will occur, except for construction specifically authorized as part of stream relocation and restoration plans, the regional trail and overlooks and drainage and utility extensions.

2. To highlight the successful restoration of the wetlands and enhance educational opportunities for students of the campus, the previously disturbed area associated with the Sarah Simonds Green Conservatory is excluded from the buffer requirements. Maintenance and building improvements are allowed. Creation and maintenance of a trail for educational access of the wetland is allowed.

H. Odors.

Ventilation devices and other sources of odors will be directed away from residential zoned property.

I. Parking.

1. Motor vehicle parking will be limited to a maximum of 4,200 spaces within the campus boundary, including spaces associated with campus housing but not including service and load zones, bicycle spaces, and accessory off-campus leased spaces. Parking spaces may be located in any Development Area to accommodate need. The Institution shall develop additional parking spaces consistently with a Transportation Management Plan prepared by the Institution, filed with the City, and updated on a yearly basis. When the Institution applies for a consistency determination for new development, the application will include an explanation of how parking for the new development will be consistent with the Traffic Management Plan.

2. The campus parking, regardless of location, is intended to serve the entire campus. The campus and associated parking facilities may be considered a unified site (area) for ADA accessible parking spaces, and the Institution shall distribute and assign ADA compliant parking around campus to accommodate need.

3. Temporary construction-related parking provided for construction workers is exempt from the parking maximum.

4. Screening of parking areas at the western campus boundary will be provided by the required 30-foot landscaped buffer (as described elsewhere in this section), except that parking areas located across a City-owned street from property not owned by the Institution will be screened according to BMC 12.64.403.C.

5. Retail uses that front on Beardslee Boulevard shall provide parking for off-campus users at a rate determined appropriate by means of a parking study and approved by the Director. ADA accessible parking shall be provided as required by the IBC.

J. Setbacks.

1. Setbacks are required as set forth in **Table 12.64.108** (CMP Figure 6-3). Setbacks will only be required for new structures located on the campus boundary (see **Figure 12.64.108.J** / CMP Figure 6-4) and along City-owned streets when the property located across from the structure is not owned by the Institution. Institution structures across a City street from commercial or campus zones have no required setbacks.

2. Retaining walls, raised plazas, sculpture and other site elements shall have no setback requirements in any Development Area.

3. Underground structures may be located within setback areas. Covered and uncovered pedestrian walkways and similar facilities are permitted within setbacks.

4. In areas where both setbacks and landscape buffers are required, these features are overlaid upon each other and are not considered additive. For example, a structure may be located 30 feet from a property line in a location requiring both a 30-foot landscaped buffer and a 30-foot setback as long as the requirements for both buffers and setbacks are satisfied. Surface parking may be located within portions of setback areas that are not also considered portions of a required landscape buffer.

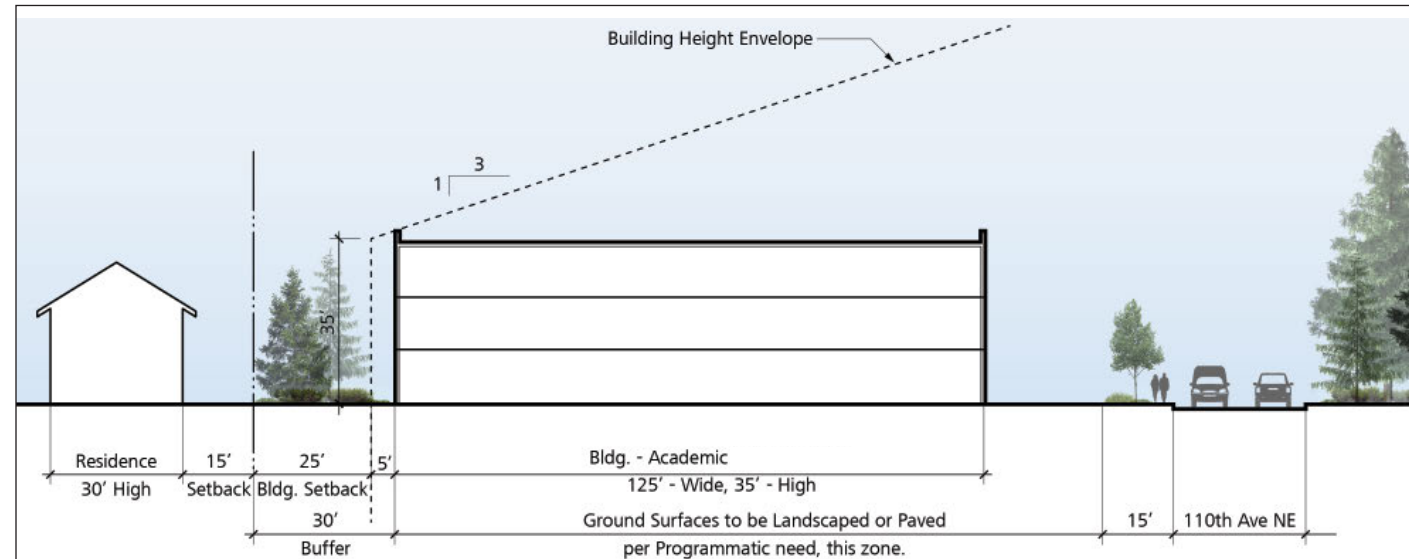
K. Signs and Banners.

1. Signs that adjoin Beardslee Boulevard or that are intended to be visible from Beardslee Boulevard or the western campus boundary shall comply with the provisions of BMC 12.64.602 for the General Downtown Corridor District.

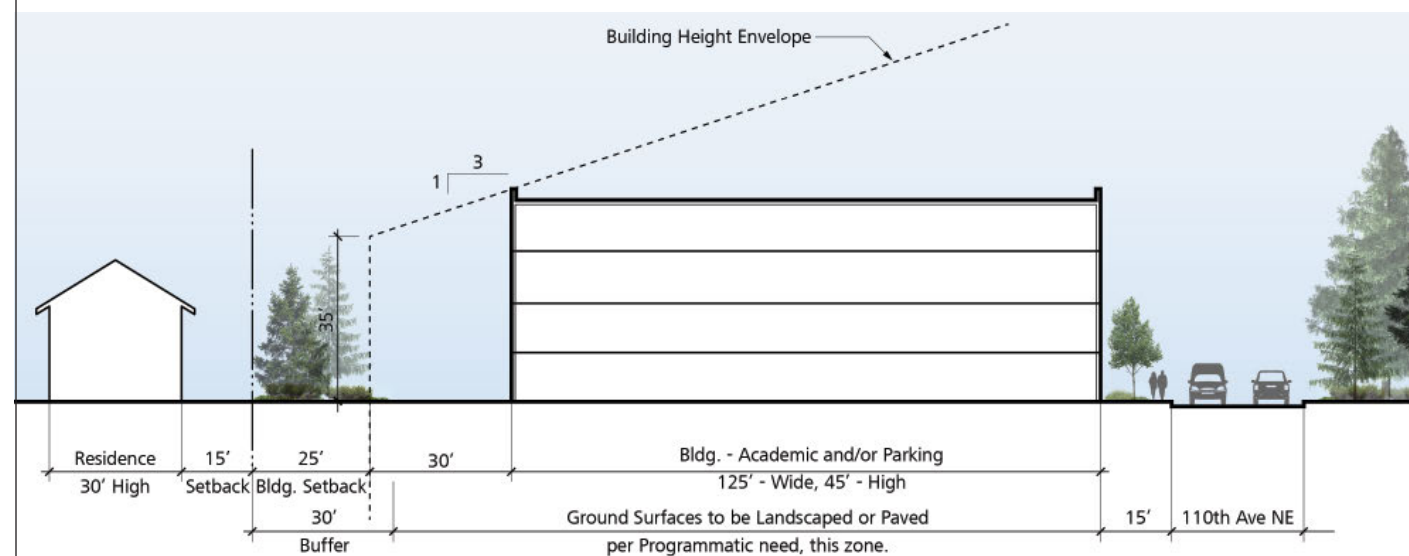
2. Signs located internally on the campus not subject to subsection K.1 shall be managed on a campus-wide basis by the Institution, provided BMC 12.64.602 shall be used by the Institution as guidance, and provided further that the City may enforce removal or other control of signs in or adjacent to campus roads, streets and sidewalks that create of cause public safety issues.

L. Stormwater.

The Institution is a secondary permittee under the Phase II Western Washington Stormwater Permit and complies with its Stormwater Operations and Maintenance Plan filed with the Department of Ecology. New development will comply with the City of Bothell Surface Water Design Manual in effect at the time application is made for a determination of consistency.



SITE SECTION WITH 35' HIGH BUILDING



SITE SECTION WITH 45' HIGH BUILDING

**CMP FIGURE 6-4:
FIGURE 12.64.108.J SETBACK DIAGRAMS**

GRAPHICS ARE FOR ILLUSTRATIVE PURPOSES ONLY - SECTIONS DEPICT A FLAT SITE

M. Structure Height.

In Development Areas A, B, C, D, and F, 65 feet is the allowed height and in Development Areas E, 100 feet is the allowed height, as set forth in **Table 12.64.108** (CMP Figure 6-3) The exceptions to building height limits in BMC 12.14.120 shall apply. All vents, air conditioning units, mechanical, electrical and other equipment located on the roof of any structure shall be screened as needed to avoid an unsightly appearance as viewed from surrounding property, including hillside locations. The building roof design and covering/screening

materials shall be described in detail in an application for a consistency determination, and it shall be demonstrated how these items will mitigate the visual impact of the equipment.

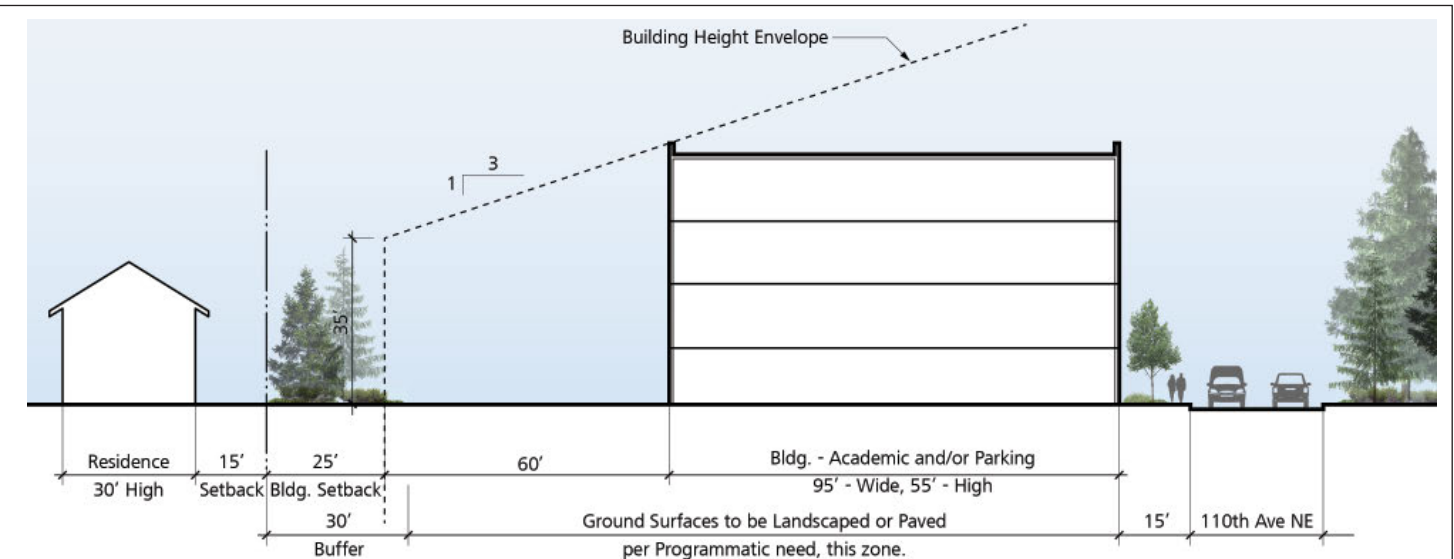
1. Structure Height Setbacks:

When buildings exceed 35 feet, in accordance with **Table 12.64.108** (CMP Figure 6-3), the mandatory setbacks from any abutting single-family zone (not including combination zones) shall be increased as follows: The mandatory setbacks shall be increased three feet horizontally for each foot of building height exceeding 35 feet. These increased

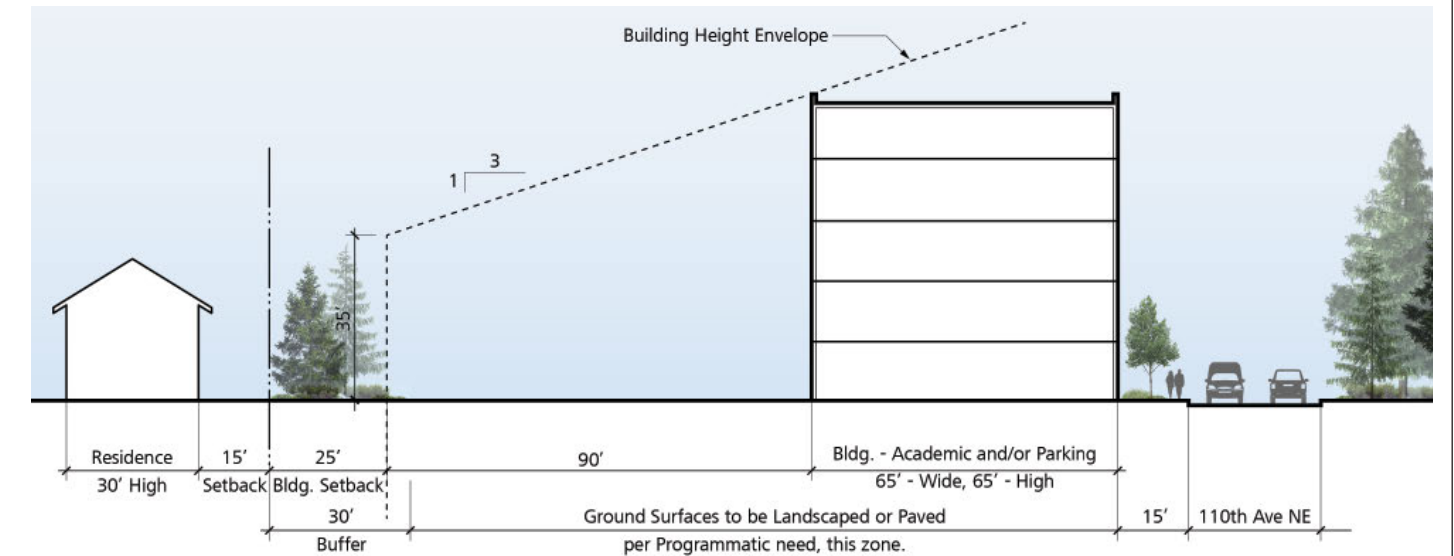
setbacks shall apply to the entire building, rather than only to those portions of the building which may be higher than 35 feet. Where a property is along a City-owned street, the increased setbacks from any abutting single-family zone shall be measured from the street property line of the single-family property. See **Figure 12.64.108.J** (CMP Figure 6-4).

2. General Height Measurement Method:

Building height shall be measured in accordance with the IBC.



SITE SECTION WITH 55' HIGH BUILDING



SITE SECTION WITH 65' HIGH BUILDING

N. Wireless Communication Facilities.

1. Wireless communication facilities proposed by the Institution to serve the campus are permitted without compliance with Chapter 12.11 BMC and do not require a determination of consistency. Wireless communication facilities proposed by entities other than the Institution are permitted and shall comply with the provisions of Chapter 12.11 BMC for the General Downtown Corridor District, but do not require a determination of consistency.

2. Wireless communication facilities will be located outside of any buffer,

and facilities that exceed the maximum height of the development area will be located a minimum of 100 feet within the campus boundary. No such facility shall exceed 100 feet in height unless approved by minor amendment pursuant to BMC 11.10.004.E.

DEFINITION

12.64.201 BUILDING USE

Academic.

All principal and accessory uses that relate to and support instruction and research and the needs of students and faculty,

including, but not limited to, classrooms, labs, faculty and administrative offices, lecture halls, museums, theatres, libraries, faculty/staff/student services, student housing (including dormitories and married student/family housing); transportation (including parking); open space; support facilities such as bookstores, food services, faculty club; athletic/recreation facilities; and facilities supporting maintenance of the campus.

Partnering Commitments

AGREED UPON CONDITIONS

The following conditions are included in the Development Agreement between the City of Bothell and the University of Washington Bothell and Cascadia College.

I-405 Trail and Crossing

A. Completed Work

(i) Pursuant to previous conditions of Campus development, the Institutions have met the full requirements of the North Creek Trail connection except for completion of the I-405 Trail and Crossing, which is described in Section B below.

(ii) The Institutions have paid the maximum amount required, \$100,000, to the City, which is being held to fund the City's work on the 195th St/I-405 Interchange Conceptual Design Study proposed work scope that was set forth in Attachment D of the Phase 2A Traffic Impact Report dated May 28, 1999 (included in the Appendix, page 179). This work will include data collection, design reports, technical analyses, environmental document preparation, consultants, and community meeting preparation necessary to develop and arrive at recommended long-term strategies and/or improvements to the I-405/NE 195th Street Interchange, including location of a Shared Use Path pedestrian/bicycle trail crossing (Shared Use Path). The Institutions shall not be required to comply with the conditions below until the City has completed the Conceptual Design Study.

B. Uncompleted Work

The Institutions shall be responsible for constructing or funding the Shared Use

Path over the I-405/NE 195th Street Interchange upon construction of the updated interchange improvements. The Institutions' obligations related to the Shared Use Path will be completed as follows:

(i) When the City is advised by WSDOT that WSDOT has or will commence development of an updated design for the I-405/NE 195th Street Interchange, the City will give written notice thereof to the Institutions. At that time, the City will proceed with expending the previously-paid funds identified in Section A(ii) above to complete the Conceptual Design Study. To the extent these funds are not fully expended for the Conceptual Design Study, the balance will be applied toward the costs of construction of the Share Use Path.

(ii) The Institutions will ensure that a Shared Use Path is included in WSDOT's updated design for the I-405/NE 195th Street Interchange

(iii) Once the Institutions are advised of the estimated cost of the Shared Use Path, the Institutions shall then coordinate funding of the Shared Use Path costs with the agencies responsible for constructing those improvements. If the cost of the Shared Use Path is fully covered, with or without any additional funding contribution by the Institutions, then the Institutions will be deemed to have completed this condition. If additional funding is required for the Shared Use Path, in addition to the \$100,000 already paid by the Institutions, the Institutions shall be responsible for obtaining such

additional funding from the Legislature or other sources.

Beardslee Boulevard East of 110th

At the time the City undertakes widening of Beardslee Blvd. between 110th Avenue NE and the NE 195th Street/I-405 Interchange, the Institutions will dedicate sufficient land (presently estimated at 10-12 feet) to the City for an additional lane of travel, consistent with the City's final approved street construction plans for a 5-lane street. The Institutions will fund their proportionate share of construction if required as a result of traffic impact analysis.

Beardslee Pedestrian Crossing Improvements

The Institutions have entered into an agreement with the City regarding the cost sharing for the construction of a pedestrian crossing at Beardslee Blvd. and 108th Avenue NE.

NE 180th / Valley View Drive

The City has identified and determined the need to make further pedestrian and bicycle improvements in the interest of safety and connections with adjacent communities on Valley View from Beardslee Blvd./Kaysner Way/Main Street to the Campus. The need for the pedestrian and bicycle path improvements is in part due to increased student enrollment at the Campus, and in part due to the City's growth in the Downtown and Sunrise Valley View neighborhoods. At the time the Institutions propose to construct student housing at the east terminus of NE 180th Street, which could increase the pedestrian use between

downtown and the Campus, the Institutions wish to financially partner with the City on the project. A project scope, budget, and proportionality agreement will be entered into between all parties at the time the project is planned.

Campus Transit Facilities

The Institutions designed and constructed transit facilities on the north end of campus with the approval of King County Metro Transit and Community Transit prior to occupancy of the Campus. Transit serving the Campus is an essential component of the transportation demand management plan, and is used widely by students, faculty and staff. In the future, the Institutions will work jointly with transit agencies, Bothell and WSDOT to determine the location of future transit facilities needed to accommodate increased transit service on or near the Campus. The specific locations will be approved by the City's Traffic Engineer and coordinated with the Institutions, transit agencies and WSDOT, and to the extent these locations are proposed to be on Campus, must be approved by the University Board of Regents and the College Board of Trustees. The existing transit facilities will remain in use until any new transit facilities are operational.

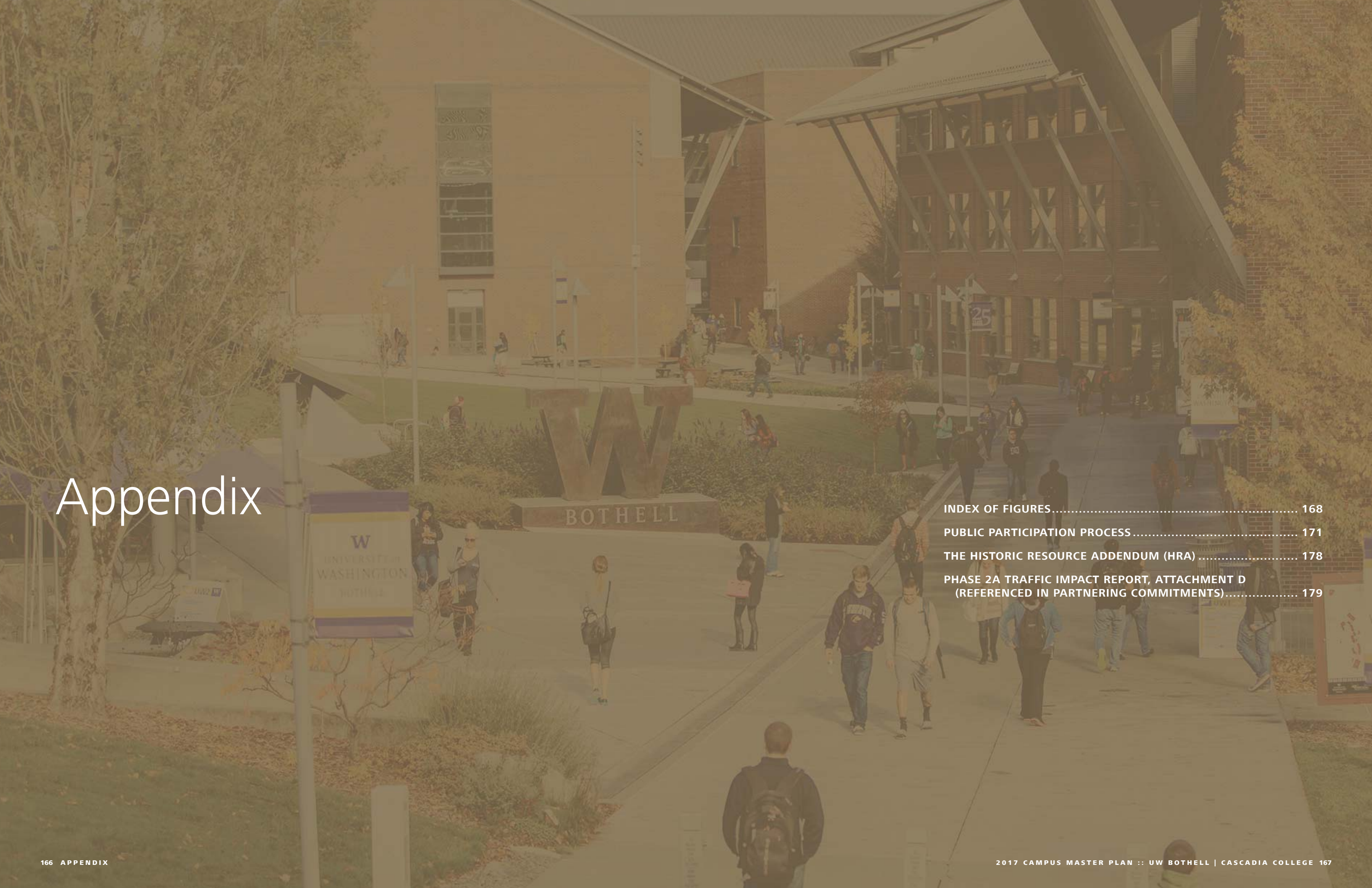
Campus Access Entrances

The Institutions will maintain controlled emergency and service access as required by the Bothell Fire Marshal where NE 180th Street and NE 185th Street dead-end at the campus. Any improvements shall be consistent with Section B.2.a.iv of the City Actions portion of the Downtown Subarea Plan, and shall be

welcoming for pedestrians and bicyclists and complementary to neighborhood character. If NE 185th Street is chosen for transit access to the Campus or is realigned, access shall be limited to transit, emergency and service vehicles.

Campus TMP & Community Advisory Committee

The Institutions will develop and regularly update a transportation management plan (TMP) and submit it to the City annually for review and comment. The City and Institutions will create and participate in a Campus Town Community Advisory Committee (Committee) to monitor and to make recommendations regarding the TMP, assist the Institutions and City in preserving the many positive aspects of the Campus in the community, and provide feedback on Campus impacts on the community. The composition of the Committee shall be determined jointly by the City and the Institutions and shall include representation from the adjacent neighborhoods. The Committee shall meet periodically, but not less than twice a year, to review the overall impacts of Campus operations and to make recommendations to be considered by the Institutions and City. The Institutions will take into account any recommendations made by the Committee, and the Institutions will act consistently with its TMP.



Appendix

INDEX OF FIGURES..... 168

PUBLIC PARTICIPATION PROCESS 171

THE HISTORIC RESOURCE ADDENDUM (HRA) 178

PHASE 2A TRAFFIC IMPACT REPORT, ATTACHMENT D
(REFERENCED IN PARTNERING COMMITMENTS)..... 179

Index of Figures

SECTION 1:
EXECUTIVE SUMMARY

FIG.	NAME	PAGE
1-1	Campus Area Summary	8
1-2	Long-term Campus Vision.....	9
1-3	Development Areas	10
1-4	Parking Distribution Ranges, Campus Vision.....	11
1-5	Long-term Campus Vision	13
1-6	Near-term Development Plan...	15
1-7	Long-term Campus Vision Rendering	17

SECTION 2:
SITE HISTORY AND
PLANNING CONTEXT

FIG.	NAME	PAGE
2-1	Historical Map, 1895	22
2-2	Bothell, Circa 1890	22
2-3	Aerial Photograph of Site, 1954.....	23
2-4	Main Street, Bothell, 1955	23
2-5	Dr. Reuben Chase House	24
2-6	Truly Ranch House, Original Location	25
2-7	Aerial Photograph of Site, 1998.....	26
2-8	1995 Campus Master Plan.....	27
2-9	Aerial Photograph of Site, 2002.....	28
2-10	Sketch, 2003 Long Range Physical Development Plan	29
2-11	2006 Campus Facilities Master Plan	30
2-12	Aerial Photograph of Site, 2011.....	31
2-13	2011 Master Plan	32
2-14	Aerial Photograph of Site, 2017.....	33
2-15	Campus Timeline	34-35
2-16	Zoning.....	36
2-17	Aerial Photograph of Campus, 2017	37

SECTION 3:
GROWTH PROFILE

FIG.	NAME	PAGE
3-1	Campus Planning History	40
3-2	UW Bothell/CC Enrollment and Development Timeline	41
3-3	Comparative Benchmarking	42
3-4	Existing Campus Plan.....	45
3-5	Development Areas	46
3-6	EIS Development Scenarios	47
3-7	Development Area A	48
3-8	Development Area B.....	49
3-9	Development Area C.....	50
3-10	Development Area D	51
3-11	Development Area E.....	52
3-12	Development Area F.....	53

SECTION 4:
CAMPUS MASTER PLAN
AND DESIGN PRINCIPLES

FIG.	NAME	PAGE
4-1	Long-Term Campus Vision Plan.....	57
4-2	Long-Term Campus Vision Rendering	58-59
4-3	Campus Focus Areas.....	63
4-4	Campus Core Vignette.....	64-65
4-5	Student Life Vignette	66-67
4-6	Campus Way Rendering.....	68-69
4-7	Campus Crossing Vignette	70-71
4-8	Campus Crossing Rendering.....	72-73
4-9	Beardslee Commons Vignette	74-75
4-10	Beardslee Commons Rendering.....	76-77
4-11	South Entrance Vignette	78-79
4-12	Near-Term Development Plan	81
4-13	Campus Way Rendering.....	84
4-14	Beardslee Commons Rendering..	85
4-15	Relationship to Topography	86
4-16	Bothell Topography	87
4-17	Campus Crossing Rendering	88
4-18	Open Space and View Corridors, Campus Vision.....	89
4-19	Upland Conifer Forest View	90

FIG.	NAME	PAGE
4-20	Crescent Path, Human-centric/ Managed Landscape Zone View	90
4-21	Meadow View	91
4-22	North Creek Floodplain Wetland View.....	91
4-23	Campus Vegetation and Landscape Character, Campus Vision.....	93
4-24	Wetlands, Campus Vision	95
4-25	On-Campus Trees, Moderate Ecological Value	96
4-26	Tree Canopy, Ecological Value, Existing	97
4-27	Habitat Restoration.....	98
4-28	Tree Canopy, Campus Vision	99
4-29	Discovery Hall Stormwater	100
4-30	Hydrology, Campus Vision	101
4-31	Campus Soil Composition	103
4-32	Active Facades.....	105
4-33	Dynamic Walk Radius and Pedestrian Amenities, Existing.....	110-111
4-34	Pedestrian Routes, Campus Vision.....	113
4-35	Bicycle Routes, Campus Vision.....	115
4-36	Campus Residents, Existing.....	116

FIG.	NAME	PAGE
4-37	Transit Routes To and From UW Bothell/CC Campus, Existing.....	117
4-38	Transit Routes, Existing	119
4-39	Beardslee Transit Center Option.....	121
4-40	Beardslee Transit Center Section Option, Looking Northeast	121
4-41	NE 185th Street Transit Center Option	121
4-42	Vehicular Routes, Existing	122
4-43	Vehicular Circulation, Campus Vision.....	123
4-44	Parking Distribution, Existing.....	124
4-45	Parking Distribution Ranges, Campus Vision.....	125
4-46	Parking Options	127
4-47	Stormwater, Existing.....	131
4-48	Sanitary Sewer, Existing	133
4-49	Domestic Water, Existing	135
4-50	Natural Gas, Existing.....	137
4-51	Chilled Water, Existing	139
4-52	Power, Existing	141
4-53	Telecom and Data, Existing	143
4-54	Regional Data, Existing	144

Public Participation Process

**SECTION 5:
CAMPUS DESIGN REVIEW PROCESS**

FIG.	NAME	PAGE
5-1	Existing (2016) Campus Travel Mode Splits	150

**SECTION 6:
CAMPUS DISTRICT REGULATIONS**

FIG.	NAME	PAGE
6-1	City of Bothell Downtown Subarea District Map	157
6-2	Figure 12.64.108.C.2 Development Areas	158
6-3	Table 12.64.108 Campus District Development Regulations Matrix (by Development Area).....	159
6-4	Figure 12.64.108.J Setback Diagrams.....	162-163

INTRODUCTION

The Campus Master Plan (CMP) is a guiding document for future campus development. Creation of a new Plan involves engagement of constituents, including faculty, staff, students, city, and community members who have an interest in the future and development of the campus.

This public participation informs the key principles of the CMP:

- :: Create a Cohesive Campus Character
- :: Design and Build Durable and Adaptable Facilities and Infrastructure
- :: Create an Enriched Campus Community Experience
- :: Enhance Environmental and Human Health
- :: Integrate Development with the City of Bothell
- :: Provide Mobility, Access, and Safety

The CMP is designed to ensure future campus growth and development complements community development and takes community concerns into consideration through a transparent process, which is outlined below. This provides reasonable certainty to both the community at-large and the campus community regarding future development. The need for shared, comprehensive understanding of campus and community growth, needs, and resources for future development is realized through the participation process, and allows both institutions to maximize and leverage shared resources.

GOALS AND OBJECTIVES

The purpose of the Public Participation Process is to engage the public and provide opportunities for continued engagement throughout the creation of the CMP. This maximizes public input, informs decision-making, encourages the Campus to be nimble in development, and includes stakeholders like the campus community, residents, employers and businesses, and community and special interest groups.

GOALS

- :: Inform public on processes and timeline for development of the Campus Master Plan
- :: Provide opportunities for early and continuous participation by the on- and off- campus community.

OBJECTIVES

- :: Provide transparent information and process
- :: Clearly communicate information to assist the public in understanding issues and proposed solutions
- :: Provide opportunities for the public to contribute ideas and feedback continuously through the planning process
- :: Strive to create an environment that promotes open and meaningful discussion
- :: Facilitate and encourage early and ongoing participation

**CAMPUS MASTER PLAN
STAKEHOLDERS AND AUDIENCES**

In order to ensure participation in the development of the CMP encompassed a broad range of input, the Campus engaged in outreach efforts to solicit participation of many audiences. This included faculty, staff, and students of the joint campus, the Bothell community at-large and neighboring residents in particular, government agencies, and other entities. These groups of people helped inform development alternatives, refinement, and design principles. In order to reach stakeholders, the campus held open houses and public presentations, created pages on both campus institutions’ websites dedicated to CMP materials, emailed lists of interested parties, and engaged with Bothell City Council.

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UW Restoration Ecology Network,
UW Bothell

Segan Jobe
Institutional Planning & Budget,
Senior Director, UW Bothell

Bill Starkey
Senior Associate Treasurer,
Treasury at University of Washington

Chris Malins
Associate Vice President,
Treasury at University of Washington

Scott Selfridge
Assistant Treasurer,
Treasury at University of Washington

Rolf Johnson
Assistant Attorney General, UW Bothell

INTERNAL ADVISORS

**University of Washington
Landscape Advisory Committee**

**University of Washington
Architectural Commission**

**University of Washington
SEPA Advisory Committee**

UW Board of Regents

Cascadia Board of Trustees

**UW Bothell Faculty,
Staff and Students**

**Cascadia College Faculty,
Staff and Students**

AGENCIES

CITY OF BOTHELL

Jennifer Phillips
City Manager

Erin Leonhart
Interim Deputy City Manager

Tom Burdett
Community Development Director

Dave Boyd
Senior Planner

Eddie Low
Interim Public Works Director

Steve Morikawa
Capital Division Manager

Don Fiene
Utility and Development Services Manager

Sherman Goong
Transportation Planner

Wasim Kahn
Transportation Engineer

Paul Byrne
Associate City Attorney

Darcy Eilers
Deputy City Attorney

Bothell City Council
Andy Rheume
Davina Duerr
Joshua Freed
Del Spivey
James McNeal
Tris Samberg
Tom Agnew

KING COUNTY METRO

Brad Koster
Ted Day

COMMUNITY TRANSIT

Kate Tourtellot
Eric Goodman
Tony Smith

SOUND TRANSIT

Paul Cornish
Jim Moore
Kathy Leotta
Bernard Van de Kamp

WSDOT

Barrett Hanson

PUGET SOUND ENERGY

Tisha Stril
Daniel Chan
Sunitha Kothapali
Ray Hisayahu

SUMMARY OF OUTREACH ACTIVITIES

The University and College actively engaged audiences and encouraged feedback using a wide variety of communications vehicles and kept the community informed of the progress regarding the CMP on a regular basis. While traditional methods (meetings and presentations, etc.) play an important role in public engagement, the University and College augmented these methods with electronic participation tools to further broaden outreach and broadly disseminate information. These tools included the use of a project website, social media, and email. In addition, where possible, the University and College sought out opportunities to make presentations at community events. Outreach activities included:

General mailings, notices, print material

Print material (for general distribution; distributed at public meetings and in response to inquiries as needed) included:

- :: PowerPoints
- :: Discussed at meetings and available online
- :: Presentations that covered a preliminary CMP and draft CMP as they were developed
- :: Posters and flyers
- :: Publicizing meetings to campus organizations, used with mailing lists, and displayed on campus.

Public Meetings and Open Houses

Briefings, community meetings, and online meetings were conducted during the project. Notices of public meetings were broadly disseminated prior to the meetings. Public meetings occurred with many groups, some of which are listed below:

- :: University of Washington Bothell and Cascadia College Faculty, Staff and Student committees and groups
- :: Community groups

Over the course of a year and a half, the Campus engaged in 17 community meetings.

Online Media

In addition to community meetings, the Campus provided materials and updates on both institutions’ websites, as well as through social media. These sources include:

Project Website:

General information/contact numbers/ email

Document archive

Interactive comment form

News/Updates:

7/05/2016

UW Bothell and Cascadia College campus planning

<https://www.uwb.edu/chancellor-blog/july-2016/campus-planning>

11/01/2016

UW BOTHELL/CASCADIA COLLEGE CAMPUS MASTER PLAN

Public Meeting for Environmental Impact Statement

<https://www.uwb.edu/news/november-2016/master-plan-public-meeting>

11/16/2016

Milestone for campus master plan

<https://www.uwb.edu/news/november-2016/campus-master-plan>

01/09/2017

Progress in campus master plan

<https://www.uwb.edu/news/january-2017/campus-master-plan>

Email Distribution

Email distribution includes: UW, ASUWB, GFO, GSO, neighborhood residents, and various government organizations.

Opportunity for individuals to be added to distribution list through links included on project website.

Social Media

July 2016-July 2017 Facebook page

:: Total posts: 3

:: Total people reached: 5,357

:: Total likes: 34

:: July 2016-July 2017 Twitter feed

:: Total Posts: 2

:: Total impressions: 2,125

:: Total link clicks: 5

IMPLEMENTATION

Campus Master Plan Schedule	
Kick off	Summer 2016
Visioning and Existing Conditions	Summer and Fall 2016
State Environmental Policy Act (EIS) Scoping	Fall 2016
Comprehensive Plan Code Amendment Review and Approval	Summer and Fall 2016
Master Plan Development	Fall 2016 and Winter/Spring 2017
Publish Draft Master Plan and EIS	Summer 2017
Draft Master Plan and EIS Comment Period	Summer 2017
Master Plan and Development Agreement Review	Spring/Summer 2017
Master Plan and Development Agreement Approved by UW Board of Regents, Cascadia College Board of Trustees and Adopted by City of Bothell	Fall 2017

The Historic Resource Addendum (HRA)

THE HISTORIC RESOURCE ADDENDUM (HRA)

In preparing the HRA, the following information shall be provided to the extent known. Information regarding these considerations may or may not be available or relevant for a particular proposed development. The HRA shall be appropriately updated as the project evolves prior to final Regent/Trustees action. For proposed construction that makes exterior alterations to a building more than 50 years of age or that is adjacent to a building older than 50 years, information described in the bullets below shall be addressed in the HRA to the extent it is available.

- :: Age of the historic resource, adjacent buildings and relevant open spaces.
- :: Information regarding architect of the historic resource .
- :: Description of interior and exterior, and site surroundings of the building or campus feature, including the traditional views of the site, if any.

- :: Information regarding the distinctive visible characteristics of an architectural style, or period, or of a method of construction, if any.
- :: Information regarding the roles of the structure, site and surroundings have played on campus and in the community, if any.
- :: Information regarding the character, interest or value as part of the development, heritage or cultural characteristics of the campus, city, state, or nation, if any.
- :: Information regarding any association with an historic event with a significant effect upon the campus, community, city, state, or nation, if any.
- :: Information regarding the association with the life of a person important in the history of the campus, city, state, or nation, if any.
- :: Information regarding the association with a significant aspect of the cultural, political, or economic heritage of the campus, community, city, state or nation, if any.
- :: Information regarding the prominence of the spatial location, contrasts of siting, age, or scale that makes it an easily identifiable visual feature of the campus and contributes to the distinctive quality or identity of the campus.
- :: Information regarding the location of the new project, entrances, service, access and circulation, front/back, bulk, scale, materials, architectural character, profile, open space and landscape siting, relative to the building or feature older than 50 years, including opportunities to complement the older surroundings and buildings literally or through contrast.
- :: Potential mitigation measures, such as facade treatment, street treatment and design treatment sympathetic to the historic significance of the development site or adjacent campus feature, if any.
- :: Information in historic resource surveys prepared by outside consultants, if any, and found on the DAHP WISAARD online database.

University of Washington, Bothell / Cascadia Community College
PHASE 2A TRAFFIC IMPACT REPORT

ATTACHMENT D
195TH ST/I-405 INTERCHANGE
CONCEPTUAL DESIGN STUDY
PROPOSED WORK SCOPE

195th St/I-405 Interchange Conceptual Design Study

Proposed Work Scope

Introduction

During the UWB/CCC campus master planning and Phase 1 design efforts, the need for improvements at the 195th/I-405 Interchange was identified and recognized. However, the development of specific improvement requirements was postponed until later in the campus development process when more is known about future development in the area and about various interchange improvements identified by WSDOT in their I-405 HOV Lanes project. The traffic analysis prepared for the Woodland Hills Hilton Hotel & Office Complex PUD Application also identified capacity deficiencies at the interchange under 2001 conditions.

In discussions of the traffic studies needs for the campus Phase 2A PUD application, campus planning and City of Bothell staff agreed that it is now time to determine the ultimate 195th/I-405 Interchange improvements (and a phasing plan). The ultimate 195th/I-405 Interchange design needs to be defined now, because it affects – in fact, dictates – the design of the east end of Beardslee Blvd and the location and configuration of the Ross Rd connection to Beardslee–195th. Also, interchange improvements have long lead times before actual construction, and the project development process needs to get started so that the identified improvements can be in place when they are needed.

Purpose

The purpose of the Conceptual Design Study is twofold: 1) to develop a set of feasible ultimate interchange improvement concepts for the 195th/I-405 Interchange that will adequately serve future traffic demands, and 2) to establish an agreed-upon process and schedule for project development and implementation.

Task 1. Baseline conditions analysis

- 1.1. Prepare 2020 peak hour traffic forecasts for interchange vicinity ramps and intersections
- 1.2. Prepare traffic capacity/LOS and operations analysis for “baseline” conditions (2020 traffic volumes on existing/planned roadway facilities).
- 1.3. Assess opportunities for reducing 195th/I-405 Interchange demand volumes by making improvements at other interchanges

Task 2. Develop interchange design concepts

- 2.1. Prepare a set of alternative interchange configuration concepts
- 2.2. Prepare an initial traffic capacity analysis to determine lane configuration and traffic control requirements for each interchange configuration concepts
- 2.3. Establish general feasibility and attractiveness of each concept, and select concepts for further development and analysis.

Task 3. Assess interchange design concepts

- 3.1. Prepare traffic operational analysis for each selected concept
- 3.2. Assess constructability and cost for each concept:
 - Develop layouts for each concept
 - Develop conceptual-level cost estimates for each concept

Task 4. Prepare set of findings, conclusions, and recommendations

- Identify concept or concepts to be developed further
- Specify next steps in project development process
- Specify schedule and agency responsibilities for continued project development

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