

# CAMPUS MASTER PLAN

for the

**UNIVERSITY OF WASHINGTON BOTHELL and  
CASCADIA COLLEGE**

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Final Environmental Impact Statement



UNIVERSITY OF WASHINGTON AND CASCADIA COLLEGE

AUGUST 2017



**PUBLIC NOTICE**  
**UNIVERSITY OF WASHINGTON AND CASCADIA COLLEGE**

Pursuant to the provisions of WAC 197-11-455, 197-11-510 and WAC 478-324-140, the University of Washington hereby provides public notice of the:

**AVAILABILITY OF A FINAL ENVIRONMENTAL IMPACT STATEMENT (EIS)**

**Project Name:** University of Washington Bothell/Cascadia College Campus Master Plan

**Proponents:** University of Washington Bothell and Cascadia College

**Description of Proposal:** The UW Bothell and Cascadia College Campus Master Plan will guide development, building on the 2010 (rev 2011) Campus Master Plan and extending the continuity of planning developed over the next 20 years. The Campus Master Plan will include guidelines and policies for new development on the campus. It will be formulated to maintain and enhance the fundamental missions of the University and College, including multiple important roles in undergraduate and professional education and dedication to research and public service. Campus growth is needed to accommodate the projected growth in students, faculty, and staff. The scope of the Campus Master Plan includes defining open spaces, environmental sensitive areas, circulation patterns, development areas and campus physical capacity along with planned growth. The City of Bothell, University and College recognize the need for coordinated development that allows the University and College to continue to pursue instruction and service goals. At the same time, the EIS process is intended to foresee, assess, and outline mitigation measures for the direct, indirect and cumulative impacts of development. The anticipated outcome of the planning process is to maximize the positive impacts and minimize adverse impacts upon the City, communities surrounding the campus and promote the health and vitality of the residential, business and academic communities.

**Location of Proposal:** The current UW Bothell/Cascadia College campus is generally bounded by I-405 and SR-522 on the East; SR-522 on the South; 110th Avenue NE, NE 185th Street and Beardslee Boulevard on the West; and Beardslee Boulevard on the North. The Campus Master Plan proposes to extend the boundary to include four parcels adjacent to and West of campus between Beardslee Boulevard to the North and 108th Avenue NE to the West.

**Lead Agency:** University of Washington

**EIS Availability:** The Final EIS covers all elements of the environment relevant to the project and can be found online at: <https://www.uwb.edu/campusplanning/master-plan>. A copy will be available in the campus library.

**Contact Person:** Julie Blakeslee, Environmental and Land Use Planner  
Capital Planning & Development  
Box 352205  
Seattle, WA 98195-2205  
(206) 543-2425  
jblakesl@uw.edu

**Date:** August 7, 2017

**Signature:**

**FINAL**

**ENVIRONMENTAL IMPACT STATEMENT**

for the

**CAMPUS MASTER PLAN**

for

**UNIVERSITY OF WASHINGTON BOTHELL and CASCADIA COLLEGE**

University of Washington

Capital Planning and Development Department

The Final EIS (FEIS) for the *Campus Master Plan* for the University of Washington Bothell and Cascadia College has been prepared in compliance with the State Environmental Policy Act (SEPA) of 1971 (Chapter 43.21C, Revised Code of Washington); the SEPA Rules, effective April 4, 1984, as amended (Chapter 197-11, Washington Administrative Code); and rules adopted by the University of Washington implementing SEPA (478-324 WAC). Preparation of this FEIS is the responsibility of the University's Capital Planning and Development Department. The Capital Planning and Development Department and the University's SEPA Advisory Committee have determined that this document has been prepared in a responsible manner using appropriate methodology and they have directed the areas of research and analysis that were undertaken in preparation of this FEIS. This document is not an authorization for an action, nor does it constitute a decision or a recommendation for an action; in its final form, it will accompany the *Proposed Action* and will be considered in making the final decisions on the proposal.

**Date of DEIS Issuance..... March 17, 2017**

**Date of FEIS Issuance..... August 7, 2017**

## FACT SHEET

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Information added or changed subsequent to issuance of the Draft EIS is shaded to ease identification of the added or changed information.

<b>PROJECT TITLE</b>	<b>Campus Master Plan</b>
	University of Washington Bothell (UW Bothell) and Cascadia College (CC)
<b>PROPONENT/APPLICANT</b>	University of Washington and Cascadia College
<b>LOCATION</b>	The UW Bothell/CC Campus is located in the city of Bothell. The area of the campus is approximately 135 acres. The campus is located east of downtown Bothell and is generally bounded by Beardslee Boulevard to the north; I-405 to the east; SR-522 to the south; and residential neighborhoods to the west.
<b>PROPOSED ACTION</b>	<p>The Proposed Action is a <i>Campus Master Plan</i> for the joint UW Bothell and CC campus. The <i>Campus Master Plan</i> has been developed based on the following Guiding Principles:</p> <ul style="list-style-type: none"><li>• Cohesive Campus Character;</li><li>• Durable and Adaptable Facilities and Infrastructure;</li><li>• Enriched Community Experience;</li><li>• Enhanced Environmental and Human Health;</li><li>• Integration with the City of Bothell; and,</li><li>• Mobility, Access and Safety.</li></ul> <p>Based on the Guiding Principles, the <i>Campus Master Plan</i> is intended to achieve the following development goals over the 20-year planning horizon:</p>



- Accommodate the projected increase of students, faculty and staff;
- Meet the academic building space benchmark of 150 gsf per UW Bothell and CC on-campus FTE student;
- Provide opportunities to house 10 to 20 percent of UW Bothell students (representing 600 to 1,200 beds, respectively);
- Relocate current off-campus lease uses within 0.25-miles of campus to campus; and,
- Improve multi-modal access to campus from downtown Bothell and beyond.

Through its master planning process, the UW Bothell and CC have identified additional campus growth that will be needed over the 20-year planning horizon, including approximately 907,300 gsf to 1,072,300 gsf of net new building space space; approximately 600 to 1,200 total student housing beds; and 3,700 to 4,200 total parking stalls on campus.

## EIS ALTERNATIVES

For the purposes of environmental review, four action alternatives and a no action alternative are analyzed in the Draft and Final EIS, including: No Action Alternative (Scenario A-Baseline and Scenario B-Allowed in Planned Unit Development [PUD]); Alternative 1 – Develop Institutional Identity (Southward Growth) Alternative 2 – Develop the Core (Central Growth); Alternative 3 – Growth along Topography (Northward Growth); and, Alternative 4 (Blended Alternative).

### No Action Alternative

Two scenarios are analyzed under the No Action Alternative: Scenario A (Baseline) – Continuation of existing conditions; and, Scenario B (Allowed in PUD) – Development reflecting the remaining capacity in the current PUD.

### ***Scenario A (Baseline)***

Under Scenario A, the Campus Master Plan would not be approved and no development would occur on campus. The current student population would remain at 7,040 FTE students. The current 683,500 gsf of academic space and 74,200 gsf of housing space on campus (total of 757,700 gsf on campus), along with the 70,700 gsf of off-site academic space within 0.25 mile of campus, would remain. No changes to the current vehicular or pedestrian circulation systems, or the amount of parking (current 2,272 spaces) would occur.

### ***Scenario B (Allowed in PUD)***

Under Scenario B, the proposed *Campus Master Plan* would not be approved. This scenario assumes buildout of the remaining approximately 386,100 gsf of campus building area under the existing PUD, reaching the total of 1.14 million gsf of building space identified on campus under the PUD. Student enrollment of up to 10,000 FTEs on campus is assumed, consistent with the PUD. No additional housing beds would be provided. An on-campus parking supply totaling 4,200 to 6,000 stalls would be provided on campus.

### **Alternative 1 – Develop Institutional Identity (Southward Growth)**

Alternative 1 reflects a focus of development in the south portion of campus under the *Campus Master Plan*. Approximately 1,072,300 gsf of net new building space would be located in southern and central portions of campus (generally Development Areas A, B and F). Up to 960 new student housing beds (1,200 total beds) would be located in the south portion of campus (Development Area A). Student enrollment of 10,000 FTEs is assumed. An on-campus parking supply totaling 3,700 stalls would be provided.

### **Alternative 2 – Develop the Core (Central Growth)**

Alternative 2 reflects development under that *Campus Master Plan* that would be focused in the central portion of campus. Approximately 907,300 gsf of net new building space would be located in the central campus (Development Area B and portions of Development Areas A, C, E and F). Up to 360 new student housing beds (600 total beds) would be located in the central portion of campus (Development Area F). Student enrollment of 10,000 FTEs is assumed. An on-campus parking supply totaling 3,700 stalls would be provided.

### **Alternative 3 – Growth along Topography (Northward Growth)**

Alternative 3 represents development under that *Campus Master Plan* that would be focused in the northern portion of campus. Approximately 907,300 gsf of net new building space would be located in the central and northern portions of campus (Development Area B, C, D, E and F), and Alternative 3 assumes the demolition of Husky Hall (31,800 gsf) and Husky Village (74,200 gsf and 240 beds) to accommodate new development. Up to 600 new student housing beds (360 net new beds) would be located in the northern and central portion of campus (Development Areas D and F). Student enrollment of 10,000 FTEs is assumed. An on-campus parking supply totaling 4,200 stalls would be provided.

### **Alternative 4 – Blended Alternative**

Subsequent to the issuance of the Draft EIS, the UW Bothell and CC developed Alternative 4 which reflects a level and location of new campus development that blends attributes from Alternatives 1 – 3. For example, Alternative 4 assumes a net increase in building space of 1,042,300 which falls between that assumed under Alternative 1 (1,072,300 gsf) and that assumed

under Alternatives 2 and 3 (907,300 gsf). The total number of parking spaces (4,200 spaces) would be the same as that assumed under Alternative 3. Alternative 4 assumes the same total number of student housing beds as under Alternative 1 (1,200 beds), with location of new beds assumed as generally under Alternative 3. As under Alternatives 1, 2 and 3, and No-Action Alternative – Scenario B, Alternative 4 assumes a campus student population of 10,000 student FTEs.

**LEAD AGENCY**

University of Washington, Capital Planning & Development

**SEPA RESPONSIBLE OFFICIAL**

Jan Arntz  
University of Washington  
Capital Planning & Development  
Box 352205  
Seattle, WA 98125-2205

**CONTACT PERSON**

Julie Blakeslee  
Environmental and Land Use Planner  
University of Washington  
Capital Planning & Development  
Box 352205  
Seattle, WA 98195-2205  
Phone: (206) 543-5200  
E-mail: [jblakesl@uw.edu](mailto:jblakesl@uw.edu)

**PURPOSE OF THIS FINAL EIS**

The SEPA environmental review process is designed to be used along with other decision-making factors to provide a comprehensive review of the proposal (WAC 197-11-055). The purpose of SEPA is to ensure that environmental values are given appropriate deliberation, along with other considerations.

The approval of the *Campus Master Plan* is classified under SEPA as a project action. As SEPA Lead Agency, the University of Washington is responsible for ensuring SEPA compliance.

## FINAL ACTION

The decision by the University of Washington Board of Regents and the Cascadia College Board of Trustees, after consideration of environmental impacts and mitigation, to approve the *Campus Master Plan* and associated Final EIS.

## PERMITS AND APPROVALS

Preliminary investigation indicates that the following permits and/or approvals could be required or requested for the Proposed Actions. Additional permits/approvals may be identified during the review process associated with specific development projects.

### University of Washington

- **Board of Regents**
  - Approval of the Final *Campus Master Plan* and associated Final EIS
  - Adoption of the Final *Campus Master Plan*

### Cascadia College

- **Board of Trustees**
  - Approval of the Final *Campus Master Plan* and associated Final EIS
  - Adoption of the Final *Campus Master Plan*

### Agencies with Jurisdiction

- **State of Washington**
  - Dept. of Labor and Industries
  - Dept. of Ecology, Construction Stormwater General Permit
- **Puget Sound Clean Air Agency**
  - Demolition and Asbestos Notification
- **City of Bothell**
  - City Council approval of the *Campus Master Plan*
  - Grading Permit
  - Shoring Permit
  - Building Permits
  - Electrical Permits
  - Mechanical Permits
  - Occupancy Permits

- Comprehensive Drainage Control Plan, Inspection and Maintenance Schedule
  - Construction Stormwater Control Plan Approvals
  - Street Use Permits (i.e., construction staging, construction operations, etc.)
  - Street Improvements (i.e., sidewalks, curbcuts, etc.)
- **Seattle-King County Department of Health**
    - Plumbing Permits

**FINAL EIS AUTHORS AND  
PRINCIPAL CONTRIBUTORS**

The *Campus Master Plan* Final EIS has been prepared under the direction of the University of Washington Bothell and Cascadia College and analyses were provided by the following consulting firms:

**Final EIS Project Manager, Primary Author, Earth, Air Quality, Energy, Wetlands/Plants and Animals, Environmental Health, Land Use and Relationship to Plans/Policies, Population and Housing, Aesthetics, Recreation and Open Space, Historic and Cultural Resources, and Public Services and Utilities.**

EA Engineering, Science and Technology, Inc., PBC.  
2200 Sixth Avenue, Suite 707  
Seattle, WA 98121

**Transportation**

The Transpo Group  
12131 113<sup>th</sup> Ave NE, Suite 203  
Kirkland, WA 98034

**Historic and Cultural Resources**

BOLA Architecture and Planning  
159 Western Avenue West, Suite 486  
Seattle, WA 98119

**Wetlands, Plants and Animals**

Raedeke Associates  
2111 N Northgate Way, Suite 219  
Seattle, WA 98133

**Trees**

Tree Solutions, Inc.  
2940 Westlake Avenue N, Suite 200  
Seattle, WA 98109

**Noise and Air Quality**

Ramboll Environ  
901 Fifth Avenue, Suite 2820  
Seattle, WA 98164

**PREVIOUS ENVIRONMENTAL DOCUMENTS**

Per WAC 191-11-635, this Final EIS incorporates by reference the following environmental document:

- Cascadia Community College and University of Washington Bothell Collocated Campus EIS (1995)

**LOCATION OF BACKGROUND INFORMATION**

Background material and supporting documents are located at the office of:

**University of Washington  
Capital Planning & Development**  
University Facilities Building  
Box 352205  
Seattle, WA 98195-2205  
(206) 543-5200

**DATE OF FINAL EIS ISSUANCE**

August 7, 2017

**AVAILABILITY OF THE DRAFT AND FINAL EIS**

The Draft and Final EIS have been distributed to agencies, organizations and individuals noted on the Distribution List contained in **Appendix A** to this document. Copies of the Draft and Final EIS are also available for review at the University Capital Planning & Development (University Facilities Building), on the University of Washington’s Online Public Information Center (<https://cpo.uw.edu/projects/sepa>), the UW Bothell website (<https://www.uwb.edu/campusplanning/master->

[plan](#)), the CC website ([http://www.cascadia.edu/discover/about/campus/master\\_plan.aspx](http://www.cascadia.edu/discover/about/campus/master_plan.aspx)) and at the following University and Public Libraries:

**University of Washington**

- Suzzallo Library
- Health Sciences Library

**UW Bothell and Cascadia College**

- Library (LB1)

**King County Libraries**

- Downtown Bothell Library (18215 98<sup>th</sup> Avenue NE)



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# Summary

# CHAPTER 1

## SUMMARY

### 1.1 INTRODUCTION

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This section provides a summary of the Final Environmental Impact Statement (FEIS) for the *Campus Master Plan* for the University of Washington Bothell (UW Bothell) and Cascadia College (CC). It briefly describes the *Proposed Actions* and *EIS Alternatives* and it highlights results of the environmental impact analysis. A matrix in this chapter contains a comparative overview of environmental impacts identified for the alternatives and is followed by a list of applicable mitigation measures and significant unavoidable adverse impacts. Information added or changed subsequent to issuance of the Draft EIS is shaded to ease identification of the added or changed information. Refer to **Chapter 2** of this FEIS for a more detailed description of the Proposed Action and Alternatives, and **Chapter 3** for a detailed description of the affected environment, environmental impacts, mitigation measures and significant unavoidable adverse impacts.

### 1.2 PROJECT OVERVIEW

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The Proposed Action is a new campus master plan for the UW Bothell and CC campus. As described in detail in **Chapter 3** of this Final EIS (Historic and Cultural Resources), the campus development has occurred over the last approximately 20 years and the previous Campus Master Plan and associated Planned Unit Development prepared for the University and College over this timeframe have influenced campus decision-making in terms of the siting of buildings, location of open space, and provision of circulation systems. Building on the previous master planning efforts, the University of Washington Bothell and Cascadia College have determined that a new plan for the campus is necessary to meet anticipated growth and identified goals for the next 20-year planning horizon.

Building on the 2010 (revised 2011) Campus Master Plan, the 2017 *Campus Master Plan* is intended to extend the continuity of campus planning over the next 20 years. The *Campus Master Plan* will include guidelines and policies for new development on campus, and will be formulated to maintain and enhance the mission of the University of Washington Bothell and Cascadia College, their multiple important roles in associate, undergraduate and professional education, and dedication to research and public service.

## 1.3 MISSION STATEMENT AND PROJECT GUIDING PRINCIPLES (OBJECTIVES)

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### Mission Statement

The following presents the overall mission statements of the University of Washington Bothell and Cascadia College.

#### University of Washington Bothell

*UW Bothell holds the student-faculty relationship to be paramount. We provide access to excellence in higher education through innovative and creative curricula, interdisciplinary teaching and research, and a dynamic community of multicultural learning.*

#### Cascadia College

*Transforming lives through integrated education in a learning-centered community.*

### Guiding Principles (Objectives)

The *Campus Master Plan* is intended to provide a flexible framework to guide land use, development, and infrastructure investments on campus through close collaboration with the City of Bothell and the community. The guiding principles identify a shared vision for actions and outcomes that meet multiple objectives to ensure land use and capital investment decisions to support the institutional missions of UW Bothell and Cascadia College.

- **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.
- **Durable and Adaptable Facilities and Infrastructure** - 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.
- **Enriched 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 - accessibility of information, social and cultural events, housing, dining, group and individual study, rest and comfort, recreation, physical fitness, and health and wellness – 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 innovation and partnership.

- **Enhanced Environmental and Human Health** - UW Bothell and Cascadia College's commitment 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, optimization of campus infrastructure, life cycle cost decision-making, 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. 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.
- **Integration with 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 complement adjacent uses. Connections between the campus and downtown core should be strengthened.
- **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 to adapt to evolving needs. 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.

## 1.4 PROPOSED ACTIONS

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Building on the 2010 (revised 2011) Campus Master Plan, the 2017 *Campus Master Plan* is intended to extend the continuity of campus planning over the next 20 years. The *Campus Master Plan* will include guidelines and policies for new development on campus, and will be formulated to maintain and enhance the mission of the University of Washington Bothell and Cascadia College, their multiple important roles in associate, undergraduate and professional education, and dedication to research and public service.

Guided by the Mission Statements and Guiding Principles provided in **Section 2.6**, the proposed *Campus Master Plan* is also intended to achieve the following development goals over the 20-year planning horizon:

- Accommodate projected increase in the number of students, faculty and staff;
- Meet the academic building space benchmark of 150 gsf per University of Washington Bothell and Cascadia College student;
- Provide opportunities to house between 10 percent and 20 percent of University of Washington Bothell student population (representing 600 beds and 1,200 beds respectively);
- Relocate current off-campus lease uses within 0.25 mile from campus to campus; and,
- Improve multi-modal access to campus from downtown Bothell and beyond, through strategic partnerships.

Campus growth beyond the current approximately 757,700 gsf of total campus building space (including 683,500 gsf of academic space and 74,200 gsf of housing space<sup>1</sup>) is needed to accommodate the projected increase in campus population and other development goals. It is estimated that approximately 907,300 gsf to 1,072,300 gsf of net new building space and 600 to 1,200 total student housing beds will be needed over the 20-year planning horizon<sup>2</sup>. It is also proposed that the approximately 70,700 gsf of off-campus academic space located within 0.25 mile of the campus (located at two locations on Beardslee Boulevard) be relocated to the campus.

The *Campus Master Plan* includes limitations on maximum building heights and setbacks for buildings from adjacent residential uses. A 65-foot maximum building height would be established for the majority of campus (Development Areas A, B, C, D and G), with a 100-foot maximum height for a portion of campus east of Campus Way NE (Development Areas E and F). The provision of landscape buffers and building setbacks would be established for the portions of campus located adjacent to residential neighborhoods. For example, a minimum 25-foot wide building setback would be provided along the western boundary of Development Areas A, B and C adjacent to residential uses; for each additional foot of building height over 35 feet in Development Areas A and C, the building setback would increase an additional 3 feet.

The *Campus Master Plan* includes retention of the North Creek Stream and Wetland Area on campus. This approximately 58-acre area encompassing the eastern third of the campus

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<sup>1</sup> Rounded to the nearest 100.

<sup>2</sup> Depending on the percentage of students housed on campus and strategy regarding retention of Husky Village units.



contains restored stream and wetland reflecting a native floodplain ecosystem. The existing trail and outlook system would be retained and maintained during the 20-year planning horizon.

The EIS Alternatives consider a range of 3,700 to 4,200 parking stalls on campus, representing an increase from the current 2,272 parking stalls on campus. Vehicular circulation changes are considered, including the potential to provide a second northern access from Beardslee Boulevard via a realigned 110<sup>th</sup> Avenue NE, and potential access scenarios for NE 185<sup>th</sup> Street.

## 1.5 EIS ALTERNATIVES

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### No Action Alternative

Under the No Action Alternative, the physical improvements that are proposed as part of the *Campus Master Plan* (as analyzed under Alternatives 1, 2 and 3) would not occur. Two scenarios are analyzed for this alternative in the EIS: Scenario A (Baseline) – Continuation of existing conditions; and, Scenario B (Allowed in PUD) – future campus development reflecting remaining capacity under the original (Phase 1) and the current PUD as evaluated in the 1995 EIS. The No Action Alternative under either Scenario A or Scenario B would not meet the UW Bothell and Cascadia College Guiding Principles and development goals.

### Scenario A – Baseline Condition

Under Scenario A, the proposed Campus Master Plan would not be approved and no additional development would occur on campus. The current 683,500 gsf of academic space and 74,200 gsf of housing space on campus (total of 757,700 gsf on campus), along with the 70,700 gsf of off-site academic space within 0.25 mile of campus, would remain. No changes to the current vehicular or pedestrian circulation systems, or the amount of parking (current 2,272 spaces), would occur. The approximately 240 student beds associated with Husky Village would remain. Existing natural and recreational open spaces would remain, including the North Creek Stream and Wetland Area.

### Scenario B – Allowed in PUD

Under Scenario B, the proposed Campus Master Plan would not be approved, and a level of future campus development consistent with the remaining capacity under the original (Phase 1) and current PUD would occur. This scenario assumes buildout of the remaining approximately 386,100 gsf of campus building area, reaching the total of 1.14 million gsf of building space identified on campus under the PUD. Student enrollment of up to 10,000 FTEs on campus is assumed, consistent with the PUD. The approximately 240 student beds

associated with Husky Village would remain, although no additional housing beds would be provided.

The current vehicular and pedestrian circulation systems would remain. An on-campus parking supply totaling 4,200 to 6,000 spaces would be provided on campus.

## Alternative 1 – Develop Institutional Identity (Southward Growth)

Under Alternative 1 – Develop Institutional Identity (Southward Growth), development would occur in the southwestern portion of campus under the *Campus Master Plan*, with a net increase of approximately 1,072,300 gsf of building space (generally in Development Areas B and F) and up to 960 new beds – 1,200 total beds (generally located in Development Area A). It is assumed the Corp Yard would be located west of 110th Avenue NE in Development Area C, and the existing Truly House and Chase House would remain in their current locations. A campus student population of 10,000 FTEs is assumed.

Existing open space areas under Alternative 1 would be retained, including the approximately 58-acre North Creek Stream and Wetland Area in the eastern portion of campus, the approximately 2.9 acres of sports fields in campus Development Areas E and F, and the various plazas and gather spaces throughout campus. New green and urban open spaces would be provided in association with new buildings, with the majority of new open spaces located in the southwest portion of campus (Development Areas A and B).

Transportation improvements under Alternative 1 would include relocating the existing emergency access gate on NE 185<sup>th</sup> Street to the west, which would allow the internal campus roadway system to access Husky Hall in Development Area C. Additionally, NE 180<sup>th</sup> Street would be realigned further south to accommodate the assumed building development, traffic-calming features would be added to Campus Way NE, and the capacity of the Transit Center would be expanded to four bays. A total of 1,428 new parking stalls would be added (3,700 total), about 50 percent of which would be located in the southwestern portion of campus (Development Area A) and the other 50 percent distributed throughout Development Areas C, E and F.

## Alternative 2 – Develop the Core (Central Growth)

Under Alternative 2 – Develop the Core (Central Growth), development would occur in the central portion of campus, with a net increase of approximately 907,300 gsf of building space generally located in Development Areas A, B, C, E and F. Up to 360 new beds (600 total beds) would be located in the central portion of campus in Development Area F. It is assumed that

the Corp Yard would be located in the western portion of the surface parking lot south of NE 180th Street in Development Area A. The Truly House would be demolished or relocated to an on-campus or off-campus location to accommodate assumed development. The Chase House would remain in its current location. A campus student population of 10,000 FTEs is assumed.

Existing open space areas under Alternative 2 would be retained, including the approximately 58-acre North Creek Stream and Wetland Area in the eastern portion of campus, the approximately 2.9 acres of sports fields in campus Development Areas E and F, and the various plazas and gather spaces throughout campus. New green and urban open spaces would be provided in association with new buildings, with the majority of new open spaces located in the central portion of campus (Development Areas B and F).

Transportation improvements under Alternative 2 would include direct transit access to campus via a new opening on NE 185th Street, between Beardslee Boulevard and 110th Avenue NE. Additionally, traffic calming measure on Campus Way NE would be provided, the Transit Center would be relocated to NE 185th Street and its capacity would be increased to four bays, and the existing comfort station and layover for transit would be removed. A total of 1,428 new parking stalls would be added (3,700 total), about half of which would be located in a stand-alone parking structure located south of the South Parking Garage in Development Area A, and in an addition to the North Parking Garage in Development Area E. The other 50 percent of the new parking would be associated with new building development in Development Areas B, C and F.

### Alternative 3 – Growth along Topography (Northward Growth)

Under Alternative 3 – Growth along Topography (Northward Growth), development would follow the north/south topography of campus, with a net increase of approximately 907,300 gsf of building space throughout the central and northern portions of campus (Development Areas B, C, D, E and F) and would include the demolition of Husky Hall (31,800 gsf) and Husky Village (74,200 gsf and 240 beds). Up to 360 net new student housing beds (600 total beds) would be located in the northern and central portion of campus (Development Areas D and F). The Corp Yard would be located immediately north of the Chase House in Development Area G, and the existing Truly House and Chase House would remain in their current locations. A campus student population of 10,000 FTEs is assumed.

Existing open space areas under Alternative 2 would be retained, including the approximately 58-acre North Creek Stream and Wetland Area in the eastern portion of campus, the approximately 2.9 acres of sports fields in campus Development Areas E and F, and the various plazas and gather spaces throughout campus. New green and urban open spaces

would be provided in association with new buildings in the northwest portion of campus (Development Areas C and D), with open spaces also provided in association with new building throughout campus (Development Areas A, B, E, F and G).

Transportation improvements under Alternative 3 include a new, signalized access from Beardslee Boulevard via a realigned 108<sup>th</sup> Avenue NE, conversion of the existing NE 185<sup>th</sup> Street between 108<sup>th</sup> Avenue NE and 110<sup>th</sup> Avenue NE into campus open space (Development Areas C and D), and realignment of the southern end of 110<sup>th</sup> Avenue NE, into the Northern Parking Garage. The existing transit center would be relocated to Beardslee Boulevard (adjacent to Development Area D). A total of 1,928 new parking stalls (4,200 total) would be provided, with approximately 38 percent of new parking occurring in the southwest portion of campus (Development Area A), 37 percent in the central portion (Development Areas E and F), and approximately 25% in the northwest portion (Development Areas C and D).

## Alternative 4 – Blended Alternative

Subsequent to the issuance of the Draft EIS, the UW Bothell and CC developed Alternative 4 which reflects a level and location of new campus development that blends attributes from Alternatives 1 – 3. For example, Alternative 4 assumes a net increase in building space of 1,042,300 which falls between that assumed under Alternative 1 (1,072,300 gsf) and that assumed under Alternatives 2 and 3 (907,300 gsf). The total number of parking spaces (4,200 spaces) would be the same as that assumed under Alternative 3. Alternative 4 assumes the same total number of student housing beds as under Alternative 1 (1,200 beds), with location of new beds assumed as generally under Alternative 3. As under Alternatives 1, 2 and 3, and No-Action Alternative – Scenario B, Alternative 4 assumes a campus student population of 10,000 student FTEs.

Existing open space areas under Alternative 4 would be retained, including the approximately 58-acre North Creek Stream and Wetland Area in the eastern portion of campus, the approximately 2.9 acres of sports fields in campus Development Areas E and F, and the various plazas and gather spaces throughout campus. Under Alternative 4 the existing north campus access from Beardslee Boulevard and existing south campus access would remain as under current conditions (as under Alternatives 1, 2 and 3); see **Chapter 2** of this Final EIS for a detailed description of Alternative 4.

## 1.6 IMPACT SUMMARY

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The following highlights the impacts that would potentially occur from the alternatives analyzed in this EIS. **Table 1-1** provides a summary of the potential impacts that would be anticipated under the EIS Alternatives. This summary is not intended to be a substitute for the complete discussion of each element that is contained in **Chapter 3** of this Final EIS.

**Table 1-1  
IMPACT SUMMARY MATRIX**

No Action Alternative		Alternative 1 – Develop Institutional Identity	Alternative 2 – Develop the Core	Alternative 3 – Growth along Topography	Alternative 4 – Blended Alternative
Scenario A – Baseline Condition	Scenario B – Allowed in PUD				
<b>3.1 - Earth</b>					
<ul style="list-style-type: none"> <li>No excavation or erosion-related impacts are anticipated.</li> </ul>	<ul style="list-style-type: none"> <li>Development of 386,100 gsf of net new building space would result a lower amount of excavation than Alternatives 1-3.</li> </ul>	<ul style="list-style-type: none"> <li>Development of 1,072,300 gsf of net new building space would result in approximately 25,800 cubic yards of grading/excavation, most of which would occur in the southwest portion of campus.</li> </ul>	<ul style="list-style-type: none"> <li>Development of 907,300 gsf of net new building space would result in approximately 10,700 cubic yards of grading/ excavation, most of which would occur in the central portion of campus.</li> </ul>	<ul style="list-style-type: none"> <li>Development of 907,300 gsf of net new building space would result in approximately 33,900 cubic yards of grading/ excavation, most of which would occur in the northern portion of campus.</li> </ul>	<ul style="list-style-type: none"> <li>Development of 1,042,300 gsf of net new building space would result in approximately 30,000 cubic yards of grading which would fall between <b>Alternatives 1 and 3.</b></li> </ul>
<ul style="list-style-type: none"> <li>No impacts to geologic hazards are anticipated.</li> </ul>	<ul style="list-style-type: none"> <li>Development could occur in Erosion Hazard Areas (Development Areas A and B), Landslide Hazard Areas (Development Areas A, E and F), and Seismic Hazard Areas (Development Areas E and F).</li> </ul>	<ul style="list-style-type: none"> <li>Development would occur in Erosion Hazard Areas (Development Areas A and B), Landslide Hazard Areas (A, E and F), and Seismic Hazard Areas (E and F).</li> </ul>	<ul style="list-style-type: none"> <li>Development would occur in Erosion Hazard Areas (Development Areas B, E and F), Landslide Hazard Areas (E and F), and Seismic Hazard Areas (E and F).</li> </ul>	<ul style="list-style-type: none"> <li>Less development in potential Erosion Hazard Areas than Alternatives 1 and 2; similar amount of development in potential Landslide Hazard Areas and Seismic Hazard Areas to <b>Alternatives 1 and 2.</b></li> </ul>	<ul style="list-style-type: none"> <li>Similar Erosion Hazard potential as <b>Alternative 1</b>, and similar Landslide and Seismic Hazard potential to <b>Alternatives 1 and 2.</b></li> </ul>

No Action Alternative		Alternative 1 – Develop Institutional Identity	Alternative 2 – Develop the Core	Alternative 3 – Growth along Topography	Alternative 4 – Blended Alternative
Scenario A – Baseline Condition	Scenario B – Allowed in PUD				
<b>3.2 – Air Quality</b>					
<ul style="list-style-type: none"> <li>No new construction would occur; no substantial changes to air quality would be anticipated.</li> </ul>	<ul style="list-style-type: none"> <li>Construction associated with 386,100 gsf of net new building space would result in localized short-term increases in particulates and vehicle/equipment emissions.</li> </ul>	<ul style="list-style-type: none"> <li>Short-term construction-related air quality impacts associated with 1,072,300 gsf of net new building space, with a focus in the southwest portion of campus.</li> </ul>	<ul style="list-style-type: none"> <li>Short-term construction-related air quality impacts associated with 907,300 gsf of net new building space, with a focus in the central portion of campus.</li> </ul>	<ul style="list-style-type: none"> <li>Short-term construction-related air quality impacts associated with 907,300 gsf of net new building space (including the demolition of 106,000 gsf associated with Husky Village and Husky Hall), with a focus in the northern portion of campus.</li> </ul>	<ul style="list-style-type: none"> <li>Short-term air quality impacts associated with construction of 1,042,300 gsf would be similar to Alternative 1. Demolition associated with Husky Hall and Husky Village similar to Alternative 3.</li> </ul>
<ul style="list-style-type: none"> <li>No substantial changes to air quality resulting from building operations would occur.</li> </ul>	<ul style="list-style-type: none"> <li>Emissions from exhaust vents and laboratory fume hoods during operation of 386,100 gsf of net new building space would occur but would not result in air quality impacts.</li> </ul>	<ul style="list-style-type: none"> <li>Operation-related emissions associated with 1,072,300 gsf of net new building space would be greater than <b>No Action – Scenario B</b>, but would not result in air quality impacts.</li> </ul>	<ul style="list-style-type: none"> <li>Operation-related emissions associated with 907,300 gsf of net new building space would be greater than <b>No Action – Scenario B</b> but less than <b>Alternative 1</b>.</li> </ul>	<ul style="list-style-type: none"> <li>Operation-related impacts would be similar to <b>Alternative 2</b>.</li> </ul>	<ul style="list-style-type: none"> <li>Operation-related impacts would be similar to <b>Alternative 1</b>.</li> </ul>
<ul style="list-style-type: none"> <li>No changes to air quality from garage operations.</li> </ul>	<ul style="list-style-type: none"> <li>Air quality impacts from garage operations not anticipated.</li> </ul>	<ul style="list-style-type: none"> <li>Operation of parking structure in development Area C in proximity to adjacent</li> </ul>	<ul style="list-style-type: none"> <li>Potential for air quality impacts from parking structure operations less than Alternative 1.</li> </ul>	<ul style="list-style-type: none"> <li>Potential for air quality impacts from parking structure operations</li> </ul>	<ul style="list-style-type: none"> <li>Potential for air quality impacts from parking structure operations</li> </ul>

No Action Alternative		Alternative 1 – Develop Institutional Identity	Alternative 2 – Develop the Core	Alternative 3 – Growth along Topography	Alternative 4 – Blended Alternative
Scenario A – Baseline Condition	Scenario B – Allowed in PUD				
		residential area would not result in air quality impacts.		similar to or less than Alternative 1.	similar to or less than Alternative 1.
<ul style="list-style-type: none"> <li>No substantial changes to greenhouse gas emissions would occur.</li> </ul>	<ul style="list-style-type: none"> <li>New development would result in total lifespan GHG emissions of approximately 403,660 MTCO<sub>2</sub>e.</li> </ul>	<ul style="list-style-type: none"> <li>New development would result in total lifespan GHG emissions of approximately 1,121,069 MTCO<sub>2</sub>e.</li> </ul>	<ul style="list-style-type: none"> <li>New development would result in total lifespan GHG emissions of approximately 948,564 MTCO<sub>2</sub>e.</li> </ul>	<ul style="list-style-type: none"> <li>GHG emissions would be similar to Alternative 2.</li> </ul>	<ul style="list-style-type: none"> <li>GHG emissions would be similar to Alternative 1.</li> </ul>
<b>3.3 – Wetlands and Plants/Animals</b>					
<ul style="list-style-type: none"> <li>No impacts to wetlands would be anticipated.</li> </ul>	<ul style="list-style-type: none"> <li>Direct impacts to wetlands would not occur. Wetland 14 (Development Area C) could be filled; fill of this wetland was accounted for under previous review and development.</li> </ul>	<ul style="list-style-type: none"> <li>Direct impacts to wetlands would not occur, including impacts to the North Creek Stream and Wetland Area. Wetland 14 (Development Area C) could be filled; fill of this wetland was accounted for under previous review and development.</li> </ul>	<ul style="list-style-type: none"> <li>Impacts to wetlands would be similar to Alternative 1.</li> </ul>	<ul style="list-style-type: none"> <li>Approximately 0.16-acre of Category III wetlands in Development Areas C and D could be filled. Wetland conditions associated with the North Creek Stream and Wetland Areas would be similar to Alternatives 1 and 2.</li> </ul>	<ul style="list-style-type: none"> <li>Impacts to wetlands would be similar to Alternative 1.</li> </ul>
<ul style="list-style-type: none"> <li>No impacts to plants would be anticipated.</li> </ul>	<ul style="list-style-type: none"> <li>Depending on the location, development could potential impacts to some moderate</li> </ul>	<ul style="list-style-type: none"> <li>Construction could result in potential impacts to some moderate ecological trees, particularly within the central</li> </ul>	<ul style="list-style-type: none"> <li>Development under Alternative 2 would have a higher potential for impacts to moderate ecological value trees in Development Area B,</li> </ul>	<ul style="list-style-type: none"> <li>Development under Alternative 3 would have a higher potential for impacts to moderate ecological value trees in</li> </ul>	<ul style="list-style-type: none"> <li>Development under Alternative 4 would result in a similar potential for impacts to trees as under Alternative 3.</li> </ul>

No Action Alternative		Alternative 1 – Develop Institutional Identity	Alternative 2 – Develop the Core	Alternative 3 – Growth along Topography	Alternative 4 – Blended Alternative
Scenario A – Baseline Condition	Scenario B – Allowed in PUD				
	ecological value trees along the west edge of Development Area A, the central portion of Development Area B, the south and east portion of Development Area C, the northeast portion of Development Area D and the south portion of the Development Area F.	portion of Development Area B, the south portion of the Development Area C and the south portion of Development Area F.	but would have a lower potential for impacts in Development Area C than Alternative 1. Potential impacts to moderate ecological values trees in Development Area F would be similar to <b>Alternative 1</b> .	Development Area D than Alternative 1, but would have a lower potential for impacts in Development Areas B and C. Potential impacts to moderate ecological value trees in Development Areas F would be similar to <b>Alternative 1</b> .	
<ul style="list-style-type: none"> <li>No impacts to fish would be anticipated.</li> </ul>	<ul style="list-style-type: none"> <li>Increases in erosion and stormwater discharge would occur but would not be anticipated to affect fish habitat.</li> </ul>	<ul style="list-style-type: none"> <li>Increases in erosion and stormwater discharge would occur but would not be anticipated to affect fish habitat within North Creek.</li> </ul>	<ul style="list-style-type: none"> <li>Impacts to fish habitat within North Creek would be similar to <b>Alternative 1</b>.</li> </ul>	<ul style="list-style-type: none"> <li>Impacts to fish habitat within North Creek would be similar to <b>Alternative 1</b> and <b>2</b>.</li> </ul>	<ul style="list-style-type: none"> <li>Impacts to fish habitat would be similar to <b>Alternative 1</b>.</li> </ul>
<ul style="list-style-type: none"> <li>No impacts to animals would be anticipated.</li> </ul>	<ul style="list-style-type: none"> <li>Development would result in increased loss of existing urban</li> </ul>	<ul style="list-style-type: none"> <li>Development in Development Areas A, B, E and F would result in loss of existing urban</li> </ul>	<ul style="list-style-type: none"> <li>Development within Development Areas B, E and F would result in a loss of existing urban</li> </ul>	<ul style="list-style-type: none"> <li>Construction disturbances in Development Areas B, E and F would be</li> </ul>	<ul style="list-style-type: none"> <li>Construction disturbances would be similar to <b>Alternative 1</b>.</li> </ul>



No Action Alternative		Alternative 1 – Develop Institutional Identity	Alternative 2 – Develop the Core	Alternative 3 – Growth along Topography	Alternative 4 – Blended Alternative
Scenario A – Baseline Condition	Scenario B – Allowed in PUD				
	habitat and temporary construction-related disturbances to animals.	habitat and increased temporary construction-related disturbances to animals.	habitat. Impacts from construction-related disturbances would be greater than <b>Alternative 1</b> , due to the increased amount of development in Development Areas E and F.	similar to <b>Alternative 2</b> and result in the loss of existing urban habitat.	
<b>3.4 – Energy</b>					
<ul style="list-style-type: none"> <li>No change in electricity demand would be anticipated.</li> </ul>	<ul style="list-style-type: none"> <li>Development of 386,100 gsf of net new building space would utilize approximately 3,583,000 kWh of electricity annually (approx. 52 percent increase). Expansion of the existing chiller station west of the South Parking Garage required to meet air conditioning needs.</li> </ul>	<ul style="list-style-type: none"> <li>Development of 1,072,300 gsf of net new building space would utilize approximately 9,950,000 kWh of electricity annually (approx. 144 percent increase). Expansion of the existing chiller station west of the South Parking Garage required to meet air conditioning needs.</li> </ul>	<ul style="list-style-type: none"> <li>Development of 907,000 gsf of net new building space would utilize approximately 8,419,000 kWh of electricity annually (approx. 122 percent increase). Expansion of the existing chiller station west of the South Parking Garage required to meet air conditioning needs.</li> </ul>	<ul style="list-style-type: none"> <li>Increased demand for electrical power from new building uses would be as described for <b>Alternative 2</b>. Compared to expansion of the chiller station, Alternative 3 assumes development of a new satellite station in Development Area C.</li> </ul>	<ul style="list-style-type: none"> <li>Increased demand for energy would be similar to <b>Alternative 1</b>. Chiller station conditions would be similar to <b>Alternative 3</b>.</li> </ul>

No Action Alternative		Alternative 1 – Develop Institutional Identity	Alternative 2 – Develop the Core	Alternative 3 – Growth along Topography	Alternative 4 – Blended Alternative
Scenario A – Baseline Condition	Scenario B – Allowed in PUD				
<ul style="list-style-type: none"> <li>No change in natural gas demand would be anticipated.</li> </ul>	<ul style="list-style-type: none"> <li>Development of 386,100 gsf of net new building space would utilize approx. 24,239,000 kBtu of natural gas annually (approx. 47 percent increase).</li> </ul>	<ul style="list-style-type: none"> <li>Development of 1,072,300 gsf of net new building space would utilize approx. 67,318,000 kBtu of natural gas annually (approx. 131 percent increase).</li> </ul>	<ul style="list-style-type: none"> <li>Increased demand for natural gas power from new building space would utilize approx. 56,960,000 kBtu of natural gas annually (approx. 111 percent increase).</li> </ul>	<ul style="list-style-type: none"> <li>Increased demand for natural gas power from new building uses would be as described for <b>Alternative 2</b>.</li> </ul>	<ul style="list-style-type: none"> <li>Increased demand for natural gas power would be similar to <b>Alternative 1</b>.</li> </ul>
<b>3.5 – Environmental Health</b>					
<ul style="list-style-type: none"> <li>No environmental health impacts would occur.</li> </ul>	<ul style="list-style-type: none"> <li>To the extent research/laboratory uses are developed, an increase in research chemicals and hazardous materials would occur. Overall human health conditions would not be anticipated to change.</li> </ul>	<ul style="list-style-type: none"> <li>The potential for new research/laboratory facilities would be higher than <b>No Action – Scenario B</b> due to the increased amount of academic space. Impacts to human health would not be anticipated.</li> </ul>	<ul style="list-style-type: none"> <li>Impacts to human health would be as described for <b>Alternative 1</b> due to the similar amount of net new academic space.</li> </ul>	<ul style="list-style-type: none"> <li>Impacts to human health would be as described for <b>Alternative 1</b> due to the similar amount of net new academic space.</li> </ul>	<ul style="list-style-type: none"> <li>Impacts to human health would be as described for <b>Alternative 1</b> due to the similar amount of net new development.</li> </ul>
<ul style="list-style-type: none"> <li>No noise impacts would occur.</li> </ul>	<ul style="list-style-type: none"> <li>Development of 386,100 gsf of net new building</li> </ul>	<ul style="list-style-type: none"> <li>Development of 1,072,300 gsf of net new building space</li> </ul>	<ul style="list-style-type: none"> <li>Development of 907,300 gsf of net new building space would result in</li> </ul>	<ul style="list-style-type: none"> <li>Noise-related impacts would be similar to <b>Alternative 2</b>.</li> </ul>	<ul style="list-style-type: none"> <li>Noise-related impacts would be similar to <b>Alternative 1</b>.</li> </ul>

No Action Alternative		Alternative 1 – Develop Institutional Identity	Alternative 2 – Develop the Core	Alternative 3 – Growth along Topography	Alternative 4 – Blended Alternative
Scenario A – Baseline Condition	Scenario B – Allowed in PUD				
	space would result in noise-related impacts associated with temporary construction and operation of new uses.	would result in noise-related impacts associated with temporary construction and operation of new uses would be anticipated, particularly within and adjacent to Development Areas A, B and F.	noise-related impacts that would be similar but less than <b>Alternative 1</b> , due to the lower amount of student housing.		
<ul style="list-style-type: none"> <li>No changes to sound levels from garage operations</li> </ul>	<ul style="list-style-type: none"> <li>Depending on the location of parking structure(s), sound levels similar to or less than under <b>Alternative 1</b>.</li> </ul>	<ul style="list-style-type: none"> <li>Sound levels associated with parking structure activity and roadway traffic at the nearest off-campus residential area would comply with BMC sound level limits and would not result in an impact under FTA criteria.</li> </ul>	<ul style="list-style-type: none"> <li>Sound levels associated with parking structure and roadway operations in Development Area C would be less than under <b>Alternative 1</b>.</li> </ul>	<ul style="list-style-type: none"> <li>Sound levels associated with parking garage and roadway operations in Development Area C would be similar to or less than under <b>Alternative 1</b>.</li> </ul>	<ul style="list-style-type: none"> <li>Sound levels associated with parking garage and roadway operations in Development Area C would be similar to or less than under <b>Alternative 1</b>.</li> </ul>
<b>3.6 – Land Use</b>					
<ul style="list-style-type: none"> <li>No construction-related impacts would be anticipated.</li> </ul>	<ul style="list-style-type: none"> <li>Temporary construction-related impacts would be similar but less than <b>Alternatives 1-3</b>.</li> </ul>	<ul style="list-style-type: none"> <li>Temporary construction-related impacts associated with noise, emissions, vibration and traffic would occur primarily in and adjacent to</li> </ul>	<ul style="list-style-type: none"> <li>Temporary-construction Impacts would be similar to <b>Alternative 1</b>, but in Development Areas A, B, C, E, and F.</li> </ul>	<ul style="list-style-type: none"> <li>Impacts would be similar but greater than <b>Alternatives 1 and 2</b>, due to the additional demolition activities associated with the removal of</li> </ul>	<ul style="list-style-type: none"> <li>Temporary-construction related impacts would be similar to <b>Alternative 3</b>.</li> </ul>

No Action Alternative		Alternative 1 – Develop Institutional Identity	Alternative 2 – Develop the Core	Alternative 3 – Growth along Topography	Alternative 4 – Blended Alternative
Scenario A – Baseline Condition	Scenario B – Allowed in PUD				
		Development Areas A, B and F.		Husky Hall and Husky Village.	
<ul style="list-style-type: none"> <li>No new development would occur on campus</li> </ul>	<ul style="list-style-type: none"> <li>Development of 386,100 gsf of net new building space would result in increased density and activity levels, but would be less than <b>Alternatives 1-3</b>.</li> </ul>	<ul style="list-style-type: none"> <li>Development of 1,072,300 gsf of net new building space, up to 960 new student housing beds, and 1,428 new parking stalls would result in increased density and activity levels on campus, primarily in the southwest portion of campus.</li> </ul>	<ul style="list-style-type: none"> <li>Approx. 907,300 gsf of net new building space, up to 360 new student housing beds, and 1,428 new parking stalls would result in increased density and activity levels (particularly in the central portion of campus).</li> </ul>	<ul style="list-style-type: none"> <li>Approx. 907,300 gsf of net new building space, 165,000 up to 360 new student housing beds, and 1,928 new parking stalls would result in increased density and activity levels, primarily in the northern portion of campus. A second campus access roadway from Beardslee Boulevard would also increase activity levels.</li> </ul>	<ul style="list-style-type: none"> <li>Development of 1,042,300 gsf of new building space, up to 960 new student housing beds, and 1,928 new parking stalls would result in increased density and activity levels, primarily in the central and northern portions of campus.</li> </ul>
<b>3.7 – Population and Housing</b>					
<ul style="list-style-type: none"> <li>No changes in student population would be anticipated.</li> </ul>	<ul style="list-style-type: none"> <li>The total increase in campus population would be approximately 1,961 people (FTE students, faculty and staff).</li> </ul>	<ul style="list-style-type: none"> <li>The total increase in campus population would be approximately 1,961 people (FTE students, faculty and staff).</li> </ul>	<ul style="list-style-type: none"> <li>Population increases would be as described for <b>Alternative 1</b>.</li> </ul>	<ul style="list-style-type: none"> <li>Population increases would be as described for <b>Alternative 1</b>.</li> </ul>	<ul style="list-style-type: none"> <li>Population increase would be as described for <b>Alternative 1</b>.</li> </ul>

No Action Alternative		Alternative 1 – Develop Institutional Identity	Alternative 2 – Develop the Core	Alternative 3 – Growth along Topography	Alternative 4 – Blended Alternative
Scenario A – Baseline Condition	Scenario B – Allowed in PUD				
<ul style="list-style-type: none"> <li>No changes in housing would be anticipated.</li> </ul>	<ul style="list-style-type: none"> <li>New housing would not be provided and the increase in population would be anticipated to reside in the City of Bothell and surrounding areas.</li> </ul>	<ul style="list-style-type: none"> <li>New housing would be located in Development Area A and the existing student housing facilities (Husky Village). Capacity to house FTE students would increase from four percent to 20 percent.</li> </ul>	<ul style="list-style-type: none"> <li>New housing would be located in Development Area F and the existing student housing facilities (Husky Village). Capacity to house FTE students would be 10 percent (less than <b>Alternative 1</b>).</li> </ul>	<ul style="list-style-type: none"> <li>Student housing associated with Husky Village would be demolished and new student housing facilities would be developed within Development Areas D and F. Capacity to house FTE students would be 10 percent (less than <b>Alternative 1</b>).</li> </ul>	<ul style="list-style-type: none"> <li>Student housing associated with Husky Village would be demolished with new student housing facilities developed within Development Areas B and E. Capacity to house FTE students would be 20 percent (similar to <b>Alternative 1</b>).</li> </ul>
<b>3.8 – Aesthetics</b>					
<ul style="list-style-type: none"> <li>No aesthetic changes would occur.</li> </ul>	<ul style="list-style-type: none"> <li>Development of 386,100 gsf of net new building space would change the aesthetic character to reflect new building on campus. Development would occur without an overall plan for the entire campus.</li> </ul>	<ul style="list-style-type: none"> <li>Development of 1,072,300 gsf of net new building space would change the aesthetic character to reflect new buildings on campus, particularly Development Areas A, B and F. Existing open space areas would be retained and new open spaces would be included with new building development.</li> </ul>	<ul style="list-style-type: none"> <li>Development of 907,300 gsf of net new building space would change the aesthetic character to reflect new buildings on campus, particularly in Development Areas B, E and F. Existing open space areas would be retained and new open spaces would be included with new building development.</li> </ul>	<ul style="list-style-type: none"> <li>Development of 907,300 gsf of net new building space would change the aesthetic character to reflect new buildings on campus, particularly in Development Areas B, C, D, E and F. Existing open space areas would be retained and new open spaces would be included with new building development.</li> </ul>	<ul style="list-style-type: none"> <li>Development of 1,042,300 gsf of net new building space would change the aesthetic character to reflect new buildings on campus, particularly in Development Areas B, C, D and E. Existing open space areas would be retained and new open space spaces would be included with new building development.</li> </ul>

No Action Alternative		Alternative 1 – Develop Institutional Identity	Alternative 2 – Develop the Core	Alternative 3 – Growth along Topography	Alternative 4 – Blended Alternative
Scenario A – Baseline Condition	Scenario B – Allowed in PUD				
<ul style="list-style-type: none"> <li>No changes to existing views would occur.</li> </ul>	<ul style="list-style-type: none"> <li>Depending on the location of development, views on campus could change to reflect increased density.</li> </ul>	<ul style="list-style-type: none"> <li>Views to the campus would change to reflect portions of new building development (primarily in the southwest portion of campus). Views to new campus development from surrounding areas would primarily be afforded from NE 180<sup>th</sup> St., 110<sup>th</sup> Ave NE, Beardslee Boulevard, NE 182<sup>nd</sup> Ct, and NE 183<sup>rd</sup> Ct.</li> </ul>	<ul style="list-style-type: none"> <li>Views to the campus would change to reflect portions of new building development (primarily in the central portion of campus). Views to new campus development from surrounding areas would primarily be afforded from NE 180<sup>th</sup> St., 110<sup>th</sup> Ave NE, Beardslee Boulevard, NE 182<sup>nd</sup> Ct, and NE 183<sup>rd</sup> Ct.</li> </ul>	<ul style="list-style-type: none"> <li>Views to the campus would change to reflect portions of new building development (primarily in the northern portion of campus). Views to new campus development from surrounding areas would primarily be afforded from NE 180<sup>th</sup> St., 110<sup>th</sup> Ave NE, Beardslee Boulevard, NE 182<sup>nd</sup> Ct, and NE 183<sup>rd</sup> Ct.</li> </ul>	<ul style="list-style-type: none"> <li>Views to the campus would change to reflect portions of new building development (primarily in the northern and central portions of campus). Views to campus would generally be as under <b>Alternative 3</b>.</li> </ul>
<b>3.9 – Recreation and Open Space</b>					
<ul style="list-style-type: none"> <li>No impacts to open spaces would be anticipated.</li> </ul>	<ul style="list-style-type: none"> <li>Demand for recreation and open space would increase with increased student enrollment. New open space areas would be provided as a part of development.</li> </ul>	<ul style="list-style-type: none"> <li>Demand for recreation and open space would increase and would be greater than <b>No Action – Scenario B</b>, due to the increase in students living on-campus. New open space areas would be provided as a part of development and an expansion of the</li> </ul>	<ul style="list-style-type: none"> <li>Impacts would be similar to <b>Alternative 1</b>, although demand would be somewhat less than <b>Alternative 1</b> due to fewer students living on-campus.</li> </ul>	<ul style="list-style-type: none"> <li>Impacts would be similar to <b>Alternative 2</b>.</li> </ul>	<ul style="list-style-type: none"> <li>Impacts would be similar to <b>Alternative 1</b>.</li> </ul>

No Action Alternative		Alternative 1 – Develop Institutional Identity	Alternative 2 – Develop the Core	Alternative 3 – Growth along Topography	Alternative 4 – Blended Alternative
Scenario A – Baseline Condition	Scenario B – Allowed in PUD				
		existing ARC building could be provided.			
<b>3.10 – Historic and Cultural Resources</b>					
<ul style="list-style-type: none"> <li>No historic resources impacts would occur.</li> </ul>	<ul style="list-style-type: none"> <li>No direct impacts to the Truly House or Chase House would be anticipated. Potential for indirect impacts could occur to these historic resources, as well as the off-campus Bothell Pioneer Cemetery.</li> </ul>	<ul style="list-style-type: none"> <li>No direct impacts to the Truly House or Chase House would be anticipated. Potential for indirect impacts to the Truly House and the off-campus Bothell Pioneer Cemetery could occur.</li> </ul>	<ul style="list-style-type: none"> <li>The Truly House would be relocated or demolished to accommodate development in Development Area B. Indirect impacts to the off-campus Bothell Pioneer Cemetery could occur as a result of construction in Development Areas A, B and C.</li> </ul>	<ul style="list-style-type: none"> <li>No direct impacts to the Truly House or Chase House would be anticipated. Less potential for indirect impacts to the Truly House and the off-campus Bothell Pioneer Cemetery than <b>Alternative 1</b>, but a greater potential for indirect impacts to the Chase House.</li> </ul>	<ul style="list-style-type: none"> <li>No direct impacts to the Truly House or Chase House would be anticipated. Potential for indirect impacts to the Chase House and Pioneer Cemetery similar to <b>Alternative 3</b>.</li> </ul>
<ul style="list-style-type: none"> <li>No cultural resources impacts would occur.</li> </ul>	<ul style="list-style-type: none"> <li>Moderate to high risk for encountering archaeological resources if development occurs in Development Areas A, B, E, F or G.</li> </ul>	<ul style="list-style-type: none"> <li>Moderate to high risk for encountering archaeological resources, particularly in Development Areas A, B, E and F.</li> </ul>	<ul style="list-style-type: none"> <li>Higher potential for encounter archeological resources than <b>Alternative 1</b> due to the focus of development in Development Areas E and F.</li> </ul>	<ul style="list-style-type: none"> <li>The risk for encountering potential archaeological resources is similar to <b>Alternative 2</b>.</li> </ul>	<ul style="list-style-type: none"> <li>The risk for encountering potential archaeological resources similar to <b>Alternatives 2 and 3</b>.</li> </ul>
<b>3.11 – Public Services and Utilities</b>					
<ul style="list-style-type: none"> <li>There would be no increase</li> </ul>	<ul style="list-style-type: none"> <li>Fire service incidents</li> </ul>	<ul style="list-style-type: none"> <li>Fire service incidents estimated to increase</li> </ul>	<ul style="list-style-type: none"> <li>Impacts related to fire services would increase</li> </ul>	<ul style="list-style-type: none"> <li>Impacts related to fire services would</li> </ul>	<ul style="list-style-type: none"> <li>Impacts related to fire services would be</li> </ul>

No Action Alternative		Alternative 1 – Develop Institutional Identity	Alternative 2 – Develop the Core	Alternative 3 – Growth along Topography	Alternative 4 – Blended Alternative
Scenario A – Baseline Condition	Scenario B – Allowed in PUD				
in demand for fire services.	estimated to increase by approx. 1.3 incidents a year (22 percent increase).	similar to <b>No Action – Scenario B</b> . An increase student housing and on-campus residents could result in a slightly higher potential for incidents.	but at a slightly lower level than <b>Alternative 1</b> , due to fewer students living on-campus.	increase but at a slightly lower level than <b>Alternative 1</b> , due to fewer students living on-campus	similar to <b>Alternative 1</b> .
<ul style="list-style-type: none"> <li>• There would be no increase in demand for police services.</li> </ul>	<ul style="list-style-type: none"> <li>• Police service incidents estimated to increase by approx. 2.6 calls a year (22 percent increase).</li> </ul>	<ul style="list-style-type: none"> <li>• Police service incidents estimated to increase similar to <b>No Action – Scenario B</b>. An increase student housing and on-campus residents could result in a slightly higher potential for incidents.</li> </ul>	<ul style="list-style-type: none"> <li>• Impacts related to police services would increase but at a slightly lower level than <b>Alternative 1</b>, due to fewer students living on-campus.</li> </ul>	<ul style="list-style-type: none"> <li>• Impacts related to police services would increase but at a slightly lower level than <b>Alternative 1</b>, due to fewer students living on-campus.</li> </ul>	<ul style="list-style-type: none"> <li>• Impacts related to police services would be similar to <b>Alternative 1</b>.</li> </ul>
<ul style="list-style-type: none"> <li>• There would be no increase in demand utilities.</li> </ul>	<ul style="list-style-type: none"> <li>• Development of 386,100 gsf of net new building space would result in increased demand for water service and sewer service, as well as an increase in impervious surface and associated stormwater.</li> </ul>	<ul style="list-style-type: none"> <li>• Development of 1,072,300 gsf of net new building space would result in increased demand for water service and sewer service, as well as an increase in impervious surface and associated stormwater. Increased demand for services and stormwater would be</li> </ul>	<ul style="list-style-type: none"> <li>• Development of 907,300 gsf of net new building space would result in increased demand for water service and sewer service, as well as increased impervious surface and associated stormwater.</li> </ul>	<ul style="list-style-type: none"> <li>• Increased demand for water service, sewer service and stormwater would be similar to <b>Alternative 2</b>.</li> </ul>	<ul style="list-style-type: none"> <li>• Increased demand for water service, sewer service and stormwater would be similar to <b>Alternative 1</b>.</li> </ul>



No Action Alternative		Alternative 1 – Develop Institutional Identity	Alternative 2 – Develop the Core	Alternative 3 – Growth along Topography	Alternative 4 – Blended Alternative
Scenario A – Baseline Condition	Scenario B – Allowed in PUD				
		greater than <b>No Action</b> – <b>Scenario B.</b>			
<b>3.12 – Transportation</b>					
<ul style="list-style-type: none"> <li>No changes to pedestrian or bicycle routes would occur.</li> </ul>	<ul style="list-style-type: none"> <li>No changes to pedestrian or bicycle routes would occur.</li> </ul>	<ul style="list-style-type: none"> <li>Traffic calming measures would be implemented along Campus Way NE.</li> </ul>	<ul style="list-style-type: none"> <li>The primary pedestrian and bicycle route would occur on Campus Way NE by eliminating transit use on this street.</li> </ul>	<ul style="list-style-type: none"> <li>The primary pedestrian connection would be through the center of campus connecting to the transit center on Beardslee Boulevard.</li> </ul>	<ul style="list-style-type: none"> <li>The primary pedestrian connection would be the center of campus with traffic calming features on Campus Way NE</li> </ul>
<ul style="list-style-type: none"> <li>No changes to transit access and circulation would occur.</li> </ul>	<ul style="list-style-type: none"> <li>No changes to transit access and circulation would occur.</li> </ul>	<ul style="list-style-type: none"> <li>No changes to transit access or circulation. Up to 4 bays would be provided which would be insufficient for future increases in transit service</li> </ul>	<ul style="list-style-type: none"> <li>Two-way transit circulation along NE 185<sup>th</sup> Street. Up to 8 bays would be provided which would be sufficient for future increases in transit service.</li> </ul>	<ul style="list-style-type: none"> <li>Two-way transit circulation along Beardslee Boulevard which could increase travel times/delays for transit. Up to 6 bays would be provided which would not be sufficient for future increases in transit service.</li> </ul>	<ul style="list-style-type: none"> <li>A transit center could be located on NE 185<sup>th</sup> Street, Campus Way NE or Beardslee Boulevard.</li> </ul>
<ul style="list-style-type: none"> <li>No increases in traffic volumes would occur.</li> </ul>	<ul style="list-style-type: none"> <li>Increases in campus population would result in approximately 4,590 net new daily trips, including 531 AM peak hour trips</li> </ul>	<ul style="list-style-type: none"> <li>Approximately 3,870 net new daily trips, including 397 AM peak hour trips and 491 PM peak hour trips.</li> </ul>	<ul style="list-style-type: none"> <li>Traffic volumes would be greater than <b>Alternative 1</b>, with approximately 4,320 net new daily trips, including 481 AM peak hour trips and 539 PM peak hour trips.</li> </ul>	<ul style="list-style-type: none"> <li>Traffic volumes would be greater than <b>Alternative 1</b>, with approximately 4,320 net new daily trips, including 481 AM peak hour trips and 539 PM peak hour trips.</li> </ul>	<ul style="list-style-type: none"> <li>Traffic volumes would be the same as Alternative 1 with 3,870 net new daily trips, including 397 AM peak hour trips and 491 PM peak hour trips.</li> </ul>

No Action Alternative		Alternative 1 – Develop Institutional Identity	Alternative 2 – Develop the Core	Alternative 3 – Growth along Topography	Alternative 4 – Blended Alternative
Scenario A – Baseline Condition	Scenario B – Allowed in PUD				
	and 568 PM peak hour trips.				
<ul style="list-style-type: none"> <li>All corridors would operate at LOS E and meet the City of Bothell’s standard (LOS E).</li> </ul>	<ul style="list-style-type: none"> <li>All corridors would operate at LOS E and meet the City of Bothell’s standard (LOS E).</li> </ul>	<ul style="list-style-type: none"> <li>All corridors would operate at LOS E and meet the City of Bothell’s standard (LOS E).</li> </ul>	<ul style="list-style-type: none"> <li>All corridors would operate at LOS E and meet the City of Bothell’s standard (LOS E).</li> </ul>	<ul style="list-style-type: none"> <li>All corridors would operate at LOS E and meet the City of Bothell’s standard (LOS E).</li> </ul>	<ul style="list-style-type: none"> <li>All corridors would operate at LOS E and meet the City of Bothell’s standard (LOS E).</li> </ul>
<ul style="list-style-type: none"> <li>LOS and delays at campus access intersections would increase</li> </ul>	<ul style="list-style-type: none"> <li>LOS and delays at campus access intersections would be greater than <b>No Action – Scenario A.</b></li> </ul>	<ul style="list-style-type: none"> <li>LOS and delays at campus access intersections would be lower than <b>No Action – Scenario B.</b></li> </ul>	<ul style="list-style-type: none"> <li>LOS and delays at campus access intersections would be lower than <b>No Action – Scenario B.</b></li> </ul>	<ul style="list-style-type: none"> <li>LOS and delays at campus access intersections would be lower than <b>No Action – Scenario B.</b></li> </ul>	<ul style="list-style-type: none"> <li>LOS and delays at campus access intersections would be lower than <b>No Action – Scenario B.</b></li> </ul>
<ul style="list-style-type: none"> <li>No changes to parking supply; approximately 2,500 parking stalls would exist on campus.</li> </ul>	<ul style="list-style-type: none"> <li>Approximately 4,600-6,600 parking stalls would be provided and would accommodate on-campus parking demand.</li> </ul>	<ul style="list-style-type: none"> <li>Approximately 3,700 parking stalls would be provided which would be anticipated to accommodate on-campus parking demand.</li> </ul>	<ul style="list-style-type: none"> <li>Approximately 3,700 parking stalls would be provided would be anticipated to accommodate on-campus parking demand.</li> </ul>	<ul style="list-style-type: none"> <li>Approximately 4,200 parking stalls would be provided and would be anticipated to accommodate on-campus parking demand.</li> </ul>	<ul style="list-style-type: none"> <li>Approximately 4,200 parking stalls would be provided and would be anticipated to accommodate on-campus parking demand.</li> </ul>

## 1.7 MITIGATION MEASURES AND SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS

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### Earth

#### Mitigation Measures

The following measures would minimize potential geologic and soil-related impacts that could occur with the implementation of the *Campus Master Plan*.

- All earthwork and site preparation on the campus would be conducted in compliance with relevant grading requirements of the City of Bothell Design and Construction Standards and Specifications Manual.
- Temporary Erosion and Sedimentation Control (TESC) measures would be implemented, as appropriate for individual sites, as part of code compliance to reduce the risk of construction-related erosion.
- Site specific geotechnical recommendations would be provided for individual projects and measures would be implemented as part of code compliance, based on the specific conditions at the individual sites, including measures related to potential landslide hazard conditions, seismic hazard conditions and groundwater.
- Whenever possible, construction could be scheduled to minimize overlapping of excavation periods for projects planned for construction in the same biennium.
- Construction activities conducted in portions of the campus identified as containing earth-related environmentally critical areas as identified by the City of Bothell would comply with applicable development standards (BMC 14.04)

#### Significant Unavoidable Adverse Impacts

With implementation of the identified mitigation measures, significant earth related impacts are not anticipated.

### Air Quality and Greenhouse Gases

#### Mitigation Measures

The proposed *Campus Master Plan* includes guiding principles to create a more sustainable campus environment. These principles would, in part, guide future campus development and would indirectly relate to the overall air quality and GHG environment. In addition to compliance with applicable regulations related to construction and operations (including EPA,

PSCAA and City of Bothell regulations), the following potential measures are intended to further reduce the potential for air quality and GHG impacts.

### *Air Quality - Construction*

During construction, applicable BMPs to control dust, vehicle and equipment emissions would be implemented. The UW Bothell and CC would coordinate with adjacent sensitive users to temporarily duct and protect air intakes to minimize the potential for the intake of fugitive dust and exhaust fumes.

- Building construction and demolition would be conducted in compliance with the *City of Bothell Design and Construction Standards and Specifications Manual*.
- Where appropriate, temporary asphalt roadways would be provided at development sites to reduce the amount of dust and dirt that would be generated.
- As applicable, a Construction Management Plan would be prepared for each individual construction project to establish parking areas, construction staging areas, truck haul routes, and provisions for maintaining pedestrian and vehicle routes. These measures are intended to, among other things, minimize traffic delays and associated vehicle idling.
- As applicable, control measures in the *Washington Associated General Contractors Guide to Handling Fugitive Dust from Construction Projects* would be used, including:
  - using only equipment and trucks that are maintained in optimal operational condition;
  - implementing restrictions on construction truck and other vehicle idling (e.g., limit idling to a maximum of 5 minutes);
  - spraying exposed soil with water or other suppressant to reduce emissions of and deposition of particulate matter;
  - covering all trucks transporting materials, wetting materials in trucks, or providing adequate freeboard (space from the top of the material to the top of the truck bed), to reduce particulate matter emissions and deposition during transport;
  - providing wheel washers to remove particulate matter that would otherwise be carried off-site by vehicles in order to decrease deposition of particulate matter on area roadways; and
  - covering dirt, gravel, and debris piles as needed to reduce dust and wind-blown debris.

## *Air Quality - Operations*

- Implementation of the proposed Transportation Management Plan would reduce vehicle trips and associated vehicle emissions.
- Laboratory fume hoods would be provided within laboratory areas and would be regulated and inspected by the UW Bothell and CC.

## *Greenhouse Gas Emissions*

- Implementation of the proposed Transportation Management Plan would reduce vehicle trips and associated GHG emissions.
- The UW Bothell and CC would embrace sustainability as an objective for all development on campus, including LEED provisions. Key measures that could be explored include:
  - installation of high performance glazing with low-E coatings to further reduce heat gain;
  - maximizing use of outside air for heating, ventilating, and air conditioning;
  - installation of efficient light fixtures, including occupancy and daylight sensors, as well as nighttime sweep controls;
  - use of low VOC emitting materials for finishes, adhesives primers and sealants;
  - incorporation of recycled content and rapidly renewable materials into project designs, including: concrete, steel and fibrous materials (bamboo, straw, jute, etc.); and,
  - salvage of demolished material and construction waste for recycling.

## Significant Unavoidable Adverse Impacts

With implementation of the mitigation measures identified above, no significant unavoidable adverse impacts on air quality would be anticipated under all of the Alternatives. Climate change and other issues associated with GHG emissions is a global issue, and it is not possible to discern the impacts of the GHG emissions from a single campus master plan.

## Wetlands and Plants/Animals

### Mitigation Measures

The proposed *Campus Master Plan* includes goals and objectives to create a more sustainable environment and retain existing, significant campus open spaces, landscapes and natural features to the extent feasible. No development would occur within the North Creek Stream and Wetland Area. In addition to compliance with applicable regulations related to

construction and operations, the following potential measures are intended to further reduce the potential for wetland, plant or animal impacts.

- All development would comply with federal, state and local regulatory standards (including BMC 14.04 regulations related to critical areas and wetlands) for development and mitigation BMPs could include: site disturbance controls, construction staging, erosion and spill control, drainage control (water quantity and quality), vegetation retention and re-vegetation plans, and BMP training and monitoring.
- In the event that a specific project would result in a direct impacts to the wetlands in Development Areas C and D, a wetland delineation survey would be completed to facilitate a determination of the extent to which these wetlands were accounted for as part of the North Creek Stream and Wetland Area Restoration Project. Any direct impact to wetlands or wetland buffers not accounted for under the North Creek Stream and Wetland Area Restoration Project would comply with applicable critical areas and wetland requirements (including BMC 14.04).
- Plant and animal mitigation opportunities include impact avoidance (e.g., working when fish species are not particularly sensitive to disturbance or avoiding identified terrestrial habitats), stormwater drainage control, site and construction best management practices (BMP), site design (including vegetation retention and landscaping), and habitat enhancement or restoration, as feasible. Planned development would be sensitive to areas that are proximate to the North Creek Stream and Wetland Area.
- As specific projects are defined and sites are selected, the campus would perform an evaluation of existing trees to inform the project design team of trees that are considered significant, in an effort to preserve and maintain these trees to the extent feasible. Documentation of trees removed due to construction activities would be tracked on a campus-wide basis.
- Trees that must be removed to accommodate potential projects would be replaced consistent with provisions of the Bothell Municipal Code (BMC 12.18.030).
- A temporary soil erosion and sedimentation control plan and a drainage control plan would be implemented to mitigate construction-related impacts.
- Landscaped areas affected by construction staging or parking would be restored to their existing condition or better following construction.

- Stormwater controls would be applied during construction activities and over the long term. These controls and BMPs would control on-site erosion and transport of sediment and pollutants off site, by minimizing disturbance, stabilizing unworked materials, applying vegetative or mulch controls, and implementing other controls to reduce and treat contaminants in drainage water.
- Vegetation controls would continue to include an Integrated Pest Management Plan and a revegetation plan that emphasizes the propagation of native vegetation.
- Additional interpretative or education materials would be developed or made available to foster an appreciation of campus wetlands to help limit unnecessary disturbance or destruction of native vegetation or wildlife.

### Significant Unavoidable Adverse Impacts

With implementation of the mitigation measures identified above, no significant unavoidable adverse impacts to wetlands, plants or animals would be anticipated under the EIS Alternatives.

## Energy Resources

### Mitigation Measures

The proposed *Campus Master Plan* includes goals and objectives to create a more sustainable environment that would build upon conservation measures that have already been implemented on campus as part of the CACES. These policies would guide future campus development and would indirectly relate to the overall energy demand. In addition to compliance with applicable regulations related to construction and operations, the following potential measures are intended to further reduce the potential for energy demand impacts.

- New facilities would comply with applicable energy codes, including the *2015 International Energy Conservation Code* as adopted by the City of Bothell (BMC 20.04.125).
- Because the UW Bothell and CC must operate and maintain the facilities on a long-term basis, the economics of energy management and conservation are a primary design consideration. A standard of practicality must also be applied that assures that the building designs can be maintained properly. Sophisticated monitoring systems are available to assure efficient operations.
- As plans for development of facilities are developed, the UW Bothell and CC Design Team would contact PSE customer services to confirm specific requirements for service.

- Aggressive energy conservation measures could continue to be studied and implemented on campus.
- Adopt Leadership in Energy and Environmental Design (LEED) standards for all new development to increase building sustainability in all state funded projects.

### Significant Unavoidable Adverse Impacts

New campus building development under the *Campus Master Plan* would increase the consumption of electricity and natural gas on the campus. With the implementation of identified mitigation measures, significant energy demand impacts are not anticipated.

## Environmental Health

### Mitigation Measures

The following measures would be available for development under the *Campus Master Plan* to minimize potential environmental health impacts.

### *Hazardous Materials*

- Future development projects under the *Campus Master Plan* would verify the presence, use and/or potential generation of hazardous materials on the project site prior to development.
- Hazardous materials generated and used on campus would continue to be managed in accordance with existing policies/standards established by the Environmental Health and Safety Department, as well as applicable local, state and federal standards/regulations.

### *Noise*

- For each new development project, construction activities would comply with the City of Bothell Noise Ordinance requirements (BMC 8.26).
- The UW Bothell and CC also have additional conditions/considerations that project-specific campus contractors meet the following noise control criteria:
  - The sound pressure level of construction noise inside adjacent buildings and/or rooms cannot exceed 60 dBA (with windows closed) between the hours of 8 AM and 5 PM on week days. Barriers can be erected between construction activities and such interior areas, or equipment noise attenuators can be provided.
  - The use of electric equipment and machinery is preferred. If noise levels on any equipment or device cannot reasonably be reduced to criteria levels,



- either that equipment or device will not be allowed on the job or use times will have to be scheduled subject to approval.
- The sound pressure level of each piece of equipment cannot be greater than 85 dBA at a distance of 50 feet. Rubber-tired equipment is to be used whenever possible instead of equipment with metal tracks. Mufflers for stationary engines are to be used in the hospital areas. Construction traffic should be routed through nearest campus exit.
  - Air compressors are to be equipped with silencing packages
  - Jack hammers and roto hammers may be used where no other alternative is available; core drilling and saw cutting equipment is preferred.
- Potential future development projects under the *Campus Master Plan* that are located in areas that are proximate to noise-sensitive uses (i.e., existing academic uses on campus or existing off-campus residential uses) would require project-specific coordination with adjacent noise-sensitive users to determine potential noise-related issues associated with development on those sites and could require additional noise analysis and mitigation measures (if necessary).
  - Although sound levels at off-campus locations from a parking garage in Development Area C would not exceed applicable noise limits established by the BMC, and would be within the US FTA impact criteria, considerations regarding fenestration and additional measures could be incorporated into the design of the west wall to further reduce noise levels at adjacent residential properties.
  - To ensure emergency generator testing compliance with the BMC, the generator would be placed in a location that is shielded from noise-sensitive uses, either from intervening buildings or a designated noise barrier. Other means to mitigate generator noise can include acoustical-enclosures, typically offered by generator manufacturers when located near noise-sensitive uses, and limiting generator testing to daytime hours.

## Significant Unavoidable Adverse Impacts

In the event that research/laboratory uses are development on campus, it is also anticipated that an increase in hazardous materials storage and use would occur. During construction activities, some temporary noise impacts would occur adjacent to development sites. Operation noise on campus would also increase with new development and additional campus population. However, with the implementation of the mitigation measures identified above, no significant unavoidable adverse environmental health impacts are anticipated.

## Land Use

### Mitigation Measures

The following measures would minimize potential land use impacts that could occur with the implementation of the *Campus Master Plan*.

- Construction activities would comply with the City of Bothell Design and Construction Standards and Specifications Manual to minimize impacts from dust, emissions and construction-related stormwater, as well as the City of Bothell Noise Ordinance (BMC 8.26) regarding construction-related noise. See Section 3.2 **Air Quality**, Section 3.5 **Environmental Health**, and Section 3.11 **Public Services and Utilities** for further details.
- Existing open space areas (North Creek Stream and Wetland Area, the existing sports fields, plazas associated with Discovery Hall and Mobius Hall, and the Crescent Path) would be retained to minimize potential land use impacts.
- The provision of building setbacks (including landscape buffers) would be provided immediately adjacent to off-campus single family residential uses to the west of campus (Development Areas A, B and C) to minimize potential land use impacts to off-campus residences.
- Increases in density under the *Campus Master Plan* would be minimized through the implementation of the proposed general policies and development standards for the campus (including those standards identified within the *Campus Master Plan*).
- New opportunities for potential open space areas and landscapes would be provided as part of building development under Alternatives 1 – 3.

### Significant Unavoidable Adverse Impacts

Under Alternatives 1 through 3 intensification in land uses on the campus would occur as a result of the increased density that would be provided under the *Campus Master Plan*. Increased density on the campus would also result in increases in activity levels on the campus. The greatest potential for increases in development would occur in Development Areas A, B and F under Alternative 1; Development Areas B, E and F under Alternative 2; Development Areas B, C, D, E and F under Alternatives 3; and, Development Areas B, C, D and E under Alternative 4. With implementation of the mitigation measures identified above, no significant unavoidable adverse land use impacts would be anticipated under the EIS Alternatives.

## Population and Housing

### Mitigation Measures

No direct population-related mitigation measures would be necessary. Mitigation associated with indirect population impacts identified above are discussed under their respective sections.

Alternatives 1 – 3 identify approximately 600 to 1,200 new student beds on-campus over the life of the plan that would allow the UW Bothell to house a higher percentage of students in on-campus facilities compared to existing conditions and minimize potential off-campus housing demand associated with new students. Additional growth in students, faculty and staff would not be anticipated to result in significant housing impacts to the private housing market in the surrounding areas and region, and no additional mitigation measures would be necessary.

### Significant Unavoidable Adverse Impacts

No significant unavoidable adverse impacts to population or housing are anticipated.

## Aesthetics

### Mitigation Measures

- Potential future development projects would be consistent with the proposed general policies and development standards for the campus (including those standards identified within the *Campus Master Plan*).
- The existing UW Bothell and CC design review processes for the campus (architectural, landscaping and environmental review) would continue to review all building projects on campus and consider views as part of individual projects, as necessary.
- Existing open space areas (i.e., North Creek Stream and Wetland Area, the existing sports fields, plazas associated with Discovery Hall and Mobius Hall, and the Crescent Path) would be retained, and new green, urban open spaces would also be included as part of new building development which would help enhance the aesthetic character surrounding new buildings.
- The provision of building setbacks (including landscape buffers) would be provided immediately adjacent to off-campus single family residential uses to the west of campus (Development Areas A, B and C) to minimize potential aesthetic impacts to off-campus residences.
- The Campus Master Plan includes several development regulations for campus lighting to minimize light spillage and lighting impacts, including:

- Exterior lighting will be shielded or directed away from structures in adjacent or abutting residential zoned areas and arterials.
- Mirror glass is not permitted.
- Parking and loading areas shall include lighting capable of providing adequate illumination 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.

### Significant Unavoidable Adverse Impacts

Development under the *Campus Master Plan* would result in changes to the aesthetic character of the campus (including new building development and increased density) and an increase in light sources on campus. The aesthetic/visual changes that would result under Alternatives 1 – 4 could be perceived by some to be significant; however, perception regarding such changes would ultimately be based on the subjective opinion of the viewer. The implementation of general policies, development programs, and development standards in the *Campus Master Plan* are intended to mitigate the change in aesthetic character and increase in light sources on the campus.

## Recreation and Open Space

### Mitigation Measures

The following measures would minimize potential recreation and open space impacts that could occur with the implementation of the *Campus Master Plan*.

- The *Campus Master Plan* includes substantial open space and recreation areas that would be retained on the campus, including the Sports and Recreation Complex (existing fields and courts), the ARC building, the 58-acre North Creek Stream and Wetland area (including the North Creek Trail), and various open spaces/gathering spaces adjacent to existing buildings on campus (including plazas associated with Discovery Hall and Mobius Hall, as well as the Crescent Path).
- New building development projects under the Campus Master Plan would include new green, urban open space areas as part of development to create spaces for passive recreation.
- Additional maintenance staff and acquisition of equipment for existing recreational facilities could be needed to effectively address the increase in use of active and passive recreational resources.

## Significant Unavoidable Adverse Impacts

With proposed mitigation measures, significant unavoidable adverse impacts to recreational and open space resources are not expected to occur.

## Historic and Cultural Resources

### Mitigation Measures

The following measures would be available for development under the *Campus Master Plan*.

#### *Historic Resources*

- The UW Bothell and CC's existing internal design review processes would continue to review and authorize major building projects in terms of siting, scale, and the use of compatible materials relative to recognized historic structures.
- The UW Bothell and CC would continue to follow the Historic Resources Addendum (HRA) process for all proposed projects that include exterior alterations to buildings over 50 years old, or are located adjacent to buildings or features over 50 years old. The HRA is intended to insure that important elements of the campus, its historic character and value, environmental considerations and landscape context are valued.
- The potential for indirect impacts to on-campus and identified off-campus historic resources associated with construction noise, dust, and pedestrian/bicycle circulation distribution would be mitigated by the following the measures identified in Sections 3.2 (Air Quality), 3.5 (Environmental Health) and 3.13 (Transportation).
- Development under Alternative 2 would require the relocation or demolition of the existing Truly House. As part of the development process, the potential to relocate Truly House would be explored, including the consideration of a suitable new location on-campus or a potential off-campus location.
- If the Truly House were to be demolished as considered under Alternative 2, the building would be evaluated by a salvage contractor, and applicable building elements and materials would be salvaged and made available for reuse.

#### *Cultural Resources*

- If a project is proposed in an area identified as having moderate risk to contain cultural resources, then the project would follow pertinent cultural resources regulations, including the preparation of an IDP.
- If a project is located in an area identified as having a high risk for containing cultural resources, the project would follow pertinent cultural resources, including the

preparation of an IDP and archaeological monitoring during ground disturbance activities.

- If a project is located in an area identified as having a very high risk for containing cultural resources, the project would follow pertinent cultural resources regulations, including an archaeological survey.
- Noticing and coordination with Native American tribes will take place on projects conducted by the UW Bothell or CC as the lead agency under the State Environmental Policy Act (SEPA) and/or Governor's Executive Order 05-05.

### ***Inadvertent Discovery of Archaeological Resources***

- In the event that archaeological deposits are inadvertently discovered during construction of a potential development site, ground-disturbing activities would be halted immediately, and the UW Bothell and/or CC would be notified. The UW Bothell and/or CC would then contact DAHP and the interested Tribes, as appropriate, and as described in the recommended inadvertent discovery plan.

### ***Discovery of Human Remains***

- Any human remains that are discovered during construction at a potential development site would be treated with dignity and respect.
  - If ground-disturbing activities encounter human skeletal remains during the course of construction, then all activity that may cause further disturbance to those remains must cease, and the area of the find must be secured and protected from further disturbance. In addition, the finding of human skeletal remains must be reported to the county coroner and local law enforcement in the most expeditious manner possible. The remains shall not be touched, moved, or further disturbed.
  - The county coroner will assume jurisdiction over the human skeletal remains, and make a determination of whether those remains are forensic or non-forensic. If the county coroner determines the remains are non-forensic, they will report that finding to the DAHP. DAHP will then take jurisdiction over those remains and report them to the appropriate cemeteries and affected tribes. The State Physical Anthropologist will make a determination of whether the remains are Indian or non-Indian, and report that finding to any appropriate cemeteries and the affected tribes. The DAHP will then handle all consultation with the affected parties as to the future preservation, excavation, and disposition of the remains.

## Significant Unavoidable Adverse Impacts

Campus development under EIS Alternatives 1 – 3 and No Action – Scenario B would occur within the context of a campus with a historic building (Chase House) and potentially historic building (Truly House). Demolition or relocation of the Truly House under Alternative 2 would not be considered to result in a significant historic resources impact.

Development under the EIS Alternatives would also be located in portions of areas that could have a moderate to very high risk for encountering archaeological resources. With implementation of the identified mitigation measures, no significant adverse impacts are anticipated.

## Public Services and Utilities

### Mitigation Measures

The following measures would minimize potential public service and utility impacts that could occur with development under the *Campus Master Plan*.

- All potential future development under the *Campus Master Plan* would be constructed in accordance with applicable *City of Bothell Fire Code* requirements and would include fire alarms and fire suppression systems in accordance with applicable standards.
- During the construction process for potential future development, Bothell Fire & EMS would be notified of any major utility shutdowns or campus street closures/detours.
- In the case of an emergency, during the construction process for potential future development, the BPD could provide police escort services for fire and emergency service vehicles.
- The designs of specific development projects would be reviewed for potential life/safety and personnel security issues.
- The Campus Safety Department would increase its staff capacity and expand operations, as necessary, to meet the increased security needs associated with development and increased population under the *Campus Master Plan*.
- New campus development would be designed to be consistent with the applicable provisions of the *City of Bothell Design and Construction Standards and Specifications - Surface Water Design Manual*.
- As part of the UW Bothell and CC's commitment to environmental protection and sustainability, potential future development projects would continue to consider the use of sustainable features that would result in the efficient use of resources and minimize impacts on utilities.

## Significant Unavoidable Adverse Impacts

Potential future development and the associated increase in campus population under the *Campus Master Plan* would result in an increase in demand for fire and emergency services, police services and utilities on the campus. With the implementation of mitigation measures identified above, significant unavoidable impacts to public services and utilities would not be anticipated.

## Transportation

### Mitigation Measures

This discussion presents potential mitigation measures that would offset potential impacts of the Alternatives. Alternatives 1 through 4 result in less traffic to and from the campus and traffic operations that are generally better than the No Action Alternative – Scenario B (Allowed in PUD); therefore, on this comparative basis no mitigation would be required. In addition, new traffic from development of the Alternatives would be a small percentage of the existing and projected future traffic volumes on Beardslee Boulevard and SR-522.

### *Proposed Transportation Management Program*

With the goal of reducing reliance on single-occupancy vehicles (SOV) trips to the UW Bothell/Cascadia College campus, the Commuter Services Department currently provides transportation resources to students and faculty. Transportation impacts would continue to be mitigated through the implementation of the Transportation Management Program (TMP) to reduce overall SOV traffic and parking needs for the campus. Specific strategies would continue to be refined annually. A TMP is included in **Appendix G**. This TMP outlines a series of strategies for each of the key travel modes and programs on on-campus. The University and College will submit to the City a TMP annual report highlighting results of the monitoring study and providing any recommended updates to the TMP strategies.

### *Parking Management*

It is recognized that parking on-campus is currently near full and that some parking related to the campus is occurring on streets surrounding the campus and within Downtown. The parking supply identified for Alternatives 1-4 would fully accommodate parking on-campus.

Implementation of TMP strategies and reduction in SOV travel would help reduce on-campus parking demand. These strategies could be targeted towards both residential and commuter students. The analysis of parking presented previously assumes residential housing consistent with the apartment type units provided today. The Campus Master Plan includes dining services and would likely develop more traditional university/college housing (dormitory) in both the near- and long-term. With more traditional housing, the need for auto ownership



would decrease since dining and other services would be provided on-campus. In addition, parking policies could be set to limit residential student vehicle demand. It is anticipated that more traditional housing parking demand could be approximately 50 percent less than the current housing parking demand.

### *Potential Roadway Improvements*

The current PUD conditions with the City of Bothell require additional street right-of-way along the Beardslee Boulevard frontage (east of 110th Avenue NE) for future dedication sufficient to accommodate final road widening, as determined by the Director of Community Development and Public Works. In addition, a 10-foot wide utility easement is required adjacent to the new right-of-way on the campus side of Beardslee Boulevard. The agreement also notes that some of the additional right-of-way to be reserved is constrained by the existing wetland restoration which was required as part of the original campus development. No campus development is proposed east of 110th Avenue NE, and additional campus traffic from the Alternatives will be a small percentage of existing and projected traffic volumes on Beardslee Boulevard.

### *Pedestrian and Bicycle Connection Improvements*

The Campus is partnering with the City to construct the pedestrian crossing at the Beardslee Boulevard/NE 185th Street intersection. This signalized crossing will improve connectivity between Downtown and the Campus. When additional campus housing is developed, the need for additional pedestrian improvements should be evaluated.

### *Transportation Impact Fees*

Development of the campus requires payment of transportation impact fees to mitigate off-site impacts. Transportation impact fees are assessed based on increases in student FTE associated with the development of buildings on-campus. Impact fees would be calculated at the time of permitting for specific campus buildings.

### Significant Unavoidable Adverse Impacts

Development of the *Campus Master Plan* and increase in on-campus population to up to 10,000 student FTE by the year 2037 would result in increases in all travel modes – vehicles, transit, pedestrians, and bicycles. It is anticipated that with the proposed mitigation there would be no significant and unavoidable impacts related solely to campus growth.

The SR 522/Campus Way NE intersection would operate at LOS F under the No Action Alternative – Scenario B and Alternatives 1 through 4, and potential improvements at this

location are limited due to right-of-way constraints. This is considered a cumulative significant and unavoidable adverse impact that would likely occur with or without the proposed *Campus Master Plan*.

As noted in the analysis of vehicle operations, the SR 522/Campus Way NE intersection is forecasted to operate at LOS F under all No Action Alternative conditions during the weekday AM peak hour. Congestion and poor intersection operations are largely due to growth along SR 522 as shown in the evaluation of the No Action Alternative – Scenario A conditions where campus growth is limited. On-going TMP measures implemented by the Campus would reduce overall campus trip generation and reduce related impacts at this intersection.

# **Description of Proposed Action and Alternatives**

## CHAPTER 2

# INTRODUCTION AND DESCRIPTION OF THE PROPOSED ACTION AND ALTERNATIVES

This chapter of the Final Environmental Impact Statement (EIS) provides a discussion of the planning activities conducted in support of the proposed *Campus Master Plan* for the University of Washington Bothell (UW Bothell) and Cascadia College (CC), information on the campus and surrounding area, and a description of the *Campus Master Plan* EIS Alternatives (Alternatives 1 through 4). A description of the No Action Alternative is also provided in this chapter. A detailed description of the affected environment, environmental impacts, mitigation measures and significant unavoidable adverse impacts is provided in **Chapter 3** of this Final EIS. Information added or changed subsequent to issuance of the Draft EIS is shaded to ease identification of the added or changed information.

### 2.1 PROJECT LOCATION

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The campus encompasses an area of approximately 135 acres<sup>1</sup>. As shown in **Figures 2-1** and **2-2**, the campus is located in the City of Bothell within the eastern portion of downtown Bothell; west of I-405, north of SR-522, and south of Beardslee Boulevard.

### 2.2 PROJECT SUMMARY

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As described in detail in **Chapter 3** of this Final EIS (Historic and Cultural Resources), the campus development has occurred over the last approximately 20 years. The previous Master Plan and associated Planned Unit Development prepared for the University and College over this timeframe have influenced campus decision-making in terms of the siting of buildings, location of open space, and provision of circulation systems. Building on the previous master planning efforts, the University of Washington Bothell and Cascadia College have determined that a new plan for the campus is necessary to meet anticipated growth and identified goals for the next 20-year planning horizon.

### 2.3 ENVIRONMENTAL REVIEW AND PURPOSE

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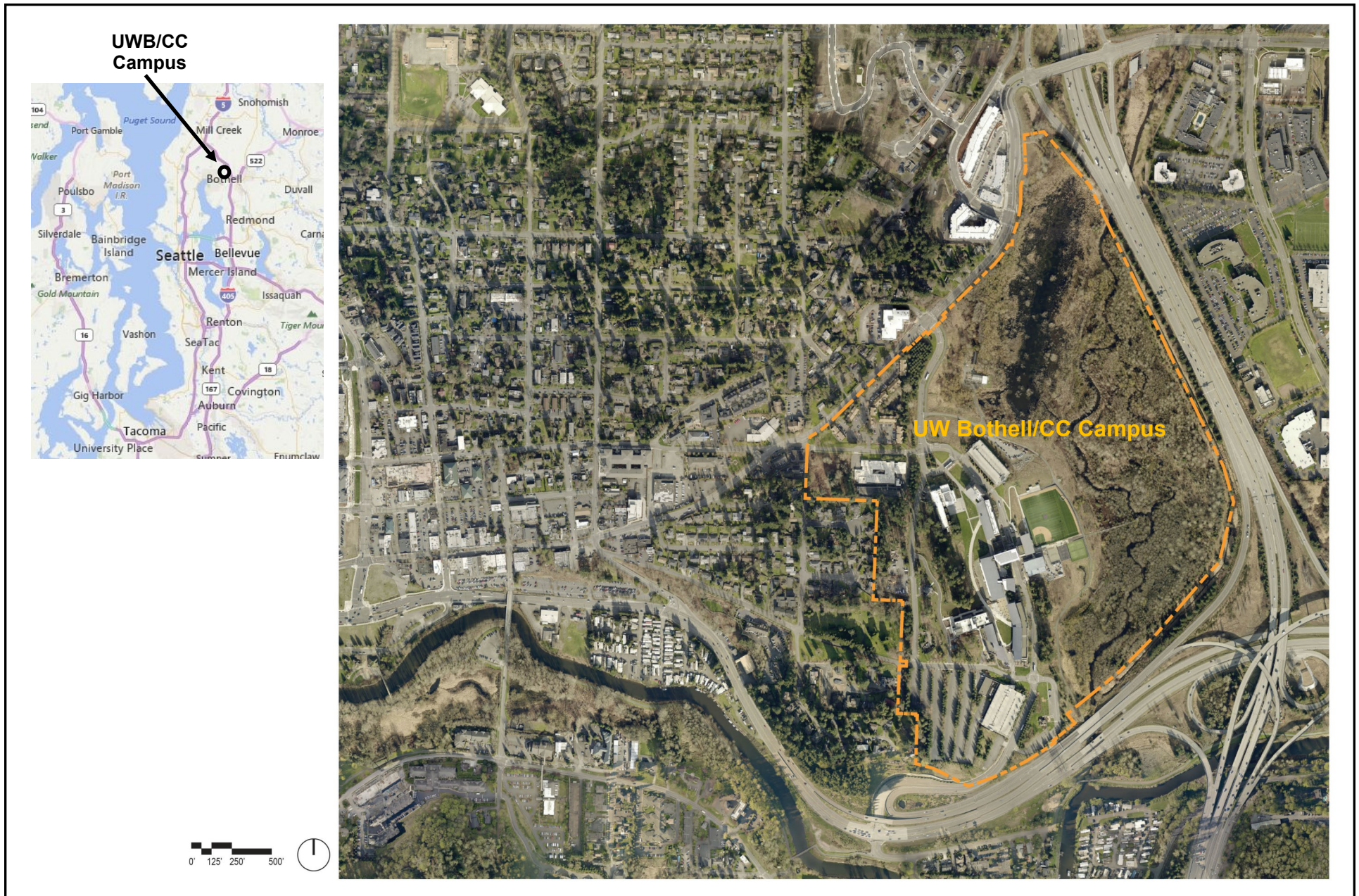
Consistent with the provisions of the State Environmental Policy Act (SEPA) (RCW 43.21C and WAC 197-11-050), the University of Washington is serving as the lead agency under SEPA (WAC 478-324-010 through -230) for the new *Campus Master Plan*.

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<sup>1</sup> Includes the approximately 128 acres associated with the original campus and approximately seven (7) acres associated with subsequent acquisition of the Husky Village and Marvin properties.



# University of Washington Bothell/Cascadia College Campus Master Plan Final Environmental Impact Statement



Source: *Mahlum Architects. and Bing Maps, 2017.*

**Figure 2-1**  
Vicinity Map



# University of Washington Bothell/Cascadia College Campus Master Plan Final Environmental Impact Statement



Note: This map is not to scale.

Source: UW Bothell and CC, 2017.

**Figure 2-2**  
Campus Map

In November 2016, the University of Washington Bothell and Cascadia College began the formal environmental review process for the *Campus Master Plan*. As lead agency under SEPA, the University of Washington determined that implementation of the *Campus Master Plan* would result in the potential for significant impacts and that an EIS should be prepared. The process was initiated by gathering public and agency input regarding specific topics and issues that should be analyzed as part of this EIS.

On October 31, 2016, the University of Washington issued a Determination of Significance and initiated the scoping process for this EIS. From October 31 through November 29, the University conducted the scoping comment period during which the public, public agencies and tribes were encouraged to provide input regarding the scope of the EIS. During the scoping period, 12 comment letters and emails were received. The University of Washington Bothell and Cascadia College held a public scoping meeting on November 14, during which public input was received.

Based in part on the input received during the scoping period, the scope of the EIS was defined. The following environmental elements were identified for analysis in the EIS<sup>2</sup>.

- *Earth*
- *Air Quality and Greenhouse Gases*
- *Wetlands/Plants and Animals*
- *Energy*
- *Environmental Health*
- *Land Use/Relationship to Plans & Policies*
- *Population and Housing*
- *Aesthetics*
- *Recreation and Open Space*
- *Historic and Cultural Resources*
- *Public Services/Utilities*
- *Transportation*

On March 17, 2017 the Draft EIS was issued. From March 17 through May 2, 2017, the University/College conducted the Draft EIS comment period. During the comment period, 19 comment letters and emails were received. The University of Washington Bothell and Cascadia College held a public meeting on April 10, during which public input was received.

This EIS is intended to address the probable significant adverse impacts that could occur as a result of approval and implementation of the *Campus Master Plan* by the University of Washington Board of Regents, Cascadia College Board of Trustees and the City of Bothell of the *Campus Master Plan* and the Development Agreement that would implement it. Four action alternatives and the No Action Alternative are analyzed in this EIS (see **Section 2.8** later in this chapter) that are intended, in part, to: **1)** encompass a range of focuses for campus development that can reasonably accommodate the projected building space needs; and, **2)** meet the identified campus master plan goals and objectives. The alternatives function to provide representative levels and locations of campus development for analysis in this EIS.

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<sup>2</sup> Conditions associated with construction and operation of development under the EIS Alternatives will be analyzed for each of the elements.

The *Campus Master Plan* and its implementing Development Agreement are together classified under SEPA as a project action, because together they will authorize the development set forth in the *Campus Master Plan*. When development is proposed that is consistent with the *Campus Master Plan*, additional SEPA review will occur when appropriate under Section 191-11-600 of the SEPA Rules, but the impacts of development approved in the *Campus Master Plan* and Development Agreement are identified and analyzed in this EIS.

As the SEPA lead agency, the University of Washington is responsible for ensuring SEPA compliance.

## 2.4 BACKGROUND

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The following provides an overview of the campus and includes a brief historical perspective of development; a description of enrollment/staffing; and an overview of the master planning process.

### University of Washington Bothell/Cascadia College Campus History

In 1989, the Washington State Legislature authorized the creation of two campuses of the University of Washington, including one to be located in the Bothell/Woodinville area and the other in Tacoma. In 1990, the State Board of Community and Technical Colleges (SBCTC) identified the area of north King County and south Snohomish County as the area of greatest recent growth and least access to a community college. Site selection and planning studies for the University of Washington Bothell (UW Bothell) campus were conducted concurrently with the site selection process for a new community college (now referred to as Cascadia College - CC). In 1993, subsequent to these planning studies, the Higher Education Coordinating Board (HECB) recommended the new community college be collocated with the UW Bothell branch campus. Three sites were evaluated for the collocated campus and in 1994, HECB selected and acquired the property for the new collocated campus and began campus planning activities for the campus at the Bothell location. Construction of the campus started in 1998 and classes began at the new campus in 2000. In 2005, the Washington State Legislature authorized the UW Bothell to transition from a two-year branch campus to a four-year university.

### Previous Environmental Review

In 1995, a Draft EIS and Final EIS (1995 EIS) were issued for the previous campus master plan. The Draft EIS analyzed four action alternatives for the collocated campus, with the primary difference between them being the treatment of North Creek and its associated wetlands and floodplain. Each alternative included approximately 1,143,800 gross square feet of



campus buildings. Alternative 1 (Preferred Alternative) analyzed the return of North Creek to its original floodplain and provided 4,200 parking spaces; Alternative 1a was similar but provided approximately 6,600 parking spaces. Alternative 2 assumed the retention of North Creek in its existing location and approximately 4,200 parking spaces; Alternative 2a was similar to Alternative 2, but provided approximately 6,600 parking spaces. The Preferred Alternative analyzed environmental impacts associated with campus development that would accommodate approximately 10,000 full-time equivalent (FTE) students within the approximately 1,143,800 gross square feet of campus buildings.

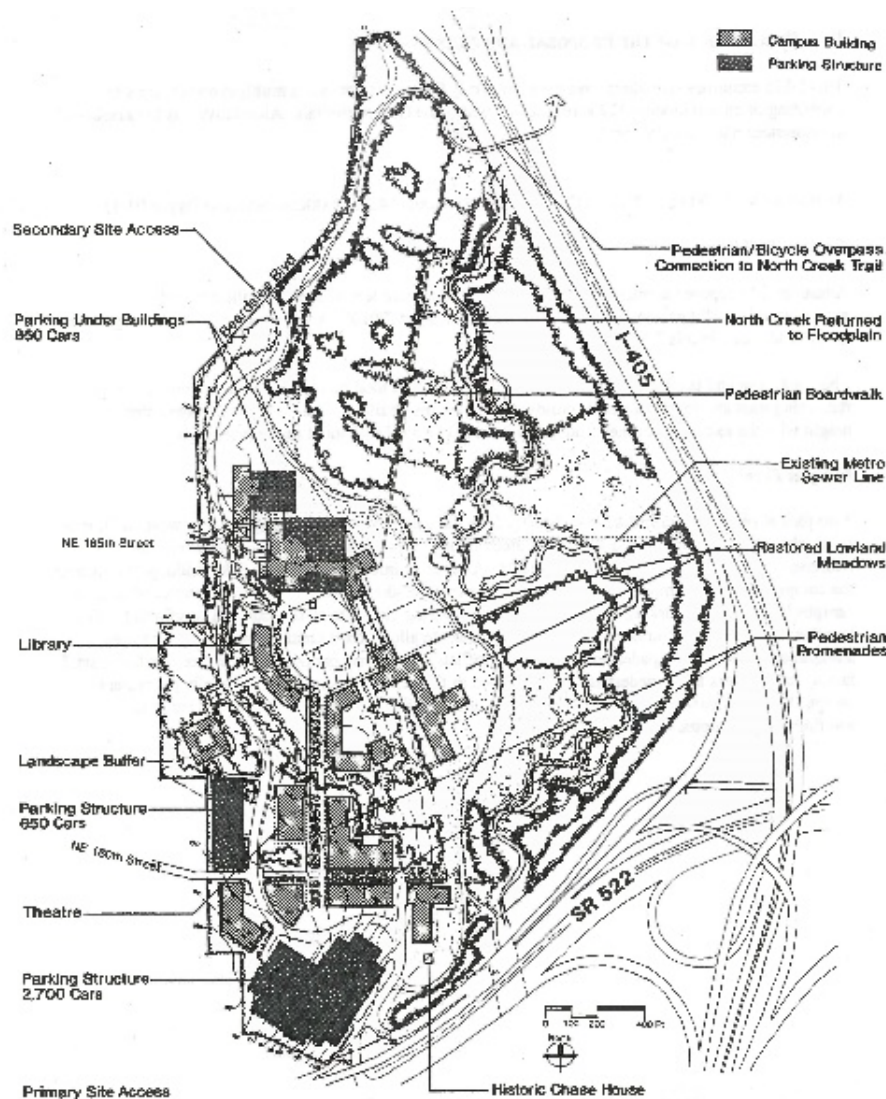
The following environmental elements were analyzed in the 1995 EIS:

- *Earth*
- *Air*
- *Water and Wetlands*
- *Plants and Animals*
- *Environmental Health*
- *Land and Shoreline Use*
- *Relationship to Plans and Policies*
- *Population and Housing*
- *Light, Glare, and Shadows*
- *Aesthetics and Scenic Resources*
- *Historic and Cultural Resources*
- *Agricultural Crops*
- *Transportation*
- *Public Services*
- *Utilities*

## Campus Master Plan

In conjunction with the 1995 EIS process, a campus master plan and associated preliminary planned unit development (PUD) were approved by the City of Bothell in 1996. Under the master plan, the western portion of the campus (approximately 69 acres) consisted of college buildings of approximately 1,143,800 square feet in floor area; between 4,200 and 6,600 parking spaces; two formal promenades and a secondary trail system for pedestrian and bicycle access from parking and transit areas; and, interior open spaces and exterior buffers. The eastern portion of the campus (approximately 58 acres) was proposed for environmental restoration and enhancement of North Creek and its associated floodplain and wetland system (including relocation of North Creek to its natural meander); stream crossings; observation points; and, onsite trails and regional trail connections.

Primary vehicular access to the campus was from the south end of campus at a new intersection on SR-522, which was anticipated to include a grade-separated crossing, new traffic signals, turn lanes and bridge structures; development of this access point was assumed to occur after Phase 1. Secondary vehicular access was assumed to be provided from Beardslee Boulevard to the north. Primary transit access to the campus was from Beardslee Boulevard, including transit stops/shelters on campus and pedestrian/bicycle access into the campus.



1995 Campus Master Plan

Campus buildings were identified to be primarily between two- and four-stories in height and would be located along the proposed promenades. Parking structures were to be located on the periphery of the site to allow for a contiguous academic campus landscape that is unobscured by pedestrian/vehicular conflicts. A series of informal paths were planned to link buildings throughout the campus and would offer campus pedestrians an option to get to their destination. As described in the 1995 EIS, campus buildings were generally to be located in the upland western portion of the campus, and the specific building placement and configuration could be reasonably adjusted to accommodate for future flexibility.

## Development under Prior Campus Master Plan

Subsequent to the issuance of the 1995 EIS and approval of the initial Planned Unit Development (PUD<sup>3</sup>) for the collocated campus, in 1998 the development process for Phase 1 of the campus was initiated and included the development of three buildings: the UWB1 building, the CC1 building; and, the LB1 building (shared campus library). In addition to building development, Phase 1 also included the restoration of North Creek and associated wetland and floodplain area. Trails, observation points, sewer, water and storm drainage extensions and improvements, central plant and utility infrastructure, surface parking, and access from Beardslee Boulevard were also provided under Phase 1.

Phase 2A of campus development was completed in 2001 and included the UWB2 building (Founders Hall), the CC2 building (classrooms and offices for CC), an expansion to the shared campus library, a north parking garage, and a south parking garage. A portion of the campus roadway infrastructure was also completed during Phase 2A, including 110<sup>th</sup> Avenue NE and a portion of Campus Way NE.

Phase 3 of campus development was completed in 2010 and included the construction of Mobius Hall (CC3). Vehicular access from the south end of campus was also constructed concurrently with Phase 3 development. The new south access was designed in coordination with the Washington State Department of Transportation (WSDOT) and provides access from Campus Way NE and SR-522. Construction of the new south access was completed in January 2010.

Phase 4 of campus development was completed in 2014 and included the development of the Discovery Hall – Science and Academic Building (UWB3) which houses programs for science, technology, engineering and math. In addition to the UWB3 building, Phase 4 also included the development of a new open space area and plaza, as well as the development of a pedestrian pathway/stairway to the north of UWB3, a pedestrian/service drive to the west of UWB3, and an ADA accessible service drive to the west of the library.

Phase 5 of campus development was completed in 2013 and included the development of the UW Bothell Sports and Recreation Complex, as well as the UW Bothell Sarah Simonds Green Conservatory. The 2.5-acre Sports and Recreation Complex is located east of Campus Way NE and includes a multi-purpose field for soccer, softball, flag football and ultimate Frisbee; two tennis courts; a basketball court; and, a sand volleyball court. Seating, paved pathways, lighting, a scoreboard and storage areas is also provided as part of the complex.

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<sup>3</sup> Per City of Bothell requirements, each phase of development on the campus requires the approval of a PUD application.

The Sarah Simonds Green Conservatory is located at the north end of the campus wetlands and serves as a working educational center for the campus.

Phase 6 was completed in 2015 and included construction of the initial phase of the UW Bothell/CC Activities and Recreation Center (ARC) in the center of campus immediately east of Campus Way NE. The ARC provides fitness/recreation areas, meeting rooms, offices, and student gathering space.

Phase 7 was completed in 2016 and included construction of a surface parking lot at the northeast corner of the NE 180<sup>th</sup> Street/110<sup>th</sup> Avenue NE intersection (immediately south of Truly House).

Additionally, in 2011 the approximately 4.4-acre Husky Village property, containing 10 apartment buildings with approximately 240 student-housing beds, was purchased by the UW Bothell. In 2012, the approximately 2.7-acre Husky Hall property, containing the approximately 31,800 gsf Husky Hall building and associated surface parking, was acquired by the UW Bothell<sup>4</sup>. **Table 2-1** provides a summary of the existing building development on the campus.

**Table 2-1  
EXISTING BUILDING DEVELOPMENT**

	Shared Buildings	UW Bothell Buildings	CC Buildings	Total Development
<b>Academic Use</b>	6 Buildings 172,491 sq. ft.	6 Buildings 353,092 sq. ft.	3 Buildings 157,897 sq. ft.	15 Buildings 683,480 sq. ft.
<b>Housing</b>	None	10 Buildings 74,152 sq. ft.	None	10 Buildings 74,152 sq. ft.
<b>Total</b>	6 Buildings 172,491 sq. ft.	16 Buildings 427,244 sq. ft.	3 Buildings 157,897 sq. ft.	25 Buildings 757,632 sq. ft.

*Source: UW Bothell and CC, 2017.*

*Note: The campus also includes two shared parking garage structures that total approximately 391,775 sq. ft.*

## Programs, Enrollment and Staffing

As described below, approximately 65 percent of current campus population is associated with the University of Washington Bothell and approximately 35 percent is associated with Cascadia College.

### University of Washington Bothell

The University of Washington Bothell is a fully accredited, publicly-funded regional institution of higher education. The University’s academic program is divided into five academic schools

<sup>4</sup> The Marvin Property was purchased and Husky Hall was leased with an option to purchase.

(containing approximately 45 undergraduate and graduate programs). The University of Washington Bothell schools include the following.

- School of Interdisciplinary Arts and Sciences
- School of Business
- School of Science, Technology, Engineering and Math
- School of Nursing and Health Sciences
- School of Educational Studies

As of Fall 2016, the University of Washington Bothell's full-time equivalent (FTE) student population was 5,375.

## Cascadia College

Cascadia College is accredited by the Northwest Commission on Colleges and Universities, and offers six associate degrees and one applied bachelor degree. The degrees offered by Cascadia College are listed below.

### *Associate Degrees*

- Integrated Studies
- Science
- Applied Science
- Business
- Pre-Nursing
- Global Studies

### *Applied Bachelor Degrees*

- Applied Science in Sustainable Practices

As of Fall 2016, Cascadia College's FTE population was 2,842.

## Master Planning Process

Since approximately 1995, development on the campus has occurred under the provisions of the approved planned unit development (PUD) and associated master planning efforts. The University of Washington and Cascadia College are now proposing a new master plan to build upon the previous planning efforts, extend the continuity of planning development, and provide a more efficient project review process over the 20-year planning horizon.

The campus master plan process is intended to allow the two institutions, in collaboration with the City of Bothell, community members, and neighbors, to develop a comprehensive

approach to campus growth. Major aspects of the plan include: preserving existing natural and campus open spaces, planning for increased academic building space to accommodate forecasted growth and meet academic space benchmarks, providing transportation circulation and parking improvements, providing opportunities for increased student housing opportunities on campus, and encouraging sustainability in the construction and operation of campus facilities.

As an element of the master planning process, the developable portions of campus have been divided into seven Development Areas<sup>5</sup> (Areas A through G<sup>6</sup>). The Development Areas are illustrated in **Figure 2-3** and are briefly described in Section 2.5 (Existing Conditions) that follows.

## 2.5 EXISTING CONDITIONS

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### Existing Campus

As indicated earlier, the developable portions of campus, those areas that lie outside the wetland and wetland buffer, have been divided into the following seven Development Areas (Areas A through G)<sup>6</sup>. The Development Areas have been delineated based on site characteristics that distinguish them from each other, such as topography, soils, existing development, and adjacent uses.

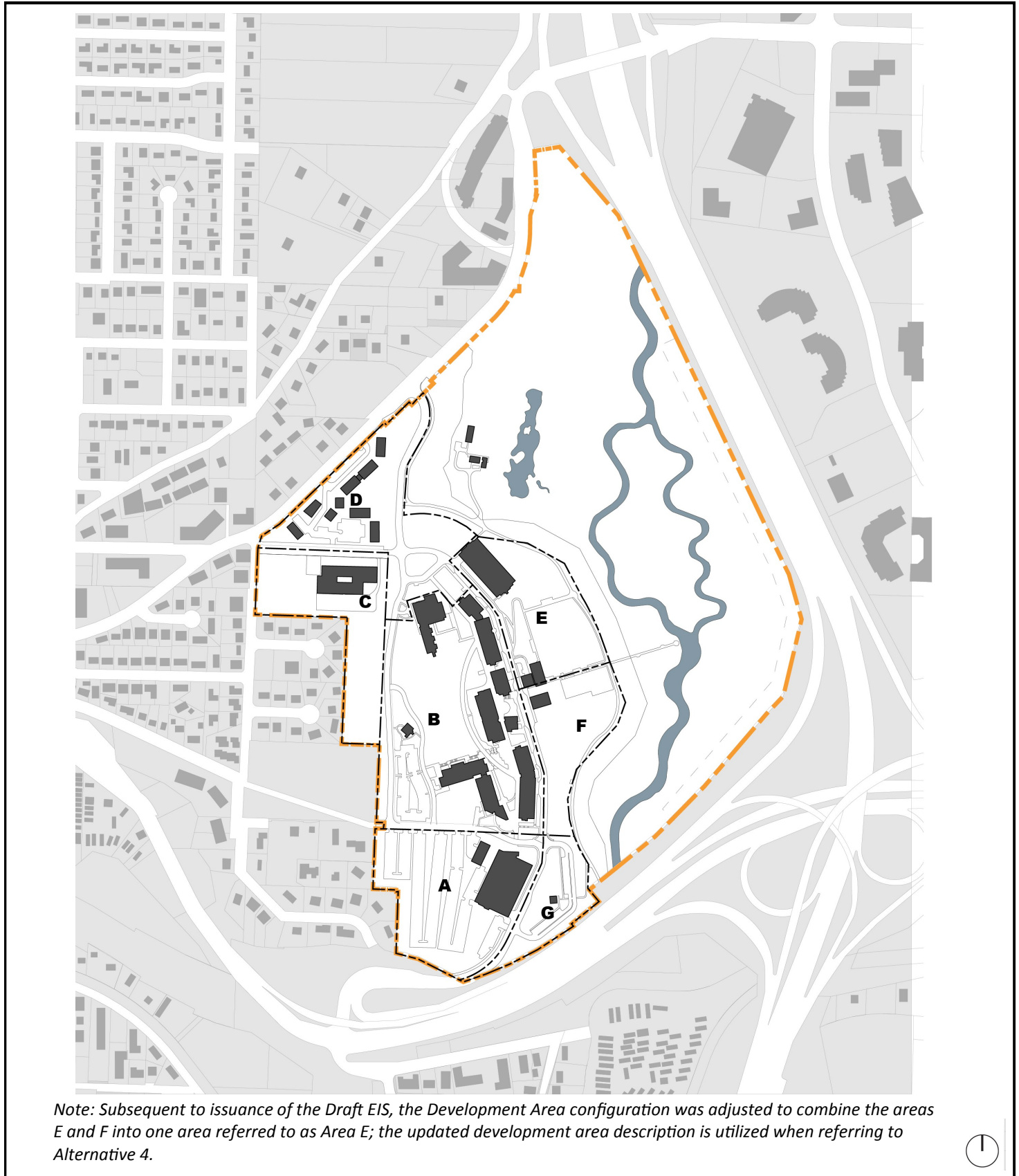
- Development Area A encompasses the southwest corner of the campus and includes the South Parking Garage, Physical Plant Building and surface parking lots south of NE 180<sup>th</sup> Street. Development Area A is generally bordered by NE 180<sup>th</sup> Street on the north, Campus Way NE and SR-522 on the south and east, and the campus boundary on the west (adjacent to off-campus single family residences).
- Development Area B encompasses the central portion of campus and includes the majority of the existing buildings on campus. In general, UW Bothell buildings are located in the south portion of Area B, CC buildings are located in the north portion and shared buildings are located central to both. Development Area B also includes undeveloped space, a surface parking lot, and the Truly House. This area is generally bordered by 110<sup>th</sup> Avenue NE on the west, NE 180<sup>th</sup> Street on the south, Campus Way NE on the east, and the northern edge of Mobius Hall (CC3) on the north.

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<sup>5</sup> The North Creek Stream and Wetland Area in the eastern portion of campus is not assumed for potential master plan development and is not identified as Campus Areas for planning purposes.

<sup>6</sup> Subsequent to issuance of the Draft EIS, the Development Area configuration was adjusted to combine the areas E and F into one area referred to as Area E; the updated development area description is utilized when referring to Alternative 4.

# University of Washington Bothell/Cascadia College Campus Master Plan Final Environmental Impact Statement



Source: Mahlum Architects, 2017.

**Figure 2-3**  
CMP Development Areas Map

- Development Area C encompasses the western portion of campus and includes Husky Hall (leased by UW Bothell), and parcels referred to as the Marvin Property and the Development Reserve. Development Area C is generally bordered by 110<sup>th</sup> Avenue NE on the east, NE 180<sup>th</sup> Street on the south, the campus boundary on portions of the west and south (adjacent to off-campus single family residences), 108<sup>th</sup> Avenue NE to the west, and NE 185<sup>th</sup> Street to the north.
- Development Area D encompasses the northern portion of the campus including primarily Husky Village (acquired by the UW Bothell for student housing) and surrounding roadways and vegetated area. This area also includes the northern entrance to campus from Beardslee Boulevard, 110<sup>th</sup> Avenue NE. Development Area D is generally boarded by the wetland buffer and the North Creek Trail on the east, Beardslee Boulevard on the north, 108<sup>th</sup> Avenue NE on the west, and NE 185<sup>th</sup> Street, Mobius Hall and the North Parking Garage on the south.
- Development Area E encompasses the eastern portion of the campus, north of the pedestrian path leading to the wetlands, including the sports fields (multipurpose baseball and soccer field) and surrounding undeveloped space. It is bordered by Campus Way NE on the west, the wetland buffer and North Creek Trail on the east, the viewing platform path on the south, and the northern edge of the North Parking Garage on the north.
- Development Area F encompasses the eastern portion of the campus, south of the pedestrian path leading to the wetlands, including the undeveloped space and sports courts (tennis, basketball and volleyball courts). This area is generally bordered by the viewing platform path on the north, the wetland buffer and North Creek Trail on the east, Campus Way NE on the west, and NE 180<sup>th</sup> Street on the south.
- Development Area G encompasses the southeastern portion of the campus including the Chase House and associated driveways/parking and landscaped space in the southern portion of campus. This area is generally bordered by Campus Way NE on the west, NE 180<sup>th</sup> Street on the north, the wetland buffer and North Creek Trail on the east, and SR-522 on the south.

## Surrounding Area

### Surrounding Areas to the North of Campus

The area to the north of the campus (adjacent to Development Area D), beyond Beardslee Boulevard, is primarily comprised of single family and multifamily residential uses and commercial/retail uses. A four-story commercial office building is located immediately north of campus at the intersection of Beardslee Boulevard/110<sup>th</sup> Avenue NE and provides space for off-campus UW Bothell offices, laboratories and classroom space, as well as other



commercial office uses. Single-family residences are also located along Beardslee Boulevard, as well as a three-story multifamily apartment building. A fire station for the Bothell Fire Department is also located in this area at the intersection of Beardslee Boulevard/NE 185<sup>th</sup> Street. Further to the northeast, along Beardslee Boulevard, are additional single family residences and a mixed-use development which includes off-campus UW Bothell offices, commercial office space, retail and restaurant uses, professional services (dentist offices, etc.), and multifamily apartments.

### Surrounding Areas to the East of Campus

I-405 is located along the eastern boundary of the campus and separates the campus from existing development to the east. Existing land uses beyond I-405 include a mix of commercial and industrial office park uses, recreation uses, commercial retail uses, hotels, churches, and vegetated areas. One- to three-story commercial and industrial office park buildings and associated surface parking lots are located adjacent to I-405; several multi-story hotels are also located in this area. Further to the east are additional commercial and industrial office park uses, and the North Creek Sports Fields which include four separate sports field complexes that are used by the City of Bothell and other local recreation programs for soccer, baseball, softball and other activities.

### Surrounding Areas to the South of Campus

Immediately south of the campus (Development Areas A and G) is SR-522 which provides access to Seattle, Woodinville and I-405. Beyond SR-522 is the Bracketts Landing single-family residential neighborhood, Bracketts Landing Park<sup>7</sup> and the Sammamish River. The area further to the south, beyond the Sammamish River, is primarily comprised of single-family residential uses, the Riverside Mobile Estates (mobile home park), a senior center, several senior living complexes, and multifamily residential uses.

### Surrounding Areas to the West of Campus

The area adjacent to the western boundary of the campus (Development Areas A, B, C and D) is primarily comprised of single-family and multifamily residential neighborhoods, and the Bothell Pioneer Cemetery. Further to the west are single-family residences, multifamily apartment buildings and commercial/retail uses within downtown Bothell.

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<sup>7</sup> Bracketts Landing Park is owned by the City of Bothell and is a small pocket park of open space along the Sammamish River.

## 2.6 MISSION STATEMENT AND PROJECT GUIDING PRINCIPLES (OBJECTIVES)

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### Mission Statement

The following presents the overall mission statements of the University of Washington Bothell and Cascadia College.

#### University of Washington Bothell

*UW Bothell holds the student-faculty relationship to be paramount. We provide access to excellence in higher education through innovative and creative curricula, interdisciplinary teaching and research, and a dynamic community of multicultural learning.*

#### Cascadia College

*Transforming lives through integrated education in a learning-centered community.*

### Guiding Principles (Objectives)

The *Campus Master Plan* is intended to provide a flexible framework to guide land use, development, and infrastructure investments on campus through close collaboration with the City of Bothell and the community. The guiding principles identify a shared vision for actions and outcomes that meet multiple objectives to ensure land use and capital investment decisions to support the institutional missions of UW Bothell and Cascadia College.

- **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.
- **Durable and Adaptable Facilities and Infrastructure** - 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.
- **Enriched 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 - accessibility of information, social and cultural events, housing, dining, group and individual study, rest and comfort, recreation, physical fitness, and health and wellness – 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 innovation and partnership.

- **Enhanced Environmental and Human Health** - UW Bothell and Cascadia College's commitment 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, optimization of campus infrastructure, life cycle cost decision-making, 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. 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.
- **Integration with 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 complement adjacent uses. Connections between the campus and downtown core should be strengthened.
- **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 to adapt to evolving needs. 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.

## 2.7 PROPOSED ACTION(S)

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### Introduction

Building on the 2010 (revised 2011) Campus Master Plan, the 2017 *Campus Master Plan* is intended to extend the continuity of campus planning over the next 20 years. The *Campus Master Plan* will include guidelines and policies for new development on campus, and will be formulated to maintain and enhance the mission of the University of Washington Bothell and Cascadia College, their multiple important roles in associate, undergraduate and professional education, and dedication to research and public service. Implementation of development

under the *Campus Master Plan* would occur under a Development Agreement between the University of Washington Bothell, Cascadia College and the City of Bothell.

Guided by the Mission Statements and Guiding Principles provided in **Section 2.6**, the proposed *Campus Master Plan* is also intended to achieve the following development goals over the 20-year planning horizon:

- Accommodate projected increase in the number of students, faculty and staff;
- Meet the academic building space benchmark of 150 gsf per University of Washington Bothell and Cascadia College student;
- Provide opportunities to house between 10 percent and 20 percent of UW Bothell student population (representing 600 beds and 1,200 beds respectively);
- Relocate current off-campus lease uses within 0.25 mile from campus to campus; and,
- Improve multi-modal access to campus from downtown Bothell and beyond, through strategic partnerships.

Campus growth beyond the current approximately 757,700 gsf of total campus building space (including 683,500 gsf of academic space and 74,200 gsf of housing space<sup>8</sup>) is needed to accommodate the projected increase in campus population and other development goals. It is estimated that approximately 907,300 gsf to 1,072,300 gsf of net new building space and 600 to 1,200 total student housing beds will be needed over the 20-year planning horizon<sup>9</sup>. It is also proposed that the approximately 70,700 gsf of off-campus academic space located within 0.25 mile of the campus (located at two locations on Beardslee Boulevard) be relocated to the campus (see **Section 2.8** for a detailed description of the EIS Alternatives).

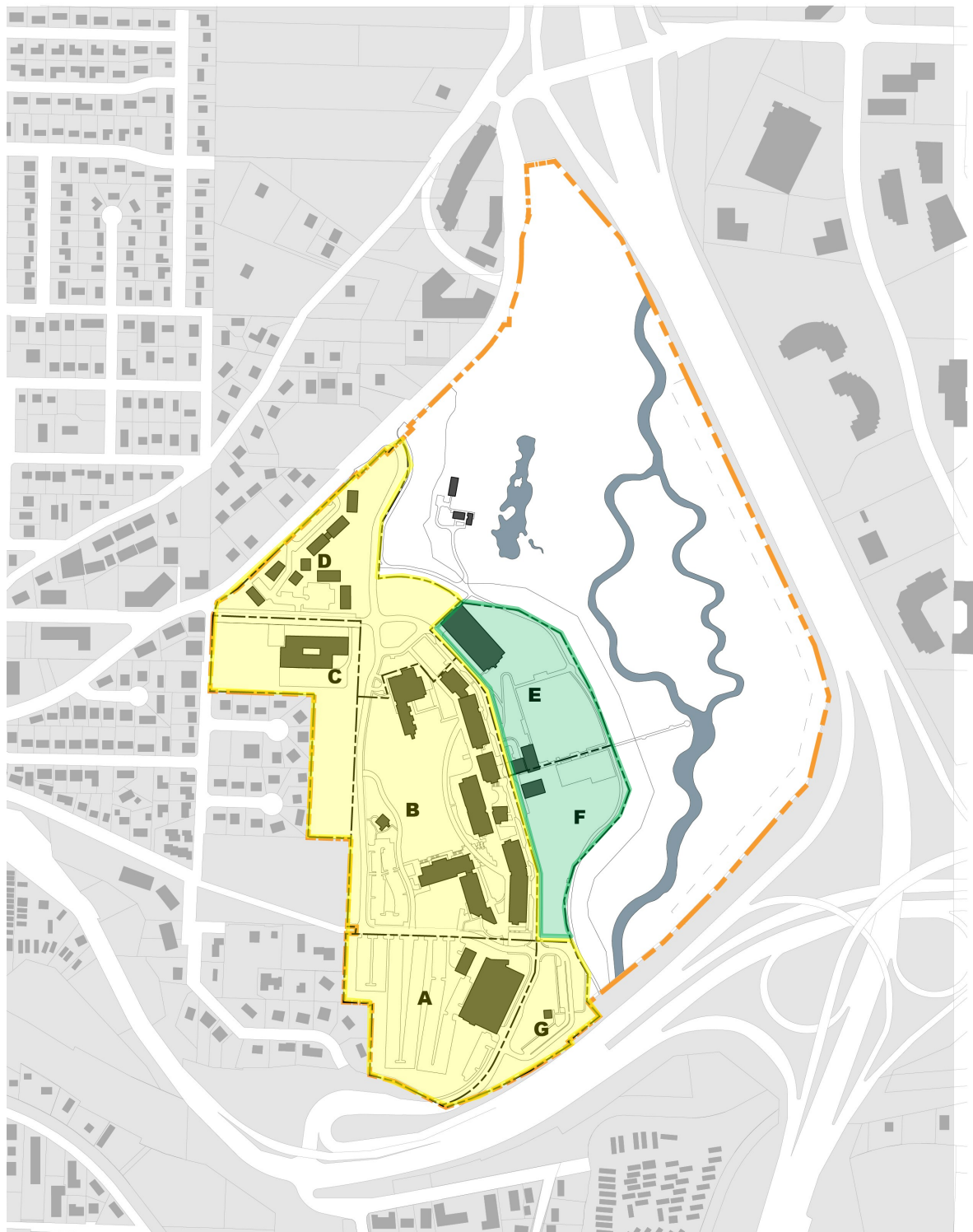
The *Campus Master Plan* includes limitations on maximum building heights and setbacks for buildings from adjacent residential uses. As indicated in **Figure 2-4**, a 65-foot maximum building height would be established for the majority of campus (Development Areas A, B, C, D and G), with a 100-foot maximum height for a portion of campus east of Campus Way NE (Development Areas E and F). Under each of the EIS Alternatives, the provision of building setbacks and landscape buffers would also be established for the portions of campus located adjacent to residential neighborhoods.



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<sup>8</sup> Rounded to the nearest 100.

<sup>9</sup> Depending on the percentage of students housed on campus and strategy regarding retention of Husky Village units.

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-  65-foot maximum building height
-  100-foot maximum building height

Note: This figure is not to scale.



Source: Mahlum Architects and EA Engineering, 2017.

**Figure 2-4**  
Campus Master Plan Building Heights

For example, a minimum 25-foot wide building setback would be provided along the western boundary of Development Areas A, B and C adjacent to residential uses; for each additional foot of building height over 35 feet in Development Areas A and C, the building setback would increase an additional 3 feet. See **Figure 2-5** for an illustration of buffers and setbacks under the EIS Alternatives.

The UW Bothell's change from a two-year, primarily commuter school, to a four-year school in 2005 facilitates an opportunity to enhance the community nature of campus and reduce vehicular trips associated with commuter students. Accordingly, the *Campus Master Plan* includes the opportunity to house between 10 to 20 percent of UW Bothell students in on-campus housing facilities. The UW Bothell will continue to be primarily a commuter campus.

The *Campus Master Plan* includes retention of the North Creek Stream and Wetland Area on campus. This approximately 58-acre area encompassing the eastern portion of the campus contains restored stream and wetland reflecting a native floodplain ecosystem. The existing trail and outlook system would be retained and maintained during the 20-year planning horizon.

The *Campus Master Plan* provides for a total of 4,200 parking stalls on campus, representing an increase from the current 2,272 parking stalls on campus. Vehicular circulation changes are considered, including the potential to provide a second northern access from Beardslee Boulevard via a realigned 110<sup>th</sup> Avenue NE, and potential access scenarios for NE 185<sup>th</sup> Street.

## 2.8 EIS ALTERNATIVES

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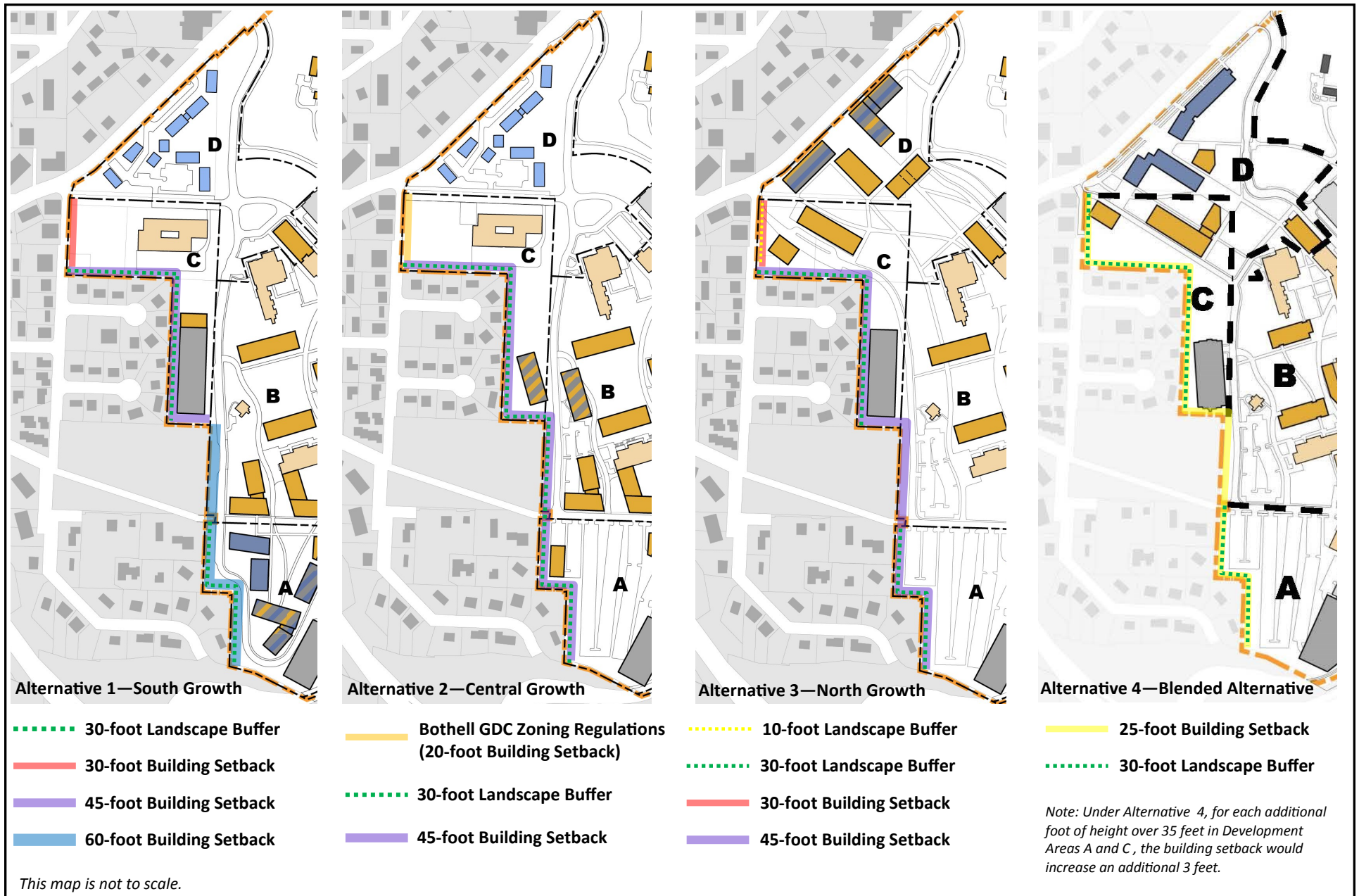
### EIS Alternatives Summary

As indicated earlier in this chapter, it has been determined through the master planning process that to meet the identified goals and anticipated demand for building space during the 20-year planning horizon of the *Campus Master Plan*, the University of Washington Bothell and Cascadia College would need a net increase of up to approximately 848,300 gsf of net new academic space and approximately 255,800 gsf of net new housing space<sup>10</sup>. As SEPA lead agency, the University of Washington is responsible for ensuring SEPA compliance for future projects as they are proposed.

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<sup>10</sup> Depending on the percentage of students housed on campus and strategy regarding retention of Husky Village.

# University of Washington Bothell/Cascadia College Campus Master Plan Final Environmental Impact Statement



Source: Mahlum Architects and EA Engineering, 2017.

**Figure 2-5**  
EIS Alternative Landscape Buffers and Setbacks

In order to conduct a comprehensive environmental review, three development alternatives (the Action Alternatives) and No Action Alternative have been developed for analysis in this EIS. The No Action Alternative is intended to reflect conditions on the campus if no new master plan is approved, and improvements to address increased campus student, faculty and staff populations are not implemented (two no action scenarios are analyzed).

The EIS Alternatives are formulated to create an envelope of potential development (without having specific building plans) and allow for the analysis of probable significant environmental impacts under SEPA. As indicated above, the alternatives analyzed in this EIS include:

- **No Action Alternative** (*Scenario A - Baseline and Scenario B - Allowed in PUD*);
- **Alternative 1** – *Develop Institutional Identity (Southward Growth)*;
- **Alternative 2** – *Develop the Core (Central Growth)*;
- **Alternative 3** – *Growth along Topography (Northward Growth)*; and,
- **Alternative 4** – *Blended Alternative*.

Alternatives 1, 2, 3 and 4 reflect implementation of the *Campus Master Plan* for campus development and improvements to meet existing space needs on campus and anticipated increased demands associated with growth in student, faculty and staff populations, as well as meeting other goals, over the 20-year planning horizon of the master plan. The No Action Alternative reflects conditions with no master plan under two scenarios (Scenario A – continuation of Existing Conditions, and Scenario B – future campus development reflecting remaining capacity under the original and existing PUD). The overall development assumptions under the EIS Alternatives are summarized in **Table 2-2** and **Table 2-3** and include: **1)** on-campus student FTE population; **2)** number of student housing beds; **3)** location of student housing; **4)** assumed level of building development; **5)** location of Corp Yard; **6)** retention of Truly House; and, **7)** amount and location of new parking.

## No Action Alternative

Under the No Action Alternative, it is assumed that the demand for increased instructional, research and public service needs in the state of Washington would continue. However, this Alternative would not result in the physical improvements that are proposed as part of the *Campus Master Plan* (as analyzed under Alternatives 1, 2, 3 and 4). Two scenarios are analyzed for this alternative in the EIS: Scenario A (Baseline) – Continuation of existing conditions; and, Scenario B (Allowed in PUD) – future campus development reflecting remaining capacity under the original (Phase 1) and the existing PUD as evaluated in the 1995 EIS.



**TABLE 2-2  
SUMMARY OF EIS ALTERNATIVES LAND USE ASSUMPTIONS**

	<b>No Action Alternative – Scenario A</b>	<b>No Action Alternative – Scenario B</b>	<b>Alternative 1 Develop Institutional Identity (Southward Growth)</b>	<b>Alternative 2 Develop the Core (Central Growth)</b>	<b>Alternative 3 Growth along Topography (Northward Growth)</b>	<b>Alternative 4 Blended Alternative</b>
Total Student FTE Campus Population	7,040	10,000	10,000	10,000	10,000	10,000
Total Student Housing Beds	240 <sup>11</sup>	240 <sup>11</sup>	1,200	600	600	1,200
Existing Building Demolition GSF	0	0	0	3,200 <sup>12</sup>	106,000 <sup>13</sup>	106,000
Total Net New Building GSF	0	386,100	1,072,300	907,300	907,300	1,042,300
Total Campus Building GSF <sup>14</sup>	757,700	1,143,800	1,830,000	1,665,000	1,665,000	1,800,000
Location of New Housing	NA	No new housing	South Campus (Development Area A)	Central Campus (Development Area F)	North/Central Campus (Development Areas D and F)	North/Central Campus (Development Areas D and E) <sup>15</sup>
Location of Corp Yard	Current Location	Current Location	West Central Campus (Development Area C)	Southwest Campus (Development Area A)	South – Near Chase House (Development Area G)	South – Near Chase House (Development Area F) <sup>16</sup>
Truly House	Remains	Remains	Remains	Removed or Relocated	Remains	Remains
Total Parking (Spaces)	2,272	4,200 – 6,600	3,700	3,700	4,200	4,200

**Source: Mahlum Architects and the University of Washington, 2017.**

<sup>11</sup> The UW Bothell also leases 34 student beds at the off-campus Camus View Apartment complex.

<sup>12</sup> Assumes the demolition of the 3,200 gsf Truly House.

<sup>13</sup> Includes demolition of 74,200 gsf Husky Village and 31,800 gsf Husky Hall.

<sup>14</sup> Includes existing 757,700 gsf of building space on campus.

<sup>15</sup> Subsequent to issuance of the Draft EIS, the Development Area configuration was adjusted to combine the areas E and F into one area referred to as Area E; the updated development area description is utilized when referring to Alternative 4.

**TABLE 2-3  
SUMMARY OF NET NEW DEVELOPMENT UNDER THE EIS ALTERNATIVES BY DEVELOPMENT AREA<sup>16</sup>**

	<b>Alternative 1 (Southward Growth)</b>	<b>Alternative 2 (Central Growth)</b>	<b>Alternative 3 (Northward Growth)</b>	<b>Alternative 4 (Blended Alternative)</b>
<b>Development Area A</b>	293,000 GSF	13,400 GSF	0 GSF	0 GSF
<b>Development Area B</b>	340,000 GSF	404,200 GSF	184,200 GSF	165,800 GSF
<b>Development Area C</b>	10,000 GSF	70,000 GSF	49,600 GSF	144,800 GSF
<b>Development Area D</b>	53,100 GSF	0 GSF	295,800 GSF	295,900 GSF
<b>Development Area E</b>	0 GSF	125,000 GSF	125,100 GSF	425,800 GSF
<b>Development Area F</b>	379,000 GSF	293,000 GSF	244,200 GSF	10,000 GSF
<b>Development Area G</b>	0 GSF	0 GSF	10,000 GSF	N/A

*Source: Mahlum Architects, 2017.*

*Note: Building development assumptions in this table indicate net new building space under the EIS Alternatives for comparison purposes and any differences in total net new campus development under the EIS Alternatives when compared to Table 2-2 are due to rounding.*

<sup>16</sup> Subsequent to issuance of the Draft EIS, the Development Area configuration was adjusted to combine the areas E and F into one area referred to as Area E; the updated development area description is utilized when referring to Alternative 4.

## Scenario A – Baseline Condition

Under Scenario A, the proposed *Campus Master Plan* would not be approved and no additional development would occur on campus. The current number of student FTEs is assumed to remain at 7,040. The current 683,500 gsf of academic space and 74,200 gsf of housing space on campus (total of 757,700 gsf on campus), along with the 70,700 gsf of off-site academic space within 0.25 mile of campus, would remain. No changes to the current vehicular or pedestrian circulation systems, or the amount of parking (current 2,272 spaces), would occur. The approximately 240 student beds associated with Husky Village would remain<sup>17</sup>. Existing natural and recreational open spaces would remain.

## Scenario B – Allowed in PUD

Under Scenario B, the proposed *Campus Master Plan* would not be approved, and a level of future campus development consistent with the remaining capacity under the original (Phase 1) and existing PUD would occur. This scenario assumes buildout of the remaining approximately 386,100 gsf of campus building area, reaching the total of 1.14 million gsf of building space identified on campus under the PUD. Student enrollment of up to 10,000 FTEs on campus is assumed, consistent with the PUD. The approximately 240 student beds associated with Husky Village would remain, although no additional housing beds would be provided. The current vehicular and pedestrian circulation systems would remain. An on-campus parking supply totaling 4,200 to 6,000 spaces would be provided on campus.<sup>18</sup>

The No Action Alternative under either Scenario A or Scenario B would not meet the UW Bothell and Cascadia College Guiding Principles and development goals.

## Alternative 1 – Develop Institutional Identity (Southward Growth)

### Introduction

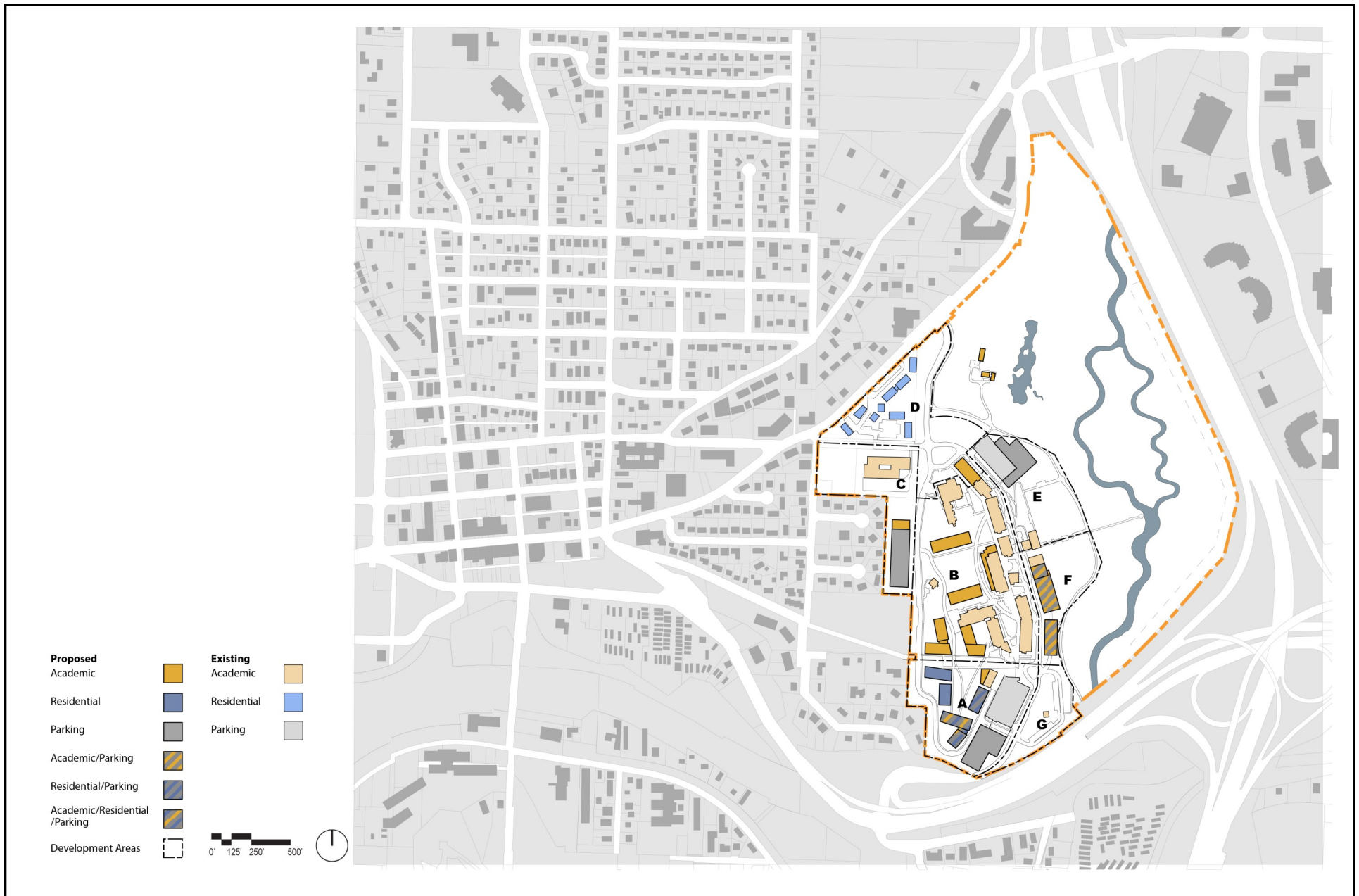
Alternative 1 represents a level of development and improvements on the campus deemed sufficient to meet the forecasted growth and goals over the 20-year planning horizon for the *Campus Master Plan*. This alternative reflects a focus of development in the southwest portion of the campus, with the majority of development assumed for Development Areas A and B (see **Figure 2-6** for a site plan of Alternative 1). Alternative 1 assumes a campus student population of 10,000 FTEs, and a total of 1,200 student housing beds (representing approximately 20 percent of the assumed University of Washington Bothell student FTEs). See the discussion below under Building Development and **Table 2-2** for detail.

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<sup>17</sup> The UW Bothell also leases 34 student beds at the off-campus Camus View Apartment complex

<sup>18</sup> The range in parking supply is due to changes in mode split assumptions for the on-campus population.

# University of Washington Bothell/Cascadia College Campus Master Plan Final Environmental Impact Statement



Source: *Mahlum Architects, 2017.*

**Figure 2-6**  
Alternative 1 Site Plan

Under Alternative 1 the existing north campus access from Beardslee Boulevard and existing south campus access would remain as under current conditions. Certain transportation improvements related to access from NE 185<sup>th</sup> Street, new parking, and internal vehicular and transit circulation would occur. See the discussion below under Vehicular Circulation and Parking and **Table 2-2** for detail.

## Building Development

Alternative 1 assumes a net increase in building space on campus of approximately 1,072,300 gsf, for a total of 1,830,000 gsf on the campus over the 20-year planning horizon. Up to 960 new student housing beds would also be provided under Alternative 1 for a total of 1,200 beds over the planning horizon. New academic building space would primarily be clustered in central campus (Development Areas B and F), with some new academic building space immediately west of 110<sup>th</sup> Avenue NE in Development Area C, and south of NE 180<sup>th</sup> Street in Development Area A. The new student housing space under Alternative 1 is assumed to be located in the southwestern portion of campus within Development Area A; the existing Husky Village buildings would also be retained in Development Area D.

Under Alternative 1, it is assumed the Corp Yard would be located west of 110<sup>th</sup> Avenue NE in Development Area C, and the existing Truly House and Chase House would remain.

## Open Space

Alternative 1 assumes the retention of the approximately 58-acre North Creek Stream and Wetland Area in the eastern portion of the campus, the approximately 2.9 acres of sports fields in the central portion of campus in Development Areas E and F (including multipurpose field, tennis courts, basketball court and sand volleyball court), and various open spaces/gathering spaces on campus (including plazas associated with Discovery Hall, Mobius Hall and the Crescent Path).

New green and urban open spaces would be provided in association with new buildings, with the majority of new open spaces located in the southwest portion of campus (Development Areas A and B) under Alternative 1.

## Vehicular Circulation and Parking

Alternative 1 assumes improvements related to access from NE 185<sup>th</sup> Street, amount and location of parking, and internal vehicular and transit circulation as described below.

- Access from NE 185<sup>th</sup> Street - The existing north access to campus from Beardslee Boulevard and south access to campus from SR-522 are assumed to remain

unchanged under Alternative 1. The existing emergency access gate on NE 185<sup>th</sup> Street would be relocated to the west which would result in access to the Husky Hall in Development Area C to be provided from the internal campus roadway system. Access between Husky Village and NE 185<sup>th</sup> Street would be closed to prevent the potential for cut-through traffic.

- Internal Vehicular and Transit Circulation - Under Alternative 1 it is assumed that NE 180<sup>th</sup> Street would be realigned further south to accommodate assumed building development, and traffic-calming features would be added to Campus Way NE.

Several transit routing options for service to campus could occur under the voter-approved Sound Transit 3 (ST3) planning. However, under Alternative 1 no changes to overall transit circulation is assumed. It is also assumed that the Transit Center remains in its existing location near the intersection of Campus Way NE and 110<sup>th</sup> Avenue NE in Development Area D, although the capacity of the Transit Center would be expanded from the current two bays to four bays. Also assumed is the existing comfort station and layover for transit is retained. Although not assumed, Alternative 1 does not preclude the relocation and/or development of a transit center along the Husky Village frontage on Beardslee Boulevard.

- Parking - A total of 3,700 parking stalls would be provided on campus representing an increase of 1,428 stalls compared to existing conditions. Approximately 50 percent of the new parking stalls under Alternative 1 would be located within structures in the southwestern portion of campus (Development Area A)<sup>19</sup>. The remaining approximately 50 percent of the new parking would distributed throughout Development Areas C, E and F<sup>20</sup>.

## Alternative 2 – Develop the Core (Central Growth)

### Introduction

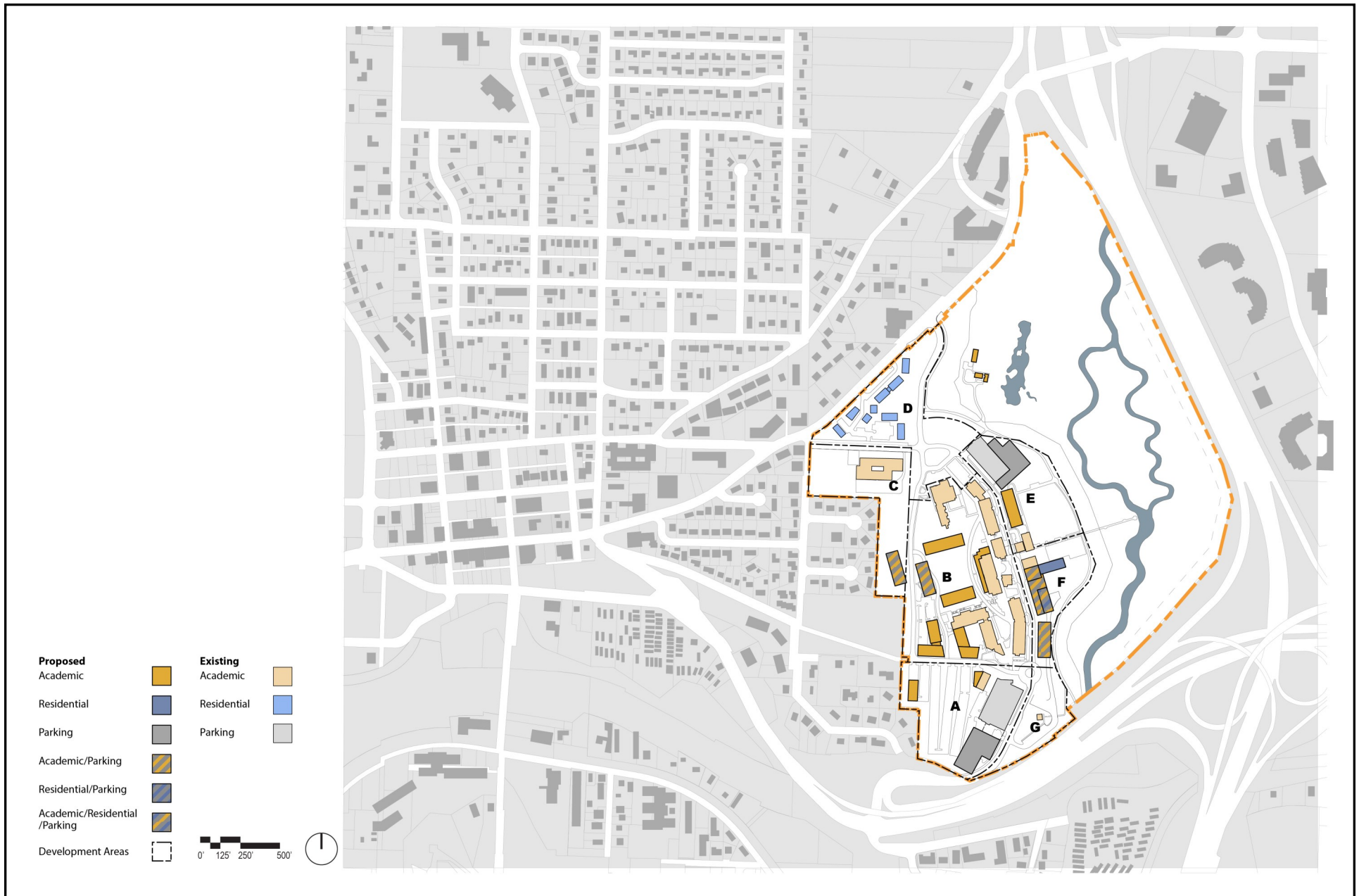
Alternative 2 represents a level of development and improvements on the campus deemed sufficient to meet the forecasted growth and goals over the 20-year planning horizon for the *Campus Master Plan*. This alternative reflects a focus of development in the central portion of the campus, with the majority of development assumed for Development Areas B, E and F (see **Figure 2-7** for a site plan under Alternative 2).

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<sup>19</sup> Includes stalls associated with a stand-alone parking structure and structured parking associated with residential buildings.

<sup>20</sup> Includes stalls within a stand-alone parking structure in Development Area C, addition to the North Parking Garage in Development Area E, and structured parking associated with academic buildings in Development Area F.

# University of Washington Bothell/Cascadia College Campus Master Plan Final Environmental Impact Statement



Source: *Mahlum Architects, 2017.*

**Figure 2-7**  
Alternative 2 Site Plan

Alternative 2 assumes a campus student population of 10,000 FTEs, and a total of 600 student housing beds (representing approximately 10 percent of the assumed University of Washington Bothell student FTEs). See the discussion below under Building Development and **Table 2-2** for detail.

Under Alternative 2 the existing north campus access from Beardslee Boulevard and existing south campus access would remain as under current conditions. Certain transportation improvements related to access from NE 185<sup>th</sup> Street, new parking, and internal vehicular and transit circulation would occur. See the discussion below under Vehicular Circulation and Parking.

## Building Development

Alternative 2 assumes a net increase in building space on campus of approximately 907,300 gsf of building space, for a total of 1,665,000 gsf on the campus over the 20-year planning horizon. Up to 360 new student housing beds would also be provided over the planning horizon for a total of 600 beds on campus. The new academic building space under Alternative 2 is assumed to be clustered in the central portion of campus west of the existing campus core buildings (Development Area B), with some new academic building space in Development Areas A, C, E and F. The new student housing space under Alternative 2 is assumed to be located in the central portion of campus within Development Area F; the existing Husky Village buildings would also be retained.

Under Alternative 2 it is assumed that the Corp Yard would be located in the western portion of the surface parking lot south of NE 180<sup>th</sup> Street in Development Area A.

The Truly House under Alternative 2 would be demolished or relocated to an on-campus or off-campus location to accommodate assumed academic development. The Chase House would remain in its current location under Alternative 2.

## Open Space

Alternative 2 assumes the retention of the approximately 58-acre North Creek Stream and Wetland Area in the eastern portion of the campus, the approximately 2.9 acres of sports fields in the central portion of campus in Development Areas E and F (including multipurpose field, tennis courts, basketball court and sand volleyball court), and various open spaces/gathering spaces on campus (including plazas associated with Discovery Hall, Mobius Hall and the Crescent Path).



New green and urban open spaces would be provided in association with new buildings, with the majority of new open spaces located in the central portion of campus (Development Areas B and F) under Alternative 2.

## Vehicular Circulation and Parking

Alternative 2 assumes improvements related to access from NE 185<sup>th</sup> Street, amount and location of parking, and internal vehicular and transit circulation as described below.

- Access from NE 185<sup>th</sup> Street - The existing north access to campus from Beardslee Boulevard and south access to campus from SR-522 are assumed to remain unchanged under Alternative 2. Under Alternative 2 it is assumed that NE 185<sup>th</sup> Street would be opened between Beardslee Boulevard and 110<sup>th</sup> Avenue NE to allow direct transit access to campus.
- Internal Vehicular and Transit Circulation – Substantial traffic calming measures would be provided on Campus Way NE, with Campus Way NE being a primary pedestrian and bicycle route on campus. Vehicular traffic on campus would primarily utilize NE 180<sup>th</sup> Street and 110<sup>th</sup> Avenue NE.

As under Alternative 1, several transit routing options for service to campus could occur under the voter-approved ST3 planning. Under Alternative 2 the overall transit circulation system is assumed to remain generally as existing, although for Alternative 2 it is assumed that the Transit Center would be relocated from the current location to NE 185<sup>th</sup> Street on-campus. The capacity of the Transit Center would increase from the current two bays to up to eight bays. The existing comfort station and layover for transit would be removed. Although not assumed, Alternative 2 does not preclude the relocation and/or development of a transit center along the Husky Village frontage of Beardslee Boulevard.

- Parking – A total of 3,700 parking stalls would be provided on campus, representing an increase of 1,428 stalls compared to existing conditions. Approximately 50 percent of the new parking stalls under Alternative 2 would be provided by a stand-alone parking structure located south of the South Parking Garage in Development Area A, and in addition to the North Parking Garage in Development Area E. The remaining approximately 50 percent of the new parking would be associated with new building development in Development Areas B, C and F.

## Alternative 3 – Growth along Topography (Northward Growth)

### Introduction

Alternative 3 represents a level of development and improvements on the campus deemed sufficient to meet the forecasted growth and goals over the 20-year planning horizon for the *Campus Master Plan*. Development under this alternative is assumed to follow the north/south topography of campus, with the majority of development assumed for the northern portion of campus in Development Areas B, C, D and E (see **Figure 2-8** for a site plan of Alternative 3). Alternative 3 assumes a campus student population of 10,000 FTEs, and a total of 600 student housing beds (representing approximately 10 percent of the assumed University of Washington Bothell student FTEs). See the discussion below under Building Development and **Table 2-2** for detail.

Under Alternative 3 the existing north campus access from Beardslee Boulevard would remain and a second access to Beardslee Boulevard would be provided via a realigned 110<sup>th</sup> Avenue NE. The existing south campus access would remain as under current conditions. Certain transportation improvements related to access from NE 185<sup>th</sup> Street, new parking, and internal vehicular and transit circulation would occur. See the discussion below under Vehicular Circulation and Parking.

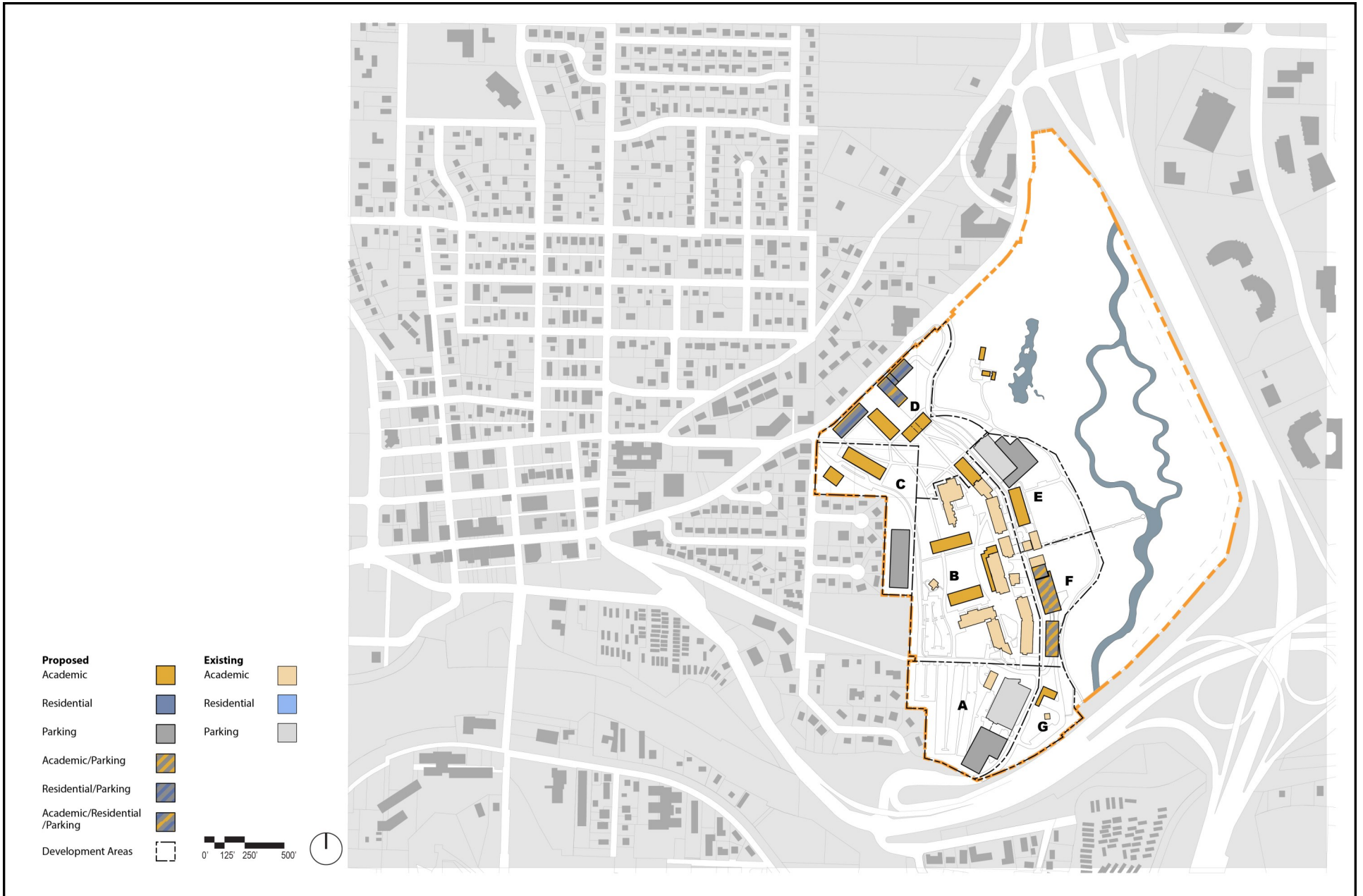
### Building Development

Alternative 3 assumes a net increase in building space on campus of approximately 907,300 gsf, for a total of 1,665,000 gsf on the campus over the 20-year planning horizon. New academic building space under Alternative 3 is assumed to be distributed throughout the central and northern portions of campus (Development Areas B, C, D, E and F). The student housing space under Alternative 3 is assumed to be located in the northwestern portion of campus within three buildings, replacing Husky Village in Development Area D, and east of Campus Way NE in Development Area F.

Alternative 3 assumes the demolition of approximately 106,000 gsf of existing building space, including approximately 74,200 gsf associated with Husky Village (Development Area D) and approximately 31,800 gsf associated with Husky Hall (Development Area C). All of the assumed building demolition is located in the northwest portion of campus.

Under Alternative 3 it is assumed that the Corp Yard would be located immediately north of the Chase House in Development Area G, and the existing Truly House and Chase House would remain.

# University of Washington Bothell/Cascadia College Campus Master Plan Final Environmental Impact Statement



Source: *Mahlum Architects, 2017.*

**Figure 2-8**  
Alternative 3 Site Plan

## Open Space

Alternative 3 assumes the retention of existing approximately 58-acre North Creek Stream and Wetland Area in the eastern portion of the campus, the approximately 2.9 acres of sports fields in the central portion of campus in Areas E and F (including multipurpose field, tennis courts, basketball court and sand volleyball court), and various open spaces/gathering spaces on campus (including plazas associated with Discovery Hall, Mobius Hall and the Crescent Path).

New green and urban open spaces would be provided in association with new buildings, with the majority of new open spaces located in the northwest portion of campus (Development Areas C and D), with open spaces also provided in association with new buildings throughout campus in Development Areas A, B, E, F and G.

## Vehicular Circulation and Parking

Alternative 3 assumes improvements related to access from Beardslee Boulevard, vacation of NE 185<sup>th</sup> Street, amount and location of parking, and internal vehicular and transit circulation as described below. The existing south access to campus from SR-522 would remain.

- Access to Beardslee Boulevard – Under Alternative 3, the existing north campus access from Beardslee Boulevard, 110<sup>th</sup> Avenue NE would remain (Development Area D), and a second signalized campus access from Beardslee Boulevard would be provided via a realigned 108<sup>th</sup> Avenue NE (Campus Areas C and D). The new second access from Beardslee Boulevard would be located at the current Beardslee Boulevard/108<sup>th</sup> Avenue NE intersection.
- Access from NE 185<sup>th</sup> Street – Under Alternative 3, the existing NE 185<sup>th</sup> Street between 108<sup>th</sup> Avenue NE and 110<sup>th</sup> Avenue NE would be vacated and converted to campus open space use in Development Areas C and D.
- Internal Vehicular and Transit Circulation - Under Alternative 3 it is assumed that the southern end of 110<sup>th</sup> Avenue NE would be realigned eastward to enter directly into the North Parking Garage .

As under Alternative 1, several transit routing options for service to campus could occur under the voter-approved ST3 planning. Under Alternative 3 it is assumed that the Transit Center would be relocated from the current location to Beardslee

Boulevard adjacent to Development Area D. The capacity of the Transit Center would increase from the current two bays to up to six bays.

- Parking - A total of 4,200 parking stalls would be provided on campus representing an increase of 1,928 stalls compared to existing conditions. New parking would be distributed throughout campus with approximately 38 percent in the southwest portion of campus (Development Area A), approximately 37 percent in the central portion of campus (Development Areas E and F), and approximately 25 percent in the northwest portion of campus (Development Areas C and D).

## Alternative 4 – Blended Alternative

### Introduction

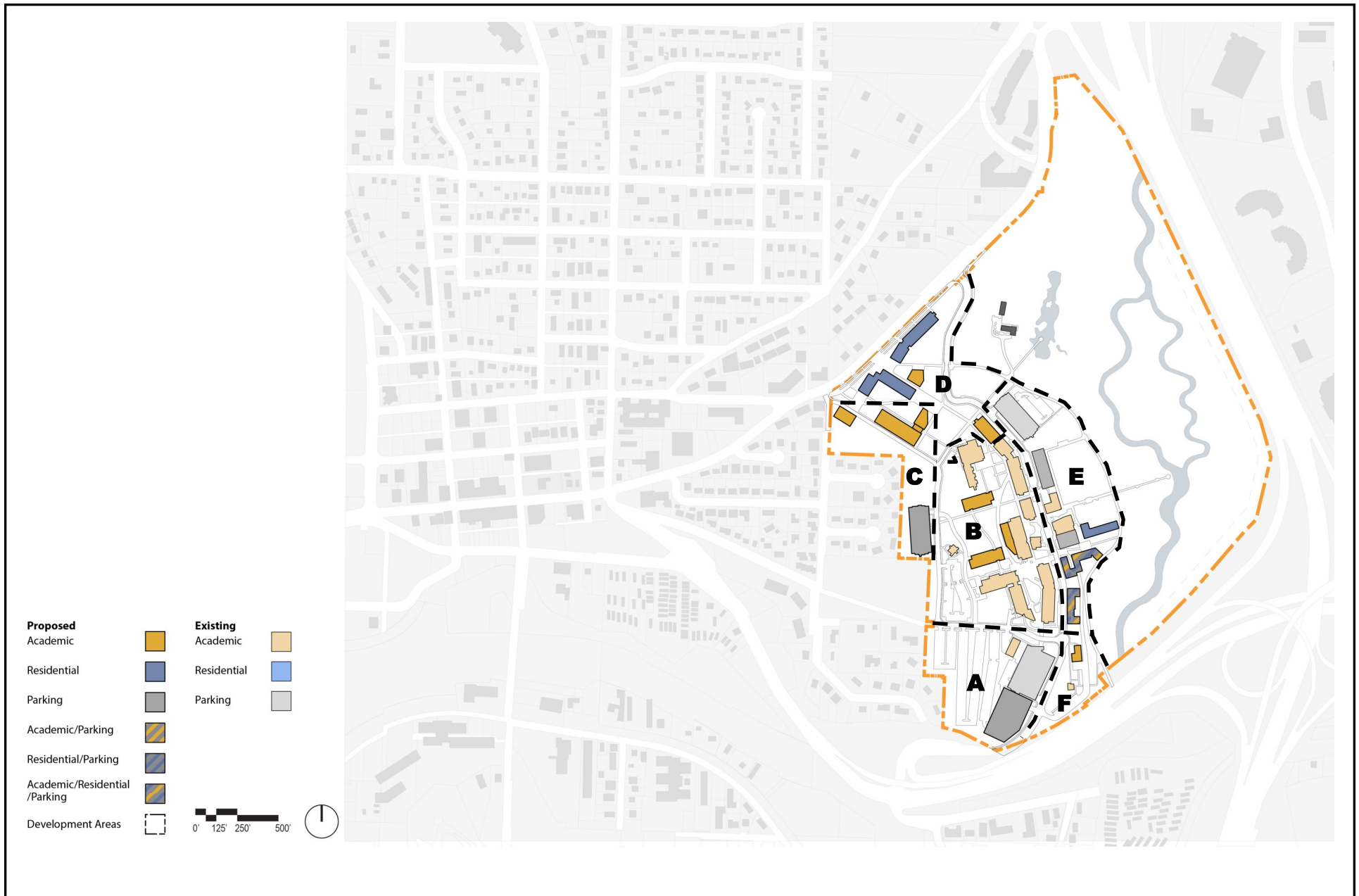
Alternative 4 reflects a level and locations of new campus development that blends attributes of Alternatives 1, 2 and 3 analyzed in the Draft EIS (see **Figure 2-9** for a site plan of Alternative 4). For example, Alternative 4 assumes a net increase in building space of 1,042,300 which falls between that assumed under Alternative 1 (1,072,300 gsf) and that assumed under Alternatives 2 and 3 (907,300 gsf). The existing approximately 0.16-acre of upland wetlands would be retained as assumed under Alternatives 1 and 2, and the existing Truly House and Chase House would be retained as assumed under Alternatives 1 and 3. The total number of parking spaces (4,200 spaces) would be the same as that assumed under Alternative 3. Alternative 4 generally assumes a lower amount of new building development in Development Areas A and C in proximity to adjacent residential neighborhoods than under Alternatives 1, 2 and 3. Alternative 4 assumes a total number of student housing beds as under Alternative 1 (1,200 beds), with location of new beds assumed as generally under Alternative 3. As under Alternatives 1, 2 and 3, and No-Action Alternative – Scenario B, Alternative 4 assumes a campus student population of 10,000 FTEs.

Under Alternative 4 the existing north campus access from Beardslee Boulevard and existing south campus access would remain as under current conditions (as under Alternatives 1, 2 and 3). See the discussion below under Vehicular Circulation and Parking and **Table 2-2** for details on transportation improvements.

### Building Development

Alternative 4 assumes a net increase in building space on campus of approximately 1,042,300 gsf, for a total of 1,800,000 gsf on the campus over the 20-year planning horizon (between the 1,830,000 under Alternative 1 and the 1,665,000 under Alternatives 2 and 3). New academic building space under Alternative 4 is assumed to be distributed throughout the central and northern portions of campus (Development Areas B, C, D, E and F).

# University of Washington Bothell/Cascadia College Campus Master Plan Final Environmental Impact Statement



Source: *Mahlum Architects, 2017.*

The student housing space under Alternative 4 is assumed to be located in the northwestern portion of campus, replacing Husky Village in Development Area D, and east of Campus Way NE in Development Area F (similar to Alternative 3).

Alternative 4 assumes the demolition of approximately 106,000 gsf of existing building space, including approximately 74,200 gsf associated with Husky Village (Development Area D) and approximately 31,800 gsf associated with Husky Hall (Development Area C). As under Alternative 3, all of the assumed building demolition is located in the northwest portion of campus.

Under Alternative 4 it is assumed that the Corp Yard would be located immediately north of the Chase House, and the existing Truly House and Chase House would remain (similar to Alternative 3).

## Open Space

As assumed under Alternative 3, Alternative 4 assumes retention of the existing approximately 58-acre North Creek Stream and Wetland Area in the eastern portion of the campus, the approximately 2.9 acres of sports fields in the central portion of campus in Areas E and F (including multipurpose field, tennis courts, basketball court and sand volleyball court), and various open spaces/gathering spaces on campus (including plazas associated with Discovery Hall, Mobius Hall and the Crescent Path).

New green and urban open spaces would be provided in association with new buildings, with the majority of new open spaces located in the northwest portion of campus (Development Areas C and D), with open spaces also provided in association with new buildings throughout campus in Development Areas A, B, E, F and G.

## Vehicular Circulation and Parking

Alternative 4 assumes improvements related to access from Beardslee Boulevard, adjustment of NE 185<sup>th</sup> Street, amount and location of parking, and internal vehicular and transit circulation as described below. The existing south access to campus from SR-522 would remain.

- Access to Beardslee Boulevard – The existing north campus access from Beardslee Boulevard would remain, although this roadway to campus would be adjusted to connect with Campus Way NE to provide a direct link to the campus core.
- Access from NE 185<sup>th</sup> Street – Under Alternative 4, the existing NE 185<sup>th</sup> Street between Beardslee Boulevard and 110<sup>th</sup> Avenue NE could be reconfigured in the

future or remain similar as today. It is anticipated that circulation on NE 185<sup>th</sup> would be limited to emergency services, service vehicles and/or access to the Husky Hall property.

- Transit Circulation and Center - As under Alternatives 1, 2 and 3, several transit routing options for service to campus could occur under the voter-approved ST3 planning. A transit center could be located on NE 185<sup>th</sup> Street, Campus Way or Beardslee Boulevard.
- Parking - A total of 4,200 parking stalls would be provided on campus representing an increase of 1,928 stalls compared to existing conditions. New parking would be distributed throughout campus with parking facilities located in Development Areas A, C and E.

## 2.9 BENEFITS AND DISADVANTAGES OF DEFERRING IMPLEMENTATION OF THE PROPOSAL

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The benefits of deferring approval of the Proposed Action and implementation of development of the *Campus Master Plan* include the deferral of:

- Temporary construction-related impacts associated with vibration, noise, air pollution and traffic (beyond the construction associated with buildout under the existing PUD).

The disadvantages of deferring the approval of the Proposed Action and development of the *Campus Master Plan* include:

- Inability to develop new academic facilities to meet existing space needs and anticipated future growth in students for the University of Washington Bothell and Cascadia College.
- Inability to meet the academic building space benchmark goal and collocation of UW Bothell/CC on campus
- Inability of provide additional on-campus University of Washington Bothell student housing opportunities.
- Inability to provide new facilities to support the service goals of the University of Washington Bothell and Cascadia College.

Deferral would not meet the mission statements and objectives of the University of Washington Bothell and Cascadia College.



**Affected Environment,  
Impacts, Mitigation  
Measures, and Significant  
Unavoidable Adverse Impacts**

# CHAPTER 3

## AFFECTED ENVIRONMENT, SIGNIFICANT IMPACTS, MITIGATION MEASURES AND SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS

This chapter describes the affected environment, impacts of the alternatives, mitigation measures and any significant unavoidable adverse impacts on the environment that are anticipated with construction and operation of development under the *Campus Master Plan* for the University of Washington Bothell (UW Bothell)/Cascadia College (CC) through the 20-year planning horizon, as assumed under the EIS alternatives. Information added or changed subsequent to issuance of the Draft EIS is shaded to ease identification of the added or changed information.

### 3.1 EARTH

This section of the Final EIS describes the existing geologic and geologic-related critical area conditions on the UW Bothell/CC campus and in the site vicinity, and evaluates the potential impacts that could occur as a result of the *Campus Master Plan*.

#### 3.1.1 Affected Environment

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##### Campus Background

The UW Bothell/CC campus can generally be characterized as consisting of two primary topographic settings: the western upland portion of campus (development portion of campus) and the lower alluvial valley that occupies the eastern portion of campus (North Creek Stream and Wetland Area). Most of the western slope is inclined at less than 15%, although there are areas with slopes of 15% to 40% along both the base and higher portions of the western slope. The alluvial valley, after restoration work that took place from 1998 to 2002, has a very gradual north to south drainage. The topographic characteristics in the lower portion of campus reflect those found in natural floodplain ecosystems, including small-scale topographic variation in the form of pits and mounds (“microdepressions”) and large woody debris.

Geologic units at the western upland portion campus are primarily composed of glacial till, with recent alluvium deposits and peat in the lower eastern portion of campus. Soils at the campus include Seattle, Snohomish and Puget series at the lower eastern portion of campus, with Alderwood series at the western upland portion of campus.

Construction on campus subsequent to approximately 1998 resulted in the modification of site topography including excavations of up to 30 feet deep and fills of up to 26 feet deep on the western upland portion of the campus. Additionally, the eastern lowland portion of the campus was graded as a part of the wetland restoration project. Although a substantial amount of excavation and grading occurred, changes to the overall topography in the eastern lowland portion of campus were minor.

Much of this development occurred in portions of campus corresponding with erosion hazard areas, as described below, and required extensive erosion control measures via an erosion and sedimentation control plan (*King County Surface Water Design Manual, 1994*). Mitigation measures also provided sediment control, groundwater control, and compressible soil control, consistent with City of Bothell regulations.

## City of Bothell Environmentally Critical Areas

City of Bothell Municipal Code (BMC) Chapter 14.04 provides regulations for environmentally critical areas, including critical areas related to geologic and soil conditions. Designations for geologic and soils related critical areas include: Erosion Hazard; Landslide Hazard; Seismic Hazard; and other geologic events including mass wasting, debris flows, rock falls, and differential settlement. The UW Bothell/CC campus contains geologic hazard areas, as defined in the City of Bothell Municipal Code, including Erosion Hazard Area, Landslide Hazard Area, and Seismic Hazard Area. Note that wetlands, also designated as Environmentally Critical Areas by the City of Bothell, are discussed separately in Section 3.3.

The following provides a brief definition of the City of Bothell designated geologic and soils critical areas applicable to the UW Bothell/CC campus. The UW Bothell and CC follow existing critical areas regulations to avoid adverse environmental impacts.

- **Erosion Hazard Area** – BMC Chapter 14.04 defines Erosion Hazard Area as moderate to severe erosion hazard and/or containing soils which according to the SCS may experience severe to very severe erosion hazard. The City of Bothell Environmentally Critical Areas chapter does not specifically identify erosion hazards on the campus. However, it is anticipated that isolated areas of the upland western portion of campus (developable portion of campus) could contain soils that meet this definition, including the areas that are steeper than 15 percent, excluding slope areas that are less than five to six feet in total relief.

Erosion Hazard Area on campus is generally associated with isolated slope areas distributed throughout Development Areas A and B, and the western slope portions of Development Areas E, F and G. Given the relatively level topography of Development Areas C and D, Erosion Hazard Areas are not anticipated in these Development Areas.

- **Landslide Hazard Area** – BMC Chapter 14.04 defines Landslide Hazard Area as areas of historic failure or potentially subject to risk of mass movement due to a combination of geologic, topographic, and hydrologic factors. The City of Bothell Landslide – Prone Deposits map does not identify any area of campus as within the known landslide deposits area, although a known landslide is identified to the southwest of Development Area A. However, it is possible that areas with seepage and saturated soil along the base of the western slope could meet the landslide definition.

The potential for Landslide Hazard Area on campus is generally isolated to the western slope area within Development Areas A, E and F (see **Figure 3.1-1** for a map of existing Landslide Hazard Areas).

- **Seismic Hazard Area** – BMC Chapter 14.04 defines Seismic Hazard Area as areas subject to severe risk of damage as a result of earthquake induced ground shaking, slope failure, settlement, soil liquefaction, lateral spreading, or surface faulting. The Puget Sound region is seismically active and has experienced thousands of earthquakes over the course of history. The City of Bothell DNR Liquefaction Map (Seismic hazard) identifies much of the lower elevation eastern portion of the campus as moderate to high potential for liquification.

Seismic Hazard Area (liquefaction) on the campus is generally comprised of the lower elevation portion of campus, including portions Development Areas E, F and G, as well as the North Creek and associated wetland area (see **Figure 3.1-1** for a map of existing Seismic Hazard Areas).

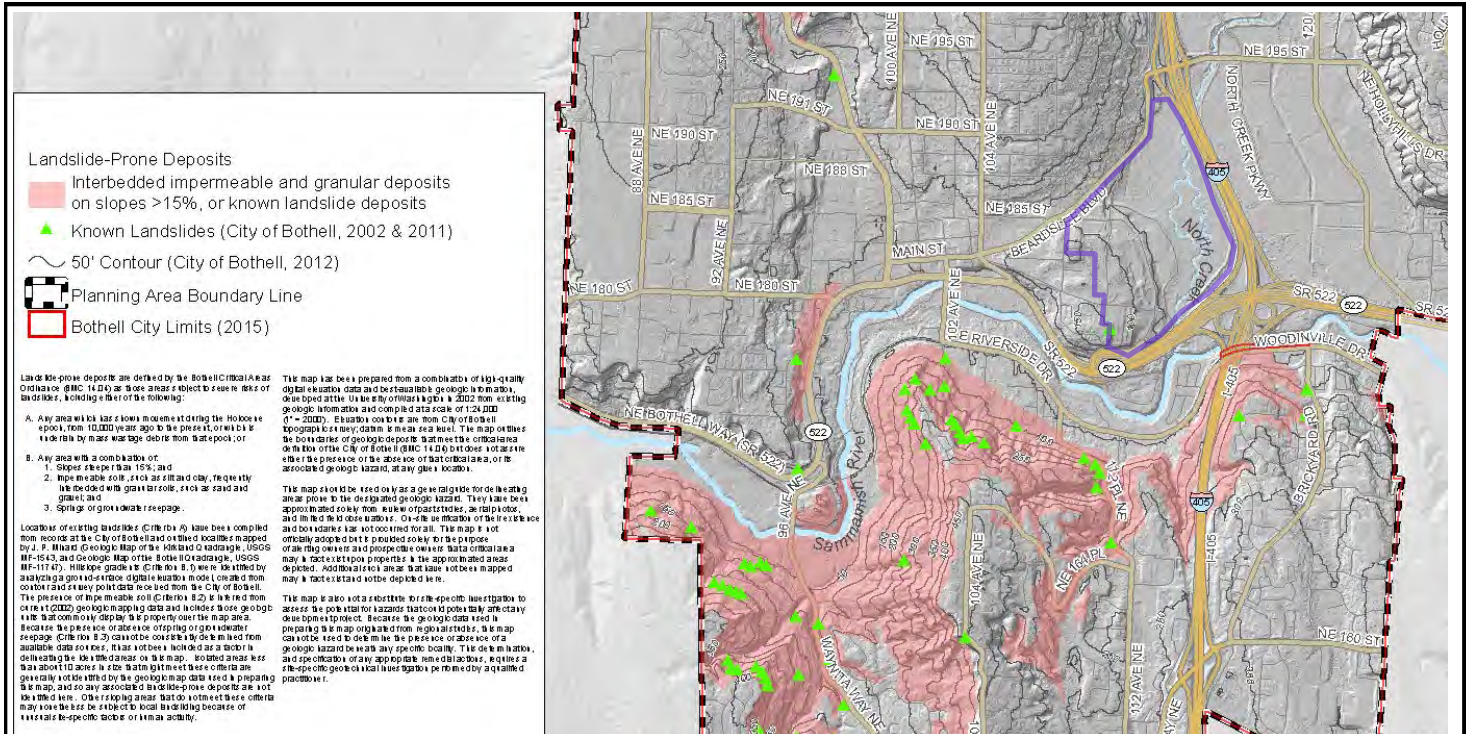
## Groundwater

Previous explorations on the UW Bothell/CC campus have not encountered groundwater constraints on the western portion of the campus. Water tables in the eastern portion of campus have been observed to be within approximately two feet of the ground surface. Groundwater on the campus generally moves downslope and eastward beneath the western portion of the campus and southward through the alluvial soils in the eastern portion of the campus. Groundwater seepages have been observed on areas in the western portion of the campus, south of NE 180<sup>th</sup> Street<sup>1</sup>.

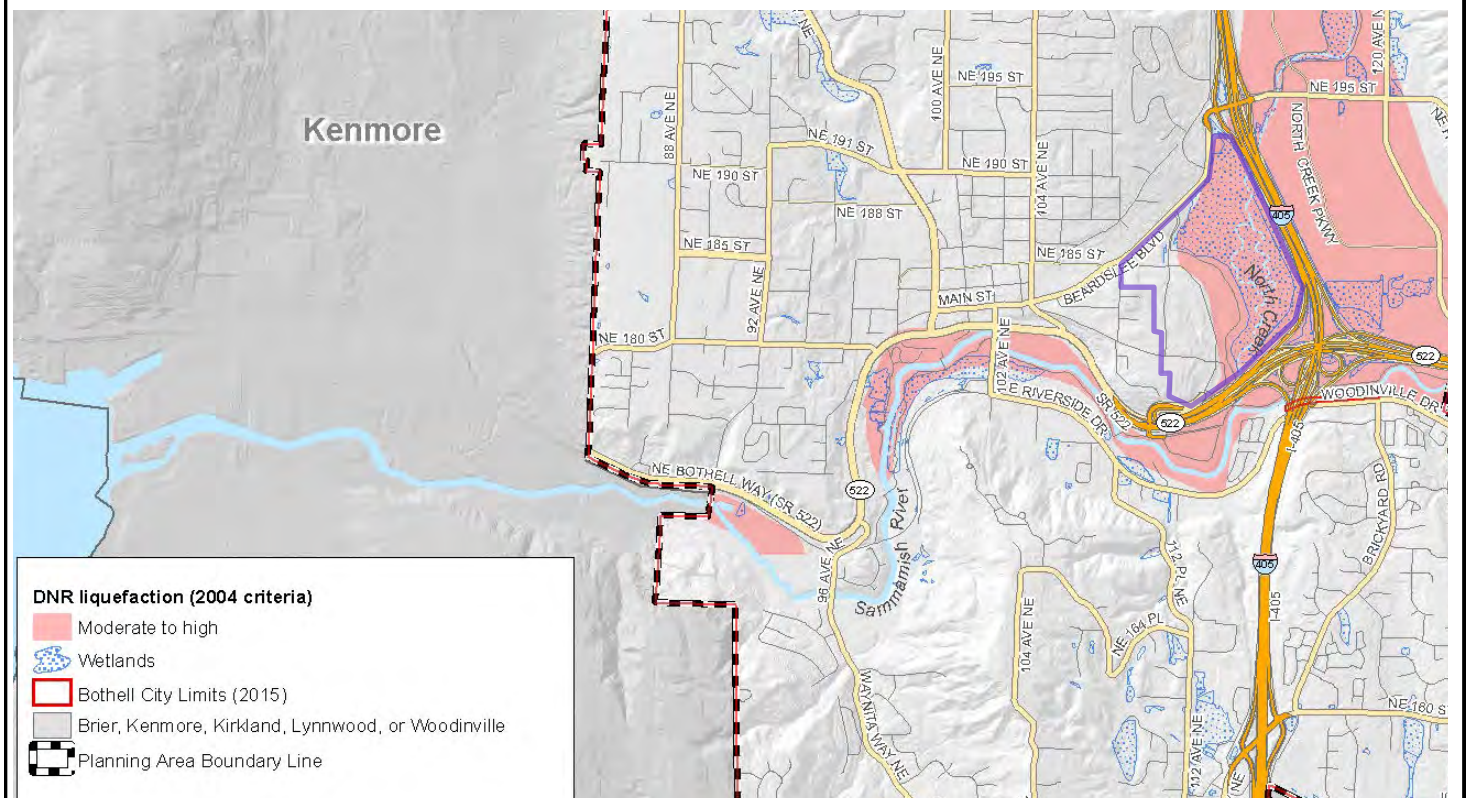
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<sup>1</sup> Cascadia Community College and University of Washington Bothell Draft EIS. June 1995.

# University of Washington Bothell/Cascadia College Campus Master Plan Final Environmental Impact Statement



## Existing Landslide Hazard Areas



## Existing Seismic Hazard Areas

Note: This figure is not to scale.

Source: City of Bothell, 2017.



### 3.1.2 Impacts

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This section of the Final EIS identifies potential effects that the existing earth environment on the campus may have on development under the EIS Alternatives, and discusses how development under the EIS Alternatives would relate to the earth environment during construction and under long-term operations.

#### No Action Alternative

##### Scenario A – Baseline Condition

Under Scenario A, the proposed *Campus Master Plan* would not be approved and no additional development would occur on campus. Existing natural and recreational open spaces would remain. No excavation-related activities on the campus and no development would occur within or adjacent to existing geologic or soils-related critical areas.

##### Scenario B – Allowed in PUD

Under Scenario B, the proposed *Campus Master Plan* would not be approved, and a level of future campus development consistent with the remaining capacity under the original (Phase 1) and current PUD would occur. This scenario assumes buildout of the remaining approximately 386,100 gsf of campus building area, reaching the total of 1.14 million gsf of building space identified on campus under the PUD.

Under the No Action – Scenario B, earth-related impacts would primarily be related to the approximately 386,100 net new gsf of building development that would be constructed under the current PUD. It is anticipated that excavation and the potential for earth-related impacts on campus would be less than under Alternatives 1 – 4 due to the lower amount of development on the campus. In the event that building development were to occur in areas of campus that contain environmentally critical areas (i.e., Development Areas A, B, E, F and G), each development project would follow the existing critical areas requirements and potential impacts would be mitigated through compliance with current codes and regulations.

As described under existing conditions, previous explorations on the UW Bothell/CC campus have not encountered groundwater on the western portion of the campus, which comprises the majority of the developable areas on the campus. As result, impacts to groundwater are not anticipated as part of development on campus. Site specific geotechnical recommendations would be provided for individual projects and in the event that groundwater issues are identified on specific project site, measures would be implemented as part of code compliance, based on the specific conditions at the individual sites.

## Alternative 1 – Develop Institutional Identity (Southward Growth)

Alternative 1 represents a level of development and improvements that would meet the forecasted growth and goals over the 20-year planning horizon for the *Campus Master Plan*. This alternative reflects a focus of development in the southwest portion of the campus, with the majority of development assumed for Development Areas A and B. Development under Alternative 1 would include approximately 1,072,300 gsf of net new building space that would generally be clustered in the central and south campus areas. New development in Development Areas A, B and F would generally be located on existing surface parking areas or undeveloped areas.

New building development would result in approximately 25,800 cubic yards of grading/excavation. Excavated material could be reused on campus as backfill on individual development projects or it could be transported to undetermined approved off-campus disposal locations. In addition, fill material for site preparation and landscaping could be imported to the campus during the development process. Construction-related earth impacts could result in erosion. Compliance with existing regulations and codes would minimize potential impacts.

In the event that building development were to occur in areas of campus that contain environmentally critical geologic and soil-related areas (generally Development Areas A and B for potential Erosion Hazard Areas; the western portions of Development Areas A, E and F for potential Landslide Hazard Areas; and, Development Areas E and F for potential Seismic Hazard Areas), each development project would be required to follow the existing critical areas requirements and potential impacts would be mitigated through compliance with current codes and regulations.

As described under existing conditions, previous explorations on the UW Bothell/CC campus have not encountered groundwater on the western portion of the campus, which comprises the majority of the developable areas on the campus. As result, impacts to groundwater are not anticipated as part of development on campus. Site specific geotechnical recommendations would be provided for individual projects and in the event that groundwater issues are identified on a specific project site, measures would be implemented as part of code compliance, based on the specific conditions at the individual sites.

## Alternative 2 – Develop the Core (Central Growth)

Alternative 2 reflects a focus of development in the central portion of the campus, with the majority of development assumed for Development Areas B, E and F. Development under Alternative 2 would include approximately 907,300 gsf of net new building space. New

development in Development Areas B, E and F would generally be located on existing surface parking areas or undeveloped areas.

New building development would result in approximately 10,700 cubic yards of grading/excavation, which would be less than under Alternative 1 (25,800 cubic yards of grading/excavation). Excavated material could be reused on campus as backfill on individual development projects or it could be transported to undetermined approved off-campus disposal locations. In addition, fill material for site preparation and landscaping could be imported to the campus during the development process. Construction-related earth impacts could result in erosion. Compliance with existing regulations and codes would minimize potential impacts.

In the event that building development were to occur in areas of campus that contain environmentally critical areas (generally Development Areas B, E and F for potential Erosion Hazard Areas; Development Areas E and F for potential Landslide Hazard Areas and potential Seismic Hazard Areas), each development project would be required to follow the existing critical areas requirements and potential impacts would be mitigated through compliance with current codes and regulations. Compared to Alternative 1, more building development would be located in potential Landslide Hazard Areas and potential Seismic Hazard Areas, and less development would be located in potential Erosion Hazard Areas.

Groundwater conditions and control measures under Alternative 2 would be as described under Alternative 1.

### Alternative 3 – Growth along Topography (Northward Growth)

Alternative 3 represents a focus of development that is assumed to follow the north/south topography of the campus, with the majority of development assumed for the north portion of campus in Development Areas B, C, D, E and F. Assumed development under Alternative 3 would include approximately 907,300 gsf of new building space. New development in Development Areas B, E and F would generally be located on undeveloped areas of the campus while new development in Development Areas C and D would displace existing academic and student housing uses (Husky Hall and Husky Village) which would be demolished under Alternative 3.

New building development would result in approximately 33,900 cubic yards of excavation, which would be greater than under Alternative 1 (25,800 cubic yards of excavation). Excavated material could be reused on campus as backfill on individual development projects or it could be transported to undetermined approved off-campus disposal locations. In addition, fill material for site preparation and landscaping could be imported to the campus during the development process. Construction-related earth impacts could result in erosion. Compliance with existing regulations and codes would minimize potential impacts.



In the event that building development were to occur in areas of campus that contain environmentally critical areas (generally Development Areas B, E and F for potential Erosion Hazard Areas; and, Development Areas E, F and G for potential Landslide Hazard Areas and potential Seismic Hazard Areas), each development project would be required to follow the existing critical areas requirements and potential impacts would be mitigated through compliance with current codes and regulations. Compared to Alternatives 1 and 2, Alternative 3 would locate less development in potential Erosion Hazard Areas and a similar amount of development in potential Landslide Hazard Areas and Seismic Hazard Areas.

Groundwater conditions and control measures under Alternative 3 would be as described under Alternative 1.

## Alternative 4 – Blended Alternative

Alternative 4 reflects a level and locations of new campus development that blends attributes of Alternatives 1, 2 and 3 analyzed in the Draft EIS. Alternative 4 assumes a net increase in building space of 1,042,300 which falls between that assumed under Alternative 1 (1,072,300 gsf) and that assumed under Alternatives 2 and 3 (907,300 gsf). The existing approximately 0.16-acre of upland wetlands would be retained as assumed under Alternatives 1 and 2. Alternative 4 generally assumes a lower level of new building development in Development Areas A and C in proximity to adjacent residential neighborhoods than under Alternatives 1, 2 and 3.

New building development under Alternative 4 would result in approximately 30,000 cubic yards of excavation, which would fall between Alternative 1 and 2 (25,800 cubic yards and 10,700 cubic yards, respectively) and Alternative 3 (33,900 cubic yards). As under Alternative 1-3, excavated material could be reused on campus as backfill on individual development projects or it could be transported to undetermined approved off-campus disposal locations. In addition, fill material for site preparation and landscaping could be imported to the campus during the development process. Construction-related excavation during the development process could result in an amount of potential erosion between that anticipated under Alternative 2 and Alternative 3.

Groundwater conditions and control measures under Alternative 4 would be as described under Alternative 1.

## Potential Indirect/Cumulative Impacts

Development under Alternatives 1 – 4, as well as No Action – Scenario B, would contribute to the amount of overall construction in the area and, in combination with future new development in the area, would contribute to indirect construction-related earth impacts including short-term, localized dust, erosion and increased street maintenance requirements

associated with the removal of dirt tracked onto area streets (see Section 3.2 **Air Quality**, Section 3.5 **Environmental Health**, and Section 3.12 **Transportation**). To the extent that increased campus population and development increase the pressure for supporting development in the area, campus growth could contribute to earth-related impacts in the area. All construction activities in the area, both on the campus and in the campus vicinity, would be required to follow applicable regulations, and significant impacts would not be anticipated.

### 3.1.3 Mitigation Measures

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The following measures would minimize potential geologic and soil-related impacts that could occur with the implementation of the *Campus Master Plan*.

- All earthwork and site preparation on the campus would be conducted in compliance with relevant grading requirements of the City of Bothell Design and Construction Standards and Specifications Manual.
- Temporary Erosion and Sedimentation Control (TESC) measures would be implemented, as appropriate for individual sites, as part of code compliance to reduce the risk of construction-related erosion.
- Site specific geotechnical recommendations would be provided for individual projects and measures would be implemented as part of code compliance, based on the specific conditions at the individual sites, including measures related to potential landslide hazard conditions, seismic hazard conditions and groundwater.
- Whenever possible, construction could be scheduled to minimize overlapping of excavation periods for projects planned for construction in the same biennium.
- Construction activities conducted in portions of the campus identified as containing earth-related environmentally critical areas as identified by the City of Bothell would comply with applicable development standards (BMC 14.04)

### 3.1.4 Significant Unavoidable Adverse Impacts

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With implementation of the identified mitigation measures, significant earth related impacts are not anticipated.

## 3.2 AIR QUALITY AND GREENHOUSE GAS

This section of the Final EIS describes the existing air quality conditions on the University of Washington Bothell (UW Bothell)/Cascadia College (CC) campus and in the site vicinity and evaluates the potential impacts that could occur as a result of the *Campus Master Plan*; supplemental air quality analysis information is contained in **Appendix C** to this Final EIS (Air Quality Memorandum – Ramboll ENVIRON July 2017). Information added or changed subsequent to issuance of the Draft EIS is shaded to ease identification of the added or changed information.

### 3.2.1 Affected Environment

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#### Climate

The Puget Sound region has a winter-wet, summer-dry climate. Winters are moderate in temperature with few cold periods below 32 degrees Fahrenheit, and summers are relatively cool with short spells between 85 degrees and 100 degrees Fahrenheit. Annual precipitation, concentrated in the winter months, averages 35 inches. Winds generally range south to southwest in the winter, and west to northwest in warmer periods.

In winter, inversions with very stable atmospheric conditions occur for periods of one to several days. Climate affects air quality in regards to wind conditions and temperatures; both factors influence ambient concentrations of pollutants. Due to low solar heating of the land in winter, temperature inversions may occur, accompanied by stagnant atmospheric conditions. In most cases, these pollutant-trapping inversions have an upper 'lid' at altitudes between 1,000 and 6,000 feet, and break up by early afternoon daily. In cases where the inversions do not break up on a daily basis, stagnated atmospheric conditions can result in the degradation of air quality. During such stagnated atmospheric conditions, the local air quality authorities (identified below) can issue impaired air quality burn bans that limit the use of wood burning devices.

#### Air Quality

##### Air Quality Regulatory Overview

Air quality is generally assessed in terms of whether concentrations of air pollutants are higher or lower than ambient air quality standards set to protect human health and welfare. Ambient air quality standards are set for what are referred to as "criteria" pollutants (e.g., carbon monoxide - CO, particulate matter, nitrogen dioxide - NO<sub>2</sub>, and sulfur dioxide - SO<sub>2</sub>). Three agencies have jurisdiction over the ambient air quality in the campus area: the U.S. Environmental Protection Agency (EPA), the Washington State Department of Ecology

(Ecology), and the Puget Sound Clean Air Agency (PSCAA). These agencies establish regulations that govern both the concentrations of pollutants in the outdoor air and rates of contaminant emissions from air pollution sources. Although their regulations are similar in stringency, each agency has established its own standards. Unless the state or local jurisdiction has adopted more stringent standards, EPA standards apply. These standards have been set at levels that EPA and Ecology have determined will protect human health with a margin of safety, including the health of sensitive individuals like the elderly, the chronically ill, and the very young.

Ecology and PSCAA maintain a network of air quality monitoring stations throughout the Puget Sound area. In general, these stations are located where there may be air quality problems, and so are usually in or near urban areas or close to specific large air pollution sources. Other stations located in more remote areas provide indications of regional or background air pollution levels. Based on monitoring information for criteria air pollutants collected over a period of years, Ecology and EPA designate regions as being "attainment" or "nonattainment" areas for particular pollutants. Attainment status is, therefore, a measure of whether air quality in an area complies with the federal health-based ambient air quality standards for criteria pollutants. Once a nonattainment area achieves compliance with the National Ambient Air Quality Standards (NAAQSs), the area is considered an air quality "maintenance" area. The campus area is considered an air quality maintenance area for CO, and there has not been a violation of the CO standards in the area in many years.

## Existing Air Quality

Existing sources of air pollution in the area include a variety of institutional and commercial sources, along with and dominated by local traffic sources. With typical vehicular traffic, the air pollutant of concern is CO. Other air pollutants include ozone precursors (hydrocarbons and nitrogen oxides – NO<sub>x</sub>), coarse and fine particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>), and SO<sub>2</sub>. The amounts of particulate matter generated by well-maintained individual vehicles are minimal compared with other sources (e.g., a wood-burning stove), and concentrations of SO<sub>2</sub> and NO<sub>x</sub> are usually not high except near large industrial facilities. Existing air quality in the area is generally considered good.

Major roadways around the UW Bothell/CC campus that carry pollutant-emitting traffic include I-405, which borders the North Creek wetland area to the east of campus, and SR-522, which borders the North Creek wetland area and campus Development Areas A and G to the south. I-405 is a four-lane freeway that provides connections to I-5, southwest Snohomish County, and the Eastside. SR-522 is a four-lane arterial which runs through Bothell, Kenmore, and Lake Forest Park, and provides access to I-5 and I-405. Other roadways carrying pollutant-emitting traffic in the area include Beardslee Boulevard which borders campus Development Area D along the northwestern edge of campus, and residential streets to the west of campus in the vicinity of Development Areas A, B, and C.

# Greenhouse Gas Emissions

## Earth's Natural Climate and Human Influence on Climate

The global climate is continuously changing, as evidenced by repeated episodes of warming and cooling documented in the geologic record. The rate of change has typically been incremental, with warming or cooling trends occurring over the course of thousands of years. The past 10,000 years have been marked by a period of incremental warming, as glaciers have steadily retreated across the globe. Scientists have observed, however, an unprecedented increase in the rate of warming in the past 150 years. This recent warming has coincided with the global Industrial Revolution, which resulted in widespread deforestation to accommodate development and agriculture, and an increase in the use of fossil fuels which has released substantial amounts of greenhouse gases (GHGs) into the atmosphere.

GHGs, such as carbon dioxide, methane and nitrous oxide, trap heat in the atmosphere and are emitted by both natural processes and human activities. The accumulation of GHG in the atmosphere affects the earth's temperature. While research has shown that earth's climate has natural warming and cooling cycles, evidence indicates that human activity has elevated the concentration of GHG in the atmosphere beyond the level of naturally occurring concentrations resulting in more heat being held within the atmosphere. The Intergovernmental Panel on Climate Change (IPCC), an international group of scientists from 130 governments has concluded that it is "very likely" (a probability listed at more than 90 percent) that human activities and fossil fuels explain most of the warming over the past 50 years.<sup>1</sup>

The IPCC predicts that under current human GHG emission trends, the following results could be realized within the next 100 years:<sup>2</sup>

- global temperature increases between 1.1 – 6.4 degrees Celsius;
- potential sea level rise between 18 to 59 centimeters or 7 to 22 inches;
- reduction in snow cover and sea ice;
- potential for more intense and frequent heat waves, tropical cycles and heavy precipitation; and
- impacts to biodiversity, drinking water, and food supplies.

The Climate Impacts Group (CIG), a Washington-state based interdisciplinary research group which collaborates with federal, state, local, tribal, and private agencies, organizations, and businesses, studies impacts of natural climate variability and global climate change on the

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<sup>1</sup> IPCC, [Fifth Assessment Report](#), November 2014.

<sup>2</sup> IPCC, [Summary for Policymakers](#), November 2014.

Pacific Northwest. CIG research and modeling indicates the following possible impacts of human-based climate change in the Pacific Northwest:<sup>3</sup>

- changes in water resources such as decreased snowpack; earlier snowmelt; decreased water for irrigation, fish and summertime hydropower production; increased conflict over water; and increased urban demand for water;
- changes in salmon migration and reproduction;
- changes in forest growth and species diversity and increases in forest fires; and
- changes along the coast such as increased coastal erosion and beach loss due to rising sea levels; increased landslides due to increased winter rainfall, permanent inundation in some areas; and increased coastal flooding due to sea level rise and increased winter streamflow.

## Regulatory Context for Global Climate Change

There are no specific emission reduction requirements or targets applicable to potential future campus development, nor are there any generally accepted emission level "impact" thresholds with which to assess potential localized or global impacts related to GHG emissions. Instead, there are State and local policies and programs intended to consider and reduce GHG emissions over time, as described below. The University of Washington is also considered a leader in global climate change and performs critical research on the issue.

### *Western Regional Climate Action Initiative*

On February 26, 2007, the Governors of Arizona, California, New Mexico, Oregon, and Washington signed the Western Climate Initiative (WCI) to develop regional strategies to address climate change. WCI is identifying, evaluating, and implementing collective and cooperative ways to reduce GHGs in the region. Subsequent to this original agreement, the Governors of Utah and Montana, as well as the Premiers of British Columbia and Manitoba joined the Initiative. The WCI objectives include setting an overall regional reduction goal for GHG emissions, developing a design to achieve the goal and participating in The Climate Registry, a multi-state registry to enable tracking, management, and crediting for entities that reduce their GHG emissions.

On September 23, 2008, the WCI released their final design recommendations for a regional cap-and-trade program. This program would cover GHG emissions from electricity generation, industrial and commercial fossil fuel combustion, industrial process emissions, gas and diesel consumption for transportation, and residential fuel use. The first phase of the program began January 1, 2012, and regulates electricity emissions and some industrial

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<sup>3</sup> Climate Impacts Group, Climate Impacts in Brief, accessed February 7, 2008, <http://www.cses.washington.edu/cig/pnwc/ci.shtml>.

emission sources not present on the campus. Thus, this program is not applicable to the proposed *2018 Campus Master Plan*, per se.

## *State of Washington*

In February of 2007, Executive Order No. 07-02 established goals for Washington regarding reductions in climate pollution, increases in jobs, and reductions in expenditures on imported fuel (Washington, Office of the Governor, 2007). The goals for reducing GHG emissions were as follows: to reach 1990 levels by 2020 and to reduce emissions 25 percent below 1990 levels by 2035 and 50 percent below 1990 levels by 2050. This order was intended to address climate change, grow the clean energy economy, and move Washington toward energy independence. The Washington Legislature in 2007 passed SB 6001, which among other things, adopted the Executive Order No. 07-02 goals into statute.

In 2008, the Washington Legislature built on SB 6001 by passing the Greenhouse Gas Emissions Bill (E2SHB 2815). While SB 6001 set targets to reduce emissions, the E2SHB 2815 made those state-wide requirements (RCW 70.235.020) and directed the state to submit a comprehensive GHG reduction plan to the Legislature by December 1, 2008. As part of the plan, the Department of Ecology was mandated to develop a system for reporting and monitoring GHG emissions within the state and a design for a regional multi-sector, market-based system to reduce statewide GHG emissions, consistent with the requirements in RCW 70.235.020.

In 2008, Ecology issued a memorandum stating that climate change and GHG emissions should be included in all State Environmental Policy Act (SEPA) analyses and committed to providing further clarification and analysis tools (Manning, 2008). Ecology direction on SEPA and GHG emissions indicates that SEPA cannot be relied upon exclusively or even primarily for achieving GHG reductions, and that the state is pursuing many actions to reduce GHGs.

In 2009, Executive Order 09-05 ordered Washington State agencies to reduce climate-changing GHG emissions, to increase transportation and fuel-conservation options for Washington residents, and protect the State's water supplies and coastal areas. This Executive Order directs state agencies to develop a regional emissions reduction program; develop emission reduction strategies and industry emissions benchmarks to make sure 2020 reduction targets are met; work on low-carbon fuel standards or alternative requirements to reduce carbon emissions from the transportation sector; address rising sea levels and the risks to water supplies; and increase transit options (e.g., buses, light rail, and ride-share programs) and give Washington residents more choices for reducing the effect of transportation emissions.

The Washington State Legislature also approved the State Agency Climate Leadership Act in 2009, which established GHG emission reduction limits for state agencies. It directed state agencies to quantify GHG emissions, develop strategies to meet GHG reduction targets and

report on actions taken to reduce GHG emissions. The GHG reduction targets include reducing emissions by 15 percent below 2005 levels by 2020, 36 percent below 2005 levels by 2035, and 57.5 percent below 2005 levels by 2050.

On December 1, 2010, Ecology adopted Chapter 173-441 WAC – *Reporting of Emission of Greenhouse Gases*. This rule aligns the State's GHG reporting requirements with EPA regulations, and requires facilities and transportation fuel suppliers that directly emit 10,000 metric tons carbon dioxide equivalents (MTCO<sub>2</sub>e) or more per year, to report their GHG emissions to Ecology. Requirements for reporting began on January 1, 2012 and 2015 inventoried emissions from the UW Bothell/CC campus are substantially below the 10,000 MTCO<sub>2</sub>e threshold.

### *City of Bothell*

The Bothell City Council adopted the Natural Environment Element into its Comprehensive Plan goals and policies in 1994; amended periodically, with the latest update in 2015. The Natural Environment Element contains goals and policies related to achieving reductions in GHG emissions and implementing climate change mitigation strategies include the following:

- **NE-P42** - Climate change is a phenomenon that atmospheric and climate experts theorize could lead to significant adverse impacts upon features of the natural environment such as air, water, plants, wildlife, and people. Whether climate change is caused by human activity or is a natural weather cycle, the prudent approach is to establish policies and actions that reduce the potential for human-caused actions to contribute to climate change. Accordingly, the City of Bothell should participate in climate change and greenhouse gas emission reduction efforts.
- **NE-P43** - Minimize climate change impacts by:
  - Encouraging employment and population growth within the City's activity centers and mixed use areas that support mass transit, encourage non-motorized modes of travel and reduce commute trip lengths;
  - Using natural systems to reduce carbon in the atmosphere by establishing regulations that retain existing forests and promote the creation of forests on lands not anticipated to develop;
  - Encouraging and incentivizing energy efficiency, conservation methods and sustainable energy sources in public and private development;
  - Working toward developing a common framework with other jurisdictions to analyze climate change impacts when conducting environmental review under SEPA; and,



- Participating in regional efforts to anticipate, prepare for, and adapt as necessary to the impacts of climate to public health and safety, the economy, public and private infrastructure, water resources, and wildlife habitat.
- **NE-P44** - Minimize greenhouse gas emissions by:
  - Encouraging or incentivizing new development to use low emission construction practices, low or zero net lifetime energy requirements and “green” building techniques;
  - Participating in regional programs or initiatives to reduce greenhouse gas emissions;
  - Encouraging mass transit, non-motorized, and other forms of transportation that does not rely upon single occupant vehicle trips;
  - Focusing on those initiatives which produce the most effective and cost efficient reductions; and,
  - Increasing and encouraging the use of low emission vehicles, such as efficient electric- powered vehicles.

### *University of Washington*

The University of Washington (encompassing the Seattle, Tacoma and Bothell campuses) is a signatory on the American College and University Presidents Climate Commitment. The University is also one of the founding partners of the Seattle Climate Partnerships and has prepared an initial quantitative estimate of the University’s GHG emissions profile. In October 2007, the University of Washington also released the “2005 Inventory of Greenhouse Gas Emissions Ascribable to the University of Washington,” which provided a quantitative estimate of the total GHG emissions produced on the University of Washington Campus. In 2008, the University of Washington also established the Environmental Stewardship and Sustainability Office to support the University’s Campus Sustainability Fund, coordinate University initiatives such as the Climate Action Plan, and promote campus projects that encourage resource conservation.

### *Existing Greenhouse Gas Emissions*

In order to provide a context for GHG emissions associated with the *Campus Master Plan*, it is useful to consider the existing estimated overall emissions on UW Bothell/CC campus. For the purposes of discussion of climate change impacts in this EIS, the *SEPA Greenhouse Gas Emissions Worksheet* formulated by King County (see **Appendix B** for the completed worksheets) was used to estimate the emissions that are currently generated by existing

development on campus<sup>4</sup>. **Table 3.2-1** summarizes the existing lifespan and annual emissions generated by existing campus development<sup>5</sup>.

**Table 3.2-1  
GREENHOUSE GAS EMISSIONS – 2017 UW BOTHELL/CC EXISTING ON-CAMPUS CONDITIONS**

	<b>Building Square Feet</b>	<b>Lifespan Emissions (MTCO<sub>2</sub>e)<sup>6</sup></b>	<b>Anticipated Lifespan (years)</b>	<b>Estimated Annual Emissions (MTCO<sub>2</sub>e)</b>
Academic and Housing	757,700	792,160	62.5	12,675

*Source: EA Engineering, Science, and Technology, 2017.*

Note: any inconsistencies in this table are due to rounding.

It should also be noted that the UW Bothell currently leases approximately 70,700 GSF of off-campus academic facilities<sup>7</sup> (within 0.25 mile of campus), which would contribute an additional 73,915 lifespan emissions (MTCO<sub>2</sub>e) and 1,183 annual emissions (MTCO<sub>2</sub>e), not accounted for in **Table 3.2-1**.

### 3.2.2 Impacts

This section of the Final EIS identifies how development under the EIS Alternatives would relate to air quality and GHG emissions during construction and long-term operations.

#### No Action Alternative

##### Scenario A – Baseline Condition

Under Scenario A, the proposed *Campus Master Plan* would not be approved and no additional development would occur on campus and no aesthetic changes or changes in views would occur. The current 683,500 gsf of academic space and 74,200 gsf of housing space on campus (total of 757,700 gsf on campus), along with the 70,700 gsf of off-site academic space within 0.25 mile of campus, would remain. No changes to the amount of parking (current 2,272 spaces) would occur. Since no new development would occur on campus, no significant air quality impacts would be anticipated under Scenario A.

<sup>4</sup> The King County worksheet was utilized rather than the Washington State Department of Ecology form because the King County Worksheet calculation characteristics most closely reflect those of the Proposed Action.

<sup>5</sup> It should be noted that the calculation of existing GHG emissions on-campus represent a conservative estimate of emissions as the King County worksheet includes emissions associated with the construction of buildings and these emissions would have already occurred as part of the previous development of the existing campus buildings.

<sup>6</sup> MTCO<sub>2</sub>e is defined as Metric Ton Carbon Dioxide Equivalent which is a standard measure of amount of CO<sub>2</sub> emissions reduced or sequestered.

<sup>7</sup> Leased off-campus space is located along Beardslee Boulevard and does not include Husky Hall.

## Scenario B – Allowed in PUD

Under Scenario B, the proposed *Campus Master Plan* would not be approved, and a level of future campus development consistent with the remaining capacity under the original (Phase 1) and current PUD would occur. This scenario assumes buildout of the remaining approximately 386,100 gsf of campus building area, reaching the total of 1.14 million gsf of building space identified on campus under the PUD. No additional student housing beds would be provided. The current vehicular and pedestrian circulation systems would remain. An on-campus parking supply totaling 4,200 to 6,000 spaces would be provided on campus.

### *Air Quality - Construction*

Construction of new development under Scenario B would result in localized short-term increases in particulates (dust) and vehicle/equipment emissions (carbon monoxide) in the vicinity of construction sites. Key construction activities causing potential impacts include: removal of existing pavement and/or buildings, excavation, grading, stockpiling of soils, soil compaction, and operation of diesel-powered trucks and equipment (i.e., generators and compressors) on the individual potential development sites. With appropriate code and regulation compliance, construction-related dust and vehicle/equipment emissions would not be likely to substantially affect air quality in the vicinity of any potential development site.

Although some construction could cause odors, particularly during paving operations that involve the using tar and asphalt, any odors related to construction would be short-term and localized (and in some areas located within a busy traffic area where such odors would likely go unnoticed). Construction contractor(s) would be required to comply with PSCAA regulations that prohibit the emission of any air contaminant in sufficient quantities and of such characteristics and duration as is, or is likely to be, injurious to human health, plant or animal life, or property, or which unreasonably interferes with enjoyment of life and property. With implementation of the controls required for the various aspects of construction activities and consistent use of best management practices (BMPs) to minimize emissions, construction activities under Alternative 1 would not be expected to significantly affect air quality.

### *Air Quality - Operations*

Operation of certain uses on the campus could result in direct exhaust emissions from enclosed/interior truck loading areas, research and laboratory operations, and other exhaust venting sources. Exhaust vents would likely be located either near ground level or at elevated positions on building (including on the roof). Laboratory fume hoods are also provided within laboratory areas and are regulated and inspected by the UW Bothell and CC. Emissions from any vents near ground level could have the greatest potential to be perceived by pedestrians and users of nearby buildings. While such emissions could, at times, be noticeable, these

emissions would be unlikely to result in air quality impacts. Any emissions would be subject to applicable requirements of the UW Bothell/CC and the Puget Sound Clean Air Agency.

## *Greenhouse Gas Emissions*

Climate change is a global problem and it is not possible to discern the impact that GHG emissions from a single campus master plan may have on global climate change.

Neither the EPA, State of Washington, nor City of Bothell currently have regulations in place to provide guidance on analysis of the impacts of climate change and associated GHG emissions. For the purposes of discussion of the climate change impacts of the Proposed Action for this EIS, the *SEPA Greenhouse Gas Emissions Worksheet* formulated by King County was used to estimate the emissions footprint of the Proposed Action for the lifecycle of the development,<sup>8</sup> specifically:

- the extraction, processing, transportation, construction and disposal of materials and landscape disturbance (embodied emissions);
- energy demands created by the development after it is completed (energy emissions); and
- transportation demands created by the development after it is completed (transportation emissions) (see **Appendix B** for the completed worksheet).

It is estimated that assumed new development under No Action – Scenario B would generate GHG emissions associated with construction activities (including demolition), production/extraction of construction materials, energy consumption from construction and operation, and vehicle emissions from associated vehicle trips. **Table 3.2-2** shows the anticipated lifespan GHG emissions and estimated annual GHG emissions associated with new development under No Action – Scenario B (403,660 MTCO<sub>2</sub>e and 6,459 MTCO<sub>2</sub>e, respectively).

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<sup>8</sup> The King County worksheet was used rather than the Washington State Department of Ecology form because the King County Worksheet calculation characteristics most closely reflect those of the Proposed Action.

**Table 3.2-2  
GREENHOUSE GAS EMISSIONS – NO ACTION ALTERNATIVE-SCENARIO B**

	<b>Building Square Feet</b>	<b>Lifespan Emissions (MTCO<sub>2</sub>e)<sup>9</sup></b>	<b>Anticipated Lifespan</b>	<b>Estimated Annual Emissions (MTCO<sub>2</sub>e)</b>
Academic Use	386,100	403,660	62.5	6,459

*Source: EA Engineering, Science, and Technology, 2017.*

Note: Emissions represent new emissions from development under Scenario B and would be in addition to existing emissions from existing campus development noted in Table 3.2-1. Any inconsistencies in this table are due to rounding.

## Alternative 1 – Develop Institutional Identity (Southward Growth)

Alternative 1 reflects a focus of development in the southwest portion of the campus, with the majority of development assumed for Development Areas A and B. Development under Alternative 1 would include approximately 1,072,300 gsf of net new building space that would generally be clustered in the central and south campus areas (Development Areas A, B and F). With assumed development under Alternative 1, the campus would contain a total of approximately 1,830,000 gsf of building space.

### Air Quality

#### *Construction*

The types of construction-related air quality impact that would be anticipated under Alternative 1 are similar to those described for No Action – Scenario B and include localized short-term increases in particulates (dust) and equipment emissions (carbon monoxide) in the vicinity of construction sites. Key construction activities causing potential impacts include: removal of existing pavement and/or buildings, excavation, grading, stockpiling of soils, soil compaction, and operation of diesel-powered trucks and equipment (i.e., generators and compressors) on the individual potential development sites. Some construction could cause odors, particularly during paving operations that involve the using tar and asphalt, any odors related to construction would be short-term and localized (and in some areas located within a busy traffic area where such odors would likely go unnoticed). Due to the amount of development assumed for Alternative 1, it is anticipated that potential air quality impacts would be greater than under No Action – Scenario B; however, with appropriate code and regulation compliance, as well as the consistent use of Best

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<sup>9</sup> MTCO<sub>2</sub>e is defined as Metric Ton Carbon Dioxide Equivalent which is a standard measure of amount of CO<sub>2</sub> emissions reduced or sequestered.

Management Practices (BMPs) to minimize emissions, it is anticipated that construction activities under Alternative 1 would not be expected to significantly affect air quality.

## *Operations*

Operation of certain uses on the campus could result in direct exhaust emissions from enclosed/interior truck loading areas, research and laboratory operations, and other exhaust venting sources. Exhaust vents would likely be located either near ground level or at elevated positions on building (including on the roof). Laboratory fume hoods are also provided within laboratory areas and are regulated and inspected by the UW Bothell and CC. Emissions from any vents near ground level could have the greatest potential to be perceived by pedestrians and users of nearby buildings. Operation-related emissions would be greater than under No Action – Scenario B due to the increased amount of development on the campus under Alternative 1. While such emissions could, at times, be noticeable, these emissions would be unlikely to result in air quality impacts. Any emissions would also be subject to applicable requirements of the UW Bothell/CC and the Puget Sound Clean Air Agency.

For this Final EIS, additional analysis on the potential for CO air quality impacts associated with the operations of a parking garage in proximity to residential areas is provided. This assessment considers worst-case traffic conditions associated with a new campus parking facility, and compares parking garage conditions with a recent traffic related air quality study for a development project in the City of Seattle.

Under the EIS alternatives, the largest of the assumed parking structures in Development Area C is under Alternative 1, which would have approximately 620 parking spaces. For estimation of vehicle emissions from the parking structure, all 620 parking stalls are assumed to be occupied, all vehicles are assumed to start up and leave the facility, and another 620 vehicles are assumed to enter and park – all within a single 1-hour period. While such a scenario, with a total of about 1,240 vehicle trips per hour could *possibly* occur, the probability of such an event is very low. Nonetheless, assuming worst-case conditions, parking structure operations would have a low potential to significantly impact air quality given that traffic conditions at a heavily congested intersection in the City of Seattle, with approximately double the traffic volumes assumed for the campus parking structure, was determined to have a low potential to affect air quality. Therefore, there would be little potential for CO emissions from normal parking structure operations to result in air quality impacts (refer to **Appendix C** of this Final EIS for detail).

## Greenhouse Gas Emissions

As indicated under No Action – Scenario B, climate change is a global problem and it is not possible to discern the impact that GHG emissions from a single campus master plan may have on global climate change. **Table 3.2-3** shows the anticipated lifespan GHG emissions

and estimated annual GHG emissions associated with new building development under Alternative 1 (1,121,069 MTCO<sub>2</sub>e and 17,937 MTCO<sub>2</sub>e, respectively).

**Table 3.2-3  
GREENHOUSE GAS EMISSIONS – ALTERNATIVE 1**

	<b>Building Square Feet</b>	<b>Lifespan Emissions (MTCO<sub>2</sub>e)<sup>10</sup></b>	<b>Anticipated Lifespan</b>	<b>Estimated Annual Emissions (MTCO<sub>2</sub>e)</b>
Academic & Student Housing	1,072,300	1,121,069	62.5	17,937

*Source: EA Engineering, Science, and Technology, 2017.*

Note: Emissions represent new emissions from development under Alternative 1 and would be in addition to existing emissions from existing campus development as noted in Table 3.2-1. Any inconsistencies in this table are due to rounding.

## Alternative 2 – Develop the Core (Central Growth)

Alternative 2 reflects a focus of development in the central portion of the campus, with the majority of development assumed for Development Areas B, E and F. Development under Alternative 2 would include approximately 907,300 gsf of net new building space that would generally be clustered in the central portion of campus (Development Areas B, E and F). With assumed development under Alternative 2, the campus would contain a total of approximately 1,665,000 gsf of building space.

### Air Quality

#### *Construction*

The types of construction-related air quality impacts that would be anticipated under Alternative 2 are similar to those described for the No Action – Scenario B and Alternative 1. Due to the amount of development assumed for Alternative 2, it is anticipated that potential air quality impacts would be greater than under No Action – Scenario B, but less than under Alternative 1. With appropriate code and regulation compliance, as well as the consistent use of BMPs to minimize emissions, it is anticipated that construction activities under Alternative 2 would not be expected to significantly affect air quality.

#### *Operations*

Operation-related air quality impacts under Alternative 2 are anticipated to be similar to those described for the No Action – Scenario B and Alternative 1. Due to the amount of development assumed for Alternative 2, it is anticipated that potential operation emissions

<sup>10</sup> MTCO<sub>2</sub>e is defined as Metric Ton Carbon Dioxide Equivalent which is a standard measure of amount of CO<sub>2</sub> emissions reduced or sequestered.

would be greater than under No Action – Scenario B, but less than under Alternative 1. However, Alternative 2 would also include the relocation of the existing on-campus Transit Center to NE 185<sup>th</sup> Street which would result in emissions from buses being located in closer proximity to existing off-campus single family residences. While such emissions could, at times, be noticeable, these emissions would be unlikely to result in air quality impacts. Any emissions would also be subject to applicable requirements of the UW Bothell/CC and the Puget Sound Clean Air Agency.

The potential for air quality impacts with the operation of a parking garage in Development Area C would be less than that identified under Alternative 1.

## Greenhouse Gas Emissions

As indicated under No Action – Scenario B, climate change is a global problem and it is not possible to discern the impact that GHG emissions from a single campus master plan may have on global climate change. **Table 3.2-4** shows the anticipated lifespan GHG emissions and estimated annual GHG emissions associated with new building development under Alternative 2 (948,564 MTCO<sub>2</sub>e and 15,177 MTCO<sub>2</sub>e, respectively).

**Table 3.2-4  
GREENHOUSE GAS EMISSIONS – ALTERNATIVE 2**

	<b>Building Square Feet</b>	<b>Lifespan Emissions (MTCO<sub>2</sub>e)<sup>11</sup></b>	<b>Anticipated Lifespan</b>	<b>Estimated Annual Emissions (MTCO<sub>2</sub>e)</b>
Academic & Student Housing	907,300	948,564	62.5	15,177

**Source: EA Engineering, Science, and Technology, 2017.**

Note: Emissions represent new emissions from development under Alternative 2 and would be in addition to existing emissions from existing campus development noted in Table 3.2-1. Any inconsistencies in this table are due to rounding.

## Alternative 3 – Grow along Topography (Northward Growth)

Alternative 3 represents a focus of development that would follow the north/south topography of the campus, with the majority of development assumed for Development Areas B, C, D, E and F. Development under Alternative 3 would include 907,300 gsf of net new building space. Husky Hall and Husky Village would be demolished under Alternative 3 to accommodate new development and would result in the removal of approximately

<sup>11</sup> MTCO<sub>2</sub>e is defined as Metric Ton Carbon Dioxide Equivalent which is a standard measure of amount of CO<sub>2</sub> emissions reduced or sequestered.



106,000 gsf associated with those buildings. With assumed development under Alternative 3, the campus would contain a total of approximately 1,665,000 gsf of building space.

## Air Quality

### *Construction*

The types of construction-related air quality impacts that would be anticipated under Alternative 3 are similar to those described for the No Action – Scenario B and Alternatives 1 and 2. Due to the amount of development assumed for Alternative 3, it is anticipated that potential air quality impacts would be less than under Alternative 1, but greater than under No Action – Scenario B. Alternative 3 would also be anticipated to have greater air quality impacts than Alternative 2 due to the assumed demolition of Husky Hall and Husky Village and additional construction that would be required. With appropriate code and regulation compliance, as well as the consistent use of BMPs to minimize emissions, it is anticipated that construction activities under Alternative 3 would not be expected to significantly affect air quality.

### *Operations*

Based on the amount of net new campus building space that would result from Alternative 3 (907,300 gsf) , it is anticipated that operation-related air quality impacts associated with new building development would be the same as Alternative 2. Under Alternative 3, a new campus access roadway would be provided from Beardslee Boulevard via a realigned 108<sup>th</sup> Avenue NE, which would result in additional vehicle traffic and associated emissions in this area adjacent to existing off-campus residences. The relocation of the existing on-campus Transit Center to Beardslee Boulevard (adjacent to Development Area D) would also result in additional emissions associated with buses in this area.

The potential for air quality impacts with the operation of a parking garage in Development Area C would be similar to or less than that identified under Alternative 1.

## Greenhouse Gas Emissions

Alternative 3 would include the same amount of net new building space as Alternative 2 (907,300 gsf) and it is anticipated that GHG emissions would be the same (see **Table 3.2-4**).

### **Alternative 4 – Blended Alternative**

Alternative 4 reflects a level and locations of new campus development that blends attributes of Alternatives 1, 2 and 3 analyzed in the Draft EIS. Alternative 4 assumes a net increase in building space of 1,042,300 which falls between that assumed under Alternative 1 (1,072,300 gsf) and that assumed under Alternatives 2 and 3 (907,300 gsf). Alternative 4 generally

assumes a lower level of new building development in Development Areas A and C in proximity to adjacent residential neighborhoods than under Alternatives 1, 2 and 3.

## Air Quality

### *Construction*

The types of construction-related air quality impacts that would be anticipated under Alternative 4 are similar to those described for the No Action – Scenario B and Alternatives 1-3. Due to the amount of development assumed for Alternative 4, it is anticipated that potential air quality impacts would be greater than under No Action – Scenario B, but less than under Alternative 1. With appropriate code and regulation compliance, as well as the consistent use of BMPs to minimize emissions, it is anticipated that construction activities under Alternative 4 would not be expected to significantly affect air quality.

### *Operations*

Operation-related air quality impacts under Alternative 4 are anticipated to be similar to those described for the No Action – Scenario B and Alternatives 1-3. Due to the amount of development assumed for Alternative 4, it is anticipated that potential operation emissions would be greater than under No Action – Scenario B, but similar to that under Alternative 1. As under Alternatives 1-3, several transit routing options for service to campus could occur under ST3 planning, and bus emissions associated with a transit center could be located in several areas of campus, including on NE 185<sup>th</sup> Street, Campus Way, or Beardslee Boulevard. While such emissions could, at times, be noticeable, these emissions would be unlikely to result in air quality impacts. Any emissions would also be subject to applicable requirements of the UW Bothell/CC and the Puget Sound Clean Air Agency.

The potential for air quality impacts with the operation of a parking garage in Development Area C would be similar to or less than that identified under Alternative 1.

## Greenhouse Gas Emissions

As indicated under No Action – Scenario B, climate change is a global problem and it is not possible to discern the impact that GHG emissions from a single campus master plan may have on global climate change. **Table 3.2-5** shows the anticipated lifespan GHG emissions and estimated annual GHG emissions associated with new building development under Alternative 4 (1,089,704 MTCO<sub>2e</sub> and 17,435 MTCO<sub>2e</sub>, respectively).

**Table 3.2-5  
GREENHOUSE GAS EMISSIONS – ALTERNATIVE 4**

	<b>Building Square Feet</b>	<b>Lifespan Emissions (MTCO<sub>2</sub>e)<sup>12</sup></b>	<b>Anticipated Lifespan</b>	<b>Estimated Annual Emissions (MTCO<sub>2</sub>e)</b>
Academic & Student Housing	1,042,300	1,089,704	62.5	17,435

**Source: EA Engineering, Science, and Technology, 2017.**

Note: Emissions represent new emissions from development under Alternative 4 and would be in addition to existing emissions from existing campus development noted in Table 3.2-1. Any inconsistencies in this table are due to rounding.

## Potential Indirect/Cumulative Impacts

Development under Alternatives 1 – 4 and No Action – Scenario B would contribute to the amount of overall construction in the area and, in combination with future new development in the area, would contribute to indirect construction-related air quality impacts including short-term, dust, equipment emissions and localized traffic congestion. To the extent that increased campus population and development increase the pressure for supporting development in the area, campus growth could contribute to air quality related impacts in the area, but compliance with current air quality requirements (i.e., Puget Sound Clean Air Agency) would prevent any potential significant air quality impacts.

### 3.2.3 Mitigation Measures

The proposed *Campus Master Plan* includes guiding principles to create a more sustainable campus environment. These principles would, in part, guide future campus development and would indirectly relate to the overall air quality and GHG environment. In addition to compliance with applicable regulations related to construction and operations (including EPA, PSCAA and City of Bothell regulations), the following potential measures are intended to further reduce the potential for air quality and GHG impacts.

#### Air Quality - Construction

During construction, applicable BMPs to control dust, vehicle and equipment emissions would be implemented. The UW Bothell and CC would coordinate with adjacent sensitive users to temporarily duct and protect air intakes to minimize the potential for the intake of fugitive dust and exhaust fumes.

<sup>12</sup> MTCO<sub>2</sub>e is defined as Metric Ton Carbon Dioxide Equivalent which is a standard measure of amount of CO<sub>2</sub> emissions reduced or sequestered.

- Building construction and demolition would be conducted in compliance with the *City of Bothell Design and Construction Standards and Specifications Manual*.
- Where appropriate, temporary asphalt roadways would be provided at development sites to reduce the amount of dust and dirt that would be generated.
- As applicable, a Construction Management Plan would be prepared for each individual construction project to establish parking areas, construction staging areas, truck haul routes, and provisions for maintaining pedestrian and vehicle routes. These measures are intended to, among other things, minimize traffic delays and associated vehicle idling.
- As applicable, control measures in the *Washington Associated General Contractors Guide to Handling Fugitive Dust from Construction Projects* would be used, including:
  - using only equipment and trucks that are maintained in optimal operational condition;
  - implementing restrictions on construction truck and other vehicle idling (e.g., limit idling to a maximum of 5 minutes);
  - spraying exposed soil with water or other suppressant to reduce emissions of and deposition of particulate matter;
  - covering all trucks transporting materials, wetting materials in trucks, or providing adequate freeboard (space from the top of the material to the top of the truck bed), to reduce particulate matter emissions and deposition during transport;
  - providing wheel washers to remove particulate matter that would otherwise be carried off-site by vehicles in order to decrease deposition of particulate matter on area roadways; and
  - covering dirt, gravel, and debris piles as needed to reduce dust and wind-blown debris.

### Air Quality - Operations

- Implementation of the proposed Transportation Management Plan would reduce vehicle trips and associated vehicle emissions.
- Laboratory fume hoods would be provided within laboratory areas and would be regulated and inspected by the UW Bothell and CC.

## Greenhouse Gas Emissions

- Implementation of the proposed Transportation Management Plan would reduce vehicle trips and associated GHG emissions.
- The UW Bothell and CC would embrace sustainability as an objective for all development on campus, including LEED provisions. Key measures that could be explored include:
  - installation of high performance glazing with low-E coatings to further reduce heat gain;
  - maximizing use of outside air for heating, ventilating, and air conditioning;
  - installation of efficient light fixtures, including occupancy and daylight sensors, as well as nighttime sweep controls;
  - use of low VOC emitting materials for finishes, adhesives primers and sealants;
  - incorporation of recycled content and rapidly renewable materials into project designs, including: concrete, steel and fibrous materials (bamboo, straw, jute, etc.); and,
  - salvage of demolished material and construction waste for recycling.

### 3.2.4 Significant Unavoidable Adverse Impacts

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With implementation of the mitigation measures identified above, no significant unavoidable adverse impacts on air quality would be anticipated under all of the Alternatives. Climate change and other issues associated with GHG emissions is a global issue, and it is not possible to discern the impacts of the GHG emissions from a single campus master plan.

### 3.3 WETLANDS AND PLANTS/ANIMALS

This section of the Final EIS describes the existing wetland resources, plant and animal conditions on the UW Bothell/CC campus and in the site vicinity, and evaluates the potential impacts that could occur as a result of development under the *Campus Master Plan*. Information added or changed subsequent to issuance of the Draft EIS is shaded to ease identification of the added or changed information.

#### 3.3.1 Affected Environment

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The UW Bothell/CC campus contains developed areas, upland wooded areas, wetlands, ponds, sloughs and shoreline vegetation, educational plantings, recreational and lawn areas. Existing wetlands, plant and animal conditions are described in detail below.

#### Wetland Resources

##### Overview

The UW Bothell/CC campus, which encompasses a portion of North Creek and associated wetlands, is located to the north of North Creek's confluence with the Samammish River. With headwaters to the north in the City of Everett, North Creek flows through five jurisdictions, including the city of Everett, the city of Mill Creek, Snohomish County, King County, and the city of Bothell.

Prior to European settlement, the North Creek and associated wetland area on campus was a forested freshwater wetland, made up of various ponds, depressions, and streams. Over the last 100 years, the landscape has been highly modified by human activities, including logging, the straightening of North Creek, levee construction, and more recently by cattle ranching. As a result, many of the natural ecosystem services and native plants and animals in this area were adversely affected prior to campus development.

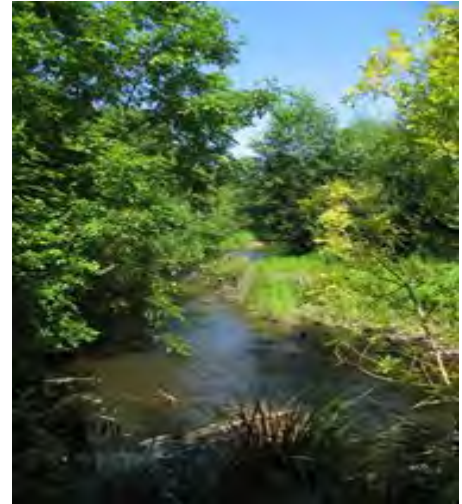
##### Wetlands

Prior to the development of the UW Bothell/CC campus, the campus area was comprised of two distinct areas: a sparsely developed hillside, and the lowland along North Creek. The hillside surface water moved in sheet flows from the higher elevations in the west, to the east, as well as in channelized flows through ditches along NE 180<sup>th</sup> and 113<sup>th</sup> Avenue NE. The lowland area was a historical floodplain that had been heavily modified by human activities, as previously described.

Before construction associated with the campus development, there were approximately 34.5 acres of wetland area. Original campus construction took place on the upland hillside above the North Creek floodplain, which required the filling of approximately 6.1 acres of

waters and wetlands in these upland areas. In order to mitigate impacts from wetland fill as a part of campus development, the State of Washington undertook one of the largest floodplain restoration efforts in the Pacific Northwest. The goals of the North Creek Stream and Wetland restoration project was to, "...recreate the natural path of North Creek, restore wetland hydrological functions, reestablish native plant and animal species, and increase the environmental complexity of the ecosystem." (Baum 2010)

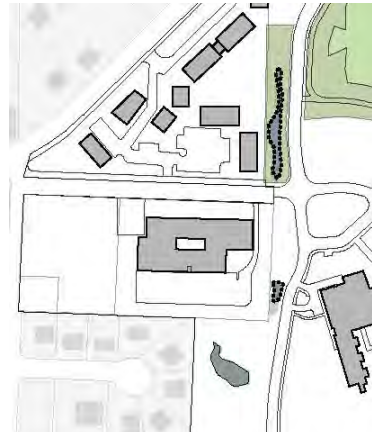
In total, approximately 58.5 acres of floodplain wetlands along North Creek were restored or created as part of the restoration project to mitigate for the development within the approximately 57 acre upland area of the campus; this restoration exceeded the mitigation requirements of regulatory agencies. The project design emphasized the restoration of the physical, chemical, and hydrological features that support healthy floodplain ecosystems. This included the construction of a new, meandering stream, and topography to reflect the natural characteristics of comparable systems in the region. Upon completion of the project, ten years of compliance monitoring documented changes in stream morphology, native plant species coverage versus invasive plant species, water quality, and species community complexity. By year seven, the North Creek Stream and Wetland Area project goals had been met, shifting the highly modified pastureland into a functioning floodplain with natural ecosystem services and improved habitat for salmon, birds, and other plants and animals.



*North Creek Stream & Wetland Area*

At the time of original campus construction, some of the upland wetlands that were identified to be filled as a part of campus development were never filled. Among these is Wetland 14 (0.11 acres), an isolated depression located west of 110<sup>th</sup> Avenue NE (within Development Area C). Although original campus development planned and permitted for the filling of this wetland, it has remained unfilled. Given the lack of hydrologic connection to the North Creek riverine ecosystem and the mitigation efforts associated with previous permitting, it was determined that impacts to Wetland 14 were accounted for under the original review for the development of the campus and that future development of the reserve parcel will not adversely affect adjacent wetlands areas, water quality, or fish and wildlife habitat. Further, by restoring the entire North Creek riverine ecosystem, the State of Washington compensated for any impacts to Wetland 14 (ARCADIS U.S., Inc., 2015 and 2016).

As part of the analysis for the *Campus Master Plan*, further preliminary wetland investigations were conducted on the Husky Hall site (portion of Development Area C) and the Husky Village site (portion of Development Area D) to identify any additional potential wetland areas. A closed depression wetland feature was identified along the eastern edge of Development Area C, between the existing Husky Hall parking lot and 110<sup>th</sup> Avenue NE; this wetland area is approximately 0.05-acres in area. A seasonally fed wetland area was also identified along the eastern edge of the Husky Village site in Development Area D; this wetland area is approximately 0.11-acres in area. Preliminary analysis of these areas indicates that based on City of Bothell critical area regulations (Bothell Municipal Code [BMC] Section 14.04) they could meet the criteria to be classified as Category III wetlands (moderate level of function) which requires a buffer of 100 feet (Raedeke, 2016).



Existing Wetlands in  
Development Areas C & D

It is possible that the wetland areas, or portions of these areas, associated with the Husky Hall (Development Area C) and Husky Village (Development Area D) sites are remnants of the upland wetlands previously identified at the time of initial campus development and were accounted for under the original review.

### *Wetland Plant Communities*

Wetland plants were planted in five different community types within the campus' wetland restoration area, including: evergreen forest types, floodplain and riparian forest types, floodplain scrub-shrub types, emergent marsh types, and microdepressions. The community-types were planted in an intricate mosaic design, to serve as a foundation for natural floodplain ecosystem development. The following represents a sample of the common species planted in each community-type. In the evergreen forest community-type: douglas-fir (*Psuedotsuga menziesii*), big leaf maple (*Acer macrophyllum*), red elderberry (*Sambucus racemosa*) and sitka brome (*Bromus sitchensis*). In the floodplain and riparian forest community-type: red alder (*Alnus rubra*), western red cedar (*Thuja plicata*), black cottonwood (*Populus trichocarpa*), viburnum (*Viburnum edule*), and skunk cabbage (*Lysichitum americanum*). In the floodplain scrub-shrub community-types: pacific willow (*Salix lasiandra*), sitka willow (*Salix sitchensis*), redosier dogwood (*Cornus stolonifera*), and small-fruited bulrush (*Scirpus microcarpus*). In emergent marsh community-types: lenticular sedge (*Carex kelloggii*) (among several other sedge species), water parsley (*Oenanthe sarmentosa*), and marsh cinquefoil (*Potentilla palustris*). And in microdepression community-types: Oregon ash (*Fraxinus latifolia*), western red cedar (*Thuja plicata*), red huckleberry (*Vaccinium parvifolium*), hardhack spirea (*Spirea douglasii*), and sitka sedge (*Carex sitchensis*).



## *Wetland Habitat*

Many species of wildlife (e.g., waterfowl and freshwater fish) require certain types of wetland habitat to breed, nest, rear young, and acquire nutrient stores for winter and during migration. Restoring the plant community-types on the floodplain has increased available habitat for wildlife, with a total of thirteen plant communities defined as of July 2013. The new, meandering North Creek main channel provides fish habitat via pools, riffles, and wood. The secondary channels offer backwater habitat in the areas where flow levels are lower. These restored streams are particularly important for the region's reduced populations of salmon, which could potentially use the habitat for migration, spawning, and rearing juveniles.

## Plants

The UW Bothell and CC campus consists of four primary landscape zones: upland forest, lowlands-campus green (areas around existing buildings), wetlands and developed landscapes (such as around Husky Hall and Husky Village). The upland forest is primarily comprised of douglas fir, western red cedar and other native plants. The lowlands contain a variety of landscapes, including some specifically designed for student life (i.e., the Discovery Hall Plaza and Cascadia's edible garden). The wetlands generally refer to the North Creek Stream and Wetland Area and consist of deciduous native forest and shrubs. The developed landscapes contain larger amounts of lawn area and some non-native vegetation.

Trees on campus range from native to non-native species of varying size and condition. The most prominent native species within the developable portions of campus, those areas that lie outside the wetland and wetland buffer, include Douglas-fir (*Pseudotsuga menziesii*) and western redcedar (*Thuja plicata*), often with salal (*Gaultheria shallon*) and vine maple (*Acer circinatum*) understory species. The estimated number of significant trees on campus is approximately 525 within the developable portions of campus based on the city of Bothell Municipal Code which defines significant trees as any tree greater than 8-inch in diameter, excluding alders and cottonwoods (BMC 12.18.030).

Vegetation within Development Areas A through G have been assigned a forest type description based on species composition and forest structure. In addition, each Development Area was also assigned a relative rating based on the ecological value it likely provides. The ecological value ratings are defined as low, moderate, or high and are based on tree species, size, condition, location, and stand structure.

Based on this information, forested areas on the campus with the most coniferous trees over 30-inches diameter were estimated to provide greater ecological value. No high ratings were assigned due to the existing layout and usage of the campus, presence of invasive species, and/or human interaction required to maintain vegetated areas.

The following provides a summary of existing trees/vegetation within each development area<sup>1</sup> (see **Figure 3.3-1** for an illustration of tree canopy ecological values on campus).

- **Development Area A**

**Forest Type:** Young, mixed-conifer forest; approximately 80 trees.

**Ecological Value:** Low

As indicated in **Figure 3.3-1**, Development Area A is mostly comprised of parking lot with Douglas-fir (*Pseudotsuga menziesii*), sweetgum (*Liquidambar styraciflua*), and some vine maple (*Acer circinatum*) trees primarily within medians throughout the parking lot. The west edge of the parking lot has the most notable native trees with moderate ecological value trees along the western boundary of campus. Prominent species include Douglas-fir and western redcedar.

- **Development Area B**

**Forest Type:** Mature mixed-conifer forest; approximately 100 trees.

**Ecological Value:** Moderate

As indicated on **Figure 3.3-1**, Development Area B contains a mix of moderate ecological value trees (located in the central portion of Development Area B) and low ecological value trees (located in the northern and southern portion of Development Area B) Based on a previous survey of 55 trees, 28 of them measured over 30-inches diameter at standard height (DSH). The northern portion of Development Area B consists of forest grown Douglas-fir trees that showed early signs of canopy decline and have a low live crown ratio (LCR)<sup>2</sup>.

- **Development Area C**

**Forest Type:** Mixed conifer forest; approximately 238 trees.

**Ecological Value:** Moderate

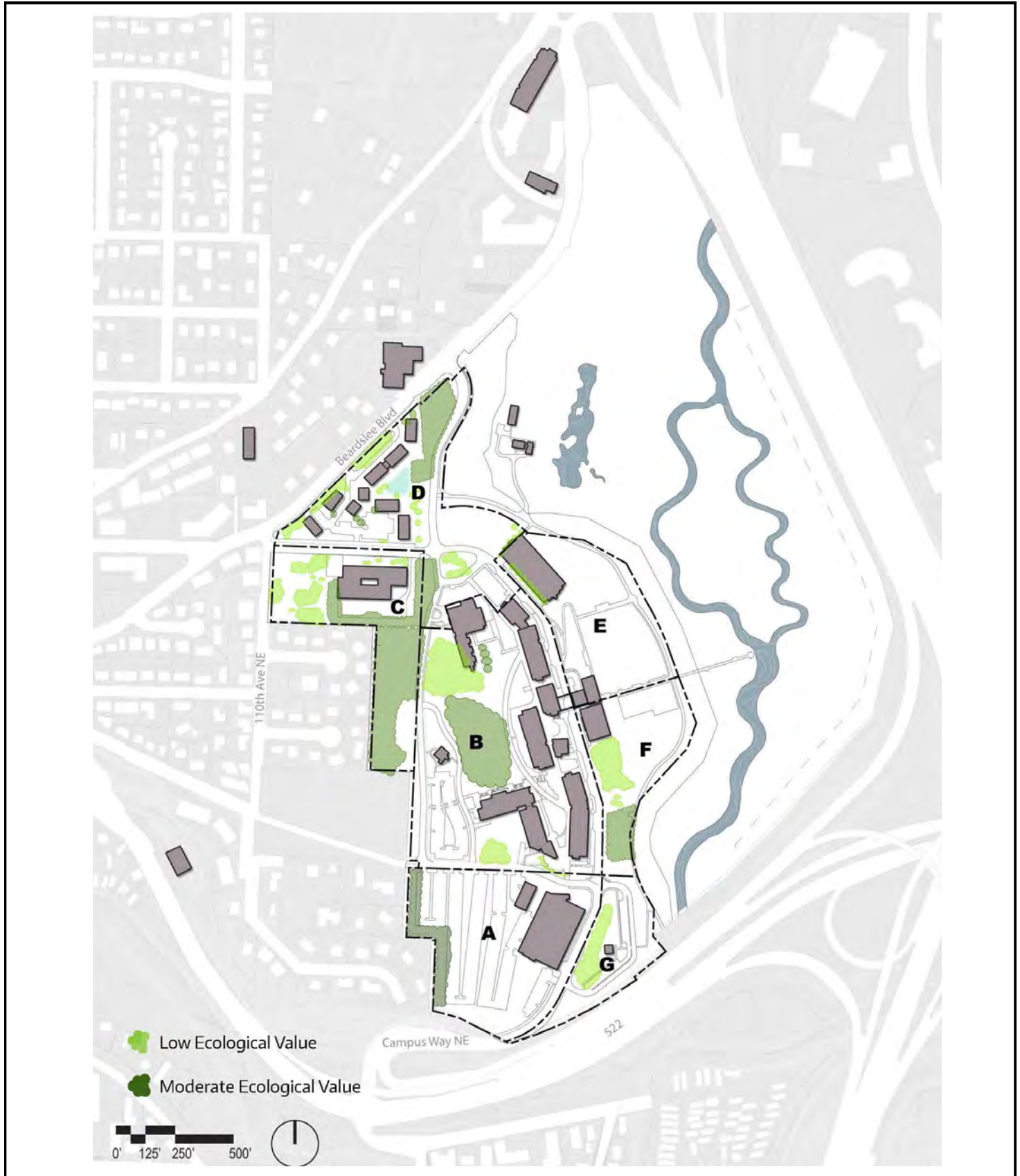
This area consists of the large swath of trees just west of 110th Ave NE and north of NE 183<sup>rd</sup> Court, along the western perimeter of Development Area C, as well as the landscaped and forested areas surrounding the existing Husky Hall. As indicated in **Figure 3.3-1**, moderate ecological value trees are located in the southern and eastern portion of Development Area C and low ecological value trees are located in the western portion.

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<sup>1</sup> Subsequent to issuance of the Draft EIS, the Development Area configuration was adjusted to combine the areas E and F into one area referred to as Area E; the updated development area description is utilized when referring to Alternative 4.

<sup>2</sup> Trees with a lower live crown ratio are typically less tolerant of exposure to new weather patterns that can result from adjacent tree removal and are more susceptible to windthrow.

University of Washington Bothell/Cascadia College Campus Master Plan  
Final Environmental Impact Statement



Source: Walker Macy and the University of Washington, 2017.

**Figure 3.3-1**  
Existing Tree Canopy Ecological Values

When considering development in this area, trees should be retained in clusters or groves as much as possible to decrease the likelihood of windthrow. The forested area west of Husky Hall is mostly Douglas-fir and bigleaf maple (*Acer macrophyllum*) with a high volume of invasive species in the understory including both ivy (*Hedera* spp.) and Japanese knotweed (*Fallopia japonica*).

- **Development Area D**

**Forest Type:** Variable forest type and structure including riparian, mature Douglas-fir, and early successional closed canopy forest; approximately 120 trees.

**Ecological Value:** Low to Moderate

The forest types for this area of campus vary greatly and include many species. The northeastern portion of Development Area D contains Douglas-fire trees that are considered moderate ecological value trees (see **Figure 3.3-1**). The western portion includes mostly mature conifer trees and the center of Husky Village is mainly ornamental cherry trees that were likely planted when the housing was constructed; these areas are considered to contain low ecological value trees.

- **Development Area E**

**Forest Type:** Young, newly planted trees; approximately 14 trees.

**Ecological Value:** Low

There are very few significant trees throughout Development Area E and trees in this area are considered to be low ecological value (see **Figure 3.3-1**). Much of this area is composed of open, grassy areas. Restoration tree plantings were located sporadically throughout the area south of the sports and recreation complex. Species primarily include western redcedar, shore pine, and Douglas-fir. The area around the sports complex has a few small, planted trees. It is likely that many of the smaller trees present would be good candidates for transplanting, if needed.

- **Development Area F**

**Forest Type:** Mixed-conifer forest; approximately 32 trees.

**Ecological Value:** Moderate

This area consists of mainly mature coniferous trees with some younger deciduous trees emerging in the understory. Trees in the southern portion are considered to be moderate ecological value while trees in the central and northern portion are considered to be low ecological value (see **Figure 3.3-1**). Trees within the northern portion have been heavily managed in the past, including topping. Several dead western redcedar trees are located throughout this area and likely provide habitat for wildlife.

- **Development Area G**

**Forest Type:** Young coniferous tree planting; approximately 20 trees.

**Ecological Value:** Low

This area has few trees, most of which are located along the east edge of Campus Way NE and are considered to be low ecological value (see **Figure 3.3-1**). There is also a small orchard just north of the Chase House.

## Animals

### Fish and Fish Habitat

Fish habitat areas on campus are associated with North Creek and there are no fish habitat areas within the upland developed portion of campus. Primary fish species inhabiting North Creek and associated wetland area include cutthroat trout, pumpkinseed sunfish, sticklebacks, salmon (Chinook, Sockeye, and Coho), kokanee, largescale sucker, northern pikeminnow, sculpins, brook lamprey, and crayfish. Common creek animals include beaver, river otter, nutria, muskrat, mink, weasel, merganser ducks, freshwater mussels, and turtles (infrequent).

### Terrestrial Species and Habitat

The UW Bothell/CC campus generally provides foraging and nesting habitat for small mammals and for both resident and migratory songbirds common to the region. The North Creek Stream and Wetland Area provides the primary wildlife habitat areas on the campus, including habitat for a variety of species. Wildlife that have been observed in the North Creek Stream and Wetland Area include, deer, coyote, raccoon, possum, beaver, river otter, muskrat, grey squirrel, and rabbits. Common birds in the area include, but are not limited to, crows, sparrows, hawks, falcons, Bald eagle, herons, several duck species, cormorant, hummingbirds and kingfishers. Several frog species, long toed salamander, and garter snakes are also occasionally observed in the wetland areas.



*North Creek Wildlife*

The habitat improvements implemented under the North Creek Stream and Wetland Area restoration project provided ideal roosting habitat for crows. Around dusk during the fall, winter and spring, up to approximately 15,000 crows migrate daily to the North Creek Stream and Wetland Area to roost. The crows roost primarily in the cottonwood, alder and willow trees of the North Creek area. Prior to restoration activities on campus, crows typically roosted at the Union Bay Natural Area at the University of Washington Seattle campus.

Existing developed, landscaped and undeveloped areas of the upland portion of campus (Development Areas A through G) primarily provide habitat for suburban disturbance tolerant wildlife such as squirrels, rabbits, raccoons, crows, etc.

## Threatened and Endangered Animal Species

According to the U.S. Fish and Wildlife Service, no endangered species are located on or in the campus vicinity. Four types of threatened species may be present on campus or in the site vicinity, including the streaked horned lark (*Eremolpila alepstris strigata*), the yellow-billed cuckoo (*Coccyzus americanus*), the marbled murrelets (*Brachyramphus marmoratus*), and the bull trout (*Salvelinus confluentus*). According to the Endangered Species Act, a threatened species is one that is likely to become endangered within the foreseeable future throughout all or a significant portion of its range (*U.S. Fish and Wildlife Service, 2017*).

### 3.3.2 Impacts

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This section of the Final EIS identifies how development under the EIS Alternatives would affect wetland, plants, and animals resources on the UW Bothell/CC campus.

#### No Action Alternative

##### Scenario A – Baseline Condition

Under Scenario A, the proposed *Campus Master Plan* would not be approved and no additional development would occur on campus and existing natural and recreational open spaces would remain. Since no development would occur on campus it is anticipated that there would be no impacts to wetland, plants or animals.

##### Scenario B – Allowed in PUD

Under Scenario B, the proposed *Campus Master Plan* would not be approved, and a level of future campus development consistent with the remaining capacity under the original (Phase 1) and current PUD would occur. This scenario assumes buildout of the remaining approximately 386,100 gsf of campus building area, reaching the total of 1.14 million gsf of building space identified on campus under the PUD.

#### *Wetlands*

The North Creek Stream and Wetland Area would be retained under Scenario B and impacts to that area would not be anticipated. Development under Scenario B could be located within portions of Development Area C that could require the filling of Wetland 14. As described above, fill of Wetland 14 was accounted for under the original environmental review for the development of the campus and restoration of the future fill of Wetland 14 was included as part of the North Creek Stream and Wetland Area restoration project in the eastern portion of campus and significant impacts would not be anticipated. Development under Scenario B is not anticipated to be located in proximity to the additional wetlands located in

Development Areas C and D, and it is assumed that there would be no direct or indirect impacts to these wetlands.

## *Plants*

Development under Scenario B would result in temporary impacts from construction due to the removal of existing trees and vegetation on campus. Depending on the location of development, construction activities could result in potential impacts to some moderate ecological value trees located along the western edge of Development Area A, the central portion of Development Area B, the southern and eastern portion of Development Area C, the northeastern portion of Development Area D, and the southern portion of Development Area F (see **Figure 3.3-1**).

Management of campus trees requires a campus-wide approach to ensure proper growing conditions relative to daylight, hydrology, and other environmental considerations. Efforts to create a live database of existing trees, with information relative to species, size, condition, and maintenance records are currently being initiated in a partnership between campus grounds personnel working with campus faculty and students. This tool would become instrumental to increase the general knowledge and awareness of the trees on campus, and to identify opportunities to become better stewards of the campus landscape. As specific projects are defined and sites are selected, the campus would perform an evaluation of existing trees to inform the design team of trees that are considered significant, in an effort to preserve and maintain these to the extent feasible. Documentation of trees removed due to construction activities is currently and would continue to be tracked on a campus-wide basis.

## *Animals*

Potential development under Scenario B is not anticipated to be located adjacent to fish habitat areas. In the event that development is located within Development Areas E, F and G, it could be located in proximity to North Creek and erosion and additional stormwater generated on the site could affect fish habitat areas. An increase in impervious surface and associated stormwater from new development on the campus could also result in new/increased stormwater discharges from the campus. Continued management of the campus in accordance with Salmon-Safe certification standards<sup>3</sup> would ensure that fish habitat areas would be maintained on campus. With implementation of appropriate erosion and sedimentation controls, and stormwater management mitigation measures (e.g., such as

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<sup>3</sup> The UW Bothell and CC campus was awarded Salmon-Safe certification in March 2008. Salmon-Safe certification indicates that property owners go above and beyond regulations to adopt specific measures to restore habitat, conserve water, protect streamside habitat and wetlands, reduce erosion/sedimentation and reduce the use of chemical pesticides.

Salmon-Safe provisions and LID practices), it is not anticipated that fish habitat within North Creek would be significantly affected by development under Scenario B.

Trees, vegetation, landscaping and open spaces on the upland campus provide limited urban habitat areas for disturbance-tolerant birds and small mammals. Development under Scenario B would result in construction disturbances that could temporarily affect existing animals on the campus. The removal of trees and vegetation to accommodate development would also result in a loss of habitat areas. The implementation of tree replacement plans and landscaping plans as part of specific development projects would provide new trees, landscaping and associated urban habitat areas on campus and significant impacts would not be anticipated.

Assumed development under the existing PUD would not be anticipated to impact the existing crow roosting habitat in the North Creek area of campus.

The potential impacts identified above for fish and wildlife habitat could also affect threatened species that may be located on campus or in the surrounding area. To the extent that mitigation measures identified above are provided as part of development, no significant impacts to threatened species are anticipated.

## Alternative 1 – Develop Institutional Identity (Southward Growth)

Alternative 1 represents a level of development and improvements that would meet the forecasted growth and goals over the 20-year planning horizon for the *Campus Master Plan*. This alternative reflects a focus of development in the southwest portion of the campus, with the majority of development assumed for Development Areas A and B. Development under Alternative 1 would include approximately 1,072,300 gsf of net new building space that would generally be clustered in the central and south campus areas (Development Areas A, B and F).

### Wetlands

Under Alternative 1, the North Creek Stream and Wetland Area would be retained and direct impacts to that area would not be anticipated. New development could be located within portions of Development Area C that could require the filling of Wetland 14, but as described above, fill of Wetland 14 was accounted for under the original environmental review for the development of the campus and restoration associated with the potential fill of Wetland 14 was included as part of the North Creek Stream and Wetland Area restoration project. Development under Alternative 1 would not be located in proximity to the additional wetlands located in Development Areas C and D, and it is assumed that there would be no impacts to these wetlands or associated buffers.



Additional buildings and campus development would result in more collection and diversion of surface and groundwater. Surface and groundwater diversion in the Uplands will be carefully considered on an individual project and campus-wide basis to protect existing wetlands, trees and vegetation. It is also recognized that additional groundwater will result in addition flow into the Lowlands, which needs to be balanced. This overall drainage strategy will continue to be evaluated as the campus expands and as storm drainage requirements change.

Low impact development (LID) considerations would be reviewed and utilized for stormwater management wherever possible, particularly alternatives and strategies to reduce overall runoff. LID considerations and alternative measures would also be considered to address overall water quality and to reduce contaminants. Regular maintenance of such facilities is also critical to overall system performance. Salmon Safe Certification was received by the campus in approximately 2008, and has been maintained through present time. The original certification was largely based on the core infrastructure that has been installed, particularly stormwater systems and the overall wetland restoration area. The campus has been highly committed to regular maintenance and has made frequent adjustments to existing facilities (such as bioswales, etc.) as part of the re-certification process. New buildings/facilities that have been added have been designed and constructed to meet Salmon Safe requirements. As the Campus Master Plan develops and as new buildings/facilities are added, Salmon Safe requirements are planned to be met – based on the current program

While the stormwater conveyance system was designed to handle the full build-out of the campus based on the Preliminary 1995 Master Plan, modifications will be required to support new development under the 2017 Master Plan, including stormwater measures to continue recharge and water quality at the existing upland wetlands and North Creek wetland restoration area. For example, runoff from non-pollution generating surfaces would be conveyed to the wetland restoration area as currently configured. Runoff from new pollution generating surfaces (parking, roadways, etc.) would be collected by a system of catch basins and pipes, and conveyed to a new LID stormwater treatment facility prior to releasing to the existing drainage system. Runoff from pollution generating surfaces in association with new buildings would be collected locally and treated and detained (if required) using an approach to fit the expanding campus. Landscaped and natural areas would utilize a combination of catch basins, underdrains, and underground pipes to collect and convey other surface flows to the existing storm drainage system.

## Plants

Development under Alternative 1 would result in temporary impacts from construction due to the removal of existing trees and vegetation on campus. Due to the assumed location of new development under Alternative 1 it is anticipated that construction activities would

result in potential impacts to some moderate ecological value trees, particularly within the central portion of Development Area B, the southern portion of Development Area C and the southern portion of Development Area F (see **Figure 3.3-1** for a map of existing trees).

Management of campus trees requires a campus-wide approach to ensure proper growing conditions relative to daylight, hydrology, and other environmental considerations. Efforts to create a live database of existing trees, with information relative to species, size, condition, and maintenance records are currently being initiated in a partnership between campus grounds personnel working with campus faculty and students. This tool would become instrumental to increase the general knowledge and awareness of the trees on campus, and to identify opportunities to become better stewards of the campus landscape. As specific projects are defined and sites are selected, the campus would perform an evaluation of existing trees to inform the design team of trees that are considered significant, in an effort to preserve and maintain these to the extent feasible. Documentation of trees removed due to construction activities is currently and would continue to be tracked on a campus-wide basis.

## Animals

Under Alternative 1, potential development is not anticipated to be located adjacent to fish habitat areas associated with the North Creek Stream and Wetland Area. Assumed development within Development Areas E and F would be located the most proximate to North Creek. However, development within these areas would still be located at least 350 feet or more away from North Creek and as such, erosion and sedimentation from construction-related activities would not be anticipated to affect fish habitat areas. An increase in impervious surface and associated stormwater from new development on the campus could also result in new/increased stormwater discharges from the campus. Continued management of the campus in accordance with Salmon-Safe certification standards would ensure that fish habitat areas would be maintained on campus. With implementation of appropriate erosion and sedimentation controls, and stormwater management mitigation measures (e.g., such as Salmon-Safe provisions and LID practices), no significant impacts to fish habitat within North Creek would be anticipated under Alternative 1.

Trees, vegetation, landscaping and open spaces in the upland portion of the campus provide limited urban habitat areas for disturbance-tolerant birds and small mammals. Development under Alternative 1 would result in construction disturbances (i.e., noise, activity and removal of tree/vegetation) that could temporarily affect existing wildlife and habitat in the upland portion of campus. The removal of trees and vegetation to accommodate development within Development Areas A and B would result in a loss of existing habitat areas.

New buildings within Development Areas E and F would also result in increased construction-related noise and activity that would be the most proximate to the North Creek Stream and Wetland Area and associated wildlife habitat, and would result in temporary disturbances to wildlife in and adjacent to these areas. The removal of trees and vegetation to accommodate development within Development Areas E and F would also result in a loss of existing habitat areas.

The implementation of tree replacement plans and landscaping plans as part of specific development projects would provide new trees, landscaping and associated urban habitat areas on campus and significant impacts would not be anticipated. With the mitigation measures identified as part of development, no significant impacts to wildlife or threatened species are anticipated.

Assumed development under Alternative 1 would not be anticipated to impact the existing crow roosting habitat in the North Creek area of campus.

## Alternative 2 – Develop the Core (Central Growth)

Alternative 2 reflects a focus of development in the central portion of the campus, with the majority of development assumed for Development Areas B, E and F. Development under Alternative 2 would include approximately 907,300 gsf of net new building space within the central portion of campus (Development Areas B, E and F).

### Wetlands

Similar to Alternative 1, the North Creek Stream and Wetland Area would be retained under Alternative 2 and direct impacts to that area would not be anticipated. New development within portions of Development Area C would not be anticipated to require the filling of Wetland 14. Development under Alternative 2 is also not anticipated to be located in proximity to the additional wetlands located in Development Areas C and D, and it is assumed that there would be no impacts to these wetlands or associated buffers.

### Plants

Development under Alternative 2 would result in temporary impacts from construction due to the removal of existing trees and vegetation on the upland development portions of campus. Similar to Alternative 1, new development under Alternative 2 is anticipated to require construction activities would result in the loss of some moderate ecological value trees (see **Figure 3.3-1**). Development under Alternative 2 would have a higher potential for impacts to moderate ecological value trees in Development Area B, but would have a lower potential for impacts in Development Area C than Alternative 1. Potential impacts to moderate ecological values trees in Development Area F would be similar to Alternative 1.

Management of campus trees under Alternative 2 would follow the process identified under Alternative 1.

## Animals

Under Alternative 2, potential development is not anticipated to be located adjacent to fish habitat areas associated with the North Creek Stream and Wetland Area. Assumed development within Development Areas E and F would be located the most proximate to North Creek. However, similar to Alternative 1, development within these areas would be located approximately 350 feet or more from North Creek and erosion and sedimentation from construction-related activities would not be anticipated to affect fish habitat areas. An increase in impervious surface and associated stormwater from new development on the campus could also result in new/increased stormwater discharges from the campus. Continued management of the campus in accordance with Salmon-Safe certification standards would ensure that fish habitat areas would be maintained on campus. With implementation of appropriate erosion and sedimentation controls, and stormwater management mitigation measures (e.g., such as Salmon-Safe provisions and LID practices), no significant impacts to fish habitat within North Creek would be anticipated under Alternative 2.

Trees, vegetation, landscaping and open spaces in the upland portion of the campus provide limited urban habitat areas for disturbance-tolerant birds and small mammals. Development under Alternative 2 would result in construction disturbances (i.e., noise, activity and removal of tree/vegetation) that could temporarily affect existing wildlife and habitat in the upland portion of campus. The removal of trees and vegetation to accommodate development within Development Area B would result in a loss of existing habitat areas.

New buildings within Development Areas E and F would also result in increased construction-related noise and activity that would be the most proximate to the North Creek Stream and Wetland Area and associated wildlife habitat, and would result in temporary disturbances to wildlife in and adjacent to these areas. The removal of trees and vegetation to accommodate development within Development Areas E and F would also result in a loss of existing habitat areas. Construction disturbances to wildlife/habitat in this area would likely be greater than Alternative 1 due to the increased amount of development that would be located within Development Areas E and F, which would result in more temporary/short term construction noise and activity in proximity to the North Creek Stream and Wetland Area and associated wildlife habitat areas.

The implementation of tree replacement plans and landscaping plans as part of specific development projects would provide new trees, landscaping and associated urban habitat areas on campus and significant impacts would not be anticipated. With the mitigation

measures identified as part of development, no significant impacts to wildlife or threatened species are anticipated.

Assumed development under Alternative 2 would not be anticipated to impact the existing crow roosting habitat in the North Creek area of campus.

## Alternative 3 – Growth along Topography (Northward Growth)

Alternative 3 represents a focus of development that is assumed to follow the north/south topography of the campus, with the majority of development assumed for the north portion of campus in Development Areas B, C, D, E and F. Assumed development under Alternative 3 would include approximately 907,300 gsf of net new building space and assumes the demolition of the existing Husky Hall and Husky Village buildings to accommodate new development.

### Wetlands

Similar to Alternative 1, the North Creek Stream and Wetland Area would be retained under Alternative 3 and direct impacts to that area would not be anticipated. New development would be located within portions of Development Area C that could require the filling of Wetland 14, but the potential filling of Wetland 14 was analyzed under the original environmental review for the development of the campus and restoration of the potential fill of Wetland 14 was included as part of the North Creek Stream and Wetland Area restoration project. Development of new buildings and the new campus access roadway from Beardslee Boulevard is anticipated to be located in proximity to the additional wetlands located in Development Areas C and D, and it is assumed that there would be impacts to the wetland (i.e., impacts to wetland buffers and/or filling of the wetland area). In the event that a specific project would result in direct impacts to the wetlands in Development Areas C and D, a wetland delineation survey would be completed to facilitate a determination of the extent to which these wetlands were accounted for as part of the North Creek Stream and Wetland Area Restoration Project. Any direct impacts to wetlands or wetland buffers not accounted for under the the North Creek Stream and Wetland Area Restoration Project would comply with the applicable critical areas and wetlands requirements (including City of Bothell BMC 14.04 – Article XI: Wetlands) and significant impacts would not be anticipated.

### Plants

Development under Alternative 3 would result in temporary impacts from construction due to the removal of existing trees and vegetation on the upland development portion of the campus. New development under Alternative 3 it is anticipated to require construction activities that would result in potential impacts to some moderate ecological value trees (see **Figure 3.3-1**). Development under Alternative 3 would have a higher potential for impacts to moderate ecological value trees in Development Area D than Alternative 1, but would have a

lower potential for impacts in Development Areas B and C. Potential impacts to moderate ecological value trees in Development Areas F would be similar to Alternative 1.

Management of campus trees under Alternative 3 would follow the process identified under Alternative 1.

## Animals

Under Alternative 3, potential development is not anticipated to be located immediately adjacent to fish habitat areas. Assumed development within Development Areas E and F would be located the most proximate to North Creek. However, similar to Alternatives 1 and 2, development within these areas would be located approximately 350 feet or more from North Creek and erosion and sedimentation from construction-related activities would not be anticipated to affect fish habitat areas. An increase in impervious surface and associated stormwater from new development on the campus could also result in new/increased stormwater discharges from the campus. Continued management of the campus in accordance with Salmon-Safe certification standards would ensure that fish habitat areas would be maintained on campus. With implementation of appropriate erosion and sedimentation controls, and stormwater management mitigation measures (e.g., such as Salmon-Safe provisions and LID practices), no significant impacts to fish habitat within North Creek would be anticipated under Alternative 3.

Trees, vegetation, landscaping and open spaces in the upland portion of the campus provide limited urban habitat areas for disturbance-tolerant birds and small mammals. Development under Alternative 3 would result in construction disturbances (i.e., noise, activity and removal of tree/vegetation) that could temporarily affect existing wildlife and habitat in the upland portion of campus. The removal of trees and vegetation to accommodate development within Development Area B and C would result in a loss of existing habitat areas.

New buildings within Development Areas E and F would also result in increased construction and operation-related noise and activity that would be the most proximate to the North Creek Stream and Wetland Area and associated wildlife habitat, and would result in temporary disturbances to wildlife in and adjacent to these areas. The removal of trees and vegetation to accommodate development within Development Areas E and F would also result in a loss of existing habitat areas. Construction disturbances to wildlife/habitat in this area would likely be similar to Alternative 2.

The implementation of tree replacement plans and landscaping plans as part of specific development projects would provide new trees, landscaping and associated urban habitat areas on campus and significant impacts would not be anticipated. With the mitigation measures identified as part of development, no significant impacts to wildlife or threatened species are anticipated.

Assumed development under Alternative 3 would not be anticipated to impact the existing crow roosting habitat in the North Creek area of campus.

## Alternative 4 – Blended Alternative

Alternative 4 reflects a level and locations of new campus development that blends attributes of Alternatives 1, 2 and 3 analyzed in the Draft EIS. For example, Alternative 4 assumes a net increase in building space of 1,042,300 which falls between that assumed under Alternative 1 (1,072,300 gsf) and that assumed under Alternatives 2 and 3 (907,300 gsf). The existing approximately 0.16-acre of upland wetlands would be retained as assumed under Alternatives 1 and 2.

### Wetlands

Similar to Alternatives 1 - 3, the North Creek Stream and Wetland Area would be retained under Alternative 4 and direct impacts to that area would not be anticipated. New development within portions of Development Area C would not be anticipated to require the filling of Wetland 14. Development under Alternative 4 is also not anticipated to be located in proximity to the additional wetlands located in Development Areas C and D, and it is assumed that there would be no impacts to these wetlands or associated buffers.

### Plants

Development under Alternative 4 would result in temporary impacts from construction due to the removal of existing trees and vegetation on the upland development portion of the campus. New development under Alternative 4 is anticipated to require construction activities that would result in potential impacts to some moderate ecological value trees (see **Figure 3.3-1**). Development under Alternative 4 would have a higher potential for impacts to moderate ecological value trees in Development Area D than Alternative 1, but would have a lower potential for impacts in Development Areas B and C. Potential impacts to moderate ecological value trees in Development Areas F would be similar potential impacts in Development Area G in Alternative 1.

Potential development would be carefully located within the upland forest area to preserve as much of the existing forested areas as feasible. Development would prioritize preservation and restoration of native planting buffers and drainage systems in these areas. In areas where lowland-campus green landscapes would be replaced with new buildings/plazas, site-specific stormwater treatments would be developed and new native plantings would be incorporated to support the ecological health and opportunities for outdoor learning. As stated above, no direct impacts to the North Creek Stream and Wetland Area would occur, but development in the vicinity could also include new wetland plantings to enhance the existing forested wetland edge.

Management of campus trees under Alternative 4 would follow the process identified under Alternative 1.

## Animals

Under Alternative 4, potential development is not anticipated to be located immediately adjacent to fish habitat areas. Assumed development within Development Areas E would be located the most proximate to North Creek. However, similar to Alternatives 1-3, development within these areas would be located approximately 350 feet or more from North Creek and erosion and sedimentation from construction-related activities would not be anticipated to affect fish habitat areas. An increase in impervious surface and associated stormwater from new development on the campus could also result in new/increased stormwater discharges from the campus. Continued management of the campus in accordance with Salmon-Safe certification standards would ensure that fish habitat areas would be maintained on campus. With implementation of appropriate erosion and sedimentation controls, and stormwater management mitigation measures (e.g., such as Salmon-Safe provisions and LID practices), no significant impacts to fish habitat within North Creek would be anticipated under Alternative 4.

Trees, vegetation, landscaping and open spaces in the upland portion of the campus provide limited urban habitat areas for disturbance-tolerant birds and small mammals. Development under Alternative 4 would result in construction disturbances (i.e., noise, activity and removal of tree/vegetation) that could temporarily affect existing wildlife and habitat in the upland portion of campus. The removal of trees and vegetation to accommodate development within Development Area B and C would result in a loss of existing habitat areas.

New buildings within Development Area E would also result in increased construction and operation-related noise and activity that would be the most proximate to the North Creek Stream and Wetland Area and associated wildlife habitat, and would result in temporary disturbances to wildlife in and adjacent to these areas. The removal of trees and vegetation to accommodate development within Development Area E would also result in a loss of existing habitat areas. Construction disturbances to wildlife/habitat in this area would likely be similar to Alternatives 2 and 3.

The implementation of tree replacement plans and landscaping plans as part of specific development projects would provide new trees, landscaping and associated urban habitat areas on campus and significant impacts would not be anticipated. With the mitigation measures identified as part of development, no significant impacts to wildlife or threatened species are anticipated.

Assumed development under Alternative 4 would not be anticipated to impact the existing crow roosting habitat in the North Creek area of campus.



## Potential Indirect/Cumulative Impacts

Development under Alternatives 1 – 4 and No Action – Scenario B would contribute to the overall amount of impervious surface and stormwater discharge in the area, as well as the overall amount of short-term (construction activity) and long-term (building operation and human activity) disturbances to wetlands, plants, and animals. Although the timing of construction of each individual structure is not known, it is possible that some level of concurrent development, and associated construction activities, would occur over a concurrent timeframe and in proximity to development under *Campus Master Plan*. This could result in the potential for cumulative water resource and plants/animal-related impacts associated with concurrent construction activities. Given the developed urban nature of the area and compliance with applicable code requirements, significant impacts to wetland, plants and animals resources associated with cumulative development would not be anticipated.

### 3.3.3 Mitigation Measures

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The proposed *Campus Master Plan* includes goals and objectives to create a more sustainable environment and retain existing, significant campus open spaces, landscapes and natural features to the extent feasible. No development would occur within the North Creek Stream and Wetland Area. In addition to compliance with applicable regulations related to construction and operations, the following potential measures are intended to further reduce the potential for wetland, plant or animal impacts.

- All development would comply with federal, state and local regulatory standards (including BMC 14.04 regulations related to critical areas and wetlands) for development and mitigation BMPs could include: site disturbance controls, construction staging, erosion and spill control, drainage control (water quantity and quality), vegetation retention and re-vegetation plans, and BMP training and monitoring.
- In the event that a specific project would result in a direct impacts to the wetlands in Development Areas C and D, a wetland delineation survey would be completed to facilitate a determination of the extent to which these wetlands were accounted for as part of the North Creek Stream and Wetland Area Restoration Project. Any direct impact to wetlands or wetland buffers not accounted for under the North Creek Stream and Wetland Area Restoration Project would comply with applicable critical areas and wetland requirements (including BMC 14.04).
- Plant and animal mitigation opportunities include impact avoidance (e.g., working when fish species are not particularly sensitive to disturbance or avoiding identified

terrestrial habitats), stormwater drainage control, site and construction best management practices (BMP), site design (including vegetation retention and landscaping), and habitat enhancement or restoration, as feasible. Planned development would be sensitive to areas that are proximate to the North Creek Stream and Wetland Area.

- As specific projects are defined and sites are selected, the campus would perform an evaluation of existing trees to inform the project design team of trees that are considered significant, in an effort to preserve and maintain these trees to the extent feasible. Documentation of trees removed due to construction activities would be tracked on a campus-wide basis.
- Trees that must be removed to accommodate potential projects would be replaced consistent with provisions of the Bothell Municipal Code (BMC 12.18.030).
- A temporary soil erosion and sedimentation control plan and a drainage control plan would be implemented to mitigate construction-related impacts.
- Landscaped areas affected by construction staging or parking would be restored to their existing condition or better following construction.
- Stormwater controls would be applied during construction activities and over the long term. These controls and BMPs would control on-site erosion and transport of sediment and pollutants off site, by minimizing disturbance, stabilizing unworked materials, applying vegetative or mulch controls, and implementing other controls to reduce and treat contaminants in drainage water.
- Vegetation controls would continue to include an Integrated Pest Management Plan and a revegetation plan that emphasizes the propagation of native vegetation.
- Additional interpretative or education materials would be developed or made available to foster an appreciation of campus wetlands to help limit unnecessary disturbance or destruction of native vegetation or wildlife.

### 3.3.4 Significant Unavoidable Adverse Impacts

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With implementation of the mitigation measures identified above, no significant unavoidable adverse impacts to wetlands, plants or animals would be anticipated under the EIS Alternatives.

## 3.4 ENERGY RESOURCES

This section of the Final EIS describes the existing energy conditions on the University of Washington Bothell (UW Bothell)/Cascadia College (CC) campus and in the vicinity, and evaluates the potential for energy impacts that could occur as a result of development under the *Campus Master Plan*. Information added or changed subsequent to issuance of the Draft EIS is shaded to ease identification of the added or changed information.

### 3.4.1 Affected Environment

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#### Overview

Energy demand at the campus is primarily met by a combination of electrical power and natural gas. Electrical power is primarily utilized for campus building lighting, ventilation, operation of office equipment/computers, operation of laboratory equipment and other uses. Fossil fuel use on the campus primarily relates to natural gas utilized for building heating. Electricity and natural gas are provided to the area by Puget Sound Energy (PSE).

The campus uses a live, energy and resource monitoring system for all campus buildings (UW Bothell Sustainability Dashboard) which is intended to help building operators make informed decisions about managing space and resource consumption. The historical data in **Table 3.4-1** and **Table 3.4-2** was obtained from this system and depicts electricity and natural gas usage in existing campus academic buildings over a 3-year period (2014-2016).

**Table 3.4-1**  
**CAMPUS ELECTRICITY USAGE 2014 - 2016<sup>1</sup>**

Building	2016 (kWh <sup>2</sup> )	2015 (kWh)	2014 (kWh)
UW1	1,106,721	1,117,804	1,185,191
CP1	931,793	830,109	851,725
Discovery Hall	878,678	753,233	329,986
CC1	867,083	446,349	919,509
LB1/LBA	854,317	814,155	876,588
UW2	630,393	558,006	595,970
LB2	476,883	446,275	556,781
CC3	443,426	536,528	477,770
CC2	411,726	230,602	418,363
ARC	281,799	72,628	0
<b>Total</b>	<b>6,882,819</b>	<b>5,805,689</b>	<b>6,211,883</b>

Source: UW Bothell Sustainability Dashboard, 2017.

<sup>1</sup> Does not include electrical usage associated with Husky Village, Husky Hall or the existing parking garages.

<sup>2</sup> Kilowatt hour is a unit of energy equal to 1,000 watt-hours.

**Table 3.4-2  
CAMPUS NATURAL GAS USAGE 2014 - 2016<sup>3</sup>**

<b>Building</b>	<b>2016 (kBtu<sup>4</sup>)</b>	<b>2015 (kBtu)</b>	<b>2014 (kBtu)</b>
<b>Discovery Hall</b>	41,143,136	28,892,834	12,247,446
<b>ARC</b>	4,071,983	1,562,687	0 <sup>5</sup>
<b>CC3</b>	1,266,345	567,425	705,601
<b>LB1/LBA</b>	1,233,362	1,024,345	1,083,226
<b>UW2</b>	1,231,159	956,520	752,232
<b>CC1</b>	847,554	322,084	553,435
<b>LB2</b>	570,115	440,485	581,934
<b>CC2</b>	493,583	319,139	364,383
<b>CP1</b>	373,481	258,410	466,519
<b>UW1</b>	77,892	164,680	404,874
<b>Total</b>	<b>51,308,610</b>	<b>34,508,609</b>	<b>17,159,650</b>

*Source: UW Bothell Sustainability Dashboard, 2017.*

For the purposes of this EIS analysis, electricity and natural gas usage per building square foot has been calculated based on the average usage in 2015 and 2016<sup>5</sup> (**Table 3.4-1** and **Table 3.4-2**), and the amount of existing academic building space on the campus (approximately 683,480 sq. ft.). Based on the existing usage data, the academic uses on campus utilize approximately 9.28 kWh of electricity per square foot of building space and approximately 62.78 kBtu of natural gas per square foot of building space.

As a part of UW Bothell and CC’s commitment to reducing energy consumption, the schools incorporated principles of sustainability into its 21<sup>st</sup> Century Initiative in 2008. The Chancellor’s Advisory Committee on Environmental Sustainability (CACES) oversees progress as it relates to this commitment to energy and natural resource conservation efforts for the campus’ infrastructure, facilities, and grounds. Conservation measures that have been implemented by the UW Bothell and CC, as reported by CACES, include:

- Retrofitting lighting in garages to provide increased energy efficiency.
- Incentivizing alternative transportation efforts, including: offering discounted transit passes; bike racks, bike lockers, and showers for cyclists; rideshare matching programs; preferential parking for carpools and electric vehicles.
- Aiming for LEED Silver minimum certification on all future state-funded campus projects. Currently, Discovery Hall (LEED Gold) and CC3 (LEED Platinum) are the two LEED certified buildings on campus.
- Installation of solar panels on the roofs of the North and South Garages.

<sup>3</sup> Does not include natural gas usage for Husky Hall or Husky Village.

<sup>4</sup> Kilo British Thermal Units - a measure of heat energy

<sup>5</sup> Usage from 2014 was not utilized for this calculation because the ARC building was not operational at that time.

- Operating diesel vehicles and equipment used for grounds maintenance with 20% biodiesel fuel.
- HVAC and external lighting controlled by automated systems.
- Linking Variable Air Volume boxes with lighting occupancy sensors to reduce airflow when rooms are unoccupied.

### 3.4.2 Impacts

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This section of the Final EIS identifies the potential impacts on energy usage on the campus and in the surrounding areas that could occur with development under the EIS Alternatives.

#### No Action Alternative

##### Scenario A – Baseline Condition

Under Scenario A, the proposed *Campus Master Plan* would not be approved and no additional development would occur on campus and no aesthetic changes or changes in views would occur. The current 683,500 gsf of academic space and 74,200 gsf of housing space on campus (total of 757,700 gsf on campus), along with the 70,700 gsf of off-site academic space within 0.25 mile of campus, would remain. Since no new development would occur on campus, no change in energy demand or significant energy impacts would occur under Scenario A.

##### Scenario B – Allowed in PUD

Under Scenario B, the proposed *Campus Master Plan* would not be approved, and a level of future campus development consistent with the remaining capacity under the original (Phase 1) and current PUD would occur. This scenario assumes buildout of the remaining approximately 386,100 gsf of campus building area, reaching the total of 1.14 million gsf of building space identified on campus under the PUD. No additional student housing beds would be provided. The current vehicular and pedestrian circulation systems would remain. An on-campus parking supply totaling 4,200 to 6,000 spaces would be provided on campus.

Development under Scenario B would increase demand for energy, including electrical power energy and natural gas. The increased demand for electrical power is assumed to generally follow historic trends and would primarily be related to building lighting and ventilation (fans), and operation of laboratory and process equipment, office-type equipment such as computers, and chillers for air conditioning. Assumed development under Scenario B (approximately 386,100 gsf of net new development) would result in an approximately 51 percent increase in building space on campus. Based on the average usage data identified above for the Affected Environment, it is anticipated that new development on the campus

could utilize approximately 3,583,000 kWh of electricity on an annual basis. This would represent an approximately 52 percent increase in electricity demand on campus<sup>6</sup>. The overall electrical power system is anticipated to be sufficient to meet additional demand, although expansion of the existing chiller station west of the South Parking Garage would be required to meet air conditioning needs.

Increased demand for natural gas is also assumed to follow historic trends and would primarily be utilized for building heating. Based on the usage data identified above for the Affected Environment, it is anticipated that new development on the campus could utilize approximately 24,239,000 kBtu of natural gas on an annual basis. This would also represent an approximately 47 percent increase in natural gas demand on campus.

## Alternative 1 – Develop Institutional Identity (Southward Growth)

Alternative 1 reflects a focus of development in the southwest portion of the campus, with the majority of development assumed for Development Areas A and B. Development under Alternative 1 would include approximately 1,072,300 gsf of net new building space that would generally be clustered in the central and south campus areas (Development Areas A, B and F). Development on the campus under Alternative 1 would result in additional demands for energy as discussed below.

### Energy Demand

Campus growth under Alternative 1 would increase demand for energy, including electrical power energy and natural gas. The increased demand for electrical power is assumed to generally follow historic trends and would primarily be related to building lighting and ventilation (fans), and operation of laboratory and process equipment, office-type equipment such as computers, and chillers for air conditioning. As under current conditions, it is assumed that building lighting and ventilation would represent the largest demands for electrical power, followed by demands associated with operation of laboratory and office equipment. Assumed development under Alternative 1 would result in an approximately 141 percent increase in building space on campus. Based on current usage data, it is assumed that electricity demand on the campus under Alternative 1 would increase by approximately 9,950,000 kWh annually or approximately 144 percent over current conditions. Similar to No-Action – Scenario B, the overall electrical power system is anticipated to be sufficient to meet additional demand, although expansion of the existing chiller station west of the South Parking Garage would be required to meet air conditioning needs.

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<sup>6</sup> This estimate is based on historic trends and does not include building design and operational measures that could further reduce the energy demand of the building.

Increased demand for natural gas is also assumed to follow historic trends and would primarily be utilized for building heating. Based on the usage data identified above for the Affected Environment, it is anticipated that new academic development on the campus under Alternative 1 (an increase of in campus building space of approximately 141 percent) could utilize approximately 67,318,000 kBtu of natural gas on an annual basis, which would represent an approximately 131 percent increase in natural gas demand on campus compared with the current usage.

As noted under the No Action – Scenario B, these estimates of increased demand under Alternative 1 do not reflect sustainable building design or operational measures that could reduce the amount of energy demand for new development. The UW Bothell and CC have committed to reducing energy consumption, and the CACES oversees progress as it relates to this commitment to energy and natural resource conservation efforts on the campus. Conservation measures have been previously implemented on the campus and would be anticipated to be implemented with future development under Alternative 1.

New development under Alternative 1 would comply with applicable energy codes, including the *2015 International Energy Conservation Code* as adopted by the City of Bothell (BMC 20.04.125). As plans for specific development projects are developed under the *Campus Master Plan*, the UW Bothell and CC design team would also contact PSE customer services to confirm specific requirements for service. As a result, significant energy impacts would not be anticipated.

## Alternative 2 – Develop the Core (Central Growth)

Alternative 2 reflects a focus of development in the central portion of the campus, with the majority of development assumed for Development Areas B, E and F. Development under Alternative 2 would include approximately 907,300 gsf of net new building space that would generally be clustered in the central portion of campus (Development Areas B, E and F. Development on the campus under Alternative 2 would result in additional demands for energy as discussed below.

### Energy Demand

Similar to Alternative 1, campus growth under Alternative 2 would increase demand for energy, including electrical power energy and natural gas. The increased demand for electrical power is assumed to generally follow historic trends and would primarily be related to building lighting and ventilation (fans), and operation of laboratory and process equipment, office-type equipment such as computers, and chillers for air conditioning.

Alternative 2 assumes approximately 907,300 gsf of net new building space (and approximately 120 percent increase in building space) and is anticipated to result in an increased demand for electrical power and natural gas. Based on current usage data, it is

assumed that electricity demand on the campus under Alternative 2 would increase by approximately 8,419,000 kwh annually or approximately 122 percent over current conditions. Similar to No-Action – Scenario B, the overall electrical power system is anticipated to be sufficient to meet additional demand, although expansion of the existing chiller station west of the South Parking Garage would be required to meet air conditioning needs.

Increased demand for natural gas is also assumed to follow historic trends and would primarily be utilized for building heating. Based on the usage data identified above for the Affected Environment, it is anticipated that new development on the campus under Alternative 2 could utilize approximately 56,960,000 kBtu of natural gas on an annual basis, which would represent an approximately 111 percent increase in natural gas demand on campus compared with the current usage.

As noted under Alternative 1, these estimates of increased demand under Alternative 2 do not reflect sustainable building design or operational measures that could reduce the amount of energy demand for new development. The UW Bothell and CC have committed to reducing energy consumption, and the CACES oversees progress as it relates to this commitment to energy and natural resource conservation efforts on the campus. Conservation measures have been previously implemented on the campus and would be anticipated to be implemented with future development under Alternative 2.

New development under Alternative 2 would comply with applicable energy codes, including the *2015 International Energy Conservation Code* as adopted by the City of Bothell (BMC 20.04.125). As plans for specific development projects are developed under the *Campus Master Plan*, the UW Bothell and CC design team would also contact PSE customer services to confirm specific requirements for service. As a result, significant energy impacts would not be anticipated.

## Alternative 3 – Grow along Topography (Northward Growth)

Alternative 3 represents a focus of development that would follow the north/south topography of the campus, with the majority of development assumed for Development Areas B, C, D, E and F. Development under Alternative 3 would include 907,300 gsf of new building space. Husky Hall and Husky Village would be demolished under Alternative 3 to accommodate new development and would result in the removal of approximately 31,800 gsf for Husky Hall and 74,200 gsf for Husky Village. Development on the campus under Alternative 3 would result in additional demands for energy as discussed below.

### Energy Demand

Similar to Alternative 2, campus growth under Alternative 3 would increase demand for energy, including electrical power energy and natural gas. The increased demand for electrical power is assumed to generally follow historic trends and would primarily be related



to building lighting and ventilation (fans), and operation of laboratory and process equipment, office-type equipment such as computers, and chillers for air conditioning.

Alternative 3 assumes a similar amount of net new building development on campus as Alternative 2 (907,300 gsf of net new building space) and it is anticipated that increased demand for electrical power and natural gas from new building uses would be the same as described above for Alternative 2. As under Alternative 2, additional chiller capacity would be required to meet air conditioning needs. However, compared to expansion of the existing chiller station under Alternative 1 and Alternative 2, Alternative 3 assumes development of a new satellite station in Development Area C.

The estimates of increased demand under Alternative 3 do not reflect sustainable building design or operational measures that could reduce the amount of energy demand for new development. The UW Bothell and CC have committed to reducing energy consumption, and the CACES oversees progress as it relates to this commitment to energy and natural resource conservation efforts on the campus. Conservation measures have been previously implemented on the campus and would be anticipated to be implemented with future development under Alternative 3.

New development under Alternative 3 would comply with applicable energy codes, including the *2015 International Energy Conservation Code* as adopted by the City of Bothell (BMC 20.04.125). As plans for specific development projects are developed under the *Campus Master Plan*, the UW Bothell and CC design team would also contact PSE customer services to confirm specific requirements for service. As a result, significant energy impacts would not be anticipated.

## Alternative 4 – Blended Alternative

Alternative 4 reflects a level and locations of new campus development that blends attributes of Alternatives 1, 2 and 3 analyzed in the Draft EIS. Alternative 4 assumes a net increase in building space of 1,042,300 which falls between that assumed under Alternative 1 (1,072,300 gsf) and that assumed under Alternatives 2 and 3 (907,300 gsf). The total number of parking spaces (4,200 spaces) would be consistent with that assumed under Alternative 3 (4,200 spaces). Alternative 4 assumes a total number of student housing beds as under Alternative 1 (1,200 beds), with location of new beds assumed as generally under Alternative 3. As under Alternatives 1, 2 and 3, and No-Action Alternative – Scenario B, Alternative 4 assumes a campus student population of 10,000 FTEs. Alternative 4 assumes the demolition of approximately 106,000 gsf of existing building space, including approximately 74,200 gsf associated with Husky Village (Development Area D) and approximately 31,800 gsf associated with Husky Hall (Development Area C). As under Alternative 3, all of the assumed building demolition is located in the northwest portion of campus. Development on the campus under Alternative 4 would result in additional demands for energy as discussed below.

## Energy Demand

Similar to Alternatives 1-3, campus growth under Alternative 4 would increase demand for energy, including electrical power energy and natural gas. The increased demand for electrical power is assumed to generally follow historic trends and would primarily be related to building lighting and ventilation (fans), and operation of laboratory and process equipment, office-type equipment such as computers, and chillers for air conditioning.

Alternative 4 assumes a similar amount of net new building development on campus as Alternative 1 (1,042,300 gsf of net new building space) and it is anticipated that increased demand for electrical power and natural gas from new building uses would be similar as described for Alternatives 1-3. As under Alternatives 1-3, additional chiller capacity would be required to meet air conditioning needs. However, compared to expansion of the existing chiller station under Alternative 1 and Alternative 2, Alternative 4 assumes development of a new satellite station in Development Area C (similar to Alternative 3).

The estimates of increased demand under Alternative 4 do not reflect sustainable building design or operational measures that could reduce the amount of energy demand for new development. The UW Bothell and CC have committed to reducing energy consumption, and the CACES oversees progress as it relates to this commitment to energy and natural resource conservation efforts on the campus. Conservation measures have been previously implemented on the campus and would be anticipated to be implemented with future development under Alternative 4.

New development under Alternative 4 would comply with applicable energy codes, including the *2015 International Energy Conservation Code* as adopted by the City of Bothell (BMC 20.04.125). As plans for specific development projects are developed under the *Campus Master Plan*, the UW Bothell and CC design team would also contact PSE customer services to confirm specific requirements for service. As a result, significant energy impacts would not be anticipated.

## Potential Indirect/Cumulative Impacts

Development under Alternatives 1 – 4 and No Action – Scenario B would contribute to the amount of overall energy use (electricity and natural gas) in the area and, in combination with future new development in the area, would contribute to the overall PSE power generation and distribution system. To the extent that increased campus population and development increase the pressure for supporting development in the area, campus growth could also contribute to energy demands in the area. All construction activities in the area, both on the campus and in the campus vicinity, would be required to follow applicable regulations, and significant impacts would not be anticipated.

### 3.4.3 Mitigation Measures

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The proposed *Campus Master Plan* includes goals and objectives to create a more sustainable environment that would build upon conservation measures that have already been implemented on campus as part of the CACES. These policies would guide future campus development and would indirectly relate to the overall energy demand. In addition to compliance with applicable regulations related to construction and operations, the following potential measures are intended to further reduce the potential for energy demand impacts.

- New facilities would comply with applicable energy codes, including the *2015 International Energy Conservation Code* as adopted by the City of Bothell (BMC 20.04.125).
- Because the UW Bothell and CC must operate and maintain the facilities on a long-term basis, the economics of energy management and conservation are a primary design consideration. A standard of practicality must also be applied that assures that the building designs can be maintained properly. Sophisticated monitoring systems are available to assure efficient operations.
- As plans for development of facilities are developed, the UW Bothell and CC Design Team would contact PSE customer services to confirm specific requirements for service.
- Aggressive energy conservation measures could continue to be studied and implemented on campus.
- Adopt Leadership in Energy and Environmental Design (LEED) standards for all new development to increase building sustainability in all state funded projects.

### 3.4.4 Significant Unavoidable Adverse Impacts

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New campus building development under the *Campus Master Plan* would increase the consumption of electricity and natural gas on the campus. With the implementation of identified mitigation measures, significant energy demand impacts are not anticipated.

## 3.5 ENVIRONMENTAL HEALTH

This section of the Final EIS describes the existing environmental health conditions on the University of Washington Bothell (UW Bothell) and Cascadia College (CC) campus and in the site vicinity and evaluates the potential impacts that could occur as a result of the *Campus Master Plan*; supplemental noise analysis information is contained in **Appendix E** to this Final EIS (*Noise Memorandum – Ramboll ENVIRON July 2017*). Information added or changed subsequent to issuance of the Draft EIS is shaded to ease identification of the added or changed information.

### 3.5.1 Affected Environment

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#### Hazardous Materials

The UW Bothell/CC uses material in their laboratories that are considered hazardous due to their toxicity and flammability. These materials are generated in the course of conducting research and are typical in classroom laboratories.

The University of Washington Environmental Health and Safety (EH&S) Department is responsible for addressing environmental health issues on the UW Bothell/CC campus in order to provide a safe educational environment and work place<sup>1</sup>. University of Washington Administrative Policy Statement 11.2 regulates the management and disposal of hazardous wastes on campus and is in compliance with all local, state and federal environmental laws and regulations, including but not limited to Washington State Department of Ecology rules for Dangerous Waste Regulations; Washington State Department of Health (DOH) – Biomedical Waste Definitions; and the King County Board of Health Code for Biomedical Waste. Hazardous materials on campus primarily include hazardous chemical and fumes associated with laboratory activities. The EH&S Department maintains numerous guidelines and manuals for the handling and treatment of hazardous materials on campus, and ensures that the University is in compliance with all applicable Federal and State regulations; they also offer on-going staff training opportunities for the handling of chemicals and hazardous waste management.

All University of Washington facilities comply with the State of Washington occupational safety and health standards and local fire codes for the use of toxic and flammable materials in the campus environment. Required ventilation controls are available and maintained in work areas where toxic materials and volatile flammables are used. Code-conforming rooms and cabinets are provided for the storage and dispensing of flammable materials and chemicals.

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<sup>1</sup> Cascadia College and the University of Washington are coordinating regarding a service level agreement to formalize the University of Washington providing EH&S services for the entire campus.

The collection, treatment, and disposal of wastes from the operations using hazardous chemicals conform to the Washington State Department of Ecology and the U.S. Department of Transportation regulations. University of Washington personnel with special training for handling laboratory wastes are responsible for the collection and packaging of materials prior to shipping them to licensed treatment and disposal facilities.

## Noise

### Noise Regulations

Noise is defined as any sound that is undesirable because of speech and hearing interference or annoyance. The intensity, duration, and character of sounds can have an adverse effect on personal health and welfare. While one of the more serious consequences of noise is hearing loss, other significant effects include interference with sleep, disruption of conversation, and effect on work performance.

Sound level descriptors are ways of measuring and describing noise, including factors that account for sound duration, magnitude, frequency and pitch. Sound is measured in decibels (dB), a logarithmic ratio between pressures caused by a given sound spectrum. Environmental noise is measured as “A-weighted” sound level in decibels, symbolized as dBA. The A-weighted scale represents noise using the scale corresponding the most closely to the range and characteristics of the human ear. Equivalent sound level, shown as Leq, is a common descriptor for measuring fluctuating sounds. The Leq is the level of a constant sound that, over a given time period, contains the same amount of sound energy as the measured fluctuating sound. People commonly experience sound levels in the range of between 5 to 90 dBA. **Table 3.5-1** identifies sound levels of typical noise sources and activities. The smallest change in sound levels that is noticeable to most people is about 3 dBA.

**Table 3.5-1  
TYPICAL SOUND LEVELS**

Noise Source or Activity	dBA
Jet takeoff (at 200 feet)	120
Construction Site, maximums (typical: 90 dBA)	110
Shout (at 5 feet)	100
Heavy truck (passing by at 50 feet)	90
Urban street on a main arterial	80
Automobile interior – freeway at 200 feet	70
Normal conversation (at 3 feet)	60
Office, classroom (with abundant activity sounds)	40 to 50
Living room (no audio or TV in use)	40
Bedroom (at a late hour, insulated windows)	20 to 30

**Table 3.5-1 Continued**

Noise Source or Activity	dBA
Broadcast studio	20
Rustling leaves	10 to 15

*Source: EPA, 1978.*

Ambient noise is regulated by the City of Bothell under the City's Noise Ordinance (Bothell Municipal Code, Chapter 8.26). The Noise Ordinance adopts restrictions contained in Washington State's Maximum Environmental Noise Levels (WAC 173-60). City of Bothell maximum permissible sound levels are shown in **Table 3.5-2**.

**Table 3.5-2  
CITY OF BOTHELL MAXIMUM PERMISSIBLE ENVIRONMENTAL SOUND LEVELS (dBA)**

Land Use of Noise Source	Land Use of Receiving Property		
	Residential Day/Night	Commercial	Industrial
Residential	55/45	57	60
Commercial	57/47	60	65
Industrial	60/50	65	70

*Source: WAC 173-60-040.*

While the City of Bothell's Noise Ordinance does not directly apply to University or college uses within the campus boundaries, it does serve to regulate noise between on-campus uses and adjacent land uses/properties (i.e., receiving properties). The City of Bothell considers academic use associated with major institutions such as the UW Bothell/CC campus to be commercial land uses for Noise Ordinance regulation purposes; student housing use associated with institutions is considered residential use. As indicated by **Table 3.5-2**, the allowable noise level from a commercial source received by another commercial source is 60 dBA (57 dBA from student housing use); the allowable noise level for residential receiving properties is 57 dBA (55 dBA from student housing use); and the allowable noise level for industrial receiving properties is 65 dBA (60 dBA from student housing use). For residential receiving properties, there is a 10-dBA reduction (to 47 dBA) during nighttime hours (10 PM to 7 AM on weekdays, and 10 PM to 9 AM on weekends). For commercial and industrial receiving properties, there is no nighttime 10-dBA reduction.

In addition, the "maximum permissible" environmental noise levels may be exceeded for short periods by a total of not more than 15 minutes in any one-hour period. The allowed short-term increases follow: up to 5 dBA for no more than 15 minutes in any hour, or up to 10 dBA for no more than 5 minutes of any hour, or up to 15 dBA for no more than 1.5 minutes of any hour.

Certain provisions of the City of Bothell Noise Ordinance, namely BMC 8.26.065, regulate construction-related noise in the City of Bothell and the UW Bothell/CC follows those

applicable provisions for construction noise. Construction noise hours are permissible Monday through Friday, 7am to 8pm and Saturday, 9am to 6pm.

The US Federal Transit Administration (FTA) describes its noise impact criteria for transit projects in the manual entitled *Transit Noise and Vibration Impact Assessment*.<sup>2</sup> These criteria commonly apply to rail projects, fixed facilities such as transit stations, maintenance facilities, park-and-ride lots, parking garages, and buses in bus-only highway lanes. Although not directly applicable to the Campus Master Plan project, the FTA noise impact criteria provide a convenient and useful method to determine noise emissions from parking garages, as well as area roadways. The FTA impact criteria are based on well-established methods to evaluate the potential for community response and annoyance, relative to the existing background sound levels. These criteria are applied to determine whether noise from Campus Master Plan project's parking garages and roadways have the potential to result in perceived noise impact at the nearest off-campus residential areas (refer to **Appendix E** of this Final EIS for additional detail on FTA noise criteria).

The UW Bothell and CC also consider noise impacts on sensitive campus uses such as classrooms and student housing. As part of previous projects near noise sensitive uses on the campus, the UW Bothell and CC have implemented measures to minimize impacts on sensitive uses, such as limiting the use of higher noise equipment, limiting construction hours, ensuring properly sized mufflers and silencers, ensuring nighttime activities do not exceed allowable levels, and scheduling some activities at night (in accordance with applicable requirements) to minimize impacts to campus operations.

## Existing Noise Conditions

### *On-Campus*

The noise environment on the UW Bothell/CC campus varies considerably, from an urban noise environment surrounding the west side of campus (i.e., existing developed areas) to the natural noise environment (i.e., creek and wetland areas) surrounding much of the east side of the campus site. While the east side of the campus consists of a natural noise environment, it also is located adjacent to I-405 which is an interstate highway that produces a high level of noise from vehicle travel

Overall, existing noise conditions at the UW Bothell/CC campus are acceptable. Some isolated on-campus and adjoining areas, especially sensitive residential areas, experience noise from periodic construction and renovation work, pedestrian traffic, high traffic volumes, and temporary special campus events.

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<sup>2</sup> Transit Noise and Vibration Impact Assessment. Federal Transit Administration. May 2006.

## Surrounding Areas

Current noise conditions surrounding the campus also vary and are defined by the existing built environment features. The existing noise environment to east and south of campus are characterized by major highways, including I-405 to the east and SR-522 to the south. Both roadways exhibit high levels of vehicle travel and associated noise. The area to the north of campus is also characterized by an existing major roadway. Noise generated by vehicles traveling along Beardslee Boulevard are the primary source of noise to the north of campus; commercial offices and mixed-use development at Beardslee Crossing also contribute to the urban environment in this area. The noise environment to the west of campus is characterized by the residential neighborhoods and generally reflect lower noise levels than the other areas surrounding the UW Bothell/CC campus.

For this Final EIS, both short-term and long-term measurements were taken in the campus vicinity to document existing sound levels in areas that may be affected or influenced by operations under the Campus Master Plan (see Figure 1 of **Appendix E** for a map showing the measurement locations). A single long-term sound level measurement was made along the western boundary of the campus, east of both NE 182nd Court and NE 183rd Court, immediately north of the existing maintenance yard. The measurement, made between May 31 and June 1, 2017, was representative of existing sound levels near the residences immediate west of this measurement location, at the eastern ends of both NE 182nd Court and NE 183rd Court. Observations during sound level meter setup and retrieval suggest that the primary sources of noise at this location included traffic on 110th Ave NE, and less dominant or intermittent sound sources included noise from campus staff at the nearby service yard, and distant traffic on SR-522 and I-405.

Short-term measurements were conducted on May 31, 2017 at three (3) locations (identified as ST-1, ST-2, and ST-3; see Figure 2 of **Appendix E** to this Final EIS). ST-1 was conducted at the northwest boundary of the campus at the intersection of NE 185th St and 108th Ave NE. The sound level meter was located about 70 feet to the south of Beardslee Blvd. The measurement was representative of residential dwellings near Beardslee Blvd in the vicinity of the campus, south of this road. Traffic on Beardslee Blvd and NE 185th Street was the major noise sources at this location. Other sources of noise included nearby pedestrian noises.

ST-2 was made approximately 100 feet north of the intersection of 110th Ave NE and NE 180th St. The measurement was representative of existing sound levels at this location on the campus, and near residences southwest of this location, south of NE 180th St/Valley View Rd. Noise sources include traffic along 110th Ave NE and NE 180th St, as well as parking lot noise and pedestrians.



ST-3 was made near the southern boundary of the campus, at southwest corner of the south parking lot. The measurement was representative of existing sound levels near the residential dwellings west of the measurement location, located above the elevation of Campus Way NE and SR-522, both located immediately south of ST-3. Noise sources included traffic on SR-522, noise from the adjacent parking area, and pedestrian noises.

See Table 2 of **Appendix E** to this Final EIS for a summary of sound level data measured at the above locations.

### 3.5.2 Impacts

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This section of the Final EIS identifies the potential environmental health-related impacts of the *Campus Master Plan* on the UW Bothell/CC campus and in the surrounding areas that could occur with development under the EIS Alternatives.

#### No Action Alternative

##### Scenario A – Baseline Condition

Under Scenario A, the proposed *Campus Master Plan* would not be approved and no additional development would occur on campus and no aesthetic changes or changes in views would occur. The current 683,500 gsf of academic space and 74,200 gsf of housing space on campus (total of 757,700 gsf on campus), along with the 70,700 gsf of off-site academic space within 0.25 mile of campus, would remain. Since no new development would occur on campus, no significant environmental health impacts would occur under Scenario A.

##### Scenario B – Allowed in PUD

Under Scenario B, the proposed *Campus Master Plan* would not be approved, and a level of future campus development consistent with the remaining capacity under the original (Phase 1) and current PUD would occur. This scenario assumes buildout of the remaining approximately 386,100 gsf of campus building area, reaching the total of 1.14 million gsf of building space identified on campus under the PUD. No additional student housing beds would be provided. Student enrollment of up to 10,000 FTEs on campus is assumed, consistent with the current PUD. The current vehicular and pedestrian circulation systems would remain and an on-campus parking supply totaling 4,200 to 6,000 spaces would be provided on campus.

#### *Hazardous Materials*

To the extent that new development under No Action – Scenario B includes research and/or laboratory facilities, an increase in the use of research chemicals, hazardous materials, and hazardous waste would occur. However, risks to human health would not be anticipated to

increase significantly with development as the UW Bothell and CC would continue to manage hazardous materials on campus in accordance with existing policies/standards.

## Noise

Potential noise impacts associated with the No Action – Scenario B would primarily occur during the construction of individual development projects. During construction, localized sound levels would temporarily increase in the vicinity of specific development sites and streets used by construction vehicles accessing the sites. The increase in sound levels would depend upon the type of equipment being used, the duration of such use, and the proximity of the equipment to the property line. Sound levels within 50 feet of construction equipment often exceed the levels typically recommended for residential and institutional land uses. **Table 3.5-3** provides a summary of noise levels from various types of construction equipment.

**Table 3.5-3  
TYPICAL NOISE LEVELS FROM CONSTRUCTION EQUIPMENT**

Equipment	Average Noise Level (dBA measured 50 ft. from the equipment)
Dump Truck (15-20 cu.yd. capacity)	91
Scraper	88
Backhoe	85
Concrete Mixer	85
Concrete Pump	82
Air Compressor	81
Bulldozer (D-8)	80
Generator	78
Pump	76

*Source: US EPA, 1971.*

Depending on the location of construction activity, construction noise would result in temporary annoyance and possible increased speech interference near the potential development sites. Such noise could impact academic activities on-campus that are in the vicinity of potential development sites. Construction activities located adjacent to off-campus areas (in particular near off-campus residential uses to the west of campus) would also result in temporary construction noise impacts to those adjacent land uses.

Operational noise associated with development under No Action – Scenario B would primarily be related to building operational systems (e.g., mechanical systems, etc.) and traffic noise. Increased traffic volumes from new development and increased campus population would result in an increase in traffic-related noise on-campus and on surrounding roadways. However, the campus and surrounding area is a highly developed urban area with existing

traffic-related noise and the incremental increase in traffic volumes associated with No Action – Scenario B is not anticipated to result in significant noise impacts.

Due to the nature of academic and student housing uses on campus, as well as the proximity of adjacent off-campus residential uses along the western edge of the campus, it is anticipated that development under No Action – Scenario B would result in the potential for noise impacts associated with temporary construction and operation of new uses generally similar to that described for Alternatives 1-4.

## Alternative 1 – Develop Institutional Identity (Southward Growth)

Alternative 1 represents a focus of development in the southwest portion of the campus, with the majority of development assumed for Development Areas A, B and F. Approximately 1,072,300 gsf of net new building space would be provided on the campus, including a total of 1,200 student housing beds. Similar to No Action – Scenario B, Alternative 1 assumes a total campus student population of 10,000 FTEs. On-campus parking for approximately 3,700 vehicles would also be provided on campus.

### Hazardous Materials

Under Alternative 1, to the extent that new development under the *Campus Master Plan* includes research and/or laboratory facilities, an increase in the use of research chemicals, hazardous materials, and hazardous waste would occur. The potential for new research and/or laboratory facilities would be higher than No Action – Scenario B due to the increased amount of academic space under Alternative 1 which could result in the possibility of more research and/or laboratory space. However, risks to human health would not be anticipated to increase significantly with development as the UW Bothell and CC would continue to manage hazardous materials on campus in accordance with existing policies/standards established by the University's Environmental Health and Safety Department, as well as applicable local, state and federal standards/regulations/laws.

### Noise

Potential noise impacts associated with Alternative 1 would primarily occur during the construction of individual development projects under the *Campus Master Plan*. During construction, localized sound levels would temporarily increase in the vicinity of the site and streets used by construction vehicles accessing the construction site. The increase in sound levels would depend upon the type of equipment being used, the duration of such use, and the proximity of the equipment to the property line. Sound levels within 50 feet of construction equipment often exceed the levels typically recommended for residential and institutional land uses.

Depending on the location of construction activity, construction noise would result in temporary annoyance and possible increased speech interference near the potential development sites. Such noise could impact existing academic uses on campus, particularly within Development Areas B and F, which contain the majority of existing academic development on campus. Development would be less likely to disturb existing student housing uses since no new development is assumed within or adjacent to Husky Village (Development Area D). Construction activities in Development Area C and in the western portion of Development Areas A and B would be located adjacent to off-campus residential areas would also result in temporary construction noise impacts to those adjacent residential uses.

Operational noise associated with development under Alternative 1 would primarily be related to traffic noise (including noise at parking garages), noise associated with transit operations, and building operational systems (including emergency generators).

### *Traffic (Garage) Noise*

Noise from on-campus traffic during operations under the Campus Master Plan would be generated by both existing and future parking areas, including parking lots and garages, and by on-campus roadways. The EIS alternative that would result in the highest volumes of traffic within the vicinity of nearby off-campus residential areas is Alternative 1, specifically relative to vehicles that would access the assumed parking garages in Development Areas C and A. The nearest noise-sensitive (residential) area to the assumed parking garages are the residential homes immediately west of Development Area C, at the east end of the cul-de-sacs of NE 182<sup>nd</sup> Court and NE 183<sup>rd</sup> Court (see Figure 1 in **Appendix E**).

The nearest on-campus roadway to the residential area immediately west of campus is 110<sup>th</sup> Avenue NE, which runs north-south, approximately 215 feet east of the homes at the end of the NE 182<sup>nd</sup> Court and NE 183<sup>rd</sup> Court cul-de-sacs; this roadway would serve as access to the parking areas in Development Areas A and C.

To evaluate noise associated with operations of parking garages and from on-campus roadways (i.e. 110<sup>th</sup> Avenue NE) and the nearest off-campus residential area, the US FTA noise calculation tool was applied<sup>3</sup>. Sound levels associated with parking garage activity and roadway traffic at the nearest off-campus residential area, as calculated with the US FTA tool, comply with BMC sound level limits and would not result in an impact under FTA criteria (refer to Tables 4 and 5 of **Appendix E** to this Final EIS).

For all other noise-sensitive locations (both on-campus and off-campus) noise from other parking garages, parking lots and roadways are expected to be lower than calculated for the parking garage and traffic in Development Area C. Therefore, noise from all other parking

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<sup>3</sup> The predicted Leq, as generated by the FTA tool, can be approximately compared to the BMC sound level limits.

garages and on-campus traffic is expected to comply with BMC limits, and be within FTA impact criteria.

### ***Transit Noise***

Under the Campus Master Plan, several transit routing options for service to campus could occur under Sound Transit 3 (ST3) planning. However, the EIS include assumptions regarding transit center location including remaining in the existing location under Alternative 1, relocate to a new location along NE 185th Street under Alternative 2, and relocate along Beardslee Boulevard under Alternative 3. Regardless of alternative, noise from operation of the transit center (i.e., noise from buses) is not anticipated to result in an acoustically significant change in off-campus sound levels, and is not anticipated to result in impacts relative to the BMC noise limits.

### ***Stationary Sources***

Typically there are a limited number of non-traffic sources of noise from parking garages, namely air-handling equipment (if applicable) and testing of emergency generators (if applicable). However, air-handling equipment is not anticipated as the parking garages are expected to be an open-wall design. Emergency generators, however, may be warranted, and these equipment can present new noise sources if located near noise-sensitive areas.

Use of emergency generators, when need for power emergencies, is exempt from the WAC noise limits, as adopted by the City of Bothell's Municipal Code (BMC) under chapter BMC 8.26.050, *Exemptions*. The adopted WAC reference under BMC 8.26.050 is WAC 173-60-050, and specifically regarding emergency use of backup generators is 173-60-050(f): "*Sounds created by emergency equipment and work necessary in the interests of law enforcement or for health safety or welfare of the community*".

During testing of emergency generators, generator noise is subject to the BMC's adopted WAC limits. Therefore, to ensure compliance with the BMC, any new generator would be placed in a location that is shielded from noise-sensitive uses; either from intervening buildings or a designated noise barrier (please refer to Section 3.5.3 - Mitigation Measures - for additional detail).

Operational building noise from new academic and student housing uses within the western portions of Development Areas A and B could affect adjacent off-campus residential areas.

## **Alternative 2 – Develop the Core (Central Growth)**

Alternative 2 reflects a focus of development in the central portion of the campus, with the majority of development assumed for Development Areas B, E and F. Approximately 907,300 gsf of net new building space would be provided on the campus, including a total of 600

student housing beds. Similar to Alternative 1, Alternative 2 assumes a campus student population of 10,000 FTEs and on-campus parking for approximately 3,700 vehicles.

## Hazardous Materials

To the extent that new development under the *Campus Master Plan* includes research and/or laboratory facilities, an increase in the use of research chemicals, hazardous materials, and hazardous waste would occur. The potential for new research and/or laboratory facilities would be less than under Alternative 1 due to the lower amount of building space on campus. Risks to human health would not be anticipated to increase significantly with development as the UW Bothell and CC would continue to manage hazardous materials on campus in accordance with existing policies/standards.

## Noise

Under Alternative 2, potential noise impacts would be primarily associated with construction of new development, operational noise associated with building systems and increased traffic levels. It is anticipated that these noise impacts would be lower than those described for Alternative 1 due to the lower amount of building development, including fewer student housing beds. Construction noise under Alternative 2 could temporarily impact existing academic uses on campus, particularly within Development Areas B and F. Development would be less likely to disturb existing student housing uses since no new development is assumed within or adjacent to Husky Village (Development Area D). Construction activities in Development Area C and in the western portion of Development Areas A and B would be located adjacent to off-campus residential areas and would also result in temporary construction noise impacts to those adjacent residential uses. These impacts to adjacent off-campus residential uses would be lower than under Alternative 1 due to the lower amount of development that would be located in proximity to the western boundary of campus.

Under Alternative 2, operational noise on campus would be less than under Alternative 1 due to the lower amount of building development. Operational building noise from new development in Development Area C and within the western portion of Development Areas A and B could also affect adjacent off-campus residential uses, but these potential impacts would be less than under Alternative 1 due to the lower amount of development located near the western campus boundary.

Due to the nature of instructional, research, and student housing uses on campus, as well as the proximity of adjacent off-site uses along the edges of the campus (residential and commercial uses), it is anticipated that development under Alternative 2 would have a potential for noise impacts associated with temporary construction and operation of new uses, but would be lower than under Alternative 1. However, under Alternative 2 assumptions for this Final EIS, the relocation of the existing on-campus transit center to a new on-campus location at NE 185<sup>th</sup> Street would also shift some existing on-campus noise

associated with bus traffic to a new location that would be in closer proximity to existing off-campus single-family residences.

Noise levels associated with parking garage, roadway operations, transit operations, and emergency generator testing in Development Area C would be less than that identified under Alternative 1.

## Alternative 3 – Growth along Topography (Northward Growth)

Alternative 3 represents a focus of development that would follow the north/south topography of the campus, with the majority of development assumed for the northern portion of campus (Development Areas B, C, D, E and F). Approximately 907,300 gsf of net new building space including a total of 600 student housing would be provided on the campus. As part of the development under Alternative 3, Husky Hall and Husky Village would be demolished. Alternative 3 assumes the same campus student population as Alternatives 1 and 2 (10,000 FTEs) and parking with approximately 4,200 parking stalls.

### Hazardous Materials

To the extent that new development under Alternative 3 includes research and/or laboratory facilities, an increase in the use of research chemicals, hazardous materials, and hazardous waste would occur. The potential for new research and/or laboratory facilities would be the same as under Alternative 1 due to the similar amount of academic building space on campus (approximately 816,500 gsf of net new building space). Risks to human health would not be anticipated to increase significantly with development as the UW Bothell and CC would continue to manage hazardous materials on campus in accordance with existing policies/standards.

### Noise

Similar to Alternatives 1 and 2 potential noise impacts under Alternative 3 would be primarily associated with construction of new development, operational noise associated with building systems and increased traffic levels. It is anticipated that these noise impacts would be lower than those described for Alternative 1 due to the lower amount of building development, but would be greater than Alternative 2 due to the demolition of Husky Village and Husky Hall, as well as the increased amount of new building construction. Construction noise under Alternative 3 could impact existing academic uses on campus, particularly within Development Areas B and F. Construction activities in Development Area C (including new building development and the new access from Beardslee Boulevard via a realigned 108<sup>th</sup> Avenue NE) and in the western portion of Development Area B would be located adjacent to off-campus residential areas and would result in temporary construction noise impacts to those adjacent residential uses. These temporary impacts to adjacent off-campus residential

uses would be greater than under Alternatives 1 and 2 due to the increased amount of development that would be located in proximity to the western boundary of campus.

Under Alternative 3, operational building noise on campus would be less than under Alternative 1 due to the lower amount of building development. Operational building noise from new development in Development Area C and within the western portion of Development Area B could affect adjacent off-campus residential uses. The new campus access from Beardslee Boulevard (realigned 108<sup>th</sup> Avenue NE) would be located in proximity to the off-campus residential uses to the west and would result in additional operational noise from increased vehicle traffic. Relocation of the transit center to Beardslee Boulevard (adjacent to Development Area D) would also result in additional noise associated with bus traffic near off-campus uses.

Due to the nature of academic/student housing uses on campus and the realignment of 108<sup>th</sup> Avenue NE, as well as the proximity of adjacent off-site residential uses along the western edge of the campus, it is anticipated that development under Alternative 3 would have a greater potential for noise impacts to adjacent residential uses from temporary construction and operation of new uses than under Alternatives 1 and 2.

Noise levels associated with parking garage, roadway operations, transit operations, and emergency generator testing in Development Area C would be similar to or less than that identified under Alternative 1.

## Alternative 4 – Blended Alternative

Alternative 4 reflects a level and locations of new campus development that blends attributes of Alternatives 1, 2 and 3 analyzed in the Draft EIS. For example, Alternative 4 assumes a net increase in building space of 1,042,300 which falls between that assumed under Alternative 1 (1,072,300 gsf) and that assumed under Alternatives 2 and 3 (907,300 gsf). New academic building space under Alternative 4 is assumed to be distributed throughout the central and northern portions of campus (Development Areas B, C, D, E and F). The student housing space under Alternative 4 is assumed to be located in the northwestern portion of campus, replacing Husky Village in Development Area D, and east of Campus Way NE in Development Area F (similar to Alternative 3).

Alternative 4 assumes the demolition of approximately 106,000 gsf of existing building space, including approximately 74,200 gsf associated with Husky Village (Development Area D) and approximately 31,800 gsf associated with Husky Hall (Development Area C). As under Alternative 3, all of the assumed building demolition is located in the northwest portion of campus.



## Hazardous Materials

To the extent that new development under Alternative 4 includes research and/or laboratory facilities, an increase in the use of research chemicals, hazardous materials, and hazardous waste would occur. The potential for new research and/or laboratory facilities would be the same as under Alternative 1 due to the similar amount of academic building space on campus (approximately 816,500 gsf of net new building space). Risks to human health would not be anticipated to increase significantly with development as the UW Bothell and CC would continue to manage hazardous materials on campus in accordance with existing policies/standards.

## Noise

Similar to Alternatives 1-3 potential noise impacts under Alternative 4 would be primarily associated with construction of new development, operational noise associated with building systems and increased traffic levels. It is anticipated that these noise impacts would be similar to that described for Alternative 1 due to the similar amount of building development, but would be greater than Alternatives 1 and 2 during construction due to the demolition of Husky Village and Husky Hall, as well as the increased amount of new building construction. Construction noise under Alternative 4 could impact existing academic uses on campus, particularly within Development Areas B and E. Construction activities in Development Area C (including demolition of Husky Hall and new building development) would be located adjacent to off-campus residential areas and would result in temporary construction noise impacts to those adjacent residential uses. These temporary impacts to adjacent off-campus residential uses would be similar to that under Alternative 3, and greater than that under Alternatives 1 and (primarily due to the increased amount of demolition in proximity to the western boundary of campus).

Under Alternative 3, operational building noise on campus would be similar to that under Alternative 1 due to the similar amount of building development. Operational building noise from new development in Development Area C and within the western portion of Development Area B could affect adjacent off-campus residential uses. The campus access from Beardslee Boulevard (realigned 108<sup>th</sup> Avenue NE) would be located in proximity to the off-campus residential uses. (See below for a detailed discussion on noise associated with operations of a parking structure and/or academic uses in proximity to adjacent residential uses).

Noise levels associated with parking garage, roadway operations, transit operations, and emergency generator testing in Development Area C would be similar to or less than that identified under Alternative 1.

## Potential Indirect/Cumulative Impacts

To the extent that construction activities associated with under Alternatives 1 – 4 and the No Action – Scenario B would occur in the vicinity of other construction projects, it could result in a temporary cumulative increase in noise in the surrounding campus area. Noise associated with increased traffic volumes from development on the campus would also result in a cumulative increase in traffic noise when combined with existing surrounding traffic.

### 3.5.3 Mitigation Measures

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The following measures would be available for development under the *Campus Master Plan* to minimize potential environmental health impacts.

#### Hazardous Materials

- Future development projects under the *Campus Master Plan* would verify the presence, use and/or potential generation of hazardous materials on the project site prior to development.
- Hazardous materials generated and used on campus would continue to be managed in accordance with existing policies/standards established by the Environmental Health and Safety Department, as well as applicable local, state and federal standards/regulations.

#### Noise

- For each new development project, construction activities would comply with the City of Bothell Noise Ordinance requirements (BMC 8.26).
- The UW Bothell and CC also have additional construction conditions/considerations that project-specific campus contractors meet the following noise control criteria:
  - The sound pressure level of construction noise inside adjacent buildings and/or rooms cannot exceed 60 dBA (with windows closed) between the hours of 8 AM and 5 PM on week days. Barriers can be erected between construction activities and such interior areas, or equipment noise attenuators can be provided.
  - The use of electric equipment and machinery is preferred. If noise levels on any equipment or device cannot reasonably be reduced to criteria levels, either that equipment or device will not be allowed on the job or use times will have to be scheduled subject to approval.
  - The sound pressure level of each piece of equipment cannot be greater than 85 dBA at a distance of 50 feet. Rubber-tired equipment is to be used

whenever possible instead of equipment with metal tracks. Mufflers for stationary engines are to be used in the hospital areas. Construction traffic should be routed through nearest campus exit.

- Air compressors are to be equipped with silencing packages
  - Jack hammers and roto hammers may be used where no other alternative is available; core drilling and saw cutting equipment is preferred.
- Potential future development projects under the *Campus Master Plan* that are located in areas that are proximate to noise-sensitive uses (i.e., existing academic uses on campus or existing off-campus residential uses) would require project-specific coordination with adjacent noise-sensitive users to determine potential noise-related issues associated with development on those sites and could require additional noise analysis and mitigation measures (if necessary).
  - Although sound levels at off-campus locations from a parking garage in Development Area C would not exceed applicable noise limits established by the BMC, and would be within the US FTA impact criteria, considerations regarding fenestration and additional measures could be incorporated into the design of the west wall to further reduce noise levels at adjacent residential properties.
  - To ensure emergency generator testing compliance with the BMC, the generator would be placed in a location that is shielded from noise-sensitive uses, either from intervening buildings or a designated noise barrier. Other means to mitigate generator noise can include acoustical-enclosures, typically offered by generator manufacturers when located near noise-sensitive uses, and limiting generator testing to daytime hours.

### 3.5.4 Significant Unavoidable Adverse Impacts

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In the event that research/laboratory uses are development on campus, it is also anticipated that an increase in hazardous materials storage and use would occur. During construction activities, some temporary noise impacts would occur adjacent to development sites. Operation noise on campus would also increase with new development and additional campus population. However, with the implementation of the mitigation measures identified above, no significant unavoidable adverse environmental health impacts are anticipated.

## 3.6 LAND USE

This section of the Final EIS describes the existing land use conditions on the University of Washington Bothell (UW Bothell) and Cascadia College (CC) campus and vicinity, and evaluates the potential impacts that could occur as a result of the *Campus Master Plan*. Information added or changed subsequent to issuance of the Draft EIS is shaded to ease identification of the added or changed information.

### 3.6.1 Affected Environment

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#### Existing Campus

The UW Bothell/CC campus is located to the east of Bothell's downtown core and west of Interstate-405 (I-405). The UW Bothell/CC campus includes approximately 135 acres of area. UW Bothell and CC jointly own approximately 128 acres of the campus and the UW Bothell owns/leases and additional approximately seven (7) acres (see **Figure 2-2** for map of the existing campus). The campus reflects a variety of uses, including buildings, roads, paved and unpaved walkways, parking areas and parking structures, athletic fields/courts, landscaping, undeveloped area, natural open space, and protected wetland/stream restoration and habitat areas.

The campus was originally developed in 1998 and development on the campus has occurred in phases as part of the original Campus Master Plan (CMP) and associated planned unit development (PUD) that was approved by the City of Bothell. Under the proposed CMP, building development would occur in the western portion of the campus and the eastern portion of campus would remain as the environmentally restored North Creek and its associated floodplain and wetland system, stream crossings, observation areas, and on-site trails/regional trail connections.

Due to the co-location of UW Bothell and CC on the campus, the UW Bothell and CC share six academic use buildings and two parking structures. The shared academic buildings comprise approximately 172,491 gross square feet (GSF) of building space on the campus. Within the campus boundaries, the UW Bothell owns 16 buildings, including 10 student housing buildings and six academic buildings; these buildings total an estimated 427,244 GSF. CC also owns three buildings on the campus which are primarily utilized for academic uses and include approximately 157,900 GSF of building space. **Table 3.6-1** provides a summary of existing building development on the campus for each institution.

**Table 3.6-1  
UW BOTHELL/CC EXISTING BUILDING DEVELOPMENT**

	Shared Buildings	UW Bothell Buildings	CC Buildings	Total Development
<b>Academic Use</b>	6 Buildings 172,491 sq. ft.	6 Buildings 353,092 sq. ft.	3 Buildings 157,897 sq. ft.	15 Buildings 683,480 sq. ft.
<b>Housing</b>	None	10 Buildings 74,152 sq. ft.	None	10 Buildings 74,152 sq. ft.
<b>Total</b>	6 Buildings 172,491 sq. ft.	16 Buildings 427,244 sq. ft.	3 Buildings 157,897 sq. ft.	25 Buildings 757,632 sq. ft.

*Source: UW Bothell and Cascadia College, 2017.*

*Note: The UW Bothell/CC Campus also includes two shared parking garage structures that total approximately 391,775 sq. ft.*

As described above, the eastern portion of the UW Bothell/CC campus is comprised of North Creek and its associated restored areas, including wetlands, floodplains, habitat areas, observation areas, stream crossings and trails. This area was restored and enhanced as part of previous development of the campus and is not included as part of the potential campus development areas under the *Campus Master Plan* EIS Alternatives (see Section 3.3, **Wetlands/Plants and Animals**, for further details on North Creek and associated wetlands on the campus. The Sarah Simonds Green Conservatory is also located in the northern portion of this area of campus and provides a greenhouse, classroom and support space for education, research and public outreach.



*Campus Master Plan Development Areas*

For descriptive and planning purposes as part of the *Campus Master Plan* EIS and for permitting purposes with the City of Bothell, the developable portion of the campus (those areas that are outside of the wetland and wetland buffer area), has been divided into seven (7) potential campus development areas, which are described further below<sup>1</sup> (see **Figure 3.6-1** for an illustration of existing campus uses and existing surrounding land uses).

<sup>1</sup> Subsequent to issuance of the Draft EIS, the Development Area configuration was adjusted to combine the areas E and F into one area referred to as Area E; the updated development area description is utilized when referring to Alternative 4



# University of Washington Bothell/Cascadia College Campus Master Plan Final Environmental Impact Statement



Source: Mahlum Architects and EA Engineering, 2017.

**Figure 3.6-1**  
Existing Surrounding Land Use Map



## Development Area A

Development Area A is located in the southwest corner of the campus and is generally bounded by NE 180<sup>th</sup> Street on the north, Campus Way NE and SR-522 on the south and east, and the campus boundary and adjacent off-campus single family residential development on the west. Land uses in this campus area include the South Parking Garage, the Physical Plant, and surface parking areas. The South Parking Garage provides space for approximately 774 parking stalls. The Physical Plant provides maintenance and facilities services for the UW Bothell/CC campus. The existing surface parking lot provides approximately 649 parking stalls and includes planter strips with landscaping and trees between the rows of parking. Vegetation and trees are also located along the western boundary of Development Area A which provides a buffer and visual screen between the existing campus parking and adjacent residential uses to the west.

## Development Area B

Development Area B encompasses of the central area of campus and includes the majority of the existing buildings on the campus. Development Area B is generally bordered by 110<sup>th</sup> Avenue NE on the west, NE 180<sup>th</sup> Street on the south, Campus Way NE on the east, and the northern edge of Mobius Hall on the north. Land uses in this area generally reflect existing campus academic development, undeveloped space surrounding campus buildings, pedestrian pathways, a surface parking lot, and the Truly House.

In general, UW Bothell buildings are located in the south portion of Development Area B, CC buildings are located in the north portion and shared buildings are located in the middle. In the south portion of Development Area B, the UW Bothell's Founders Hall (UW1) is located adjacent to Campus Way NE, with Commons Halls (UW2) and Discovery Hall (DISC) located further to the west. The existing UW Bothell buildings provide academic spaces (classrooms, lecture halls, laboratories, etc.), faculty offices, meeting rooms and student support facilities (UW Bothell Commons – dining and gathering space).



*Discovery Hall*

The shared Library Building (LB1), Library Annex (LBA) and Library 2 (LB2) buildings are located in the central portion of Development Area B, adjacent to Campus Way NE, and provides services and areas for both UW Bothell and CC. The LB1, LBA and LB2 buildings include library collections, classrooms, student work stations/areas, and the bookstore.

The north portion of this area is comprised of Cascadia College buildings, including the CC1 and CC2 buildings which are located adjacent to Campus Way NE and the Mobius Hall (CC3) building which is located further to the west. The existing CC buildings provide academic spaces, faculty offices, and student support facilities.



*CC1 and CC2 Buildings*

The Truly House is also located on the western edge of Development Area B. It was originally constructed as a residence and is the single remaining structure from the Boone-Truly Ranch that was located on a portion of the campus in the 1920s. The building was formerly located in the Campus Core but was moved to its current location as part of campus development. The Truly House is currently used as an auxiliary faculty facility and Teaching and Learning Center for UW Bothell.

### Development Area C

Development Area C is located on the western edge of campus adjacent to single family residences and includes Husky Hall and parcels referred to as the Marvin Parcel and the Development Reserve. Development Area C is generally bordered by 110<sup>th</sup> Avenue NE on the east, the campus boundary on portions of the west and south, 108<sup>th</sup> Avenue NE to the west and NE 185<sup>th</sup> Street to the north. This area of campus includes Husky Hall, campus-related outdoor maintenance equipment storage and surface parking, and vegetated areas and existing trees. Husky Hall serves as a welcome center for visitors to campus and also provides office and administrative space for the UW Bothell. An undeveloped area is also located in the northwest portion of Development Area C which provides a buffer and partial visual screen between existing campus uses and adjacent off-campus residential uses. Vegetation and trees that are located along the western boundary of existing maintenance storage area and provide a buffer and partial visual screen between the existing campus use and the adjacent off-campus residential uses to the west.

### Development Area D

Development Area D encompasses the northwest corner of the UW Bothell/CC campus, including Husky Village and surrounding roadways and vegetated area. This area is generally bounded by existing vegetated areas, the North Creek Trail and the North Parking Garage on the east, Beardslee Boulevard on the north and west, and NE 185<sup>th</sup> Street on the south. Land uses within



*North Entrance to Campus*



Development Area D reflect the residential uses associated with Husky Village, existing roadways (include 110<sup>th</sup> Avenue NE and NE 185<sup>th</sup> Street), surface parking areas, landscape areas, and vegetated areas. Husky Village is located along Beardslee Boulevard and provides on-campus student housing for UW Bothell students, including 10 buildings with approximately 240 student beds. 110<sup>th</sup> Avenue NE within Development Area D also serves as the northern entrance to the UW Bothell/CC campus and the intersection of 110<sup>th</sup> Avenue NE and Campus Way NE serves as a major transit stop within the campus.

## Development Area E

Encompassing the eastern developable portion of campus, north of the pedestrian path leading to the wetlands, Development Area E is bordered by Campus Way NE on the west, wetland buffer and the North Creek Trail on the east, the wetlands viewing platform path on the south, and the north edge of the North Parking Garage on the north. This area encompasses the existing North Parking Garage, the North Creek Events Center building, sports fields (multipurpose baseball and soccer field), pedestrian walkways, and surrounding undeveloped space. The North Parking Garage serves as the primary parking area for the north portion of campus and contains approximately 448 parking stalls. The North Creek Event Center facility provides event and meeting space on-campus that is available for rental by students, faculty/employees and other individuals/organizations. The facility contains approximately 2,900 sq. ft. and can accommodate events for up to approximately 180 people. The existing sports field are utilized for UW Bothell/CC activities (including student sports and other recreational activities) and are also used for informal community use when they are not utilized by UW Bothell/CC.

## Development Area F

Development Area F encompasses the eastern portion of campus, south of the pedestrian path leading to the wetlands, and is generally bordered by the pedestrian path to the wetlands on the north, the North Creek Trail on the east, Campus Way NE on the west, and NE 180<sup>th</sup> Street on the south. This area includes the Activities and Recreation Center (ARC) building, sports courts (tennis, basketball and volleyball courts), existing undeveloped areas, and pedestrian pathways south of the viewing platform path. The ARC building serves as a hub for UW Bothell and CC students on the campus and includes numerous student resources and amenities, including a fitness center, gaming areas, a student information desk, student leadership offices, meeting rooms, and multi-purpose event/gathering spaces.

## Development Area G

Encompassing the southeast corner of campus, Development Area G is generally bordered by Campus Way NE on the west, NE 180<sup>th</sup> Street on the north, the North Creek Trail on the east, and SR-522 on the south. Development Area G includes wetland buffers, the Chase House

and associated driveways/surface parking areas, landscaped open space and undeveloped areas. The Chase House, which remains in its original location, was constructed in the 1880s as part of the early pioneer settlement of Stringtown, which was the first residential development in Bothell. The residence was the home of renowned local doctor Reuben Chase and is listed on the National Register of Historic Places, as well as designated as a Bothell City Landmark. The Chase House is currently used as an office for the UW Bothell Commuter Services department.

## Surrounding Area

The campus is located to the east of Bothell's downtown core and west of I-405. The area surrounding the campus contains a variety of land uses, including single family and multifamily residences, commercial/retail uses, public facilities and a cemetery (see **Figure 3.6-1** for map of existing surrounding land uses).

The land use pattern of the area surrounding the campus is reflective of both natural and built features. The primary natural features in the area are North Creek which runs through the eastern portion of campus and the Sammamish River which is located to south of campus and also forms the southern boundary of downtown Bothell. North Creek connects with the Sammamish River to the southeast of the campus.

Prominent built features that influence the land use character of the area consist primarily of transportation routes, including I-405 and State Route 522 (SR-522). I-405 serves as the eastern boundary of the campus and is a major north/south vehicular travel corridor along the eastside of Lake Washington that connects the City of Lynnwood at the north end with the City of Renton to the south. SR-522 runs along the south boundary of the campus and is a major east/west vehicle travel corridor along the north shore of Lake Washington that connects the City of Seattle on the west with the City of Woodinville and the City of Monroe on the east.

## Surrounding Areas to the North of Campus

The area to the north of the campus (adjacent to Development Area D), beyond Beardslee Boulevard, is primarily comprised of single family and multifamily residential uses and commercial/retail uses. A four-story commercial office building is located immediately north of campus at the intersection of Beardslee Boulevard/110<sup>th</sup> Avenue NE and provides space for off-campus UW Bothell offices, as well as other commercial office uses. Single family residences are also located along Beardslee Boulevard, as well as a three-story multifamily apartment building. A fire station for the Bothell Fire Department is also located in this area at the intersection of Beardslee Boulevard/NE 185<sup>th</sup> Street. Further to the north, along Beardslee Boulevard, are additional single family residences and a mixed-use development

which includes off-campus UW Bothell offices, commercial office space, retail and restaurant uses, professional services (dentist offices, etc.), and multifamily apartments.

### Surrounding Areas to the East of Campus

I-405 is located along the eastern boundary of the campus and separates the campus from existing development to the east. Existing land uses beyond I-405 include a mix of commercial and industrial office park uses, recreation uses, commercial retail uses, hotels, churches, and vegetated areas. One- to three-story commercial and industrial office park buildings and associated surface parking lots are located adjacent to I-405; several multi-story hotels are also located in this area. Further to the east are additional commercial and industrial office park uses, and the North Creek Sports Fields which include four separate sports field complexes that are used by the City of Bothell and other local recreation programs for soccer, baseball, softball and other activities.

### Surrounding Areas to the South of Campus

Immediately south of the campus (Development Areas A and G) is SR-522 which provides access to Seattle, Woodinville and I-405. Beyond SR-522 is the Bracketts Landing single family residential neighborhood, Bracketts Landing Park<sup>2</sup> and the Sammamish River. The area further to the south, beyond the Sammamish River, is primarily comprised of single family residential uses, the Riverside Mobile Estates (mobile home park), a senior center, several senior living complexes and multifamily residential uses.

### Surrounding Areas to the West of Campus

The area adjacent to the western boundary of the campus (Development Areas A, B, C and D) is primarily comprised of single family and multifamily residential neighborhoods, and the Bothell Pioneer Cemetary. Further to the west are single family and multifamily residences, multifamily apartment buildings and commercial/retail uses within downtown Bothell. The proximity of downtown Bothell to the UW Bothell/CC campus allows for students, faculty and staff associated with the campus to utilize downtown businesses and service providers.



*Off-Campus Residences West of Campus*

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<sup>2</sup> Bracketts Landing Park is owned by the City of Bothell and is a small pocket park of open space along the Sammamish River.

## Existing Land Use Designations

### UW Bothell/CC Campus

The City of Bothell Comprehensive Plan designation for the UW Bothell/CC campus is Campus District (C). The Campus District is included as part of the *Downtown Subarea Plan (adopted July 2009 and amended January 2011)*, which recognizes the potential for mutual benefit in safe and attractive pedestrian and bicycle connectivity between the downtown core and the campus and strengthening the downtown to better serve as a convenient and attractive campus town and residential district for students, faculty, and staff.

The zoning classification for the campus is also Campus District (C) and in accordance with the Bothell Municipal Code, development regulations for the Campus District are included in Section 12.64.108 of the *Downtown Subarea Plan (adopted July 2009 and subsequently amended)*. Development regulations for the Campus District include requirements for pedestrian and bicycle access; requirements relating to freeways; architectural requirements (building height, glare, compatibility, etc.); setback requirements; landscaping requirements; and, parking requirements. A portion of the campus, adjacent to North Creek, is also designated as areas that are within the jurisdiction of the City's Shoreline Master Program (SMP) area.

### Surrounding Area

Comprehensive Plan designations in the vicinity of the campus include General Downtown Corridor (GDC) and Residential-9,600 (R-9,600) to the north; Sunrise Valley View (SVV), GDC, and Park and Public Open Space (PPOS) to the west; PPOS, Residential-2,800 (R-2,800), Residential-4,000/Mobile Home Park (R-4,000/MHP) and Residential-8,400 (R-8,400) to the south; and, Residential-Activity Center (R-AC), Office-Professional (OP), Community Business (CB), Light Industrial (LI), and Park (P) to the east.

Zoning classifications in the vicinity of the campus generally coincide with the Comprehensive Plan designations and include GDC and R-9,600 to the north; SVV, GDC, and PPOS to the west; PPOS, RR-2,800, R-4,000/MHP and R-8,400 to the south; and, R-AC, OP, CB, and LI to the east, beyond I-405 (see **Figure 3.6-2** for a map of the existing zoning in the vicinity of campus).

### 3.6.2 Impacts

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This section of the Final EIS identifies the potential impacts on existing land uses on the UW Bothell/CC campus and in the surrounding areas that could occur with development under the EIS Alternatives. Development under the *Campus Master Plan* could result in direct, indirect and temporary construction-related land use impacts. Direct impacts relate to



increased density of development and increased intensity of land uses on the campus. Indirect land use impacts would relate to peripheral development and/or change in overall land use character of the area. Temporary construction-related impacts relate to the potential noise, vibrations, etc. that could result from construction activities.

Overall, implementation of development under the *Campus Master Plan* would result in an intensification of uses on campus; however, the overall mix and types of land uses on campus would not change under the *Campus Master Plan*. It is estimated that approximately 907,300 gsf to 1,072,300 gsf of net new building space and 600 to 1,200 total student housing beds will be needed over the 20-year planning horizon<sup>3</sup>. It is also proposed that the approximately 70,700 gsf of off-campus academic space located within 0.25 mile of the campus (located at two locations on Beardslee Boulevard) be relocated to the campus.

In order to conduct a comprehensive environmental review, three development alternatives (the Action Alternatives) and No Action Alternative have been developed for analysis in this EIS. The No Action Alternative is intended to reflect conditions on the campus if no new master plan is approved, and improvements to address increased campus student, faculty and staff populations are not implemented (two no action scenarios are analyzed). The Action Alternatives are formulated to create a range of potential development (without having detailed building plans) and allow for the analysis of probable significant environmental impacts under SEPA. The alternatives include: **No Action Alternative** (*Scenario A - Baseline and Scenario B - Allowed in PUD*); **Alternative 1** – *Develop Institutional Identity (Southward Growth)*; **Alternative 2** – *Develop the Core (Central Growth)*; **Alternative 3** – *Growth along Topography (Northward Growth)*; and **Alternative 4** – *Blended Alternative*.

## No Action Alternative

### Scenario A – Baseline Condition

Under Scenario A, the proposed *Campus Master Plan* would not be approved and no additional development would occur on campus. The current number of FTE students is assumed to remain at approximately 7,040. The current 683,500 gsf of academic space and 74,200 gsf of housing space on campus (total of 757,700 gsf on campus), along with the 70,700 gsf of off-site academic space within 0.25 mile of campus, would remain. No changes to the current vehicular or pedestrian circulation systems, or the amount of parking (current 2,272 spaces), would occur. The approximately 240 student beds associated with Husky Village would remain. Existing natural and recreational open spaces would remain. Since no new development would occur on campus and the number of FTE students would remain the same it is anticipated that no significant land use impacts would occur under Scenario A.

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<sup>3</sup> Depending on the percentage of students housed on campus and strategy regarding retention of Husky Village units.

## Scenario B – Allowed in PUD

Under Scenario B, the proposed *Campus Master Plan* would not be approved, and a level of future campus development consistent with the remaining capacity under the original (Phase 1) and current PUD would occur. This scenario assumes buildout of the remaining approximately 386,100 gsf of campus building area, reaching the total of 1.14 million gsf of building space identified on campus under the PUD. Student enrollment of up to 10,000 FTEs on campus is assumed, consistent with the PUD. The approximately 240 student beds associated with Husky Village would remain, although no additional housing beds would be provided. The current vehicular and pedestrian circulation systems would remain. An on-campus parking supply totaling 4,200 to 6,000 spaces would be provided on campus.

Buildout of the remaining approximately 386,100 gsf of building space under the current PUD would represent approximately 36 percent of the anticipated demand for building space that is identified in the proposed *Campus Master Plan* and under Alternatives 1-3. The lower amount of development would result in fewer changes in land use on the campus under Scenario B when compared to Alternatives 1-3. Activity level impacts would be anticipated to similar or less than Alternatives 1-3 because Scenario B assumes the same level of campus student population as Alternatives 1-3, but with a reduced amount of new development on the campus to serve that increase in campus population (including no new student housing).

## Alternative 1 – Develop Institutional Identity (Southward Growth)

Alternative 1 represents a level of development and improvements that would meet the forecasted growth and goals over the 20-year planning horizon for the *Campus Master Plan*. This alternative reflects a focus of development in the southwest portion of the campus, with the majority of development assumed for Development Areas A and B (see **Figure 2-6** for a site plan of Alternative 1). Alternative 1 assumes a campus student population of 10,000 FTEs, and a total of 1,200 student housing beds (representing approximately 20 percent of the assumed UW Bothell student FTEs). Under Alternative 1 the existing north campus access from Beardslee Boulevard and existing south campus access would remain as under current conditions. Transportation improvements related to access from NE 185<sup>th</sup> Street, new parking, and internal vehicular and transit circulation would occur.

## Construction Impacts

Development under Alternative 1 would result in site preparation and construction of new buildings and associated campus facilities and infrastructure. Temporary construction-related impacts could occur to adjacent land uses near development sites and could include: dust from clearing, grading, and excavation; emissions from construction vehicles and equipment; increased noise levels from construction activities; vibration from grading activity

and heavy equipment use; and, increased traffic associated with construction vehicles and workers. Temporary construction-related impacts could affect existing campus uses that are adjacent to development (particularly in Development Areas A, B and F), as well as adjacent off-campus areas (areas to the west of Development Areas A and B). All construction impacts would be temporary and would cease following the completion of construction.

## Direct Impacts

Under Alternative 1, proposed campus development under the *Campus Master Plan* would add new academic, student housing and parking structures on the campus which would be consistent with City of Bothell's Campus District designation of the campus, as well as the existing UW Bothell and CC land uses. While these land uses would be consistent with the existing land uses that are currently present on the campus, the new building development would increase the amount of building density. New development under Alternative 1 would generally replace existing surface parking and undeveloped areas of the campus with new buildings.

Approximately 1,072,300 gsf of net new building space would be provided on the campus and would generally be clustered in the central and south campus areas (Development Areas A, B, C and F). Academic space would primarily be located in Development Areas B and F, with additional buildings located immediately west of 110<sup>th</sup> Avenue NE (Development Area C) and south of NE 180<sup>th</sup> Street (Development Area A). New academic space would be located in proximity to existing UW Bothell and CC academic buildings on the campus.

Up to 960 new beds resulting in a total of 1,200 student beds on campus would be provided under Alternative 1 and these buildings would be generally located in the southwest portion of campus (Development Area A) and would replace existing surface parking lots in this area.

Additional parking facilities would also be provided through the development of new parking structures or would be incorporated into new academic or student housing buildings. Approximately 1,428 new parking stalls (for a total of approximately 3,700 stalls) would be provided under Alternative 1 with 50 percent of those stalls located in a new parking structure in Development Area A (south of the South Parking Garage) and an addition to the North Parking Garage in Development Area E. The other 50 percent of new parking would be distributed in Development Areas C, E and F.

Increases in density that would occur with development in the central and south portions of campus (Development Areas A, B, C and F) under Alternative 1 would be minimized through the implementation of the proposed general policies and development standards for the campus (including those standards identified within the *Campus Master Plan*). In addition, Alternative 1 assumes the retention of several existing open space areas (North Creek Stream and Wetland Area, the existing sports fields, plazas associated with Discovery Hall and Mobius



Hall, and the Crescent Path), as well as the creation of new green, urban open spaces associated with new building development (primarily within Development Areas A and B) which would minimize potential impacts of increased density on the campus.

## Relationship to Surrounding Uses

The relationship of campus development under Alternative 1 to surrounding land uses is primarily a function of the intensity of the new uses, the intensity of surrounding uses, the proximity of the new uses to surrounding uses, and the provisions for connections and/or buffers between the new uses and surrounding uses.

Activity levels (i.e., noise and vehicle/pedestrian traffic) on the campus are anticipated to increase with new development under Alternative 1 due to the increase in building density and campus population (students, faculty and staff). Proposed development under Alternative 1 is anticipated to support a student population of 10,000 FTE students (an increase from approximately 7,040 FTE students under the existing conditions). The pattern of activity associated with proposed new academic, student housing and parking development under the *Campus Master Plan* would be generally similar to the existing building uses on the campus and would generally be the highest during the day when most classes are in session. Increases in activity levels would be the highest around new building development under Alternative 1, including within Development Areas A, B, C and F. Proposed academic development and associated activity would be located in proximity to the existing academic buildings on campus (Development Areas B and F). Proposed student housing and associated activity levels would replace existing surface parking within Development Area A.

Under Alternative 1, campus development near the western campus boundary (western edges of Development Areas A, B and C) would be located in proximity to existing off-campus uses (primarily residential neighborhoods) and could result in some impacts due to increased activity levels (noise) in that portion of the campus. For example, student housing uses and mixed academic/parking buildings along the western edge of Development Area A would be located in close proximity to adjacent off-campus residential uses. Additionally, the parking structure and associated academic building in the southern portion of Development Area C would be located in close proximity to adjacent off-campus residential uses. Student housing uses would have the greatest potential for increased activity levels due to the nature of the use with students residing in the buildings on a 24-hour basis compared with academic or parking uses which would only be utilized during the day and possibly early evening hours.

Building development in Development Areas B, E and F would be located further from the surrounding residential uses and would have a lower potential for land uses impacts. As identified under the Alternative 1 plan, the majority of the development within the Development Areas in proximity to adjacent residential uses would be setback from the

western campus boundary edge by a landscape buffer and building setback area. The western and southern boundary of Development Area C adjacent to off-campus residential uses on NE 182<sup>nd</sup> Court and NE 183<sup>rd</sup> Court would have a 45-foot wide building setback (including a 30-foot wide landscape buffer), while the western boundary of Development Area A adjacent to off-campus residential uses on Valley View Road and Circle Drive would have a 60-foot wide building setback (including a 30-foot wide landscape buffer). In addition, the western edge of Development Area C (adjacent to 108<sup>th</sup> Avenue NE) would include a 30-foot wide building setback (see **Figure 2-5** for an illustration of landscape buffers and building setbacks). The provision of landscape buffers and building setbacks from the western campus boundary would minimize the potential for land use impacts from increased activity levels on adjacent off-campus residences.

## Alternative 2 – Develop the Core (Central Growth)

Alternative 2 represents a level of development and improvements on the UW Bothell/CC campus to meet the forecasted growth and goals over the 20-year planning horizon for the *Campus Master Plan*. This alternative reflects a focus of development in the central portion of the campus, with the majority of development assumed for Development Areas B, E and F (see **Figure 2-7** for a site plan under Alternative 2). Alternative 2 assumes a campus student population of 10,000 FTEs, and a total of 600 student housing beds (representing approximately 10 percent of the assumed University of Washington Bothell student FTEs). Under Alternative 2 the existing north campus access from Beardslee Boulevard and existing south campus access would remain as under current conditions. Transportation improvements related to access from NE 185<sup>th</sup> Street, new parking, and internal vehicular and transit circulation would occur.

### Construction Impacts

Development under Alternative 2 would result in similar temporary construction-related impacts as described under Alternative 1. Temporary construction-related impacts could affect existing campus uses that are adjacent to new development (particularly in Development Areas B and F, as well as portions of Development Areas A, C and E). Adjacent off-campus areas (areas to the west of Development Areas A, B and C) could also experience temporary impacts from construction-related activities. All construction impacts would be temporary and would cease and conditions would be restored following the completion of construction.

### Direct Impacts

Similar to Alternative 1, campus development under Alternative 2 would add new academic, student housing and parking structures on the campus which would be consistent with City of Bothell's Campus District designation of the campus, as well as the existing UW Bothell and

CC land uses. While these land uses would be consistent with the existing land uses that are currently present on the campus, the new building development would increase the amount of building density. New development under Alternative 2 would generally replace existing undeveloped areas of the campus with new buildings.

Approximately 907,300 gsf of net new building space would be provided on the campus under Alternative 2 and would generally be clustered in the central portion of campus (Development Area B) and west of existing UW Bothell and CC academic buildings. Academic development in Development Area B would generally be located on undeveloped areas or portions of surface parking lots. Some new academic uses would also be developed in portions of Development Areas A, C, E and F, and would remain proximate to the existing academic buildings. New academic uses in these areas would generally be located on undeveloped areas or portions of existing surface parking lots.

Up to 360 new beds (resulting in 600 total student beds on campus) would be provided under Alternative 2 and these buildings would be located in the central portion of campus (Development Area F), adjacent to Campus Way NE. Development of new student housing would be located on an existing undeveloped area of the campus.

Additional parking facilities would also be provided through the development of new parking structures or would be incorporated into new academic or student housing buildings. Approximately 1,428 new parking stalls (for a total of approximately 3,700 stalls) would be provided under Alternative 2 with 50 percent of those stalls located in a new parking structure within Development Area A (south of the South Parking Garage) and an addition to the North Parking Garage in Development Area E. The other 50 percent of new parking would be distributed in Development Areas B, C and F.

Increases in density that would occur with development in the central portion of campus (primarily Development Areas B, E and F) under Alternative 2 would be minimized through the implementation of the proposed general policies and development standards for the campus (including those standards identified within the *Campus Master Plan*). In addition, Alternative 2 assumes the retention of several existing open space areas (North Creek Stream and Wetland Area, the existing sports fields, plazas associated with Discovery Hall and Mobius Hall, and the Crescent Path), as well as the creation of new green, urban open spaces associated with new building development (primarily within Development Areas B, E and F) which would minimize potential impacts of increased density on the campus.

## Relationship to Surrounding Uses

Similar to Alternative 1, activity levels (i.e., noise and vehicle/pedestrian traffic) on the campus are anticipated to increase with new development under Alternative 2 due to the increase in building density and campus population (students, faculty and staff). Proposed

development under Alternative 2 is anticipated to support a student population of 10,000 FTE students (an increase from approximately 7,040 FTE students under the existing conditions). The pattern of activity associated with proposed new academic, student housing and parking development under the *Campus Master Plan* would be generally similar to the existing building uses on the campus and would generally be the highest during the day when most classes are in session. Increases in activity levels would be the highest around new building development under Alternative 2, and would primarily occur within Development Areas B, E and F. Proposed academic development and associated activity would be located in proximity to the existing academic buildings on campus (Development Areas B and F). Proposed student housing and associated activity levels would replace existing surface parking within Development Area A.

Under Alternative 2, campus development near the western campus boundary (western edges of Development Areas A and C) would be located in proximity to existing off-campus uses (primarily residential neighborhoods) and could result in some impacts due to increased activity levels (i.e., noise) in that portion of the campus. However, compared with Alternative 1, Alternative 2 reflects a lower level of development in proximity to adjacent off-campus residential uses. Development under Alternative 2 that would be in proximity to adjacent off-campus residential uses is limited to an academic building along the western edge of Development Area A and an academic/parking building in the southern portion of Development Area C. Based on the types of proposed land uses, development in these areas adjacent to off-campus residential uses would be anticipated to have lower activity levels than Alternative 1.

The focus of development in Development Areas B, E and F is located further from the surrounding off-campus uses and would have less of a potential to impact surrounding uses than Alternative 1. As identified under the Alternative 2 plan, the majority of the development within Development Areas located adjacent to off-campus residential uses (Development Areas A and C) would be setback from the western campus boundary edge. A 45-foot wide building setback (including a 30-foot wide landscape buffer) would be provided along the western boundary of Development Areas A, B and C adjacent to off-campus residential uses on NE 182<sup>nd</sup> Court, NE 183<sup>rd</sup> Court, Valley View Road and Circle Drive; the western edge of Development Area C (adjacent to 108<sup>th</sup> Avenue NE) would include a 20-foot building setback consistent with City of Bothell zoning regulations (see **Figure 2-5** for an illustration of landscape buffers and building setbacks). The provision of landscape buffers and building setbacks from the campus boundary would minimize the potential for land use impacts from increased activity levels on adjacent off-campus residential neighborhoods.

## Alternative 3 – Growth Along Topography (Northward Growth)

Alternative 3 reflects a level of development and improvements on the campus deemed sufficient to meet the forecasted growth and goals over the 20-year planning horizon for the *Campus Master Plan*. Development under this alternative is assumed to follow the north/south topography of campus, with the majority of development assumed for the northern portion of campus in Development Areas B, C, D and E (see **Figure 2-8** for a site plan of Alternative 3). Alternative 3 assumes a campus student population of 10,000 FTEs, and a total of 600 student housing beds (representing approximately 10 percent of the assumed University of Washington Bothell student FTEs). Under Alternative 3 the existing north campus access from Beardslee Boulevard would remain and a second access to Beardslee Boulevard would be provided via a realigned 110<sup>th</sup> Avenue NE. The existing south campus access would remain as under current conditions. Transportation improvements related to access from Beardslee Boulevard and NE 185<sup>th</sup> Street, new parking, and internal vehicular and transit circulation would also occur.

### Construction Impacts

Development under Alternative 3 would result in similar temporary construction-related impacts as Alternatives 1 and 2; however, Alternative 3 would also require demolition activities associated with the removal of Husky Hall and Husky Village which would result in additional noise, dust and other demolition-related impacts with Development Areas C and D). Temporary construction-related impacts could affect existing campus uses that are adjacent to proposed development (particularly in Development Areas B, C, D and F), as well as adjacent off-campus areas (areas to the north of Development Areas C and D). All construction impacts would be temporary and would cease following the completion of construction.

### Direct Impacts

Similar to Alternatives 1 and 2, campus development under Alternative 3 would add new academic, student housing and parking structures on the campus which would be consistent with City of Bothell's Campus District designation of the campus, as well as the existing UW Bothell and CC land uses. While these land uses would be consistent with the existing land uses that are currently present on the campus, the new building development would increase the amount of building density. New development under Alternative 3 would generally replace existing undeveloped areas of the campus and certain existing buildings (Husky Hall and Husky Village) with new buildings.

Approximately 907,300 gsf of new building space would be provided on the campus under Alternative 3 and would generally be distributed throughout the northern and central portion of campus (Development Areas B, C, D, E and F). Academic development in Development

Areas B, E and F would generally be located on undeveloped areas of the campus while new academic uses in Development Areas C and D would be displace existing academic and student housing uses (Husky Hall and Husky Village).

Up to 600 net new student housing beds would be provided under Alternative 3. New student housing buildings would be on the site of the existing Husky Village (Development Area D), as well as east of Campus Way NE (Development Area F).

New parking facilities would also be provided on campus under Alternative 3 through the development of new parking structures or would be incorporated into new academic or student housing buildings. Approximately 1,928 new parking stalls (for a total of approximately 4,200 stalls) would be provided under Alternative 3, which represents an increase in parking when compared with Alternatives 1 and 2 (approximately 3,700 total parking stalls). New parking would be distributed throughout campus with approximately 38 percent in the Development Area A, approximately 37 percent Development Areas E and F, and approximately 25 percent in Development Areas C and D.

Increases in density that would occur with development in the central portion of campus (primarily Development Areas B, E and F) under Alternative 3 would be minimized through the implementation of the University's proposed general policies and development standards for the campus (including those standards identified within the *Campus Master Plan*). In addition, Alternative 3 assumes the retention of several existing open space areas (North Creek Stream and Wetland Area, the existing sports fields, plazas associated with Discovery Hall and Mobius Hall, and the Crescent Path), as well as the creation of new green, urban open spaces as part of new building development (primarily within Development Areas B, C, D, E and F ) which would help to minimize potential impacts of increased density on the campus.

## Relationship to Surrounding Uses

Similar to Alternatives 1 and 2, activity levels (i.e., noise and vehicle/pedestrian traffic) on the campus are anticipated to increase with new development under Alternative 3 due to the increase in building density and campus population (students, faculty and staff). The pattern of activity associated with proposed new academic, student housing and parking development under Alternative 3 would be generally similar to the existing building uses on the campus and would generally be the highest during the day when most classes are in session. Increases in activity levels would be the highest around new building development under Alternative 3, and would primarily occur within Development Areas B, C, D, E and F. Proposed academic development and associated activity would be located in the central portion of campus and in proximity to the existing academic buildings on campus (Development Areas B, E and F); however, some academic uses would be located in the northern portion of campus (Development Areas C and D) and would be connected to existing

academic uses with new walkways. Proposed student housing and associated activity levels would replace existing student housing uses in Development Area D and undeveloped areas in Development Area F.

Under Alternative 3, campus development near the western campus boundary (western edges of Development Area C) would be located in proximity to existing off-campus uses (primarily residential neighborhoods) and could result in some impacts due to increased activity levels (noise) in that portion of the campus. Building development adjacent to off-campus residential areas under Alternative 3 would be limited to Development Area C (two academic buildings and a parking structure), and the potential for impacts to adjacent off-campus residential uses would be similar to Alternative 2 and less than Alternative 1. As identified under the Alternative 3 plan, the majority of the development within Development Area C would be setback from the western campus boundary edge. A 45-foot wide building setback would be provided along the western boundary of Development Areas A, B and C adjacent to residential uses. Within that 45-foot building setback, a 30-foot wide landscape buffer would also be provided along the western boundary of Development Area A and the majority of the western and southern boundary of Development Area C. A portion of the western edge of Development Area C (adjacent to 108<sup>th</sup> Avenue NE) would contain a 30-foot wide building setback that includes a 10-foot wide landscape buffer (see **Figure 2-5** for an illustration of landscape buffers and building setbacks). The provision of building setbacks and landscape buffers would minimize the potential for land use impacts from increased activity levels on adjacent off-campus residential neighborhoods.

In addition, Alternative 3 would include a second campus access roadway from Beardslee Boulevard at the current intersection with 108<sup>th</sup> Avenue NE. NE 185<sup>th</sup> Street<sup>4</sup> would be vacated as part of this alternative and a new roadway would be provided through Development Area C to connect Beardslee Boulevard with 110<sup>th</sup> Avenue NE within the campus. The provision of this new access roadway would result in an additional increase in activity levels (primarily noise from vehicle traffic) when compared with Alternatives 1 and 2 and could affect adjacent off-campus residential neighborhoods that are proximate to the roadway. However, this area is already located near Beardslee Boulevard, which is a heavily traveled roadway, and an increase in noise associated with the new access roadway would not be anticipated to be significant.

## Alternative 4 – Blended Alternative

Alternative 4 reflects a level of new campus development that blends attributes of Alternatives 1, 2 and 3 analyzed in the Draft EIS (see **Figure 2-9** for a site plan of Alternative 4). For example, Alternative 4 assumes a net increase in building space of 1,042,300 which

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<sup>4</sup> NE 185<sup>th</sup> Street currently provides only local access between Beardslee Boulevard and 110<sup>th</sup> Avenue NE, and does not serve as a thru-street connection to other portions of the UW Bothell/CC campus.

falls between that assumed under Alternative 1 (1,072,300 gsf) and that assumed under Alternatives 2 and 3 (907,300 gsf). The existing approximately 0.16-acre of upland wetlands would be retained as assumed under Alternatives 1 and 2, and the existing Truly House and Chase House would be retained as assumed under Alternatives 1 and 3. Alternative 4 generally assumes a lower level of new building development in Development Areas A and C in proximity to adjacent residential neighborhoods than under Alternatives 1, 2 and 3. Alternative 4 assumes a total number of student housing beds as under Alternative 1 (1,200 beds), with location of new beds assumed as generally under Alternative 3. Alternative 4 assumes the demolition of approximately 106,000 gsf of existing building space, including approximately 74,200 gsf associated with Husky Village (Development Area D) and approximately 31,800 gsf associated with Husky Hall (Development Area C). As under Alternative 3, all of the assumed building demolition is located in the northwest portion of campus. As under Alternatives 1, 2 and 3, and No-Action Alternative – Scenario B, Alternative 4 assumes a campus student population of 10,000 FTEs.

Under Alternative 4 the existing north campus access from Beardslee Boulevard and existing south campus access would remain as under current conditions (as under Alternatives 1, 2 and 3). The existing NE 185<sup>th</sup> Street between Beardslee Boulevard and 110<sup>th</sup> Avenue NE could be reconfigured in the future or remain similar as today. It is anticipated that circulation on NE 185<sup>th</sup> would be limited to emergency services, service vehicles and/or access to the Husky Hall property.

## Construction Impacts

Development under Alternative 4 would result in similar temporary construction-related impacts as Alternatives 1 and 2; however, similar to Alternative 3, Alternative 4 would also require demolition activities associated with the removal of Husky Hall and Husky Village which would result in additional noise, dust and other demolition-related impacts within Development Areas C and D). Temporary construction-related impacts could affect existing campus uses that are adjacent to proposed development (particularly in Development Areas B, C, D and E), as well as adjacent off-campus areas. All construction impacts would be temporary and would cease following the completion of construction.

## Direct Impacts

Similar to Alternatives 1-3, campus development under Alternative 4 would add new academic, student housing and parking structures on the campus. While these structures and uses would be consistent with the uses that are currently present on the campus, the new building development would increase the amount of building density. New development under Alternative 4 would generally replace existing undeveloped areas of the campus and certain existing buildings (Husky Hall and Husky Village) with new buildings.



Approximately 1,042,300 gsf of new building space would be provided on the campus under Alternative 4 and would generally be distributed throughout the northern and central portion of campus (Development Areas B, C, D and E). Academic development in Development Areas B and E would generally be located on undeveloped areas of the campus while new academic uses in Development Areas C and D would displace existing academic and student housing uses (Husky Hall and Husky Village).

Up to 1,200 net new student housing beds would be provided under Alternative 4. New student housing buildings would be on the site of the existing Husky Village (Development Area D), as well as east of Campus Way NE (Development Area E).

New parking facilities would also be provided on campus under Alternative 4 through the development of new parking lots and structures or would be incorporated into new academic or student housing buildings. Approximately 1,928 new parking stalls (for a total of approximately 4,200 stalls) would be provided under Alternative 4, which represents an increase in parking when compared with Alternatives 1 and 2 (approximately 3,700 total parking stalls) and the same number of stalls as under Alternative 3. New parking would be distributed throughout campus, including parking in Development Area A, Development Area C, and Development Areas E and F.

The impacts of the increases in density that would occur with development in the central portion of campus (primarily Development Areas B and E) under Alternative 4 would be minimized through the implementation of the University's proposed design principles and development regulations for the campus (including those standards identified within the *Campus Master Plan*). In addition, Alternative 4 assumes the retention of several existing open space areas (North Creek Stream and Wetland Area, the existing sports fields, plazas associated with Discovery Hall and Mobius Hall, and the Crescent Path), as well as the creation of new green, urban open spaces as part of new building development (primarily within Development Areas B, C, D and E) which would help to minimize potential impacts of increased density on the campus.

## Relationship to Surrounding Uses

Similar to Alternatives 1-2, activity levels (i.e., noise and vehicle/pedestrian traffic) on the campus are anticipated to increase with new development under Alternative 4 due to the increase in building density and campus population (students, faculty and staff). The pattern of activity associated with proposed new academic, student housing and parking development under Alternative 4 would be generally similar to the existing pattern of activity on the campus and would generally be the highest during the day when most classes are in session. Increases in activity levels would be the highest around new building development primarily occurring within Development Areas B, C, D and E. Proposed academic development and associated activity would be located in the central portion of campus and in proximity

to the existing academic buildings on campus (Development Areas B, E and F) with some academic and parking uses located in the northern portion of campus (Development Areas C and D) and connected to existing academic uses with new walkways. Proposed student housing and associated activity levels would replace existing student housing uses in Development Area D and undeveloped areas in Development Area E.

Building development adjacent to off-campus residential areas under Alternative 4 would be limited to Development Area A and C (one academic building and a parking structure), and the potential for land use impacts to adjacent off-campus residential uses would be similar to Alternative 1 and less than Alternatives 2 and 3 (due to a lower level of building development). As identified under the Alternative 4 plan, the majority of the development within Development Area C would be setback from the western campus boundary edge. A 25-foot wide building setback would be provided along the western boundary of Development Areas A, B and C adjacent to residential uses; for each additional foot of building height over 35 feet in Development Areas A and C, the building setback would increase an additional 3 feet. A 30-foot wide landscape buffer would also be provided along the western boundary of Development Area A and the majority of the western and southern boundary of Development Area C (see **Figure 2-5** for an illustration of landscape buffers and building setbacks). The provision of building setbacks and landscape buffers would minimize the potential for land use impacts from increased activity levels on adjacent off-campus residential neighborhoods.

## Potential Indirect/Cumulative Impacts

Development under Alternatives 1 – 4 and No Action – Scenario B would result in student and employment growth on the campus. As a result, nearby surrounding businesses (particularly in downtown Bothell) could experience an increase in demand for goods and services as a result of increased campus population. To the extent that increased campus population and development under Alternatives 1 – 4 and No Action – Scenario B increase demand for business uses in the campus vicinity (retail uses, restaurants etc.), campus growth could influence timing associated with redevelopment of properties in the vicinity.

### 3.6.3 Mitigation Measures

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The following measures would minimize potential land use impacts that could occur with the implementation of the *Campus Master Plan*.

- Construction activities would comply with the City of Bothell Design and Construction Standards and Specifications Manual to minimize impacts from dust, emissions and construction-related stormwater, as well as the City of Bothell Noise Ordinance (BMC 8.26) regarding construction-related noise. See Section 3.2 **Air Quality**, Section 3.5

**Environmental Health**, and Section 3.11 **Public Services and Utilities** for further details.

- Existing open space areas (North Creek Stream and Wetland Area, the existing sports fields, plazas associated with Discovery Hall and Mobius Hall, and the Crescent Path) would be retained to minimize potential land use impacts.
- The provision of building setbacks (including landscape buffers) would be provided immediately adjacent to off-campus single family residential uses to the west of campus (Development Areas A, B and C) to minimize potential land use impacts to off-campus residences.
- Increases in density under the *Campus Master Plan* would be minimized through the implementation of the proposed general policies and development standards for the campus (including those standards identified within the *Campus Master Plan*).
- New opportunities for potential open space areas and landscapes would be provided as part of building development under Alternatives 1 – 4.

### 3.6.4 Significant Unavoidable Adverse Impacts

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Under Alternatives 1 through 4 intensification in land uses on the campus would occur as a result of the increased density that would be provided under the *Campus Master Plan*. Increased density on the campus would also result in increases in activity levels on the campus. The greatest potential for increases in development would occur in Development Areas A, B and F under Alternative 1; Development Areas B, E and F under Alternative 2; Development Areas B, C, D, E and F under Alternative 3; and Development Areas B, C, D and E under Alternative 4. With implementation of the mitigation measures identified above, no significant unavoidable adverse land use impacts would be anticipated under the EIS Alternatives.

### 3.6.5 Relationship to Plans and Policies

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This section identifies the existing plans and policies deemed the most relevant to the *Campus Master Plan*. The plans and policies analyzed in this section include the following:

- The Washington State Growth Management Act;
- City of Bothell Comprehensive Plan;
- City of Bothell Downtown Subarea Plan and Regulations;
- City of Bothell Municipal Code;
- City of Bothell Shoreline Master Program; and,
- City of Bothell Design and Construction Standards and Specifications

## Washington State Growth Management Act (RCW 36.70A)

**Summary:** The Growth Management Act (GMA) was first enacted as ESHB 2929 by the 1990 Washington State Legislature and has been subsequently amended to contain a comprehensive framework for managing growth and coordinating land use planning with the provision of adequate infrastructure. Many provisions of GMA apply to the state's largest and fastest growing jurisdictions, including King County, Snohomish County and all of their cities; some provisions of GMA (such as requirements to identify and regulate critical areas) apply to all local jurisdictions. GMA is long and complex, and the following discussion provides a brief summary of key provisions of GMA that are relevant to the City of Bothell, the UW Bothell and CC.

Among other requirements, jurisdictions subject to GMA must prepare and adopt:

- Countywide planning policies for implementation of GMA;
- Comprehensive land use plans containing specific elements and embodying state-wide goals;
- Regulations consistent with those plans;
- Capital facilities plans (including financing elements) for utilities and transportation systems; and
- Programs designating and regulating critical/sensitive areas (including agricultural and forest lands, wetlands, steep slopes and critical habitat).

The general planning goals of GMA include: directing growth to urban areas; reducing sprawl; providing efficient transportation systems; promoting a range of residential densities and housing types; encouraging affordable housing; promoting economic development throughout the state; protecting private property rights; ensuring timely and fair processing of applications; maintaining and enhancing resource-based industries; encouraging retention of open space and habitat areas; protecting the environment; involving citizens in the planning process; ensuring the siting of essential public facilities (including state educational facilities); and identifying and encouraging the preservation of lands and structures with historical and archaeological significance.

Comprehensive Plans must contain elements dealing with land use, housing, capital facilities, utilities, rural lands, and transportation. Optional elements include conservation, solar energy and recreation, as well as other areas dealing with the physical environment. Sub-area plans (i.e., neighborhood and community plans) are also authorized.

GMA requires that early and continuous public participation be provided for comprehensive land use plans and development regulations implementing such plans.

**Discussion:** *The City of Bothell has prepared and adopted a Comprehensive Plan (most recently updated in 2015) to guide future development and fulfill the City's responsibilities*

under GMA. The goals and objectives of the GMA have been incorporated into the City's Comprehensive Plan. The proposed Campus Master Plan is consistent with the City's Comprehensive Plan (see the discussion on the City of Bothell Comprehensive Plan later in this section for further details).

The Campus Master Plan is consistent with relevant planning goals of GMA. Efficient transportation systems would be encouraged through the continued implementation of a TMP and circulation system improvements. A range of housing densities and housing types would be enhanced with additional on-campus student housing facilities. The plan would promote economic development by fostering an educated workforce and providing additional staff and faculty employment opportunities. The Campus Master Plan would encourage the retention of open space and habitat areas by retaining existing open space and habitat areas (North Creek Wetland and Stream Area) and providing new open space as part of development. The Campus Master Plan also includes a process to ensure that campus areas and structures with historical significance are identified and preservation is encouraged, and the UW Bothell has already completed historic resource addendums for the existing historic structures on campus and those structures that could potentially be historic.

## City of Bothell Comprehensive Plan

**Summary:** The City of Bothell Comprehensive Plan provides the overall goals and policies for the city, and identifies land use patterns for future development within the city. The *Imagine Bothell Comprehensive Plan* was most recently updated in July 2015 and consists of 12 major elements, including Land Use; Natural Environment; Shoreline Master Program; Housing and Human Services; Economic Development; Parks, Recreation and Open Space; Historic Preservation; Urban Design; Annexation; Utilities; Transportation; and, Capital Facilities. In addition to the major elements, the *Imagine Bothell Comprehensive Plan* contains 16 subarea plans for areas of the City, including the Downtown Subarea Plan which includes the UW Bothell/CC campus (discussed in further detail below).

While each element affects development on and adjacent to the UW Bothell and CC campus, the Land Use Element, Natural Environment Element, Economic Development Element, and Urban Design Element are the most relevant to the *Campus Master Plan*. The following goals and policies from the *Imagine Bothell Comprehensive Plan* are most relevant to the UW Bothell and CC.

### Land Use Element

*LU-G3* – To create a vibrant, sustainable, family-oriented community through the balanced allocation of land for housing, commerce, industry, recreation, transportation, open space, cultural resources and other uses.

*LU-G6* – To accommodate the amount of population and employment growth forecasted by the State Office of Financial Management, King County and Snohomish County for the City of Bothell.

*LU-G7* – To preserve open space corridors within and at or near the boundaries of the Bothell Planning Area in order to provide for the aesthetic needs of the citizens of Bothell, to protect critical areas, including flood prone lands, and to conserve fish and wildlife habitat.

*LU-P4(20)* – Comprehensive Plan Land Use Designations-Downtown Subarea Districts: Campus Designation (C). The co-located University of Washington Bothell and Cascadia College provides a landmark eastern presence for downtown Bothell. The Downtown Plan recognizes the potential for mutual benefit in strengthening safe and attractive pedestrian and bicycle connectivity between the downtown core and the campus, and strengthening the downtown to better serve as a convenient and attractive “campus town” and residential district for students, faculty and staff.

*LU-P6* – Preserve the character of established neighborhoods and protect such neighborhoods from intrusion by incompatible uses. Infill development in established neighborhoods should be sensitive to and incorporate to the maximum extent possible those features which impart to each neighborhood a unique identity and sense of coherence. Examples of such features include a particular scale or style of housing, commonality in building materials, predominant street pattern, prevailing lot size and width and similarities in landscaping.

*LU-P9* – The City should consider options, when presented, to preserve passive or active open space.

*LU-P10* – Pursue the establishment of a network of open space corridors within and on the boundaries of the Planning Area and especially along the Sammamish River and North Creek corridors through acquisition of property, reservation of easements or other means subject to the City’s Parks, Recreation and Open Space Action Program Element.

***Discussion:*** *The Campus Master Plan identifies a mix of academic use, student housing uses, parking and retained/new open spaces that are intended to accommodate student growth over the 20-year planning horizon. New student growth would include associated increases in employment (staff and faculty) that would help contribute to forecasted employment growth calculations for the City of Bothell. The provision of new on-campus student housing (600 to 1,200 total student beds under the EIS Alternatives) would also create additional opportunities for UW Bothell students reside on-campus and reduce the demand for off-campus housing associated with the increased student population.*

*Development of the Campus Master Plan under EIS Alternatives 1 – 4 is intended to implement the guiding principles of the Campus Master Plan, including providing a cohesive campus character with regard to the campus and its relationship to adjacent areas, and integration*

*with the City of Bothell. Development along the edges of campus would be intended to complement adjacent off-campus uses and connections between the campus and downtown Bothell would be strengthened under the Campus Master Plan to provide for the safe, efficient and effective movement of people.*

*Development of the Campus Master Plan under EIS Alternatives 1 – 4 would also include the retention of the 58-acre North Creek Stream and Wetland Area which includes critical areas/buffers, fish and wildlife habitat, and passive recreation/open space areas, as well as the retention of the approximately 2.9-acre sports fields and courts. New green and urban open spaces would also be provided as part of new building development under EIS Alternatives 1 – 4.*

## **Natural Environment Element**

*NE-G1 – To achieve a harmonious relationship between the built and natural environments.*

*NE-G3 – To preserve open space corridors to provide lands that are useful for recreation, wildlife habitat, trails and connections of critical areas.*

*NE-P1 – Encourage the concentration of urban land uses in areas with minimal environmental constraints in order to reduce the amount and/or rate of urban intrusion into natural areas.*

*NE-P8 – Preserve, protect, restore and enhance the Sammamish River, Swamp Creek and North Creek and their tributaries as fish and wildlife habitat by implementing the goals and policies as contained in this element, the Parks and Recreation Element, the Shoreline Master Program Element, the Land Use Element and best available science.*

*NE-P11 – Preserve and protect critical areas and buffers in as natural a state as possible, emphasizing avoidance of alterations to these areas. Identify and create a system of fish and wildlife habitat, including habitat for any species listed as threatened or endangered by the state or federal government, with connections between large blocks and open spaces. Minimize habitat fragmentation by linking wildlife habitats via corridors. Connect wildlife habitats with each other within the City and region to achieve a continuous network. Development proposals shall identify critical areas and unique and significant wildlife habitat areas and habitat areas associated with any species listed as threatened or endangered by the state or federal government and ensure that buildings, roads and other improvements are located on less sensitive portions of the property.*

*NE-P14 – Protect, preserve and improve where possible water quality in the Sammamish River, North Creek, and Swamp Creek, and take actions to ensure no net increase in pollutant loads and water quality degradation as these water bodies pass through the City of Bothell. Ensure development complies with stormwater regulations such as those implemented to meet National Pollutant Discharge Elimination System (NPDES) Phase II Permit requirements.*

*NE-P21* – Public improvements and private developments shall implement surface water runoff best management practices and best available science to reduce the impact of development activities on natural drainage systems.

*NE-P28* – Due to the environmental value of wetlands as well as their economic value in reducing the need for storm water facilities, ensure that development results in no net loss of wetland functions and values, and no net loss of wetland area except in limited circumstances where the lost wetland area provides minimal functions and the mitigation action results in equal or greater wetland hydrological and biological functions, including wetland habitat functions which provide equal or greater benefits to the functioning of the sub-basin, such as riparian wetland habitat restoration and enhancement, all as determined by a site-specific function assessment. Promote the long term increase and enhancement of wetlands.

*NE-P35* – Encourage environmentally sensitive site design that respects existing topography, sensitive lands and critical areas, provides for retention of native vegetation, provides active and passive recreational open space and minimizes impervious surface coverage. The City should create special design and building standards based upon best management practices to protect hillsides from impacts associated with development on slopes.

***Discussion:*** *Under EIS Alternatives 1 – 4, development of the Campus Master Plan would concentrate new development within the upland areas of the campus (western portion) to allow for the retention of the existing 58-acre North Creek Stream and Wetland Area in the eastern portion of the campus. Retention of the existing North Creek Stream and Wetland Area would provide for the continued preservation of the existing critical areas and associated buffers within this area and allow for the continued use of this area as habitat for fish and wildlife.*

*Under EIS Alternative 3, new development within portions of Development Area C could require the filling of Wetland 14, but the potential filling of Wetland 14 was analyzed under the original environmental review for the development of the campus and restoration of the potential fill of Wetland 14 was included as part of the North Creek Stream and Wetland Area restoration project.*

*Development of new buildings and the new campus access roadway from Beardslee Boulevard under EIS Alternatives 3 and 4 are also anticipated to be located in proximity to additional wetlands located in Development Area C (near Husky Hall) and Development Area D (near Husky Village). In the event that a specific project would result in direct impacts to wetlands, a wetland delineation survey would be completed to facilitate a determination of the extent to which these wetlands were accounted for as part of the North Creek Stream and Wetland Restoration Project. Any direct impacts to wetlands or buffers in Development Areas C and D that were not accounted for under the North Creek Stream and Wetland Restoration Project would comply with the applicable critical areas and wetlands requirements of the City of Bothell (BMC 14.04 – Article XI: Wetlands).*



*New development projects under EIS Alternatives 1 – 4 would connect to the existing stormwater management system on campus. New development would be designed to be consistent with the applicable provisions of the City of Bothell Design and Construction Standards and Specifications - Surface Water Design Manual (January 2017) and significant stormwater impacts would not be anticipated to the North Creek Stream and Wetland Area.*

## Economic Development

*ED-G1 – To develop and maintain a strong, diversified and sustainable economy, while respecting the natural and cultural environment and preserving or enhancing the quality of life for Bothell citizens.*

*ED-G8 – To promote a locally educated work force program that attracts new talent to jobs and businesses in Bothell.*

*ED-P1 – Partner with local businesses, educational institutions and business groups to improve Bothell’s position as a regional force in job creation and business growth.*

*ED-P19 – Explore ways in which the UW Bothell / Cascadia College campus might be better linked to the downtown activity center to promote economic opportunity for downtown businesses and both a greater sense of community and better access to services for UWB/CC students, faculty and staff.*

***Discussion:*** *Development of the Campus Master Plan under EIS Alternatives 1 – 4 includes a mix of academic uses, student housing uses, parking and retained/new open spaces that are intended to accommodate student growth over the 20-year planning horizon. New development would provide increased local higher education opportunities for potential students within the City of Bothell, surrounding areas and beyond that could provide a locally educated work force.*

*Development under EIS Alternatives 1 – 4 would also be intended to provide enhanced connections and opportunities for access between the campus and downtown Bothell. New student and employment growth on the campus could result in increased demand for goods and services at nearby surrounding businesses (particularly within downtown Bothell) which would promote economic development opportunities in the city of Bothell.*

## Historic Preservation

*HP-G1 – To honor Bothell’s past and provide a perspective for its future by preserving significant historic buildings and archaeological properties and other links to the City's past.*

*HP-P1 – Promote the preservation of buildings, site, objects and districts which have historic significance for the community through a combination of incentives, regulations and informational activities.*

HP-P4 – Encourage exploration of alternatives to the demolition of buildings and objects found to be historically significant or otherwise deemed to be eligible for the local, state or national registers to accommodate private or public sector proposals.

**Discussion:** *Within the UW Bothell/CC campus, the Chase House is listed on the National Register of Historic Places (NRHP) and the Washington Heritage Register (WHR). Development under EIS Alternatives 1 – 4 would retain the Chase House in its current location and no direct impacts would occur.*

*The Truly House is not individually listed on the NRHP and it is not designated as a local landmark (see Section 3.10, Historic and Cultural Resources for further details). Development under EIS Alternatives 1, 3 and 4 would retain the Truly House in its current location and no direct impacts would occur. Under EIS Alternative 2, it is anticipated that the Truly House would be demolished or relocated to a new location on-campus or off-campus. In the event that the building is relocated, careful planning would be required to find a site with adequate context; however, moving the building again would not substantially alter the current historic integrity of the building since the historic integrity of the building was already lost with the original construction of the campus. Similarly, if the Truly House is demolished it would not be anticipated to result in an impact to a historic resource since the building’s historic integrity was already compromised and it is not listed on any historic registers.*

## **Urban Design Element**

UD-G1 – To achieve a sense of harmony among the built, natural and cultural environments through the application of design principles to individual buildings, residential, commercial, and industrial districts, and the City as a whole.

UD-G4 – To ensure that new development is of high quality, on a human scale, and compatible with its surroundings.

UD-P3 – Pedestrian linkages between major activity areas should be provided across built features that act as barriers to safe and easy access. For example, safe and accessible pedestrian linkage should be provided between the downtown / Main Street retail activity area, the riverfront activity area and the University of Washington Bothell / Cascadia College campus.

UD-P7 – Retain existing natural features such as steep slopes, wetlands, streams, and mature wooded areas as open space.

**Discussion:** *Under EIS Alternatives 1 – 4, development as part of the Campus Master Plan would intended to be consistent with the aesthetic character of the campus environment. To ensure consistency in design, development standards related to building height, building design and open space are identified in the Campus Master Plan. Maximum building heights would be 65-feet for the majority of the campus (Development Areas A, B, C, D and G) with a maximum building height of 100-feet for the portions of campus that are east of Campus Way NE (Development Areas E and F). As described previously, development under EIS Alternatives*

*1 – 4 would also be intended to provide enhanced connections and opportunities for access between the campus and downtown Bothell.*

*Several existing open space areas (North Creek Stream and Wetland Area, the existing sports fields, plazas associated with Discovery Hall and Mobius Hall, and the Crescent Path) would be retained under EIS Alternatives 1 – 4. New green, urban open spaces would also be included as part of new building development under each of the alternatives which would help enhance the aesthetic character surrounding new buildings.*

## City of Bothell Downtown Subarea Plan and Regulations

**Summary:** The *City of Bothell Downtown Subarea Plan and Regulations* were originally adopted in July 2009 and subsequently amended in January 2011. The intent of the plan is to orchestrate private and public investment activities in downtown Bothell and establish the primary means for regulating land uses and development on properties within the subarea. It also establishes the means for planning City actions and investments in support of growth and continued revitalization of the greater downtown area. The plan designates areas within the Downtown Subarea as various districts or corridors based on the types of land uses that are envisioned for the future (i.e., Downtown Core District, Downtown Neighborhood District, SR-522 Corridor District, etc.). The UW Bothell/CC campus is located within the Campus District, along the eastern boundary of the Downtown Subarea.

Section 12.64.108 of the *City of Bothell Downtown Subarea Plan and Regulations* includes requirements for development within the Campus District. The City amended this section in December 2016, to provide for creation of a new Campus Master Plan and Development Agreement that will regulate development within the Campus District. These amendments from December 2016 will be replaced by the new regulations that are consistent with and implement the new Campus Master Plan that is the subject of this EIS. These new regulations include a new process for the City to use in determining consistency of proposed development with the new Campus Master Plan. This new process will replace the planned unit development process that the City has applied to the development of the existing campus.

**Discussion:** *As described previously, development of the Campus Master Plan under EIS Alternatives 1 – 4 is intended to provide enhanced connections and opportunities for access between the campus and downtown Bothell, including pedestrian and bicycle connections.*

*Development standards identified in the Campus Master Plan are intended to ensure that new development is consistent and compatible with the existing campus environment and surrounding areas. Building setback requirements and landscaping standards are also addressed as part of the Campus Master Plan.*

*Maximum building heights would be 65-feet for the majority of the campus (Development Areas A, B, C, D, F and G) and 100-feet for a portion of campus east of Campus Way NE (Development Area E).*

*New parking would be provided on the campus under EIS Alternatives 1 – 4. Under Alternatives 1 and 2, approximately 3,700 total parking stalls would be provided on campus; Alternatives 3 and 4 would include approximately 4,200 total parking stalls (see Section 3.12, **Transportation**, for further details on parking)*

## City of Bothell Municipal Code

**Summary:** The *City of Bothell Municipal Code* includes zoning requirements for development in the City of Bothell (BMC Chapter 12). As noted above, the UW Bothell/CC campus is located within the Downtown Subarea and per BMC 12.64.010, zoning regulations for the Downtown Subarea are organized in a different manner from other zoning regulations in BMC Chapter 12. Regulations for the Downtown Subarea are included as part of the *Downtown Subarea Plan and Regulations* document and are adopted by reference as part of BMC 12.64.010.

**Discussion:** *See the discussion above regarding the City of Bothell Downtown Subarea Plan and Regulations.*

## City of Bothell Shoreline Master Program

**Summary:** The *City of Bothell Shoreline Master Program (SMP)* was updated in May 2012 to define the community's vision for the City's shorelines and provide guidance to the City when evaluating shoreline variances, conditional use permits, interpretations and future amendments to the SMP. The SMP provides goals and policies that guide development and uses of shorelines within the City of Bothell. The shoreline jurisdiction for the City of Bothell encompasses the Sammamish River, North Creek and Swamp Creek; land within 200 feet of the ordinary high water mark (OHWM) of these waterways and their floodways; 100-year floodplains and associated wetlands. Within the UW Bothell/CC campus, North Creek is designated within the shoreline jurisdictional area. All regulatory elements of the SMP are included as part of the City's development regulations within the Bothell Municipal Code (Chapter 13 – Shoreline Regulations). The shorelines of the City of Bothell are divided into six shoreline environment designations, including Aquatic, High Intensity, Marina, Natural, Shoreline Residential and Urban Conservancy.

Per City of Bothell Shoreline Regulations and BMC Figure 13.07.070-6, the eastern portion of the campus (generally comprised of the North Creek Stream and Wetland Area) is designated as Natural Environment. The purpose of the Natural Environment designation is to protect shoreline areas that are relatively free of human influence or that include intact or minimally degraded shoreline functions intolerant of human use. These systems require that only very

low-intensity uses be allowed in order to maintain ecological functions and ecosystem-wide processes.

***Discussion:*** *Development of EIS Alternatives 1 – 4 under the Campus Master Plan would concentrate new development within the upland areas of the campus (western portion) to allow for the retention of the existing 58-acre North Creek Stream and Wetland Area in the eastern portion of the campus. Retention of the existing North Creek Stream and Wetland Area would provide for the continued preservation of the existing critical areas and associated buffers within this area and allow for the continued use of this area as habitat for fish and wildlife. No development is anticipated to occur within the Natural Environment designated areas on the campus and these areas would continue to maintain their existing ecological functions.*

## City of Bothell Design and Construction Standards and Specifications

***Summary:*** The City of Bothell Design and Construction Standards and Specifications were most recently updated in January 2017 and provide the standards and specifications that would be applied to any public or private development project within the City of Bothell. The City of Bothell Design and Construction Standards and Specifications includes standards and specifications for the following:

- Grading and Land Alteration
- Streets and Related Work
- The City of Bothell Surface Water Design Manual
- Water Distribution
- Sanitary Sewers
- Low Impact Development

The City of Bothell Design and Construction Standards and Specifications also provides construction hour requirements, as well as drawing details for streets and related work, stormwater, water, sewer and traffic control.

***Discussion:*** *Potential development under the Campus Master Plan would comply with all applicable standards and specifications identified in the City of Bothell Design and Construction Standards and Specifications Manual, unless otherwise identified in Section 5 (Campus District Regulations) of the Campus Master Plan.*

## 3.7 POPULATION AND HOUSING

This section of the Final EIS describes the existing population and housing conditions on the University of Washington Bothell (UW Bothell) and Cascadia College (CC) campus and in the site vicinity and evaluates the potential impacts that could occur as a result of the *Campus Master Plan*. Information added or changed subsequent to issuance of the Draft EIS is shaded to ease identification of the added or changed information.

### 3.7.1 Affected Environment

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#### Population

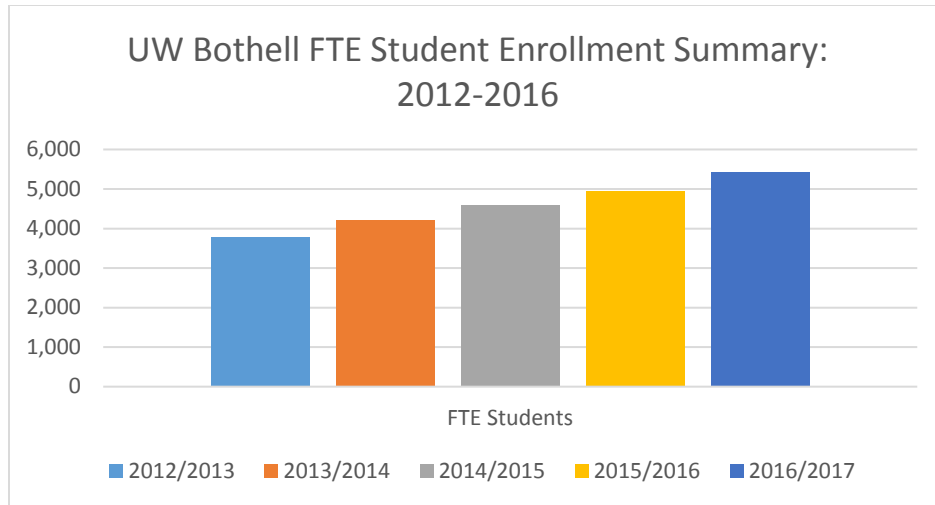
##### Existing Overall Campus

In the Fall of 2016, the total campus population (including students, faculty and staff) was approximately 9,014 FTE (full-time equivalent), comprised of a UW Bothell campus population of approximately 5,917 FTE and a CC campus population of approximately 3,097 FTE. The campus population is generally comprised of three major groups: students, faculty and staff. Over the past nine years, overall campus population has progressively increased; however, each group has somewhat different characteristics and factors, which are discussed below.

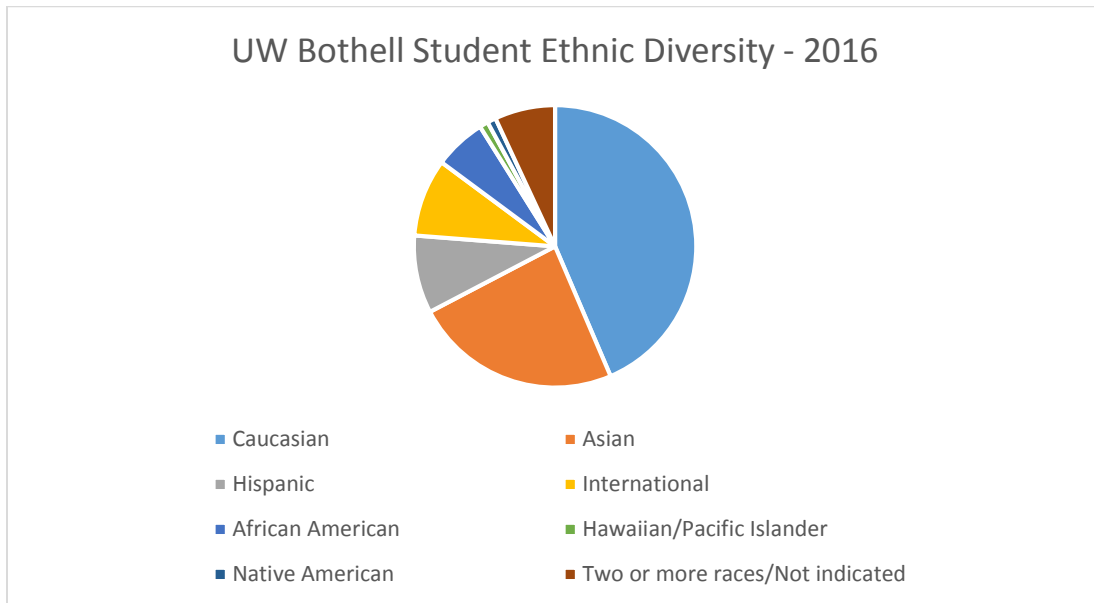
##### *Students*

Many factors influence the levels of student enrollment at the UW Bothell and CC. Changes to state and federal level financial aid programs can affect the quantity and demographic composition of students enrolling at the UW Bothell and CC. The Washington Student Achievement Council (WSAC) provides strategic planning, oversight, advocacy, and student success and retention programs, which can also affect enrollment. In addition, partnerships with community and technical colleges can influence student enrollment and demographics.

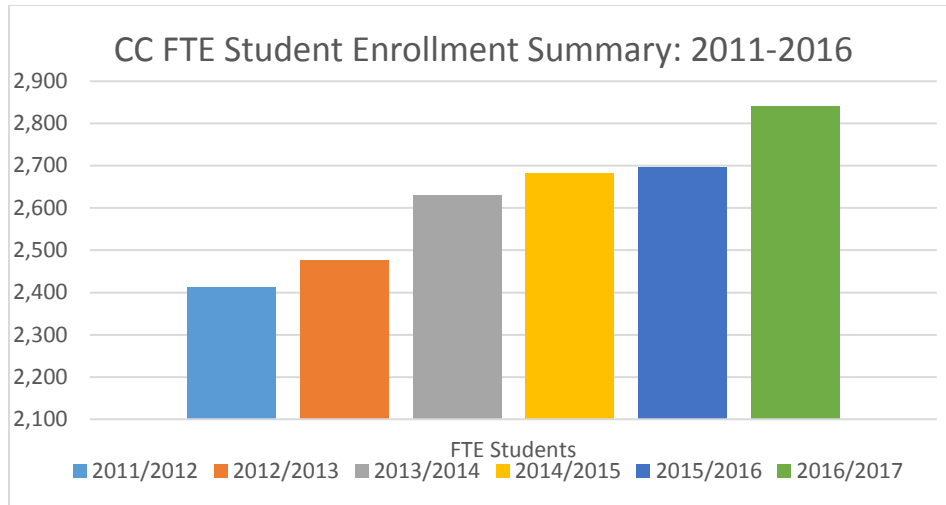
*UW Bothell Student Population* – Since the 2012/2013 school year, there has been an overall increasing trend in student enrollment population at the UW Bothell from approximately 3,788 FTE students to 5,375 FTE students in the 2016/2017 school year. See below for a summary of the UW Bothell student population since 2012/2013.



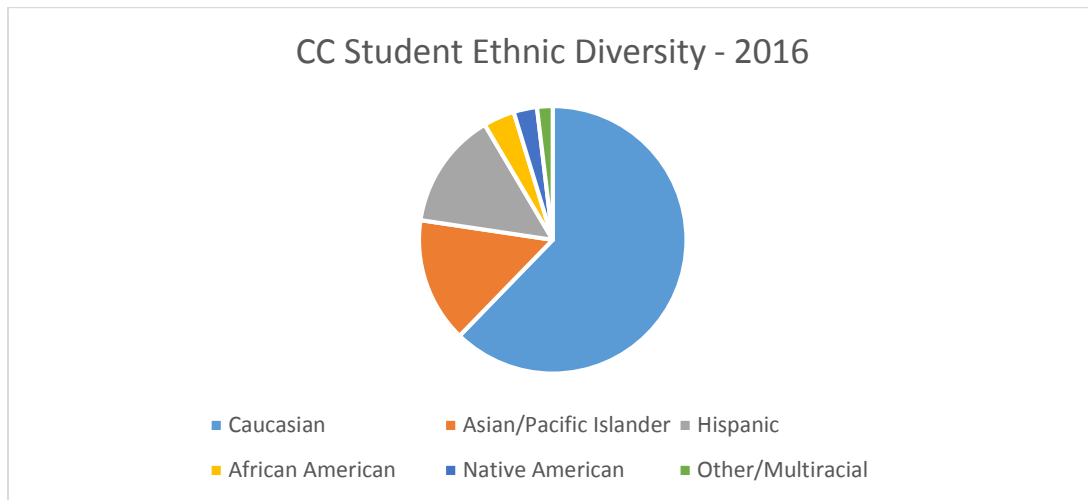
The UW Bothell also compiles statistics on the ethnicity of the student population. In Fall 2015, of the total student enrollment, approximately 44 percent were Caucasian, 24 percent were Asian, 9 percent were Hispanic, 9 percent were International, 6 percent were African American, 1 percent were Hawaiian/Pacific Islander, less than 1 percent were Native American, and 7 percent were classified as two or more races or not indicated. See below for a summary on the ethnicity of the student population.



**CC Student Population** – Since the 2011/2012 school year, there has been a gradual increase in student enrollment population at CC from approximately 2,412 FTE students to 2,842 FTE students in the 2016/2017 school year. See below for a summary of the CC student population since 2011/2012.



Based on student enrollment statistics from Fall 2016, of the total CC student enrollment, approximately 66 percent were Caucasian, 16 percent were Asian/Pacific Islander, 15 percent were Hispanic, 4 percent were African American, 3 percent were Native American, and 2 percent were classified as other/multiracial. See below for a summary on the ethnicity of the student population.



### Faculty

Consistent with the increasing student population trend, the UW Bothell faculty population has steadily increased on campus from approximately 208 FTE faculty in 2012 to approximately 283 FTE faculty in 2016 (an approximately 36 percent increase). The CC faculty population as of Fall 2016 was approximately 139 FTE employees.



*Staff*

As student population has increased, overall staffing levels for the UW Bothell have also increased from approximately 220 FTE in 2012 to approximately 259 FTE in 2016 (an approximately 18 percent increase). The CC staff population as of Fall 2016 was approximately 116 FTE employees.

Surrounding Area

The UW Bothell/CC campus and surrounding area, and City of Bothell population is described below based on data from the US Census Bureau’s *2015 American Community Survey*. For the purposes of this analysis, the campus surrounding area is defined as the census tract that includes the campus (Census Tract 218.04) as well as the immediately adjacent census tracts (Census Tracts 217, 218.03, 219.05 and 220.01). **Figure 3.7-1** shows the location and boundaries of the relevant Census Tracts that comprise the campus surrounding area.

According to the *2015 American Community Survey* the total population of the City of Bothell was approximately 41,200 people. The total population of the campus surrounding area was approximately 25,380, which represents approximately 62 percent of the total City of Bothell population.

The racial makeup and income level characteristics of the campus surrounding area does not differ significantly from the greater City of Bothell. However, there are slight differences between the campus surrounding area and the greater City of Bothell as it relates to population age. The campus surrounding area has a slightly lower percentage of the population that is 20 years to 54 years old (49 percent versus 51 percent for the City of Bothell) and a higher percentage that is 55 years and older (26 percent versus 24 percent for the City of Bothell).

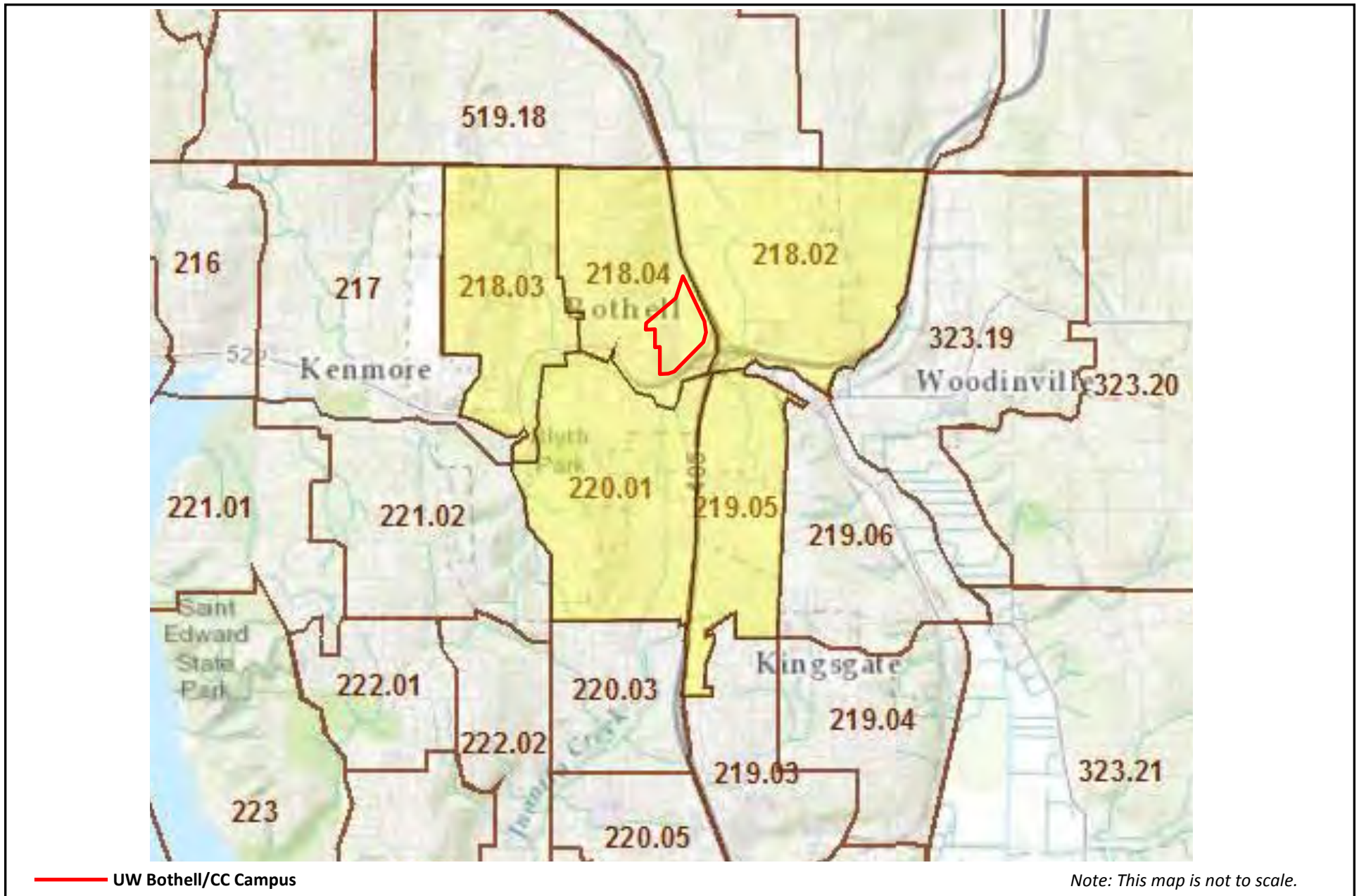
**Table 3.7-1** though **Table 3.7-3** provides a summary of the area population by age, income level, and race, and compares those demographics for the area population to the greater City of Bothell.

**Table 3.7-1  
SUMMARY OF AREA POPULATION BY AGE**

	<b>19 years and under</b>	<b>20 years to 54 years</b>	<b>55 years and older</b>
<b>Campus Surrounding Area</b>	6,276 (25%)	12,530 (49%)	6,577 (26%)
<b>City of Bothell</b>	10,212 (25%)	21,005 (51%)	9,990 (24%)

*Source: US Census, 2015.*

University of Washington Bothell/Cascadia College Campus Master Plan  
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Source: US Census Bureau, 2017.

**Figure 3.7-1**  
Census Tract Map

**Table 3.7-2  
SUMMARY OF AREA POPULATION BY INCOME LEVELS**

	Median Household Income	Percent of Families with Income Below the Poverty Level
<b>Campus Surrounding Area</b>	\$79,681	5%
<b>City of Bothell</b>	\$81,972	6%

*Source: US Census, 2015.*

**Table 3.7-3  
SUMMARY OF AREA POPULATION BY RACE**

	White	African-American	American-Indian	Asian	Hawaiian/Pacific Islander	Other	Two or More Races
<b>Campus Surrounding Area</b>	19,771 (78%)	522 (2%)	103 (<1%)	2,939 (12%)	87 (<1%)	750 (3%)	1,211 (5%)
<b>City of Bothell</b>	31,089 (75%)	649 (2%)	215 (<1%)	5,676 (14%)	95 (<1%)	1,266 (3%)	2,217 (5%)

*Source: US Census, 2015.*

## Housing

### Existing UW Bothell Housing Facilities

The UW Bothell provides on-campus student housing as part of Husky Village which is located in the north portion of campus (Development Area D), adjacent to Beardslee Boulevard. Husky Village is comprised of 10 buildings with approximately 74,150 square feet of building space and can accommodate approximately 240 students<sup>1</sup>. Cascadia College does not provide on-campus student housing as part of their facilities. Based on the current FTE student population and the amount of existing student housing on the campus, the UW Bothell houses approximately four percent of the current UW Bothell student population; the overall campus has the capacity to house approximately three percent of the total campus student population (240 student housing beds divided by 8,217 FTE students).



*Husky Village*

<sup>1</sup> The UW Bothell also currently leases the Campus View Apartment building (located to the north of campus, beyond Beardslee Boulevard) which can accommodate approximately 34 students.

*Existing UW Bothell/CC Student, Faculty and Staff Housing Data*

The UW Bothell and Cascadia College maintain data on the existing campus population<sup>2</sup> (students, faculty, and staff), including home address zip code data. Based on this data, estimates have been generated for the percentage of the campus population that lives in various areas surrounding the campus. For UW Bothell students, approximately 13 percent of those students live within the City of Bothell, 18 percent live within adjacent cities (Kenmore, Mill Creek, Lynnwood, Woodinville and Kirkland), 22 percent live in the City of Seattle and 47 percent of students live within other surrounding areas. Based on existing UW Bothell faculty and staff zip code data, approximately 20 percent live within the City of Bothell, 17 percent live within adjacent cities (Kenmore, Mill Creek, Lynnwood, Woodinville and Kirkland), 31 percent live in the City of Seattle and 32 percent live within other surrounding areas.

For Cascadia College, approximately 34 percent of all students live within the City of Bothell, 30 percent live within adjacent cities (Kenmore, Mill Creek, Lynnwood, Woodinville and Kirkland), 4 percent live in the City of Seattle and 32 percent of students live within other surrounding areas. For existing faculty and staff, approximately 20 percent live within the City of Bothell, 13 percent live within adjacent cities (Kenmore, Mill Creek, Lynnwood, Woodinville and Kirkland), 30 percent live in the City of Seattle and 37 percent live within other surrounding areas.

Surrounding Area

According to the *2015 American Community Survey*, the City of Bothell contains approximately 16,751 housing units, of which approximately 95 percent are occupied and 5 percent are vacant (**Table 3.7-4** provides a summary of the existing housing stock in the City of Bothell, as well as the campus surrounding area). Of the occupied housing units in the City of Bothell, approximately 67 percent are owner-occupied and 33 percent are renter-occupied. The median home value for the Bothell area was approximately \$355,100. For housing units that are rented, the median monthly rental price was approximately \$1,402.

**Table 3.7-4  
SUMMARY OF EXISTING HOUSE STOCK IN THE SURROUNDING AREA**

	City of Bothell	Campus and Surrounding Area <sup>1</sup>
Owner-Occupied Units	10,721	6,641
Renter-Occupied Units	5,252	3,530
Vacant Units	778	566
<b>Total Housing Units</b>	<b>16,751</b>	<b>10,737</b>

<sup>2</sup> UW Bothell and Cascadia College Fall 2016 enrollment and faculty/staff data.

**Table 3.7-4 Continued**

	<b>City of Bothell</b>	<b>Campus and Surrounding Area<sup>1</sup></b>
Median Home Value	\$355,100	\$365,400
Median Rental Price	\$1,402	\$1,372

**Source: US Census, 2015.**

<sup>1</sup> Includes Census Tracts 218.02, 218.03, 218.04, 219.05 and 220.01.

The UW Bothell/CC campus and surrounding area (represented by Census Tracts 218.02, 218.03, 218.04, 219.05 and 220.01) contained approximately 10,737 housing units, of which, approximately 95 percent are occupied and 5 percent are vacant. Of the occupied units, approximately 65 percent are owner-occupied and 35 percent are renter-occupied. This distribution of owner-occupied units and renter-occupied units is similar to the overall City of Bothell and indicates the similar types of housing within the campus surrounding area. The median home values in the campus surrounding area were approximately \$365,400 (slightly higher than the overall City of Bothell) and median rental prices were approximately \$1,372 (slightly lower than the overall City of Bothell).

### 3.7.2 Impacts

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This section of the Final EIS identifies the potential impacts of the *Campus Master Plan* on existing population and housing on the UW Bothell/CC campus and in the surrounding areas that could occur with development under the EIS Alternatives.

The *Campus Master Plan* is intended to identify development to accommodate the continued anticipated growth of the UW Bothell and CC. It is estimated that approximately 907,300 gsf to 1,072,300 gsf of net new building space and 600 to 1,200 total student housing beds will be needed over the 20-year planning horizon<sup>3</sup>. The growth of the campus would include both an increase in the number of students, faculty, and staff, as well as additional student housing to accommodate some of the increase in new students.

## No Action Alternative

### Scenario A – Baseline Condition

Under No Action – Scenario A, the proposed *Campus Master Plan* would not be approved and no additional development would occur on campus. The current number of FTE students is assumed to remain at approximately 7,040; associated faculty and staff populations are anticipated to also remain relatively the same. The current 683,500 gsf of academic space and 74,200 gsf of housing space on campus (total of 757,700 gsf on campus), along with the 70,700 gsf of off-site academic space within 0.25 mile of campus, would remain. The approximately 240 student beds associated with Husky Village would remain. Under Scenario

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<sup>3</sup> Depending on the percentage of students housed on campus and strategy regarding retention of Husky Village units.

A, there would be no increases in student population or student housing and significant population and housing impacts would not be anticipated. Maintaining the current student population would also limit the UW Bothell and CC's ability to serve future population growth in the City of Bothell and surrounding areas.

### Scenario B – Allowed in PUD

Under No Action – Scenario B, the proposed *Campus Master Plan* would not be approved, and a level of future campus development consistent with the remaining capacity under the original (Phase 1) and current PUD would occur. This scenario assumes buildout of the remaining approximately 386,100 gsf of campus building area, reaching the total of 1.14 million gsf of building space identified on campus under the current PUD. Student enrollment of up to 10,000 FTEs on campus is assumed, consistent with the current PUD. The approximately 240 student beds associated with Husky Village would remain, although no additional housing beds would be provided.

Under Scenario B, the total campus FTE student population is anticipated to increase by approximately 1,783 students when compared to the current conditions. Based on an existing student to faculty ratio of 20 to 1 and a student to staff ratio of 20 to 1, it is anticipated that the increase in students would also result in an associated increase of approximately 89 faculty members and 89 staff members on the campus. As a result, the total increase in campus population under Scenario B would be approximately 1,961 people (FTE students, faculty and staff).

Under Scenario B, no new student housing would be provided on the campus and it is anticipated that the increase in student population would reside in the City of Bothell, surrounding areas and beyond similar to the current trends discussed above; new faculty and staff would also be anticipated to reside in these areas similar to current trends (see the existing housing conditions discussion above for details).

### Alternative 1 – Develop Institutional Identity (Southward Growth)

Alternative 1 represents a level of development and improvements that would meet the forecasted growth and goals over the 20-year planning horizon for the *Campus Master Plan*. This alternative reflects a focus of development in the southwest portion of the campus, with the majority of development assumed for Development Areas A and B (see **Figure 2-6** for a site plan of Alternative 1). Alternative 1 assumes a campus student population of 10,000 FTEs, and a total of 1,200 student housing beds (representing approximately 20 percent of the assumed UW Bothell student FTEs). New student housing facilities are assumed to be located in the southern portion of campus (Development Area A) and the existing student

housing (Husky Village) would be retained in the north portion of campus (Development Area D).

## Population

Under Alternative 1, the total campus FTE student population is anticipated to increase by approximately 1,783 students when compared to the current conditions (to a total of 10,000 FTE students under the *Campus Master Plan*). Based on an existing student to faculty ratio of 20 to 1 and a student to staff ratio of 20 to 1, it is anticipated that the increase in students would also result in an associated increase of approximately 89 faculty members and 89 staff members on the campus. As a result, the total increase in campus population under Alternative 1 would be approximately 1,961 people (FTE students, faculty and staff) over the planning period for the *Campus Master Plan*.

## Housing

Alternative 1 identifies the potential future development of up to approximately 960 new student housing beds on campus for the UW Bothell as part of the *Campus Master Plan* (for a total of 1,200 student housing beds on campus). With the assumed new student housing on campus, it is anticipated that the UW Bothell would be able to house approximately 20 percent of their total FTE students under Alternative 1 (approximately 6,000 FTE students), which would represent an increase over the current conditions (current capacity to house approximately four percent of UW Bothell students). Assumed new student housing would be anticipated to be located in the south portion of campus (Development Area A) under Alternative 1 and the existing student housing facilities (Husky Village) would also remain in the north portion of campus (Development Area D).

As under the existing conditions, CC would not include any on-campus student housing facilities as part of Alternative 1.

## *Surrounding Areas*

While new student housing on-campus would give the the UW Bothell the ability to house a larger percentage of students in on-campus facilities, the private off-campus housing market would continue to be a source of housing for a portion of UW Bothell and CC students, as well as faculty and staff, and would likely experience an increased demand from increased population growth on campus under the *Campus Master Plan*.

It is assumed that new students living off-campus would continue to reside in similar housing patterns as described under existing conditions above. UW Bothell students would be anticipated to reside in a more regional distribution pattern (approximately 30 percent in and adjacent to the City of Bothell and 70 percent in surrounding areas), while CC students would reside in a more local distribution pattern (approximately 65 percent in and adjacent to the City of Bothell and 35 percent in surrounding areas). Residences for new faculty and staff



would also be anticipated to be distributed similar to existing conditions, which exhibit a similar pattern for both UW Bothell and CC faculty/staff (approximately 35 percent in and adjacent to the City of Bothell and 65 percent in surrounding areas). Due to the wide distribution of students, faculty and staff living in surrounding areas, as well as the increase in available on-campus student housing when compared to the existing conditions, it is anticipated that significant housing impacts would not be anticipated.

Because Alternative 1 assumes the same amount of total student campus population as the No Action Alternative – Scenario B, but would provide new on-campus student housing to accommodate a portion of new students (a total of 1,200 student housing beds), it is anticipated that the demand for off-campus housing for students would be less under Alternative 1 than under No Action Alternative – Scenario B.

## Alternative 2 – Develop the Core (Central Growth)

Alternative 2 reflects a focus of development in the central portion of the campus, with the majority of development assumed for Development Areas B, E and F (see **Figure 2-7** for a site plan under Alternative 2). Alternative 2 assumes a campus student population of 10,000 FTEs, and a total of 600 student housing beds (representing approximately 10 percent of the assumed UW Bothell student FTEs). New student housing facilities would be located in the eastern portion of campus (Development Area F) and existing student housing (Husky Village) would be retained in the north portion of campus (Development Area D).

### Population

Alternative 2 assumes the same total campus student population as Alternative 1 and it is anticipated that the population impacts associated with Alternative 2 would also be the same as Alternative 1.

### Housing

Alternative 2 identifies the potential future development of up to approximately 360 new student housing beds on campus for the UW Bothell as part of the *Campus Master Plan* (for a total of 600 student housing beds on campus). With the assumed new student housing on campus, it is anticipated that UW Bothell would be able to house approximately 10 percent of their total FTE students under Alternative 2 (approximately 6,000 FTE students), which would represent an increase over the current conditions (current capacity to house approximately four percent of UW Bothell students) but would be less than Alternative 1 (20 percent of UW Bothell students). Assumed new student housing would be anticipated to be located in the eastern portion of campus (Development Area F) under Alternative 2 and the existing student housing facilities (Husky Village) would also remain in the north portion of campus (Development Area D).



As under the existing conditions, CC would not include any on-campus student housing facilities as part of Alternative 2.

### *Surrounding Areas*

Under Alternative 2, the UW Bothell is assumed to provide approximately 600 total student housing beds on-campus, which would be a lower amount of student housing than under Alternative 1 (600 total student housing beds versus 1,200 total student housing beds, respectively). As a result it is anticipated that a larger percentage of students would reside in off-campus areas under Alternative 2 (90 percent of UW Bothell students versus 80 percent under Alternative 1). The overall distribution of students, as well faculty and staff, that are anticipated to reside in off-campus areas would be similar to those described under Alternative 1; however, there would be greater number of students living in those areas under Alternative 2. Due to the wide distribution of students, faculty and staff living in surrounding areas, as well as the increase in available on-campus student housing when compared to the existing conditions, it is anticipated that significant housing impacts would not be anticipated.

Because Alternative 2 assumes the same amount of total student campus population as the No Action Alternative – Scenario B, but would provide new on-campus student housing to accommodate a portion of new students (a total of 600 student housing beds), it is anticipated that the demand for off-campus housing for students would be less under Alternative 2 than under No Action Alternative – Scenario B.

### Alternative 3 – Growth Along Topography (Northward Growth)

Alternative 3 represents a focus of development that would follow the north/south topography of the campus, with the majority of development assumed for the northern portion of campus in Development Areas B, C, D, E and F (see **Figure 2-8** for a site plan of Alternative 3). Alternative 3 assumes a campus student population of 10,000 FTEs, and a total of 600 student housing beds (representing approximately 10 percent of the assumed UW Bothell student FTEs). The existing Husky Village student housing buildings are assumed to be demolished in the northern portion of campus and new student housing facilities are assumed to be developed within Development Area D; additional new student housing facilities would be located in the eastern portion of campus (Development Area F).

### Population

Alternative 3 assumes the same total campus student population as Alternative 1 and it is anticipated that the population impacts associated with Alternative 3 would also be the same as Alternative 1.

## Housing

Under Alternative 3, the existing student housing associated with Husky Village would be demolished and new student housing facilities are assumed to be developed within Development Area D. New student housing facilities are also assumed to be developed within Development Area F. Alternative 3 would provide the same amount of on-campus student housing as Alternative 2 (600 total student housing beds on campus) and it is anticipated that potential housing impacts would be the same as Alternative 2.

## *Surrounding Areas*

Alternative 3 would provide the same amount of on-campus student housing as Alternative 2 (600 total student housing beds on campus) and it is anticipated that potential housing impacts to surrounding areas would be the same as Alternative 2.

## Alternative 4 – Blended Alternative

Alternative 4 reflects a level and locations of new campus development that blends attributes of Alternatives 1, 2 and 3 analyzed in the Draft EIS (see **Figure 2-9** for a site plan of Alternative 4<sup>4</sup>). For example, Alternative 4 assumes a net increase in building space of 1,042,300 which falls between that assumed under Alternative 1 (1,072,300 gsf) and that assumed under Alternatives 2 and 3 (907,300 gsf). Alternative 4 assumes a total number of student housing beds as under Alternative 1 (1,200 beds), with location of new beds assumed as generally under Alternative 3. Alternative 4 assumes the demolition of approximately 106,000 gsf of existing building space, including approximately 74,200 gsf associated with Husky Village (Development Area D) and approximately 31,800 gsf associated with Husky Hall (Development Area C). As under Alternatives 1, 2, 3, and No-Action Alternative – Scenario B, Alternative 4 assumes a campus student population of 10,000 FTEs.

## Population

Alternative 4 assumes the same total campus student population as Alternative 1 and it is anticipated that the population impacts associated with Alternative 4 would also be the same as Alternative 1.

## Housing

Under Alternative 4, the existing student housing associated with Husky Village would be demolished and new student housing facilities are assumed to be developed within Development Area D. New student housing facilities are also assumed to be developed within

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<sup>4</sup> Subsequent to issuance of the Draft EIS, the Development Area configuration was adjusted to combine the areas E and F into one area referred to as Area E; the updated development area description is utilized when referring to Alternative 4.

Development Area E. Alternative 4 would provide the same amount of on-campus student housing as Alternative 1 (1,200 total student housing beds on campus) and it is anticipated that potential housing impacts would be the same as Alternative 1.

### **Surrounding Areas**

Alternative 4 would provide the same amount of on-campus student housing as Alternative 2 (1,200 total student housing beds on campus) and it is anticipated that potential housing impacts to surrounding areas would be the same as Alternative 1.

## Potential Indirect/Cumulative Impacts

The increase in population on the campus under Alternatives 1 – 4, as well as No Action Scenario B, would lead to an increased demand for energy, recreation and open space, transportation facilities and public services. Activity levels on campus and in the adjacent area would also increase with additional population. These population-induced impacts are discussed further in Section 3.4 - **Energy**, Section 3.6 - **Land Use**, Section 3.9 - **Recreation and Open Space**, Section 3.11 - **Public Services and Utilities** and Section 3.12 - **Transportation**. Indirect increased demands for commercial/retail uses and services could also be generated by increases in population on-campus. To the extent that increased on-campus population creates an increased demand for housing, additional pressure to develop new housing in the surrounding off-campus areas could occur.

### 3.7.3 Mitigation Measures

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No direct population-related mitigations measures would be necessary. Mitigation associated with indirect population impacts identified above are discussed under their respective sections.

Alternatives 1 – 4 identify approximately 600 to 1,200 new student beds on-campus over the life of the plan that would allow the UW Bothell to house a higher percentage of students in on-campus facilities compared to existing conditions and minimize potential off-campus housing demand associated with new students. Additional growth in students, faculty and staff would not be anticipated to result in significant housing impacts to the private housing market in the surrounding areas and region, and no additional mitigation measures would be necessary.

### 3.7.4 Significant Unavoidable Adverse Impacts

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No significant unavoidable adverse impacts to population or housing are anticipated.

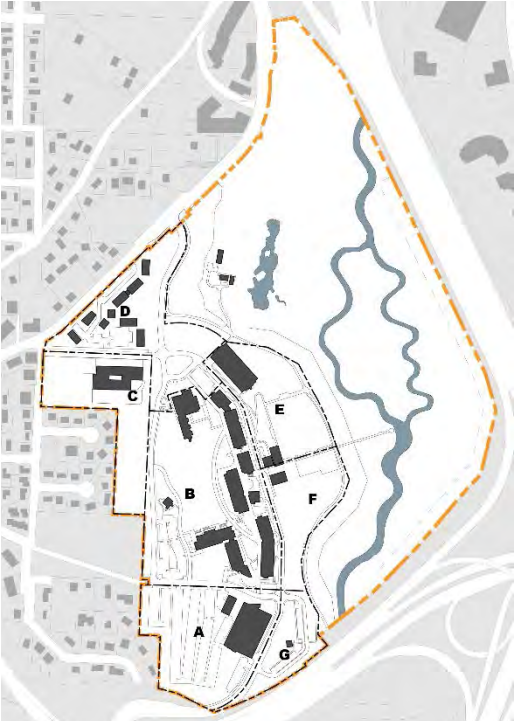
### 3.8 AESTHETICS/VIEWS AND LIGHTING

This section of the Final EIS describes the existing aesthetic conditions, views and lighting on the University of Washington Bothell (UW Bothell) and Cascadia College (CC) campus and in the site vicinity and evaluates the potential impacts to aesthetics, views and lighting that could occur as a result of the *Campus Master Plan*. Information added or changed subsequent to issuance of the Draft EIS is shaded to ease identification of the added or changed information.

#### 3.8.1 Affected Environment

##### Existing On-Campus

The visual character of the UW Bothell/CC campus is varied and contains a variety of building types, developed areas, undeveloped areas and views. For example, the eastern portion of the campus is characterized by North Creek and its associated restored and enhanced areas (including wetlands, floodplains, habitat areas, observation areas and trails), while the western portion of campus is characterized by existing campus development (including academic buildings, student housing, parking structures, surface parking areas, roadways and pedestrian pathways). The campus setting and layout of buildings and undeveloped areas in the western portion of campus provides views of North Creek, Interstate 405 (I-405) and portions of east Bothell and Woodinville.



Campus Master Plan Development Areas

For descriptive and planning purposes as part of the *Campus Master Plan* EIS, the western portion of the UW Bothell/CC campus has been divided into seven (7) potential campus development areas. The aesthetic character and views from each development area are described below<sup>1</sup>.

<sup>1</sup> Subsequent to issuance of the Draft EIS, the Development Area configuration was adjusted to combine the areas E and F into one area referred to as Area E; the updated development area description is utilized when referring to Alternative 4.

## Development Area A

### *Aesthetic Character*

The aesthetic character of Development Area A is generally comprised of existing parking facilities. The four-story South Parking Garage serves as a substantial visual feature for Development Area A; the garage includes trees and landscaping along the eastern façade which creates a partial visual screen of the building along Campus Way NE. The two-story Physical Plant building is located immediately west of the South Parking Garage. The remainder of Development Area A is characterized by existing surface parking lots with associated landscaping and trees provided between the parking aisles. The western and southern campus boundary within Development Area A also include mature trees which act to provide a buffer and partial visual screen between the campus development and existing off-campus residential uses to the west.



*Physical Plant Building*

### *Views*

From Development Area A, views of the North Creek Stream and Wetland Area, I-405 and portions of east Bothell and Woodinville are available from the upper levels of the South Parking Garage and along NE 180<sup>th</sup> Street looking east. Views of the Sammamish River are also available from certain areas within the south portion of Development Area A (i.e., within the surface parking lot and along Campus Way NE).

### *Lighting*

Existing light sources within Development Area A are primarily comprised of pole-mounted lights for the existing surface parking lot and along NE 180<sup>th</sup> Street, building lighting associated with the existing parking structure, and vehicle headlights traveling through campus and to/from the existing parking facilities.

## Development Area B

### *Aesthetic Character*

The aesthetic character of Development Area B is comprised of existing campus buildings, undeveloped space surrounding buildings, pedestrian pathways, surface parking lots and roadways. In general, UW Bothell buildings are located in the south portion of Development Area B, CC buildings are located in the north portion and shared buildings are located in the middle.



*Mobius Hall (CC3/GLA)*

The south portion of Development Area B contains the UW Bothell's Founders Hall (UW1), Commons Halls (UW2), and Discovery Hall (DISC). The shared Library building (LB1), Library Annex (LBA), Library 2 (LB2) building and the Truly House are located in the central portion of Development Area B. The north portion of Development Area B is primarily comprised of Cascadia College buildings, including the CC1 and CC2 buildings which are located adjacent to Campus Way NE and the Mobius Hall (CC3/GLA) building.

The existing buildings in Development Area B are generally three- to four-stories in height and are constructed with brick, glass and metal façades with the exception of the Truly House which is a two-story, former residence (currently used as a UWB auxiliary faculty facility) that was constructed in the craftsman-style with a primarily wood, brick and glass exterior.

Existing pedestrian pathways are located throughout Development Area B and provide connections between campus buildings and parking areas, including the Crescent Path that is immediately west of LB1. A surface parking area is located near the intersection of NE 180<sup>th</sup> Street and 110<sup>th</sup> Avenue NE. The remainder of Development Area B is comprised of undeveloped areas.

## *Views*

Views of the North Creek Stream and Wetland Area, I-405 and portions of east Bothell and Woodinville are available from the upper levels of existing buildings, including UW1, LB1, LBA, LB2, CC1, CC2 and CC3. Existing roadways also provide views of these areas, including along NE 180<sup>th</sup> Street and portions of the north and south end of Campus Way NE within Development Area B.

## *Lighting*

Existing light sources within Development Area B are primarily comprised of interior and exterior building lighting, pedestrian pathway lighting, pole-mounted street lighting along Campus Way NE, and vehicle headlights along internal campus roadways (i.e., 110<sup>th</sup> Avenue NE and Campus Way NE).

## Development Area C

### *Aesthetic Character*

The aesthetic character of Development Area C is generally defined by the single-story Husky Hall in the northeast corner with existing undeveloped areas with some campus-related outdoor maintenance equipment storage and surface parking in the remainder of the area. Existing vegetation and trees are located along the western boundary of Development Area C and provide a buffer and partial visual screen between the



*Husky Hall*

existing campus uses and the adjacent off-campus residential uses to the west. NE 185<sup>th</sup> Street forms the north boundary of Development Area C.

## *Views*

Views from Development Area C are limited due to the presence of intervening existing trees and vegetation. However, views of the hillsides to the east (Bothell and Woodinville) are available near the east end of NE 185<sup>th</sup> Street.

## *Lighting*

Existing light sources within Development Area C are primarily comprised of interior and exterior building lighting associated with Husky Hall and vehicles travelling to and from Husky Hall, the existing Corp Yard and along existing roadways (i.e., NE 185<sup>th</sup> Street and 110<sup>th</sup> Avenue NE).

## Development Area D

### *Aesthetic Character*

The aesthetic character of Development Area D is generally defined by the existing Husky Village buildings, surface parking areas and landscape areas. The existing Husky Village student housing is comprised of 10 three-story buildings that are comprised of primarily wood and glass façades; associated surface parking areas are located adjacent to the buildings and Beardslee Boulevard. 110<sup>th</sup> Avenue NE within Development Area D also serves as the northern entrance to the campus and includes signage and landscaping to provide a welcome entrance. The intersection of 110<sup>th</sup> Avenue NE and Campus Way NE also serves as a major transit stop within the campus.



*Husky Village*

## *Views*

Existing views from Development Area D are limited due to the presence of existing trees, vegetation and buildings adjacent to the area. However, views of the hillsides to the east (Bothell and Woodinville) are available near the southern portion of 110<sup>th</sup> Avenue NE and near the intersection of 110<sup>th</sup> Avenue NE and NE 185<sup>th</sup> Street.

## *Lighting*

Existing light sources within Development Area D are primarily comprised of interior and exterior building lighting associated with Husky Village, pole-mounted street lighting along 110<sup>th</sup> Avenue NE and Beardslee Boulevard, and vehicles traveling to and from Husky Village and utilizing the north campus entrance at 110<sup>th</sup> Avenue NE.



## Development Area E

### *Aesthetic Character*

The aesthetic character of Development Area E is defined by the existing North Parking Garage, sports fields and the North Creek Events Center. The four-story North Parking Garage is primarily constructed of concrete and brick and includes some views to the eastern portion of campus. The sports fields to the south of the parking garage consist of field turf that can be utilized for soccer, baseball/softball, flag football or other recreation activities; a chain-link fence surrounds the field area. The North Creek Events Center is a two-story building that is elevated above the sports fields to provide views to the east from the building. The Events Center is primarily constructed of brick, metal and glass. Pedestrian pathways and vegetated areas are located within the area surrounding the Sports and Recreation Complex.



*North Creek Events Center*

### *Views*

Views from Development Area E are primarily provided from within the North Creek Events Center. This building is elevated above the existing adjacent sports field and includes full-length window along the eastern façade to provides views of the North Creek Stream and Wetland Area, I-405 and the adjacent areas to the east (east Bothell and Woodinville). Due to its proximity, views of the North Creek Stream and Wetland Area are also available from several other locations within Development Area E, particularly from the sports fields and pedestrian paths surrounding the fields.

### *Lighting*

Existing light sources within Development Area E are primarily comprised of interior and exterior building lighting associated with the North Parking Garage and the North Creek Events Center, pole-mounted field lighting associated with the sports field, pole-mounted street lighting along Campus Way NE, and vehicle headlights travelling to and from the parking garage and along Campus Way NE.

## Development Area F

### *Aesthetic Character*

The aesthetic character of Development Area F is defined by the existing Activities and Recreation Center (ARC) building, sports courts (tennis, basketball and volleyball courts), existing undeveloped areas, and pedestrian pathways leading to the



*ARC Building*



wetlands. The ARC is a two- to three-story building and includes primarily concrete, glass, and metal façades; due to the height of the building views to the east are also available. The existing sports courts are located immediately east of the ARC and are connected to adjacent campus areas by several pedestrian pathways. Existing undeveloped areas and a portion of the North Creek Trail comprise the remainder of Development Area F.

## *Views*

Views from Development Area F are primarily provided from within the ARC building. This building is elevated above the existing adjacent sports courts and provides views of the North Creek Stream and Wetland Area, I-405 and the adjacent areas to the east (east Bothell and Woodinville). Due to its proximity, views of the North Creek Stream and Wetland Area are also available from several locations within Development Area F (i.e., pedestrian pathways, the North Creek Trail, etc.).

## *Lighting*

Existing light sources within Development Area F are primarily comprised of interior and exterior building lighting associated with the ARC building, pole-mounted lighting for the existing sports courts, pole-mounted street lighting along Campus Way NE, and vehicle headlights traveling on Campus Way NE.

## Development Area G

### *Aesthetic Character*

The aesthetic character of Development Area G consists of Chase House and associated driveways/surface parking areas, landscaped open space and undeveloped areas. The two-story Chase House is a former residence that was part of the early settlement of the site area in the 1880s. The building is considered an example of pioneer-era residential architecture with primarily wood and glass on the existing façades. Existing surface parking areas are located to the east of the Chase House and landscaped/vegetated areas are located to the west (adjacent to Campus Way NE). Existing mature trees and vegetation are also located along the southern boundary of Development Area G which provide a buffer and partial visual screen between the campus and SR-522.



*Chase House*

Existing surface parking areas are located to the east of the Chase House and landscaped/vegetated areas are located to the west (adjacent to Campus Way NE). Existing mature trees and vegetation are also located along the southern boundary of Development Area G which provide a buffer and partial visual screen between the campus and SR-522.

## *Views*

Existing views within Development Area G are limited due to the presence of existing trees and vegetation that are adjacent to the area.

## *Lighting*

Existing light sources within Development Area G are primarily comprised of pole-mounted lighting for the existing surface parking and along Campus Way NE, building lighting associated with the Chase House, and vehicles traveling through the parking area and on Campus Way NE.

## Surrounding Areas

### North of Campus

#### *Aesthetic Character*

The aesthetic character of the area to the north of the campus (adjacent to Development Area D) is primarily defined by a mix of land uses and building types, including single family and multifamily residential uses and commercial/retail uses. A four-story commercial office building is located immediately north of campus at the intersection of Beardslee Boulevard/110<sup>th</sup> Avenue NE (Beardslee Building) and contains UW Bothell uses as well as other commercial uses. One- to two-story single family residences are also located along Beardslee Boulevard, as well as a three-story multifamily apartment building. A two- to three-story fire station for the Bothell Fire Department is also located in this area at the intersection of Beardslee Boulevard/NE 185<sup>th</sup> Street. Further to the north, along Beardslee Boulevard, are one- to two-story single family residences and a mixed-use development (Beardslee Crossing) which includes off-campus UW Bothell offices, commercial office space, retail and restaurant uses, professional services (dentist offices, etc.), and multifamily apartments.



*Beardslee Building*

#### *Views*

From the area to the north of the campus, the intersection of Beardslee Boulevard and 110<sup>th</sup> Avenue NE serves as the primary north entrance to the campus and includes signage, landscaping and vegetation to provide a welcome entrance for students, staff and visitors. Existing views of the campus are available from surrounding areas to the north and include existing development within Development Area D such as the Husky Village student housing buildings and associated surface parking. From Beardslee Boulevard, views of the existing development within a portion of Development Area B are also available, including CC1, CC2, and CC3.

## *Lighting*

Existing lighting to the north of campus is generally comprised of pole-mounted street lighting along Beardslee Boulevard, interior and exterior building lighting associated with existing

commercial and residential buildings, and vehicle headlights traveling on Beardslee Boulevard.

## East of Campus

### *Aesthetic Character*

The aesthetic character of the area to the east of the campus is primarily defined by I-405 which is located along the eastern boundary of the campus and separates the campus from existing development to the east. Beyond I-405, the aesthetic character includes a mix of commercial and industrial office park developments, recreation uses, commercial retail uses, hotels, churches, and vegetated areas. One- to three-story commercial and industrial office park buildings and associated surface parking lots are located adjacent to I-405, as well as a three-story hotel. Further to the east are additional commercial and industrial office park uses (primarily one- to three-story buildings), several hotels and the North Creek Sports Fields which include four separate sports field complexes.

### *Views*

Existing views from the surrounding area to the east of the campus are available from northbound and southbound I-405 adjacent to the campus. Vehicles traveling on I-405 (as well as on existing overpasses such as NE 195<sup>th</sup> Street and the southbound ramp from SR-522 to I-405) have views of the North Creek Stream and Wetland Area, as well as views of the upper levels of existing buildings on the campus (i.e., CC1, CC2, CC3, the North Parking Garage, the North Creek Events Center, LB1, UW1, UW2, Discovery Hall and the South Parking Garage). Due to the nature of vehicles travelling on the roadways, these types of views are smaller and more limited (peek-a-boo views). Views of the campus from existing uses further to the east are generally obstructed by I-405 and existing mature trees.

### *Lighting*

Existing lighting to the east of campus is primarily comprised of pole-mounted lighting along I-405 and vehicle headlights travelling on I-405.

## South of Campus

### *Aesthetic Character*

The aesthetic character of the area to south of the Campus (adjacent to Development Areas A and G) is primarily defined by SR-522 which provides access to Seattle, Woodinville and I-405. Beyond SR-522 is the Bracketts Landing single family residential neighborhood (primarily one- to two-story residences), Bracketts Landing Park<sup>2</sup> and the Sammamish River. The area further to the south, beyond the Sammamish River, is primarily comprised of one- to two-

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<sup>2</sup> Bracketts Landing Park is a small pocket park of open space along the Sammamish River.

story single family residences, the Riverside Mobile Estates (mobile home park), a three-story senior center, several multistory senior living complexes, and two- to three-story multifamily residential uses.

## Views

Existing views from the surrounding area to the south of the UWB/CC campus are available from a portion of westbound ramp that connects I-405 with SR-522. Views of the south portion of campus (Development Areas A, G and portions of Development Areas B, E and F) are visible from vehicles that are travelling west toward SR-522. Due to the nature of vehicles travelling on the roadways, these types of views are smaller and more limited (peek-a-boo views). Views towards the campus from existing residences further to the south are generally obstructed due to topography, existing trees/vegetation and the presence of SR-522.

## Lighting

Existing lighting to the south of campus is primarily comprised of pole-mounted lighting along SR-522 and vehicle headlights travelling on SR-522.

## West of Campus

### *Aesthetic Character*

The aesthetic character of the area adjacent to the western boundary of the campus (adjacent to Development Areas A, B, C and D) is primarily defined by single family and multifamily residential neighborhoods and the Bothell Pioneer Cemetery. Residences in these neighborhoods are primarily one- to two-stories in height. Several of the neighborhoods are located around cul-de-sac or dead-end streets, including neighborhoods immediately adjacent to the west boundary of the campus. The Bothell Pioneer Cemetery to the immediate west of campus reflects a vegetated open space visual character. Further to the west are single family residences, multifamily apartment buildings and commercial/retail uses within downtown Bothell. Multifamily buildings are generally two-stories within this area. Commercial and retail uses in downtown Bothell are generally one- to two-stories and smaller commercial, retail/ restaurant, professional services or public facilities (Bothell City Hall).



*Residences to the West of Campus*

## Views

Existing views in the surrounding area to the west of the campus are limited due to the presence of existing development and mature trees/vegetation. Portions of the western edge of campus are visible from public areas such as NE 182<sup>nd</sup> Court and NE 183<sup>rd</sup> Court.

## Lighting

Existing lighting to the west of campus is primarily comprised of interior and exterior building lighting associated with existing residences, as well as vehicle headlights on area roadways.

### 3.8.2 Impacts

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This section of the Final EIS identifies the potential impacts on existing aesthetic character and views on the campus and in the surrounding areas that could occur with development under the EIS Alternatives.

Under the *Campus Master Plan*, new development of up to approximately 907,300 gsf to 1,072,300 gsf of net new building space would result in increased building development within certain areas of the campus that could be visible from the surrounding area. Development standards would be included as part of the *Campus Master Plan* to ensure that new development would minimize visual impacts and be compatible with the existing aesthetic character of the campus. Under the Campus Master Plan, several existing open space areas (North Creek Stream and Wetland Area, the existing sports fields, plazas associated with Discovery Hall and Mobius Hall, and the Crescent Path) would be retained, and new green, urban open spaces would be included as part of new building development.

## No Action Alternative

### Scenario A – Baseline Condition

Under Scenario A, the proposed *Campus Master Plan* would not be approved and no additional development would occur on campus and no aesthetic changes or changes in views or lighting would occur. The current 683,500 gsf of academic space and 74,200 gsf of housing space on campus (total of 757,700 gsf on campus), along with the 70,700 gsf of off-site academic space within 0.25 mile of campus, would remain. No changes to the current vehicular or pedestrian circulation systems, or the amount of parking (current 2,272 spaces), would occur. Existing natural and recreational open spaces would remain. Since no new development would occur on campus, no significant aesthetic impacts would occur under Scenario A.

### Scenario B – Allowed in PUD

Under Scenario B, the proposed *Campus Master Plan* would not be approved, and a level of future campus development consistent with the remaining capacity under the original (Phase 1) and current PUD would occur. This scenario assumes buildout of the remaining approximately 386,100 gsf of campus building area, reaching the total of 1.14 million gsf of building space identified on campus under the PUD. The approximately 240 student beds associated with Husky Village would remain and no additional housing beds would be

provided. The current vehicular and pedestrian circulation systems would remain. An on-campus parking supply totaling 4,200 to 6,000 spaces would be provided on campus.

Buildout under the current PUD would represent approximately 54 percent of the anticipated demand for building space that is identified in the proposed *Campus Master Plan* and under Alternatives 1-4. The lower amount of development would represent an increase in density over the existing conditions and would result in fewer aesthetic changes on the campus under Scenario B when compared to Alternatives 1-4. Development under the current PUD would also result in piece meal development of one building at a time without an overall plan for entire campus.

## Alternative 1 – Develop Institutional Identity (Southward Growth)

Alternative 1 represents a level of development and improvements that would meet the forecasted growth and goals over the 20-year planning horizon for the *Campus Master Plan*. This alternative reflects a focus of development in the southwest portion of the campus, with the majority of development assumed for Development Areas A and B.

### Aesthetic Character

Development under Alternative 1 would include approximately 1,072,300 gsf of net new building space that would generally be clustered in the central and south campus areas (Development Areas A, B and F), as well as up to 960 new student housing beds. Development under Alternative 1 would change the aesthetic character of the campus to reflect new building development and increased building density, particularly in the central and south portions of campus (Development Areas A, B and F).

The *Campus Master Plan* includes limitations on maximum building heights and setbacks for buildings from the property line. A 65-foot maximum building height would be established for the majority of campus (Development Areas A, B, C, D and G), with a 100-foot maximum height for a portion of campus east of Campus Way NE (Development Areas E and F). The western and southern boundary of Development Area C adjacent to off-campus residential uses on NE 182<sup>nd</sup> Court and NE 183<sup>rd</sup> Court would have a 45-foot wide building setback (including a 30-foot wide landscape buffer), while the western boundary of Development Area A adjacent to off-campus residential uses on Valley View Road and Circle Drive would have a 60-foot wide building setback (including a 30-foot wide landscape buffer). In addition, the western edge of Development Area C (adjacent to 108<sup>th</sup> Avenue NE) would include a 30-foot wide building setback (see **Figure 2-5** for an illustration of landscape buffers and building setbacks).

Several existing open space areas (North Creek Stream and Wetland Area, the existing sports fields, plazas associated with Discovery Hall and Mobius Hall, and the Crescent Path) would be retained. New green, urban open spaces would also be included as part of new building development which would help enhance the aesthetic character surrounding new buildings.

Development standards are identified in the *Campus Master Plan* and are intended to ensure that development would be consistent with the aesthetic character of the existing campus environment and minimize the potential impacts of increased density. Implementation of these development standards as part of the *Campus Master Plan* would minimize potential aesthetic impacts on the campus under Alternative 1 and significant aesthetic impacts would not be anticipated.

## Views

Potential development under Alternative 1 would modify some existing views on the campus, particularly in the central and southern portions of the campus. Development adjacent to NE 180<sup>th</sup> Street (Development Areas A and B) would change the character of views to the east along this roadway to reflect new development adjacent to the corridor; however, views to the east toward the North Creek Stream and Wetland Area, I-405 and portions of east Bothell and Woodinville would remain. Development within Development Area F would create new buildings with views to the east of the North Creek Stream and Wetland Area and I-405, but may obstruct a portion of views from the existing UW1 building. Pursuant to development standard provisions identified in the *Campus Master Plan*, new development would be intended to minimize visual impacts and preserve existing view corridors within the campus. As part of the analysis for this EIS, visual simulations were prepared to illustrate how development under the EIS Alternatives could affect the visual character and views on campus, including views from surrounding areas.

## Visual Simulations

Visual massing simulations were prepared for this EIS based on photographs of the site from selected viewpoints and photo simulations of potential development from these viewpoints<sup>3</sup>. The identification of viewpoints for the visual analysis considered several factors, including the primary viewer groups in the area and the potential for development to impacts views. Seven viewpoints were selected as being most representative of area viewpoints and/or were determined to have the greatest potential for potential development to change the character of the view. These viewpoints are listed in **Table 3.8-1** and shown on **Figure 3.8-1**.

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<sup>3</sup> Simulations of potential development represent conceptual building massings and are not reflective of specific building designs.

**Table 3.8-1  
VIEWPOINT LOCATIONS**

<b>Viewpoint</b>	<b>Description</b>
Viewpoint A	View from NE 180 <sup>th</sup> Street/110 <sup>th</sup> Avenue NE (looking east)
Viewpoint B	View from Campus Way NE/NE 180 <sup>th</sup> Street (looking north)
Viewpoint C	View from NE 185 <sup>th</sup> Street/Beardslee Boulevard (looking east)
Viewpoint D	View from Beardslee Boulevard/NE 185 <sup>th</sup> Street (looking northeast)
Viewpoint E	View from 110 <sup>th</sup> Avenue NE/Beardslee Boulevard (looking south)
Viewpoint F	View from 108 <sup>th</sup> Avenue NE/NE 182 <sup>nd</sup> Court (looking east)
Viewpoint G-1	View from 108 <sup>th</sup> Avenue NE/NE 183 <sup>rd</sup> Court (looking east)
Viewpoint G-2	View from 108 <sup>th</sup> Avenue NE/NE 183 <sup>rd</sup> Court (looking northeast)
Viewpoint H	View from 110 <sup>th</sup> Avenue NE/North Creek Trail (looking southeast)
Viewpoint I	View from North Creek Trail in south campus (looking north)

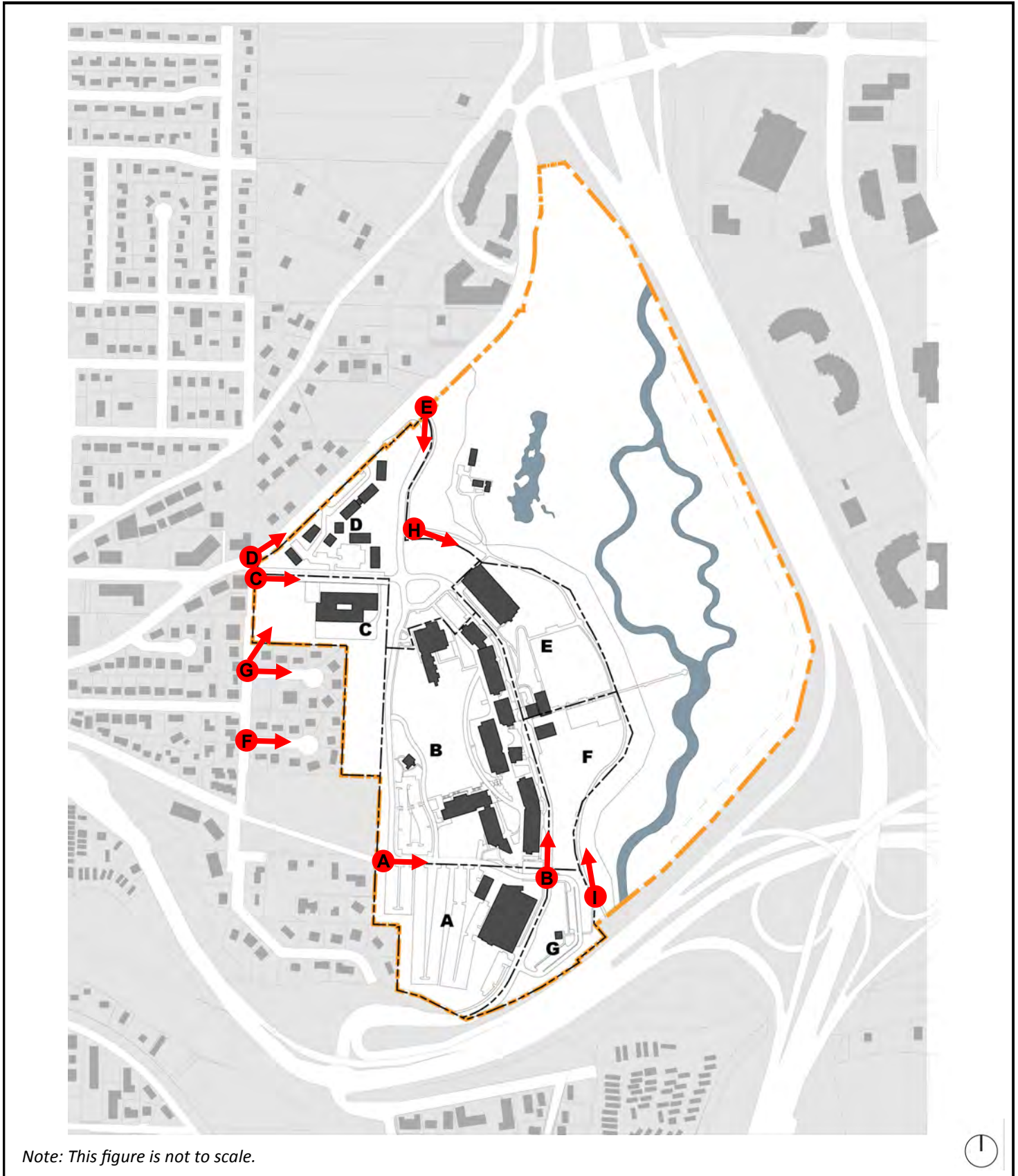
Based on these viewpoints, photo simulations of campus development under the EIS Alternatives were prepared to represent building massing based on assumed building elevations, locations, and heights within a development area; the simulations do not reflect any potential building modulations or associated mature landscaping/vegetation and are intended to represent a reasonable, worst-case condition. The visual analysis presented in this EIS includes figures that incorporate the following:

- Photographs illustrating the existing visual condition as viewed from the respective viewpoints, including views to campus from adjacent public areas, as well as internal campus views.
- Simulations of building massing envelopes representing the extent of building massing visible from the respective viewpoint, consistent with assumed total building square footage, setbacks, and maximum heights. The building massing envelopes are intended to represent the conceptual bulk and scale of potential development under each of the EIS Alternatives.

A description of the existing views to the site from the identified viewpoints are provided below, along with a description of the potential view from each location under Alternative 1.



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Note: This figure is not to scale.

Source: Mahlum Architects and EA Engineering, 2017.

**Figure 3.8-1**  
Viewpoint Location Map

### *Viewpoint A – NE 180<sup>th</sup> Street/110<sup>th</sup> Avenue NE (looking east)*

From Viewpoint A, which depicts a view from the western campus boundary looking toward campus, the existing view includes NE 180<sup>th</sup> Street and existing surface parking areas and associated landscaping on both sides of the roadway. A portion of the existing UW2 building is visible in the mid-ground view. Distant background views to the east of the North Creek Stream and Wetland Area, I-405 and portions of east Bothell and Woodinville are also available in the background (see **Figure 3.8-2** for the existing views from this location under Alternative 1).

Under Alternative 1, views from Viewpoint A would reflect a more developed character in the foreground view, although a view to the east down NE 180<sup>th</sup> Street would continue. Assumed building development would be located to the north and south of NE 180<sup>th</sup> Street and would frame the view to the east down the roadway. Existing background views to the east of the North Creek Stream and Wetland Area, I-405 and portions of east Bothell and Woodinville would remain from this location (see **Figure 3.8-2** for a conceptual massing simulation of the views from this location under Alternative 1).

### *Viewpoint B – Campus Way NE/NE 180<sup>th</sup> Street (looking north)*

The existing internal campus view from Viewpoint B consists of Campus Way NE, the existing UW1 building and undeveloped area (existing trees and vegetation) to the east of Campus Way NE. Views of the North Creek Stream and Wetland Area are not available in this direction due to the presence of existing trees to the east of Campus Way NE (see **Figure 3.8-3** for the existing view from this location under Alternative 1).

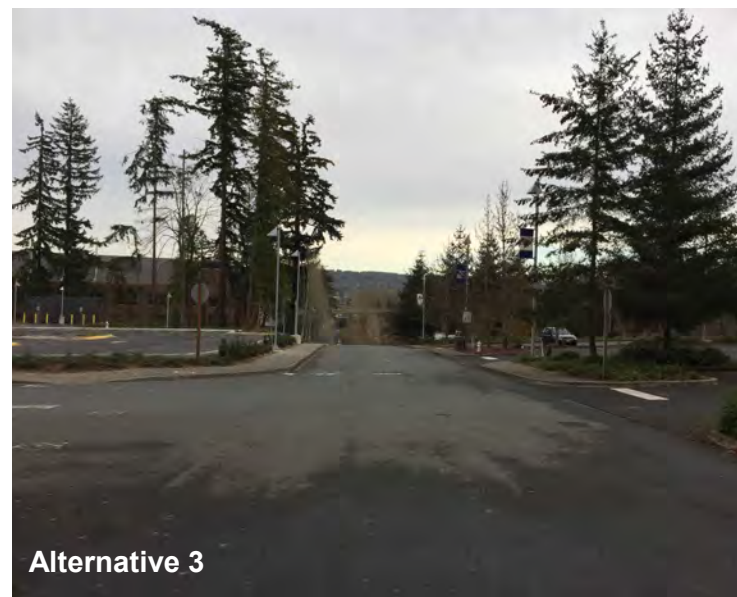
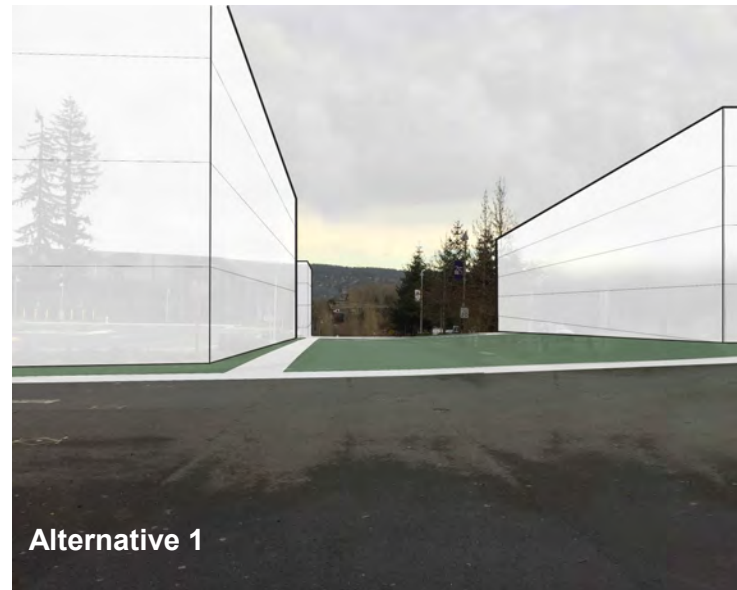
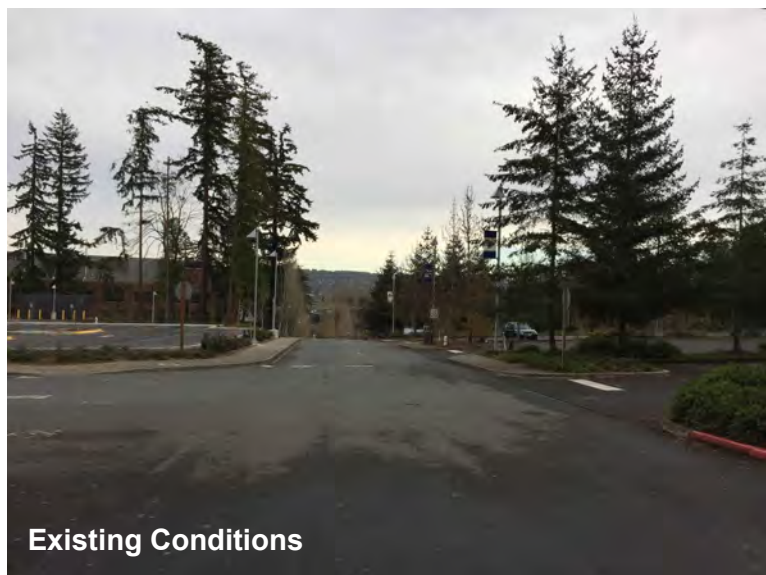
Views from Viewpoint B would include prominent views of new building development in Development Area F under Alternative 1. New development would frame the Campus Way NE corridor opposite the existing UW1 building and replace existing trees that are currently in this undeveloped area (see **Figure 3.8-3** for a conceptual massing simulation of the views from this location under Alternative 1).

### *Viewpoint C – NE 185<sup>th</sup> Street/Beardslee Boulevard (looking east)*

The existing view from Viewpoint C is primarily comprised of NE 185<sup>th</sup> Street, existing undeveloped area to the south, and a portion of Husky Village to the north. Distant background views to the east of the North Creek Stream and Wetland Area and portions of east Bothell and Woodinville are available down the NE 185<sup>th</sup> Street viewshed (see **Figure 3.8-4** for a photo of the existing view from Viewpoint C).

Under Alternative 1, the view from Viewpoint C would remain the same as the existing conditions (see **Figure 3.8-4** for a conceptual massing simulation of the view from this location under Alternative 1).

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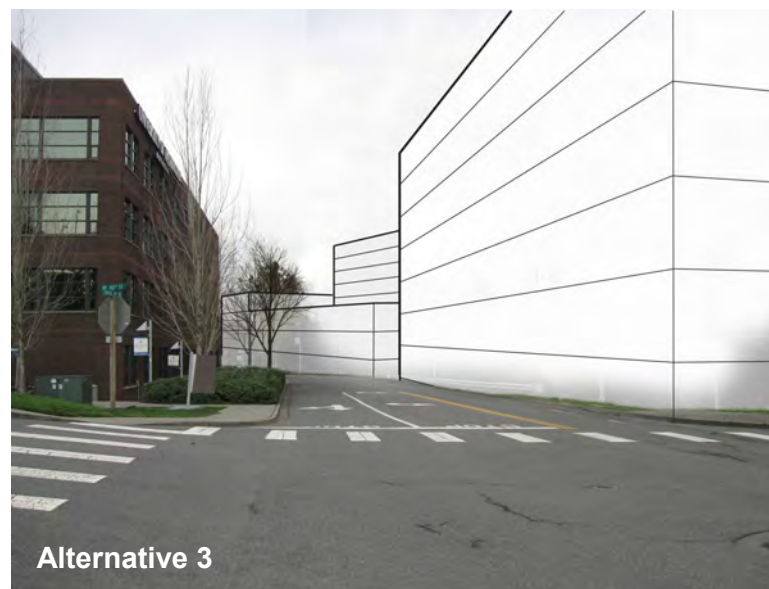
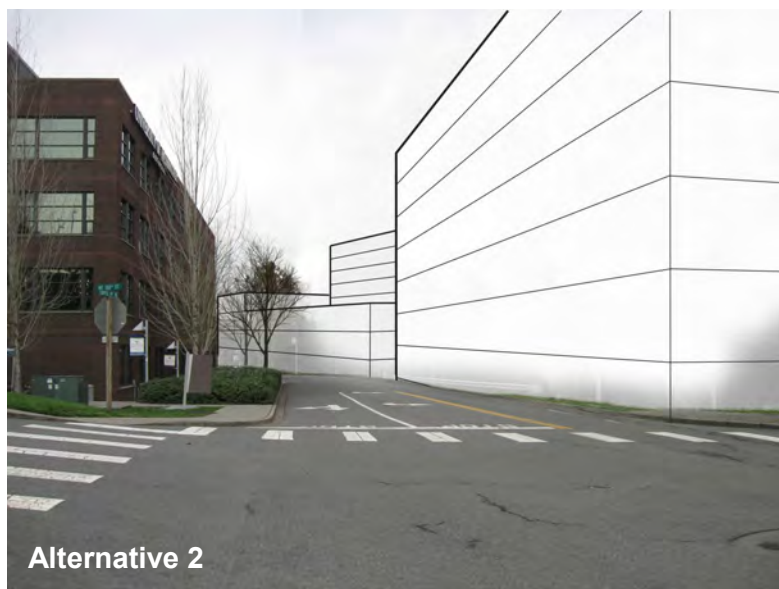
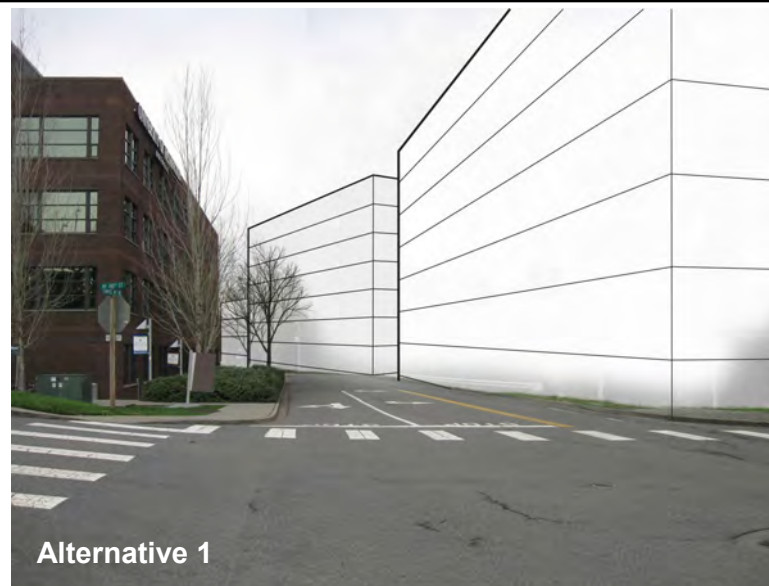


*Note: These images represent conceptual building massings and are not reflective of specific building design or landscaping design/buffers, which when mature would provide additional visual screening.*

Source: **Mahlum Architects and EA Engineering, 2017.**



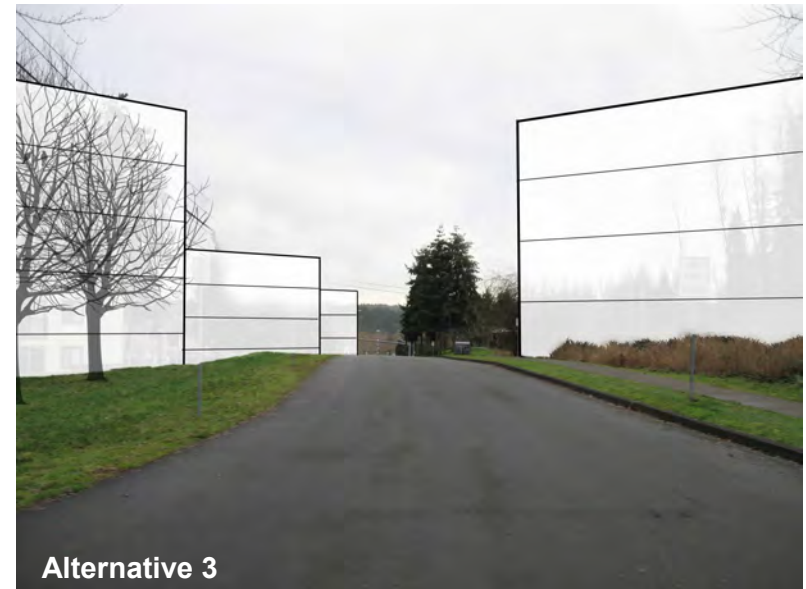
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*Note: These images represent conceptual building massings and are not reflective of specific building design or landscaping design/buffers, which when mature would provide additional visual screening.*

Source: **Mahlum Architects and EA Engineering, 2017.**

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*Note: These images represent conceptual building massings and are not reflective of specific building design or landscaping design/buffers, which when mature would provide additional visual screening.*

Source: **Mahlum Architects and EA Engineering, 2017.**

### *Viewpoint D – Beardslee Boulevard/NE 185<sup>th</sup> Street (looking northeast)*

From Viewpoint D, the existing view includes Beardslee Boulevard, portions of the existing Husky Village buildings to the east and existing off-campus residential development to the north. Background views of residential areas to the north in the City of Bothell are available down the Beardslee Boulevard corridor (see **Figure 3.8-5** for a photo of the existing view from Viewpoint D).

Under Alternative 1, no new building development would be visible and the view from Viewpoint D would remain the same as the existing conditions (see **Figure 3.8-5** for a conceptual massing simulation of the view from Viewpoint D under Alternative 1).

### *Viewpoint E – 110<sup>th</sup> Avenue NE/Beardslee Boulevard (looking south)*

The existing internal campus view from Viewpoint E reflects the northern campus entry and consists of 110<sup>th</sup> Avenue NE, associated sidewalk, landscaping and undeveloped areas, and the 110<sup>th</sup> Avenue NE/NE 185<sup>th</sup> Street intersection. The existing CC2 and CC3 (Mobius Hall) are visible in the background view, along with existing mature trees on the campus (see **Figure 3.8-6** for a photo of the existing view from Viewpoint 5).

Under Alternative 1, the foreground and mid-ground views from Viewpoint E would remain the same as the existing conditions. Background views would change with the addition of new development in Development Area B. New buildings in this development area would appear as a continuation of existing campus development in the background view from this location (see **Figure 3.8-6** for a conceptual massing simulation of the view from Viewpoint E under Alternative 1).

### *Viewpoint F – 108<sup>th</sup> Avenue NE/NE 182<sup>nd</sup> Court (looking east)*

From Viewpoint F, which depicts a view from the adjacent residential neighborhood east toward campus, the existing view includes the off-campus residential neighborhood along NE 182<sup>nd</sup> Court. The existing campus is located in the background from this location but the view of the campus is generally limited to existing mature trees and vegetation that are located along the western campus boundary, with the visual character reflecting a single family residential neighborhood (see **Figure 3.8-7** for a photo of the existing view from Viewpoint F).

Under Alternative 1, no new building development would be visible and the view from Viewpoint F would remain the same as the existing conditions (see **Figure 3.8-7** for a conceptual massing simulation of the view from Viewpoint F under Alternative 1).



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*Note: These images represent conceptual building massings and are not reflective of specific building design or landscaping design/buffers, which when mature would provide additional visual screening.*

Source: Mahlum Architects and EA Engineering, 2017.

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Source: Mahlum Architects and EA Engineering, 2017.



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Source: Mahlum Architects and EA Engineering, 2017.

### *Viewpoint G-1 – 108<sup>th</sup> Avenue NE/NE 183<sup>rd</sup> Court (looking east)*

The existing view from Viewpoint G-1, which depicts a view from the adjacent residential neighborhood east toward campus, consists of the off-campus residential neighborhood along NE 183<sup>rd</sup> Court. The existing campus is located in the background from this location but the view of the campus is generally limited to existing mature trees and vegetation that are located along the western campus boundary (see **Figure 3.8-8** for a photo of the existing view from Viewpoint G-1).

The view to the east from Viewpoint G-1 would continue to include the existing off-campus residential neighborhood along NE 183<sup>rd</sup> Court. Background views from this location would change to reflect a portion of Alternative 1 campus building development in Development Area C. Development in this area of campus would be partially visible in the background and would change the aesthetic character of this viewpoint to reflect additional development on campus compared to no view of campus development under current conditions (see **Figure 3.8-8** for a conceptual massing simulation of the view from Viewpoint G-1 under Alternative 1).

### *Viewpoint G-2 – 108<sup>th</sup> Avenue NE/NE 183<sup>rd</sup> Court (looking northeast)*

The existing view from Viewpoint G-2, which depicts a view from the adjacent residential neighborhood east toward campus, consists of the off-campus residential neighborhood along NE 183<sup>rd</sup> Court, 108<sup>th</sup> Avenue NE and existing undeveloped areas on campus. Due to the existing topography from this location the existing residential neighborhood and 108<sup>th</sup> Avenue NE are located at a higher elevation than the undeveloped areas of campus (Development Area C) and the only visible portions of campus are existing mature trees (see **Figure 3.8-9** for a photo of the existing view from Viewpoint G-2).

Under Alternative 1, no Alternative 1 building development would be visible and the view from Viewpoint G-2 would remain the same as the existing conditions (see **Figure 3.8-9** for a conceptual massing simulation of the view from Viewpoint G-2 under Alternative 1).

### *Viewpoint H – 110<sup>th</sup> Avenue NE/North Creek Trail (looking southeast)*

The existing view from Viewpoint H consists of the North Creek Trail, vegetated areas and the North Creek Stream and Wetland Area. The North Parking Garage is visible in the background, as well as additional areas within the North Creek Stream and Wetland Area (see **Figure 3.8-10** for a photo of the existing view from Viewpoint H).

The view to the east from Viewpoint H would continue to primarily reflect the North Creek Trail and North Creek Stream and Wetland Area. Background views from this location would change to reflect an addition to the North Parking Garage, a portion of which would be visible behind the existing garage structure (see **Figure 3.8-10** for a conceptual massing simulation of the view from Viewpoint H under Alternative 1).



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*Note: These images represent conceptual building massings and are not reflective of specific building design or landscaping design/buffers, which when mature would provide additional visual screening.*

Source: Mahlum Architects and EA Engineering, 2017.



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*Note: These images represent conceptual building massings and are not reflective of specific building design or landscaping design/buffers, which when mature would provide additional visual screening.*

Source: Mahlum Architects and EA Engineering, 2017.



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*Note: These images represent conceptual building massings and are not reflective of specific building design or landscaping design/buffers, which when mature would provide additional visual screening.*

Source: **Mahlum Architects and EA Engineering, 2017.**

### *Viewpoint I – North Creek Trail in South Campus (looking north)*

The existing view from Viewpoint I consists of the North Creek Trail, undeveloped areas and the North Creek Stream and Wetland Area (see **Figure 3.8-11** for a photo of the existing view from Viewpoint I).

The view from Viewpoint I under Alternative 1 would change to reflect a more developed character with a new multi-story academic/residential building comprising a substantial portion of the field of view. Existing views of the North Creek Trail would remain in the foreground and the North Creek Stream and Wetland Area would continue to be visible to the east (see **Figure 3.8-11** for a conceptual massing simulation of the view from Viewpoint I under Alternative 1).

### **Lighting**

Development of the Campus Master Plan under Alternative 1 would result in increased light sources on campus, particularly within Development Areas A, B and C. New light sources would include interior and exterior building lighting, pedestrian pathway lighting, and an increase in mobile lighting sources such as vehicle headlights. Areas immediately adjacent to potential new campus development could experience some localized light spillage and additional light sources could be visible from portions of the off-campus residential neighborhoods to the west of campus. In particular, potential development along the western edge of campus (including student housing and academic buildings in Development Area A and academic and parking buildings in Development Area C) would be most likely to result in lighting that could be visible from off-campus residential uses. Increased lighting sources in proximity to off-campus residential uses would include new interior and exterior lighting sources and an increase in mobile sources of lighting associated with the parking garage development. Mitigation measures identified below in Section 3.8.3 would be intended to minimize light spillage to off-campus areas and significant lighting impacts would not be anticipated.

### Alternative 2 – Develop the Core (Central Growth)

Alternative 2 represents a level of development that would meet the forecasted growth and goals over the 20-year planning horizon for the *Campus Master Plan* and reflects a focus of development in the central portion of the campus, with the majority of development assumed for Development Areas B, E and F.



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*Note: These images represent conceptual building massings and are not reflective of specific building design or landscaping design/buffers, which when mature would provide additional visual screening.*

Source: Mahlum Architects and EA Engineering, 2017.

## Aesthetic Character

Development under Alternative 2 would include approximately 907,300 gsf of net new building space, including up to 360 new beds. New development would be generally located in the central portion of campus (Development Areas B, E and F). Potential development under Alternative 2 would change the aesthetic character of the campus to reflect new building development and increased building density, particularly in the central portion of the campus (Development Areas B, E and F).

As described under Alternative 1, the *Campus Master Plan* includes limitations on maximum building heights and setbacks for buildings from the campus boundary. A 65-foot maximum building height would be established for the majority of campus (Development Areas A, B, C, D and G), with a 100-foot maximum height for a portion of campus east of Campus Way NE (Development Areas E and F). A landscape buffer and building setback area would be provided along the western boundary of Development Areas A, B and C adjacent to residential uses and would generally consist of a 45-foot wide building setback that includes a 30-foot wide landscape buffer; the western edge of Development Area C (adjacent to 108<sup>th</sup> Avenue NE) would include a 20-foot building setback consistent with City of Bothell zoning regulations (see **Figure 2-5** for an illustration of landscape buffers and building setbacks).

Several existing open space areas (North Creek Stream and Wetland Area, the existing sports fields, plazas associated with Discovery Hall and Mobius Hall, and the Crescent Path) would be retained. New green, urban open spaces would also be included as part of new building development which would help enhance the aesthetic character surrounding new buildings.

Development standards are identified in the *Campus Master Plan* and are intended to ensure that development would be consistent with the aesthetic character of the existing campus environment and minimize the potential impacts of increased density. Implementation of these development standards as part of the *Campus Master Plan* would minimize potential aesthetic impacts on the campus under Alternative 2 and significant aesthetic impacts would not be anticipated.

## Views

Potential development under Alternative 2 would modify some existing views on the campus, particularly in the central portion of the campus. Development adjacent to NE 180<sup>th</sup> Street (Development Area B) would change the character of views to the east along this roadway to reflect new development adjacent to the corridor; however, views to the east toward the North Creek Stream and Wetland Area, I-405 and portions of east Bothell and Woodinville would remain. Potential new buildings within Development Area F would create new buildings with views to the east of the North Creek Stream and Wetland Area and I-405, but may obstruct a portion of views from the existing UW1 building. Pursuant to development standard provisions identified in the *Campus Master Plan*, new development would be



intended to minimize visual impacts and preserve existing view corridors within the campus. As part of the analysis for this EIS, visual simulations were prepared to illustrate how development under the EIS Alternatives could affect the visual character and views on campus, including views from surrounding areas.

## Visual Simulations

Visual massing simulations were also prepared for Alternative 2 based on photographs of the site from selected viewpoints and photo simulations of potential development from these viewpoints (see **Table 3.8-1** for list of viewpoints and **Figure 3.8-1** for a map of viewpoint locations). The following provides a description of the potential view from each location under Alternative 2.

### *Viewpoint A – NE 180<sup>th</sup> Street/110<sup>th</sup> Avenue NE (looking east)*

Under Alternative 2, views from Viewpoint A (which depicts a view from the western campus boundary toward campus) reflect a more developed campus character than under existing conditions, but a lesser development character than under Alternative 1. The current distant views to the east down NE 180<sup>th</sup> Street would remain. Assumed building development would be located to the north of NE 180<sup>th</sup> Street and would frame the view to the east down the roadway but compared to Alternative 1, no development would be located to the south of NE 180<sup>th</sup> Street. Existing background views to the east of North Creek Stream and Wetland Area, I-405 and portions of east Bothell and Woodinville would remain from this location (see **Figure 3.8-2** for a conceptual massing simulation of the views from this location under Alternative 2).

### *Viewpoint B – Campus Way NE/NE 180<sup>th</sup> Street (looking north)*

Similar to Alternative 1, internal campus views from Viewpoint B would include prominent views of potential development in Development Area F under Alternative 2. New development would frame the Campus Way NE corridor opposite the existing UW1 building and replace existing trees that are currently located on this undeveloped area (see **Figure 3.8-3** for a conceptual massing simulation of the views from this location under Alternative 2).

### *Viewpoint C – Beardslee Boulevard/NE 185<sup>th</sup> Street (looking northeast)*

The view from Viewpoint C under Alternative 2 would remain the same as the existing conditions (see **Figure 3.8-4** for a conceptual massing simulation of the view from this location under Alternative 2).

### *Viewpoint D – NE 185<sup>th</sup> Street/Beardslee Boulevard (looking north)*

Similar to Alternative 1, the view from Viewpoint D under Alternative 2 would remain the same as the existing conditions (see **Figure 3.8-5** for a conceptual massing simulation of the view from Viewpoint D under Alternative 1).

### *Viewpoint E – 110<sup>th</sup> Avenue NE/Beardslee Boulevard (looking south)*

Under Alternative 2, the foreground and mid-ground views from Viewpoint E would remain the same as the existing conditions (110<sup>th</sup> Avenue NE and adjacent sidewalks/landscaping). Background views would change with the addition of new development in Development Area B. New buildings in this development area would appear as a continuation of existing campus development (CC2 and CC3) in the background view from this location. The overall visual condition under Alternative 2 from this viewpoint would be similar to under Alternative 1 (see **Figure 3.8-6** for a conceptual massing simulation of the view from Viewpoint E under Alternative 2).

### *Viewpoint F – 108<sup>th</sup> Avenue NE/NE 182<sup>nd</sup> Court (looking east)*

The foreground view to the east from Viewpoint F under Alternative 2 would continue to include the existing off-campus residential neighborhood along NE 182<sup>nd</sup> Court. Background views from this location would change to reflect a portion of Alternative 2 campus building development in Development Area C and would change the visual character of this area to reflect increased campus development compared to no view of campus development under current conditions. See **Figure 3.8-7** for a conceptual massing simulation of the view from Viewpoint F under Alternative 2.

### *Viewpoint G-1 – 108<sup>th</sup> Avenue NE/NE 183<sup>rd</sup> Court (looking east)*

The view to the east from Viewpoint G-1 would continue to include the existing off-campus residential neighborhood along NE 183<sup>rd</sup> Court. Background views from this location would change to reflect a portion of Alternative 2 campus building development in Development Area C. Development in this area of campus would be partially visible in the background and would change the visual character of this area to reflect increased campus development compared to no view of campus development under current conditions; the amount of visible development under Alternative 2 would be less than under Alternative 1 (see **Figure 3.8-8** for a conceptual massing simulation of the view from Viewpoint G-1 under Alternative 2).

### *Viewpoint G-2 – 108<sup>th</sup> Avenue NE/NE 183<sup>rd</sup> Court (looking northeast)*

Under Alternative 2, no new campus building development would be visible from this location and the view from Viewpoint G-2 would remain the same as the existing conditions (see **Figure 3.8-9** for a conceptual massing simulation of the view from Viewpoint G-2 under Alternative 2).

### *Viewpoint H – 110<sup>th</sup> Avenue NE/North Creek Trail (looking southeast)*

Similar to Alternative 1, the view to the east from Viewpoint H would continue to primarily reflect the North Creek Trail and North Creek Stream and Wetland Area. Background views from this location would change to reflect an addition to the North Parking Garage, a portion

of which would be visible behind the existing garage structure (see **Figure 3.8-10** for a conceptual massing simulation of the view from Viewpoint H under Alternative 2).

### *Viewpoint I – North Creek Trail in South Campus (looking north)*

Similar to Alternative 1, the view from Viewpoint I would change to reflect a more developed character with a new multi-story academic/residential building comprising a substantial portion of the field of view. Existing views of the North Creek Trail would remain in the foreground and the North Creek Stream and Wetland Area would continue to be visible to the east (see **Figure 3.8-11** for a conceptual massing simulation of the view from Viewpoint I under Alternative 2).

### Lighting

Development of the Campus Master Plan under Alternative 2 would result in increased light sources on campus, particularly within Development Areas B, C, E and F. New light sources would include interior and exterior building lighting, pedestrian pathway lighting, and an increase in mobile lighting sources such as vehicle headlights. Areas immediately adjacent to potential new campus development could experience some localized light spillage and additional light sources could be visible from portions of the off-campus residential neighborhoods to the west of campus. In particular, potential development along the western edge of campus (including an academic building in Development Area A and an academic/student housing building in Development Area C) would be most likely to include lighting that would be visible from off-campus residential uses. Increased lighting sources in proximity to off-campus residential uses would include new interior and exterior lighting sources associated with new buildings; mobile sources of light would be lower than Alternative 1 since there would be no parking garage near the western edge of campus. Mitigation measures identified below in Section 3.8.3 would be intended to minimize light spillage to off-campus areas and significant lighting impacts would not be anticipated.

### Alternative 3 – Growth along Topography (Northward Growth)

Alternative 3 represents a level of development that would meet the forecasted growth and goals over the 20-year planning horizon for the *Campus Master Plan* and reflects a focus of development that is assumed to follow the north/south topography of the campus. The majority of development under Alternative 3 is assumed for the north portion of campus in Development Areas B, C, D, E and F.

### Aesthetic Character

Under Alternative 3, assumed development on the campus would include approximately 907,300 gsf of net new building space, including up to a total of 600 student housing beds. New development would be primarily located in Development Areas B, C, D, E and F. Assumed

development under Alternative 3 would change the aesthetic character of the campus to reflect new building development and increased building density, particularly in the northern and central portion of the campus (Development Areas B, C, D, E and F).

As described under Alternative 1, the *Campus Master Plan* includes limitations on maximum building heights and setbacks for buildings from uses. A 65-foot maximum building height would be established for the majority of campus (Development Areas A, B, C, D and G), with a 100-foot maximum height for a portion of campus east of Campus Way NE (Development Areas E and F). A 45-foot wide building setback area would be provided along the western boundary of Development Areas A, B and C adjacent to residential uses. Within that 45-foot building setback, a 30-foot wide landscape buffer would also be provided along the western boundary of Development Area A and the majority of the western and southern boundary of Development Area C. A portion of the western edge of Development Area C (adjacent to 108<sup>th</sup> Avenue NE) would contain a 30-foot wide building setback that includes a 10-foot wide landscape buffer (see **Figure 2-5** for an illustration of landscape buffers and building setbacks).

Several existing open space areas (North Creek Stream and Wetland Area, the existing sports fields, plazas associated with Discovery Hall and Mobius Hall, and the Crescent Path) would be retained. New green, urban open spaces would also be included as part of new building development which would help enhance the aesthetic character surrounding new buildings.

Development standards are identified in the *Campus Master Plan* and are intended to ensure that development would be consistent with the aesthetic character of the existing campus environment and minimize the potential impacts of increased density. Implementation of these development standards as part of the *Campus Master Plan* would minimize potential aesthetic impacts on the campus under Alternative 3 and significant aesthetic impacts would not be anticipated.

## Views

Potential development under Alternative 3 would modify some existing views on the campus, particularly in the northern central portion of the campus. Development near to Beardslee Boulevard (Development Area C and D) would change the character of views of the campus adjacent to the roadway corridor. Potential new buildings within Development Area F would create new buildings with views to the east of the North Creek restoration area and I-405, but may obstruct a portion of views from the existing UW1 building. Pursuant to development standard provisions identified in the *Campus Master Plan*, new development would be intended to minimize visual impacts and preserve existing view corridors within the campus. As part of the analysis for this EIS, visual simulations were prepared to illustrate how development under the EIS Alternatives could affect the visual character and views on campus, including views from surrounding areas.

## Visual Simulations

Visual massing simulations were also prepared for Alternative 3 based on photographs of the site from selected viewpoints and photo simulations of potential development from these viewpoints (see **Table 3.8-1** for list of viewpoints and **Figure 3.8-1** for a map of viewpoint locations). The following provides a description of the potential view from each location under Alternative 3.

### *Viewpoint A – NE 180<sup>th</sup> Street/110<sup>th</sup> Avenue NE (looking east)*

Under Alternative 3, no new building development would be visible and the view from Viewpoint A would remain the same as the existing conditions (see **Figure 3.8-2** for a conceptual massing simulation of the views from this location under Alternative 3).

### *Viewpoint B – Campus Way NE/NE 180<sup>th</sup> Street (looking north)*

Similar to Alternatives 1 and 2, internal campus views from Viewpoint B would include prominent views of new development in Development Area F under Alternative 3. New development would frame the Campus Way NE corridor opposite the existing UW1 building and replace existing trees that are currently located on this undeveloped area (see **Figure 3.8-3** for a conceptual massing simulation of the views from this location under Alternative 3).

### *Viewpoint C – NE 185<sup>th</sup> Street/Beardslee Boulevard (looking east)*

Under Alternative 3, the view from Viewpoint C would change to reflect the vacated NE 185<sup>th</sup> Street and assumed development in Development Areas C and D would be prominent in the field of view. Assumed new development would be located in the foreground and mid-ground view, and would change the aesthetic character of this viewpoint to reflect new campus buildings and a second roadway access from Beardslee Boulevard (Beardslee Boulevard/108<sup>th</sup> Avenue NE intersection). Distant background views to the east of North Creek Stream and Wetland Area and portions of east Bothell and Woodinville would no longer be available due to the vacation of NE 185<sup>th</sup> Street and establishment of new buildings (see **Figure 3.8-4** for a conceptual massing simulation of the view from this location under Alternative 3).

### *Viewpoint D – Beardslee Boulevard/NE 185<sup>th</sup> Street (looking northeast)*

Under Alternative 3, the view from Viewpoint D would change to reflect assumed new development to the south of Beardslee Boulevard. Assumed new academic/student housing buildings would be visually prominent along Beardslee Boulevard and would be greater in height than existing single family residences on the north side of Beardslee Boulevard. Background views of residential areas to the north in the City of Bothell would remain available down the existing roadway corridor (see **Figure 3.8-5** for a conceptual massing simulation of the view from Viewpoint D under Alternative 3).

### *Viewpoint E – 110<sup>th</sup> Avenue NE/Beardslee Boulevard (looking south)*

The view from Viewpoint E under Alternative 3 would change to reflect assumed new development in Development Areas B, C, D and E, as well as the realignment of 110<sup>th</sup> Avenue NE within the campus. In the foreground view, 110<sup>th</sup> Avenue NE would be realigned to provide direct access to the North Parking Garage. New academic buildings would be visible in the mid-ground view within Development Areas B and D and would be connected with new pedestrian pathways. Regraded areas associated with the realignment of 110<sup>th</sup> Avenue NE would also be visible. The aesthetic character from this viewpoint would change under Alternative 3 to reflect new campus building development and provide a more pronounced campus entry than under Alternatives 1 or 2. Existing mature trees within the campus would remain visible in the background (see **Figure 3.8-6** for a conceptual massing simulation of the view from Viewpoint E under Alternative 3).

### *Viewpoint F – 108<sup>th</sup> Avenue NE/NE 182<sup>nd</sup> Court (looking east)*

Under Alternative 3, no campus development would be visible from this location and the view from Viewpoint F would remain the same as the existing conditions (see **Figure 3.8-7** for a conceptual massing simulation of the view from Viewpoint F under Alternative 3).

### *Viewpoint G-1 – 108<sup>th</sup> Avenue NE/NE 183<sup>rd</sup> Court (looking east)*

The view to the east from Viewpoint G-1 would continue to include the existing off-campus residential neighborhood along NE 183<sup>rd</sup> Court. Background views from this location would change to reflect a portion of Alternative 3 campus building development in Development Area C. Development in this area of campus would be partially visible in the background but a portion of the building would also be obstructed by existing residences; the amount of visible development from this location would be similar to Alternative 1 (see **Figure 3.8-8** for a conceptual massing simulation of the view from Viewpoint G-1 under Alternative 3).

### *Viewpoint G-2 – 108<sup>th</sup> Avenue NE/NE 183<sup>rd</sup> Court (looking northeast)*

Under Alternative 2, no Alternative 3 campus building development would be visible from this location and the view from Viewpoint G-2 would remain the same as the existing conditions (see **Figure 3.8-9** for a conceptual massing simulation of the view from Viewpoint G-2 under Alternative 3).

### *Viewpoint H – 110<sup>th</sup> Avenue NE/North Creek Trail (looking southeast)*

Similar to Alternatives 1 and 2, the view to the east from Viewpoint H would continue to primarily reflect the North Creek Trail and North Creek Stream and Wetland Area. Background views from this location would change to reflect an addition to the North Parking Garage, a portion of which would be visible behind the existing garage structure (see **Figure**

3.8-10 for a conceptual massing simulation of the view from Viewpoint H under Alternative 3).

### *Viewpoint I – North Creek Trail in South Campus (looking north)*

As under Alternative 1, the view from Viewpoint I would change to reflect a more developed character with a new multi-story academic/residential building comprising a substantial portion of the field of view. Existing views of the North Creek Trail would remain in the foreground and the North Creek Stream and Wetland Area would continue to be visible to the east (see **Figure 3.8-11** for a conceptual massing simulation of the view from Viewpoint I under Alternative 3).

### Lighting

Under Alternative 3, development of the Campus Master Plan would result in increased light sources on campus, particularly within Development Areas B, C, D, E and F. New light sources would include interior and exterior building lighting, pedestrian pathway lighting, and an increase in mobile lighting sources such as vehicle headlights. Areas immediately adjacent to potential new campus development could experience some localized light spillage and additional light sources could be visible from portions of the off-campus residential neighborhoods to the west of campus. In particular, potential development along the western edge of campus (primarily including academic and parking buildings in Development Area C) would be most likely to be visible from off-campus residential uses. Increased lighting sources in proximity to off-campus residential uses would include new interior and exterior building lighting sources and an increase in mobile sources of lighting associated with the parking garage. Mitigation measures identified below in Section 3.8.3 would be intended to minimize light spillage to off-campus areas and significant lighting impacts would not be anticipated.

### Alternative 4 – Blended Alternative

Alternative 4 reflects a level and locations of new campus development that blends attributes of Alternatives 1, 2 and 3 analyzed in the Draft EIS (see **Figure 2-9** for a site plan of Alternative 4<sup>4</sup>). Alternative 4 reflects a focus of development that generally follows the north/south topography of the campus. The majority of development under Alternative 3 is assumed for the north portion of campus in Development Areas B, C, D and E.

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<sup>4</sup> Subsequent to issuance of the Draft EIS, the Development Area configuration was adjusted to combine the areas E and F into one area referred to as Area E; the updated development area description is utilized when referring to Alternative 4.

## Aesthetic Character

Under Alternative 4, assumed development on the campus would include approximately 1,042,300 gsf of net new building space, including up to a total of 1,200 student housing beds. New development would be primarily located in Development Areas B, C, D and E. Assumed development under Alternative 4 would change the aesthetic character of the campus to reflect new building development and increased building density, particularly in the northern and central portion of the campus (Development Areas B, C, D and E).

As described under Alternative 1, the *Campus Master Plan* includes limitations on maximum building heights and setbacks for buildings from uses. A 65-foot maximum building height would be established for the majority of campus (Development Areas A, B, C, D and F), with a 100-foot maximum height for a portion of campus east of Campus Way NE (Development Area E). A 25-foot wide building setback would be provided along the western boundary of Development Areas A, B and C adjacent to residential uses; for each additional foot of building height over 35 feet in Development Areas A and C, the building setback would increase an additional 3 feet. A 30-foot wide landscape buffer would also be provided along the western boundary of Development Area A and the majority of the western and southern boundary of Development Area C (see **Figure 2-5** for an illustration of landscape buffers and building setbacks).

Several existing open space areas (North Creek Stream and Wetland Area, the existing sports fields, plazas associated with Discovery Hall and Mobius Hall, and the Crescent Path) would be retained. New green, urban open spaces would also be included as part of new building development which would help enhance the aesthetic character surrounding new buildings.

Development regulations are identified in the *Campus Master Plan* and are intended to ensure that development would be consistent with the aesthetic character of the existing campus environment and minimize the potential impacts of increased density. Implementation of these development regulations as part of the *Campus Master Plan* would minimize potential aesthetic impacts on the campus under Alternative 4 and significant aesthetic impacts would not be anticipated.

## Views

Potential development under Alternative 4 would modify some existing views on the campus, particularly in the northern and central portion of the campus. Similar to Alternative 3, development near Beardslee Boulevard (Development Area C and D) would change the character of views of the campus adjacent to the roadway corridor. Potential new buildings within Development Area E would create new buildings with views to the east of the North Creek restoration area and I-405, but may obstruct a portion of views from the existing UW1 building. Pursuant to design principles identified in the *Campus Master Plan*, new



development would be intended to minimize visual impacts and preserve existing view corridors within the campus.

## Visual Simulations

Visual massing simulations were prepared for Alternatives 1 through 3 based on photographs of the site from selected viewpoints and photo simulations of potential development from these viewpoints (see **Table 3.8-1** for list of viewpoints and **Figure 3.8-1** for a map of viewpoint locations). Since Alternative 4 represents a blended alternative of campus development configurations analyzed under Alternatives 1 through 3, the following provides a discussion on the comparison of the potential view from each location under Alternative 4.

### *Viewpoint A – NE 180<sup>th</sup> Street/110<sup>th</sup> Avenue NE (looking east)*

Similar to Alternative 3, no new building development would be visible under Alternative 4 and the view from Viewpoint A would remain the same as the existing conditions (see **Figure 3.8-2** for a conceptual massing simulation of the views from this location).

### *Viewpoint B – Campus Way NE/NE 180<sup>th</sup> Street (looking north)*

Internal campus views from Viewpoint B under Alternative 4 would include prominent views of new development in Development Area F, similar to Alternatives 1 through 3; however, development along Campus Way NE would include a greater amount of open space between buildings. New development would frame the Campus Way NE corridor opposite the existing UW1 building and replace existing trees that are currently located on this undeveloped area (see **Figure 3.8-3** for a conceptual massing simulation of the views from this location).

### *Viewpoint C – NE 185<sup>th</sup> Street/Beardslee Boulevard (looking east)*

Similar to Alternative 3, the view from Viewpoint C under Alternative 4 would change to reflect the vacated NE 185<sup>th</sup> Street and assumed development in Development Areas C and D would be prominent in the field of view. Assumed new development would be located in the foreground and mid-ground view, and would change the aesthetic character of this viewpoint to reflect new campus buildings and a second roadway access from Beardslee Boulevard (see **Figure 3.8-4** for a conceptual massing simulation of the view from this location).

### *Viewpoint D – Beardslee Boulevard/NE 185<sup>th</sup> Street (looking northeast)*

The view from Viewpoint D under Alternative 4 would change to reflect assumed new development to the south of Beardslee Boulevard and would be similar to Alternative 3. Assumed new academic and student housing buildings would be visually prominent along Beardslee Boulevard and would be greater in height than existing single family residences on

the north side of Beardslee Boulevard (see **Figure 3.8-5** for a conceptual massing simulation of the view from Viewpoint D u).

### *Viewpoint E – 110<sup>th</sup> Avenue NE/Beardslee Boulevard (looking south)*

Similar to Alternative 3, the view from Viewpoint E under Alternative 4 would change to reflect assumed new development in Development Areas B, C, D and E, as well as the realignment of 110<sup>th</sup> Avenue NE within the campus. New academic buildings would be visible in the mid-ground view within Development Areas B and D. Regraded areas associated with the realignment of 110<sup>th</sup> Avenue NE would also be visible. The aesthetic character from this viewpoint would c reflect new campus building development and provide a more pronounced campus entry than under Alternatives 1 or 2 (see **Figure 3.8-6** for a conceptual massing simulation of the view from Viewpoint E).

### *Viewpoint F – 108<sup>th</sup> Avenue NE/NE 182<sup>nd</sup> Court (looking east)*

As under Alternative 3, no campus development would be visible from this location under Alternative 4 and the view from Viewpoint F would remain the same as the existing conditions (see **Figure 3.8-7** for a conceptual massing simulation of the view from Viewpoint F).

### *Viewpoint G-1 – 108<sup>th</sup> Avenue NE/NE 183<sup>rd</sup> Court (looking east)*

To provide a comparison of visual conditions adjacent to existing off-campus residential uses, a visual simulation was prepared to illustrate the view from Viewpoint G-1 under Alternative 4 (see **Figure 3.8-12** for conceptual massing simulation under Alternative 4). Similar to Alternative 3, background views from this location would change to reflect a portion of Alternative 4 campus building development in Development Area C. Development in this area of campus would be partially visible in the background but a portion of the building would also be obstructed by existing residences and existing trees.

### *Viewpoint G-2 – 108<sup>th</sup> Avenue NE/NE 183<sup>rd</sup> Court (looking northeast)*

As under Alternative 3, no campus building development would be visible from this location under Alternative 4 and the view from Viewpoint G-2 would remain the same as the existing conditions (see **Figure 3.8-9** for a conceptual massing simulation of the view from Viewpoint G-2).

### *Viewpoint H – 110<sup>th</sup> Avenue NE/North Creek Trail (looking southeast)*

Under Alternative 4, the view to the east from Viewpoint H would continue to primarily reflect the North Creek Trail and North Creek Stream and Wetland Area. Background views from this location would also remain similar to the existing conditions since there would be no addition to the North Parking Garage (see **Figure 3.8-10** for a conceptual massing simulation of the view from Viewpoint H).

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*Note: These images represent conceptual building massings and are not reflective of specific building design or landscaping design/buffers, which when mature would provide additional visual screening.*

Source: *Mahlum Architects and EA Engineering, 2017.*



**Figure 3.8-12**  
Viewpoint Location G-1—Alternative 1-4

### *Viewpoint I – North Creek Trail in South Campus (looking north)*

As under Alternative 3, the view from Viewpoint I under Alternative 4 would change to reflect a more developed character with a new multi-story academic/residential buildings comprising a substantial portion of the field of view. Existing views of the North Creek Trail would remain in the foreground and the North Creek Stream and Wetland Area would continue to be visible to the east (see **Figure 3.8-11** for a conceptual massing simulation of the view from Viewpoint I).

### **Lighting**

Under Alternative 4, development of the Campus Master Plan would result in increased light sources on campus, particularly within Development Areas B, C, D, and E and would be similar to Alternative 3. New light sources would include interior and exterior building lighting, pedestrian pathway lighting, and an increase in mobile lighting sources such as vehicle headlights. Additional light sources could be visible from portions of the off-campus residential neighborhoods to the west of campus. In particular, potential development along the western edge of campus (primarily including academic and parking buildings in Development Area C) would be most likely to be visible from off-campus residential uses. Similar to Alternative 3, increased lighting sources in proximity to off-campus residential uses would include new interior and exterior building lighting sources and an increase in mobile sources of lighting associated with the parking garage. Mitigation measures identified below in Section 3.8.3 would be intended to minimize light spillage to off-campus areas and significant lighting impacts would not be anticipated.

### Potential Indirect/Cumulative Impacts

To the extent that potential future development of the *Campus Master Plan* under Alternatives 1 – 4 (and to a lesser extent No Action – Scenario B) occur in the vicinity of other development projects in the site area (i.e. along Beardslee Boulevard, downtown Bothell, etc.), it could result in a cumulative change in the aesthetic character of the area. However, the existing campus and site vicinity are already highly developed, urban areas and significant cumulative aesthetic impacts would not be anticipated.

### 3.8.3 Mitigation Measures

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The following measures would minimize potential aesthetic impacts that could occur with the implementation of the *Campus Master Plan*.

- Potential future development projects would be consistent with the proposed general policies and development standards for the campus (including those standards identified within the *Campus Master Plan*).

- The existing UW Bothell and CC design review processes for the campus (architectural, landscaping and environmental review) would continue to review all building projects on campus and consider views as part of individual projects, as necessary.
- Existing open space areas (i.e., North Creek Stream and Wetland Area, the existing sports fields, plazas associated with Discovery Hall and Mobius Hall, and the Crescent Path) would be retained, and new green, urban open spaces would also be included as part of new building development which would help enhance the aesthetic character surrounding new buildings.
- The provision of building setbacks (including landscape buffers) would be provided immediately adjacent to off-campus single family residential uses to the west of campus (Development Areas A, B and C) to minimize potential aesthetic impacts to off-campus residences.
- The Campus Master Plan includes several development regulations for campus lighting to minimize light spillage and lighting impacts, including:
  - Exterior lighting will be shielded or directed away from structures in adjacent or abutting residential zoned areas and arterials.
  - Mirror glass is not permitted.
  - Parking and loading areas shall include lighting capable of providing adequate illumination 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.

### 3.8.4 Significant Unavoidable Adverse Impacts

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Development under the *Campus Master Plan* would result in changes to the aesthetic character of the campus (including new building development and increased density) and an increase in light sources on campus. The aesthetic/visual changes that would result under Alternatives 1 – 4 could be perceived by some to be significant; however, perception regarding such changes would ultimately be based on the subjective opinion of the viewer. The implementation of general policies, development programs, and development standards in the *Campus Master Plan* are intended to mitigate the change in aesthetic character and increase in light sources on the campus.



## 3.9 RECREATION AND OPEN SPACE

This section of the Final SEIS describes the existing recreation uses and open spaces areas on the UW Bothell/CC campus and the surrounding off-campus area, and evaluates the potential impacts to recreation uses and open space areas that could occur with development under the *Campus Master Plan*. Information added or changed subsequent to issuance of the Draft EIS is shaded to ease identification of the added or changed information.

### 3.9.1 Affected Environment

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#### Existing Campus Uses

The UW Bothell/CC campus includes a diverse mix of open space features and recreational facilities on the campus. Open space areas are located throughout the campus and provide passive recreation space for informal gatherings.

The majority of the active recreation facilities on the campus are located east of Campus Way NE (within Development Areas E and F)<sup>1</sup> and are generally restricted for student and staff use. The Sports and Recreation Complex is the primary outdoor recreational facility on the campus (Development Area E and F) and consists of a 2.9-acre multipurpose field-turf field, two tennis courts, a basketball court, and a sand volleyball court. The field and existing sports courts provide space for a variety of intramural sports leagues (soccer, flag football, softball, etc.) as well as drop-in student use on a space available basis. The Activities and Recreation Center (ARC) is located at the southwest corner of the Sports and Recreation Complex and includes indoor recreation amenities on campus, including a fitness center with treadmills, elliptical trainers, indoor cycling bikes, weight room, as well as a group-exercise fitness studio.



*Sports and Recreation Complex*

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<sup>1</sup> Subsequent to issuance of the Draft EIS, the Development Area configuration was adjusted to combine the areas E and F into one area referred to as Area E; the updated development area description is utilized when referring to Alternative 4.

The approximately 58-acre North Creek Stream and Wetland area is located on the eastern portion of the campus and is a functioning floodplain with natural ecosystem system and improved habitat for salmon, birds, and other plants and animals. Although access to this area is regulated in order to protect the ecosystem of the wetland and stream area, the North Creek wetland serves as a “living laboratory” for K-12 classes, college students, and scientists. Students and the community can visit the wetland via a boardwalk and viewing platform, accessed near the Sports and Recreation Complex.



*North Creek Stream and Wetlands Area*

A portion of the North Creek Trail (a paved regional trail) runs along the west side of the wetland area. This regional trail connects with the Sammamish River Trail to the south of campus and the Snohomish County Regional Interurban Trail in Everett, both of which are popular recreational and commuter trail<sup>2</sup>. Other pedestrian pathways are located throughout the campus, including the Crescent Path and other informal walkways/trails, and provide connections between existing buildings and areas of campus. Existing open space/gathering areas are also provided adjacent to existing buildings on campus, such as the Discovery Hall open space plaza and the Mobius Hall open space plaza (see **Figure 2-2** for map of existing campus uses).

## Surrounding Areas

Recreational amenities in the site vicinity include the Sammamish River Trail (located immediately south of campus – beyond SR-522), the North Creek Sports Fields (located east of I-405 – approximately 0.2-miles from campus) and Brackett’s Landing Park (located south of SR-522 – approximately 0.1-miles from campus). The Sammamish River Trail is an approximately 10.9-mile multi-use trail that connects Bothell to Marymoor Park in Redmond. The trail is popular with bicyclists, runners and walkers and connects with the North Creek Trail immediately south of the campus, as well as the Burke Gilman Trail to the west. The North Creek Sports Fields include four separate sports field complexes that are utilized by the City of Bothell, as well as other local sports/recreation programs, for soccer, baseball, softball and other recreation activities. Brackett’s Landing Park is a small pocket park that is owned by the City of Bothell and offers a picnic area and



*Sammamish River Trail*

<sup>2</sup> Portions of the North Creek Trail to the north of campus are still under construction.

access to the Sammamish River. The Park at Bothell Landing is located further to the west of campus (approximately 0.6-miles to the west), between SR-522 and the Sammamish River, and offers play structures, historical features, interpretive natural trails, and access to the Sammamish River Trail.

### 3.9.2 Impacts

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This section of the Final EIS identifies potential impacts to recreation and open space facilities on the campus and in the surrounding areas that could occur with development under the EIS Alternatives.

#### No Action Alternative

##### Scenario A – Baseline Condition

Under No Action – Scenario A, the proposed *Campus Master Plan* would not be approved and no additional development would occur on campus. The current number of FTE students is assumed to remain at approximately 7,040; associated faculty and staff populations are anticipated to also remain relatively the same. The current 683,500 gsf of academic space and 74,200 gsf of housing space on campus (total of 757,700 gsf on campus), along with the 70,700 gsf of off-site academic space within 0.25 mile of campus, would remain. Under Scenario A, there would be no new development and no increase in student population and significant recreation and open space impacts would not be anticipated.

##### Scenario B – Allowed in PUD

Under No Action – Scenario B, the proposed *Campus Master Plan* would not be approved, and a level of future campus development consistent with the remaining capacity under the original (Phase 1) and current PUD would occur. This scenario assumes buildout of the remaining approximately 386,100 gsf of campus building area, reaching the total of 1.14 million gsf of building space identified on campus under the current PUD. Student enrollment of up to 10,000 FTEs on campus is assumed, consistent with the current PUD.

Existing recreation and open space areas on campus are assumed to be retained under No Action – Scenario B, including the Sports and Recreation Complex (existing fields and courts), the ARC building, the North Creek Stream and Wetland area (including the North Creek Trail), and various open spaces/gathering spaces adjacent to existing buildings on campus (including plazas associated with Discovery Hall and Mobius Hall, as well as the Crescent Path).

The anticipated increase in student enrollment under No Action – Scenario B would result in an increased demand for existing recreation and open space areas on the campus. New open spaces/gathering spaces would be provided in association with development under No Action – Scenario B and would create additional spaces for students to gather on the campus to fulfill



some of the increased demand for recreation and open space areas. Increased student enrollment could also result in an increased demand for off-campus recreational facilities. The most likely facility that could experience increased use would be the Sammamish River Trail due to its proximity to campus, its connection with the on-campus North Creek Trail, and its use as a regional trail connection. Given the existing recreation and open space areas on campus and the provision of additional areas as part development under No Action – Scenario B, significant impacts to recreation and open space uses would not be anticipated.

## Alternative 1 – Develop Institutional Identity (Southward Growth)

Alternative 1 represents a focus of development in the southwest portion of the campus, with the majority of development assumed for Development Areas A and B. Approximately 1,072,300 gsf of net new building space, including up to 960 new student housing beds (total of 1,200 beds), would be provided on the campus. Similar to No Action – Scenario B, Alternative 1 assumes a total campus student population of 10,000 FTEs.

As described for No Action – Scenario B, existing recreation and open space areas on campus are assumed to be retained under Alternative 1, including the Sports and Recreation Complex (existing fields and courts), the ARC building, the 58-acre North Creek Stream and Wetland area (including the North Creek Trail), and various open spaces/gathering spaces adjacent to existing buildings on campus (including plazas associated with Discovery Hall and Mobius Hall, as well as the Crescent Path).

The anticipated increase in student enrollment would result in an increased demand for existing recreation and open space areas on the campus that would be similar to No Action – Scenario B. Alternative 1 would also include an increase in the number of students living on-campus when compared to No Action – Scenario B (approximately 960 new student housing beds) which would result in additional increased demand due to more students residing on campus and utilizing campus facilities. New green and urban open spaces would be provided in association with new campus buildings, with the majority of new open spaces located in the southwest portion of campus (Development Areas A and B) under Alternative 1. These new spaces would create additional areas for students to gather on the campus to fulfill some of the increased demand for recreation and open space areas and would be greater than No Action – Scenario B due to the increased amount of building development and associated urban opens spaces that would be provided under Alternative 1. An expansion of the existing ARC building could also be provided, as necessary and based on available funding.

Increased student enrollment and student housing could also result in an increased demand for off-campus recreational facilities. The most likely facility that could experience increased use would be the Sammamish River Trail due to its proximity to campus, its connection with

the on-campus North Creek Trail, and its use as a regional trail connection. Given the existing recreation and open space areas on campus and the provision of additional areas as part development under Alternative 1, significant impacts to recreation and open space uses would not be anticipated.

## Alternative 2 – Develop the Core (Central Growth)

Alternative 2 reflects a focus of development in the central portion of the campus, with the majority of development assumed for Development Areas B, E and F. Approximately 907,300 gsf of net new building space, including up to 360 new student housing beds (total of 600 beds) would be provided on the campus. Similar to the No Action – Scenario B and Alternative 1, Alternative 2 assumes a campus student population of 10,000 FTEs

Alternative 2 would include the retention of existing recreation and open space areas on campus as described under No Action – Scenario B and Alternative 1. Increased student enrollment would result in an increased demand for existing recreation and open space areas on the campus that would be similar to No Action – Scenario B and Alternative 1. Alternative 2 would include an increase in the number of students living on-campus which would result in additional increased demand but this additional demand would be less than Alternative 1 due to a lower amount of housing on-campus (approximately 360 new student housing beds compared to 960 new student housing beds under Alternative 1).

New green and urban open spaces would be provided in association with new campus buildings, with the majority of new open spaces located in the central portion of campus (Development Areas B, E and F) and additional open spaces in association with development in other areas of campus (Development Areas A, C and G). These new spaces would create additional areas for students to gather on the campus to fulfill some of the increased demand for recreation and open space areas and would be similar to Alternative 1. An expansion of the existing ARC building could also be provided, as necessary and based on available funding.

Increased student enrollment and student housing could also result in an increased demand for off-campus recreational facilities, similar to Alternative 1. Given the existing recreation and open space areas on campus and the provision of additional areas as part development under Alternative 2, significant impacts to recreation and open space uses would not be anticipated.

## Alternative 3 – Growth along Topography (Northward Growth)

Alternative 3 represents a focus of development that would follow the north/south topography of the campus, with the majority of development assumed for the northern portion of campus (Development Areas B, C, D, E and F). Approximately 907,300 gsf of net

new building space, including a total of 600 student housing beds, would be provided on the campus. Alternative 3 assumes the same campus student population as No Action – Scenario B, Alternative 1 and Alternative 2 (10,000 FTEs).

Alternative 3 would include the retention of existing recreation and open space areas on campus as described under No Action – Scenario B and Alternative 1. Increased student enrollment would result in an increased demand for existing recreation and open space areas on the campus that would be similar to No Action – Scenario B and Alternative 1. Increased on-campus housing would also result in additional demand similar to Alternative 2. New green and urban open spaces would be provided in association with new campus buildings, with the majority of new open spaces located in the northern portion of campus (Development Areas C and D), as well as open spaces associated with development in other areas of campus (Development Areas A, B, E, F and G). These new spaces would create additional areas for students to gather on the campus to fulfill some of the increased demand for recreation and open space areas and would be similar to Alternative 1. An expansion of the existing ARC building could also be provided, as necessary and based on available funding.

Increased student enrollment and on-campus housing could also result in an increased demand for off-campus recreational facilities, similar to Alternative 2. Given the existing recreation and open space areas on campus and the provision of additional areas as part development under Alternative 3, significant impacts to recreation and open space uses would not be anticipated.

## Alternative 4 – Blended Alternative

Alternative 4 reflects a level and locations of new campus development that blends attributes of Alternatives 1, 2 and 3 analyzed in the Draft EIS (see **Figure 2-9** for a site plan of Alternative 4). For example, Alternative 4 assumes a net increase in building space of 1,042,300 which falls between that assumed under Alternative 1 (1,072,300 gsf) and that assumed under Alternatives 2 and 3 (907,300 gsf). The existing approximately 0.16-acre of upland wetlands would be retained as assumed under Alternatives 1 and 2, and the existing Truly House and Chase House would be retained as assumed under Alternatives 1 and 3. Alternative 4 assumes a total number of student housing beds as under Alternative 1 (1,200 beds), with location of new beds assumed as generally under Alternative 3. As under Alternatives 1, 2 and 3, and No-Action Alternative – Scenario B, Alternative 4 assumes a campus student population of 10,000 FTEs.

Alternative 4 would include the retention of existing recreation and open space areas on campus as described under No Action – Scenario B and Alternatives 1-3. Increased student enrollment would result in an increased demand for existing recreation and open space areas

on the campus that would be similar to No Action – Scenario B and Alternatives 1-3. Increased on-campus housing would also result in additional demand similar to Alternative 1. New green and urban open spaces would be provided in association with new campus buildings, with the majority of new open spaces located in the northern portion of campus (Development Areas C and D), as well as open spaces associated with development in other areas of campus (Development Areas A, B, E and F). These new spaces would create additional areas for students to gather on the campus to fulfill some of the increased demand for recreation and open space areas and would be similar to Alternative 1. An expansion of the existing ARC building could also be provided, as necessary and based on available funding.

Increased student enrollment and on-campus housing could also result in an increased demand for off-campus recreational facilities, similar to Alternative 1. Given the existing recreation and open space areas on campus and the provision of additional areas as part of development under Alternative 4, significant impacts to recreation and open space uses would not be anticipated.

## Potential Indirect/Cumulative Impacts

Development under Alternatives 1 – 4 and No Action – Scenario B would contribute to the amount of overall campus population, in combination with future new development in the area, would contribute to demand for on-campus and off-campus open space and recreational uses. However, development under Alternatives 1 – 4 and No Action – Scenario B would include planned open space areas as part of new building development projects, many of which would be available for use by the general public. These new open space areas would potentially meet a portion of the demand for open space and passive recreational use area associated with cumulative growth on the campus and surrounding area.

### 3.9.3 Mitigation Measures

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The following measures would minimize potential recreation and open space impacts that could occur with the implementation of the *Campus Master Plan*.

- The *Campus Master Plan* includes substantial open space and recreation areas that would be retained on the campus, including the Sports and Recreation Complex (existing fields and courts), the ARC building, the 58-acre North Creek Stream and Wetland area (including the North Creek Trail), and various open spaces/gathering spaces adjacent to existing buildings on campus (including plazas associated with Discovery Hall and Mobius Hall, as well as the Crescent Path).
- New building development projects under the Campus Master Plan would include new green, urban open space areas as part of development to create spaces for passive recreation.

- Additional maintenance staff and acquisition of equipment for existing recreational facilities could be needed to effectively address the increase in use of active and passive recreational resources.

### 3.9.4 Significant Unavoidable Adverse Impacts

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With proposed mitigation measures, significant unavoidable adverse impacts to recreational and open space resources are not expected to occur.

## 3.10 HISTORIC AND CULTURAL RESOURCES

This section of the Final EIS describes the existing historic and cultural resources on the University of Washington Bothell (UW Bothell)/Cascadia College (CC) campus and in the site vicinity, and evaluates the potential impacts that could occur as a result of development under the *Campus Master Plan*. Information added or changed subsequent to issuance of the Draft EIS is shaded to ease identification of the added or changed information.

### 3.10.1 Affected Environment

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#### Background

The Sammamish River, located south of the UW Bothell/CC campus, has been a driving force behind settlement patterns for Native Americans, Euroamerican settlers, and present-day residents in the Bothell area. The area is within the former territory of the Sammamish Indian band, which is part of the Duwamish group. Descendants of this group may have been part of the Suquamish, Duwamish, Tulalip, Snoqualmie, and Muckleshoot tribes.

Euroamerican settlement in the City of Bothell occurred during the late 1800s as the area was settled by George Rutter Wilson and Columbus Greenleaf. Enabled by the Homestead Act of 1862, Wilson began acquiring land in 1870 and by his death in 1916 had amassed a 360-acre estate that sustained agriculture, livestock and logging. This area would later comprise a large portion of the present day UW Bothell/CC campus. Benjamin E. Boone acquired Wilson's farm in the early 1920's and developed the area as a cattle ranch. The Boone-Truly House (Truly House) was built in the 1920s to replace Wilson's House and a few years after Boone's death in 1960 his daughter Beverly Boone-Truly and Richard Truly purchased the homestead and continued to utilize the property for as a cattle ranch into the early 1990s.



*Historic Photo of Stringtown*

The original Stringtown area was developed by pioneer settlers as early as the 1870s. The area was historically a swampy wetland and was drained by the construction of a log-flume in the 1880s, enabling pioneers to build their homes

along the Sammamish slough. Stringtown was regarded as the first residential development in Bothell. Stringtown comprises the southern portion of the present-day UW Bothell/CC campus.

The Washington State Legislature authorized the UW Bothell in 1989 and its doors first opened in 1990, with classes held in an office park that served as a temporary location. The campus site was chosen to be shared by the UW Bothell and CC in response to population forecasts, educational needs assessments, site/environmental evaluations, and a need for

higher education and workforce training in a similar geographic area. The plan to collocate the two institutions was initiated in 1993 as a directive from the Legislature. Construction for the new campus began in 1998, after the State of Washington purchased the land from the Truly family.

## Historic Resources

The City of Bothell's Historic Preservation Element (Imagine Bothell Comprehensive Plan, updated in 2015) identifies 19 historic register properties located throughout Bothell. The Chase House (located in Development Area G), included on this list, is located on the southeastern portion of the campus (17936 113th Ave NE). This building is included on the National Register of Historic Places (NRHP), the Washington Heritage Register (WHR) and is designated as a City of Bothell Landmark. The house was constructed in 1885 and became home to Bothell's first doctor, Dr. Reuben Chase, in 1889. The Chase House is the last remaining structure from the original Stringtown settlement. The structure was restored during original UW Bothell/CC campus development and is currently used by UW Bothell and CC (see **Appendix F** for further details on the Chase House).



*Chase House*

The Truly House is also located on the campus (in Development Area B) and is a ranch house that was originally built in 1888 to initially served as the homestead for an early Sammamish Valley settler. The home was designed in the bungalow/craftsman architectural style that was indicative of the 1910s and 1920s. In 1916, Benjamin Boone purchased the house, along with the land that currently houses the UW Bothell/CC campus. Members of the Boone/Truly family



*Truly House*

occupied the house for most of the 20<sup>th</sup> century, using it as the center point for the family's cattle ranching operations. After the State of Washington purchased the property in 1996, the house was moved to its current location on the western side of campus (18140 110<sup>th</sup> Avenue NE) where it serves as the Interdisciplinary Arts and Science Graduate Office. Several alterations to the building over the years, as well as the relocation of the building from its original site, have affected the historic integrity of the Truly House. The Truly House is not currently listed on any historic registers. While the building still retains some of its historic integrity, given that the building is out of context with its location and does not reflect significant historic architectural value, the building is not considered eligible for the NRHP (see **Appendix F** for further details on the Truly House).

Other nearby historic resources include the Bothell Pioneer Cemetery, which is listed on the NRHP and WHR. The cemetery is located immediately west of campus, at 108<sup>th</sup> Avenue NE and NE 180<sup>th</sup> Street. The Faust-Ryan House is located further to the northeast (approximately 0.25-miles to the northeast of campus) and is also listed on the NRHP.

## Cultural Resources

Based on the Washington State Department of Archaeological and Historic Preservation's (DAHP) Washington Information System for Architectural and Archaeological Records Data (WISAARD) provides information on historic and cultural resources data for the State of Washington. WISAARD includes a predictive mapping model that provides general information on an areas potential for archaeological resources based on locations, soil types and other factors. The WISAARD predictive model indicates the majority of the developable areas of the campus are moderate risk (primarily Development Areas A, C, D and portions of B and G) to high (primarily Development Areas E and F, and portions of B and G) for encountering archaeological resources. Within these areas, archaeological surveys are recommended or highly advised, respectively. The eastern portion of the campus (North Creek Stream and Wetland Restoration Area) is considered a high risk to very high risk for archaeological resources and archaeological surveys are highly advised (a portion of very high risk area is located along the eastern portion of Development Areas E and F). See **Figure 3.10-1** for map of the WISAARD predictive model for the campus and surrounding area.

### 3.10.2 Impacts

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This section of the Final EIS identifies the potential impacts on historic and cultural resources on the campus and in the surrounding areas that could occur with development under the EIS Alternatives.

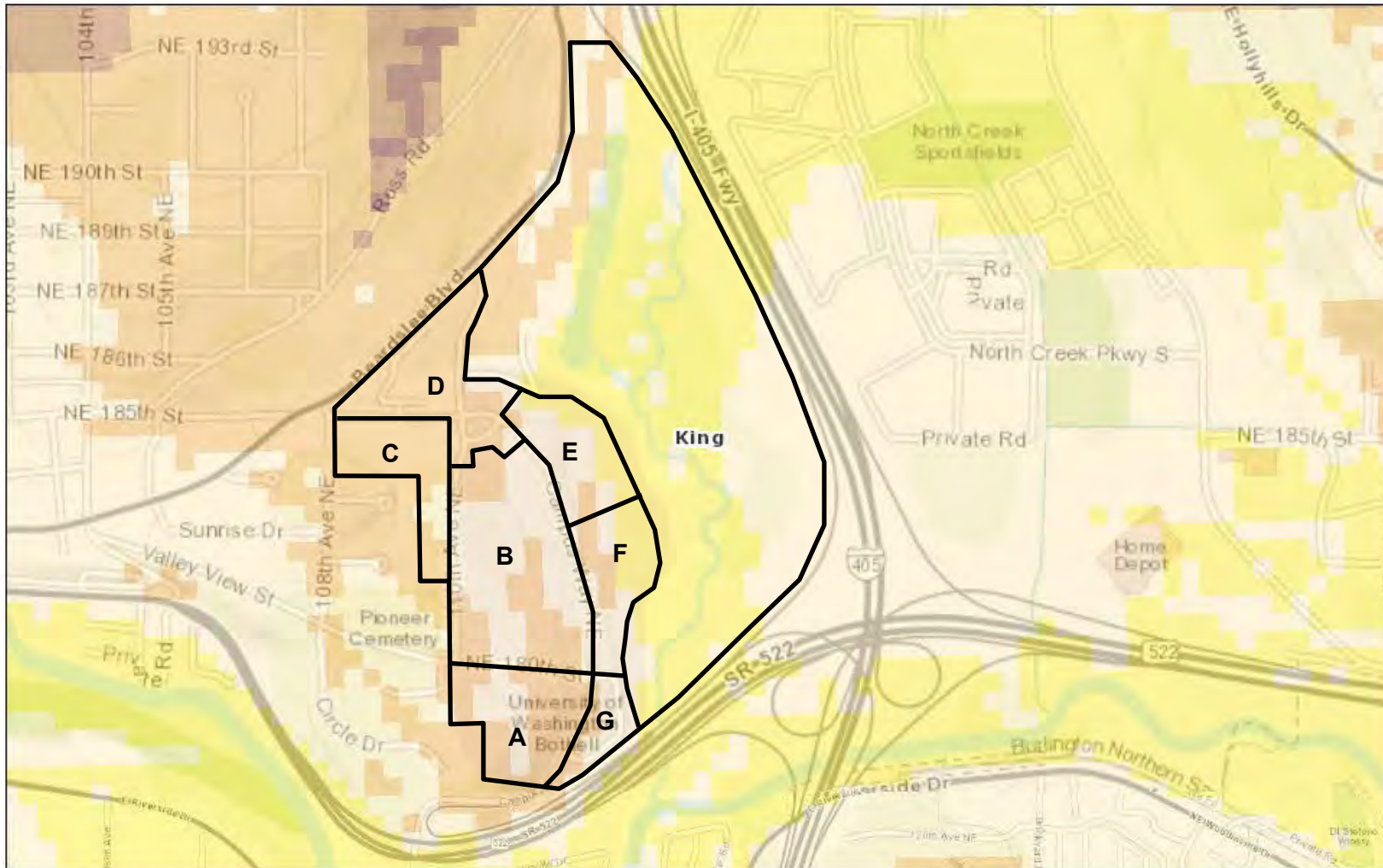
#### No Action Alternative

#### Scenario A – Baseline Condition

Under Scenario A, the proposed *Campus Master Plan* would not be approved and no additional development would occur on campus and no construction would occur. Since no new development would occur on campus, no significant historic or cultural resources impacts would occur under Scenario A.

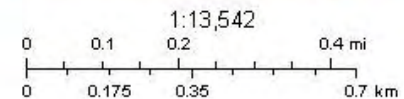


# University of Washington Bothell/Cascadia College Campus Master Plan Final Environmental Impact Statement



February 13, 2017

- |  |                                       |
|--|---------------------------------------|
| County   | Survey Recommended: Moderate Risk     |
| Survey Contingent Upon Project Parameters: Low Risk            | Survey Highly Advised: High Risk      |
| Survey Contingent Upon Project Parameters: Moderately Low Risk | Survey Highly Advised: Very High Risk |



Sources: Esri, HERE, DeLorme, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, Geobase, IGN, Kadaster NL, Ordnance Survey,

*Note: The Development Area boundaries on this map are approximate and do not show exact locations.*

Source: DAHP and EA Engineering, 2017.

**Figure 3.10-1**  
Archaeological Predictive Model Map

## Scenario B – Allowed in PUD

The proposed *Campus Master Plan* would not be approved under Scenario B and a level of future campus development consistent with the remaining capacity under the original (Phase 1) and current PUD would occur. This scenario assumes buildout of the remaining approximately 386,100 gsf of campus building area, reaching the total of 1.14 million gsf of building space identified on campus under the PUD.

### *Historic Resources*

Under Scenario B, it is assumed that the Truly House and Chase House would remain in their current locations and no direct impacts to those structures would be anticipated. To the extent that new development occurs in Development Areas A, B, C or G, it has the potential for indirect impacts to the Chase House (Development Area G) and the off-campus Bothell Pioneer Cemetery (adjacent to Development Area B and C). Construction activities would result in localized increases in dust, noise, vibration, disruption of pedestrian and bicycle circulation and loss of surface parking. With adherence to measures related to limiting dust, noise and vibration during construction, the potential for indirect impacts to the Chase House and Bothell Pioneer Cemetery is low (see **Appendix F**).

### *Cultural Resources*

As described above, the majority of the developable areas of the campus are identified in DAHP's WISAARD program as a moderate risk to high risk for encountering archaeological resources. Development under No Action – Scenario B could impact cultural resources in the campus, if they are present in these areas. If a project is proposed in an area identified as having moderate risk to contain cultural resources, then the project would include the preparation of an inadvertent discovery plan (IDP). An IDP and archaeological monitoring during ground disturbance activities would be provided as a part of any project proposed in high risk areas. Potential development in very high risk areas in the eastern portion of campus would include the preparation of an archaeological survey.

## Alternative 1 – Develop Institutional Identity (Southward Growth)

Alternative 1 reflects a focus of development in the southwest portion of the campus, with the majority of development assumed for Development Areas A and B. Development under Alternative 1 would include approximately 1,072,300 gsf of net new building space that would generally be clustered in the central and south campus areas (Development Areas A, B and F).

## Historic Resources

Under Alternative 1, the existing Truly House and Chase House would remain in their current locations and no direct impacts would occur to those structures. Assumed development under Alternative 1 could potentially result in indirect impacts to the off-campus Bothell Pioneer Cemetery during development when construction activities are located in proximity to these resources (i.e., construction in Development Areas A, B and C). Construction activities would result in localized increases in dust, noise, vibration, disruption of pedestrian and bicycle circulation and loss of surface parking. No development would be located within Development Area G adjacent to the Chase House. With adherence to measures related to limiting dust, noise and vibration during construction, the potential for indirect impacts to the Bothell Pioneer Cemetery and Chase House is low (see **Appendix F**).

## Cultural Resources

As described above, the majority of the developable areas of the campus are identified in DAHP's WISAARD program as a moderate risk to high risk for encountering archaeological resources. Development under Alternative 1 could impact cultural resources in the campus, if they are present in these areas. Under Alternative 1, a substantial amount of assumed development would occur in Development Area A and the southern portion of Development Area B, which are areas identified as having a moderate risk for archaeological resources. If a project is proposed in an area identified as having moderate risk to high risk for containing cultural resources, then the project would include the preparation of an inadvertent discovery plan (IDP). An IDP and archaeological monitoring during ground disturbance activities would be provided as a part of any project proposed in high risk areas.

A portion of development in Development Areas E and F could encroach into very high risk areas and potential development in these areas would include the preparation of an archaeological survey.

## Alternative 2 – Develop the Core (Central Growth)

Alternative 2 reflects a focus of development in the central portion of the campus, with the majority of development assumed for Development Areas B, E and F. Development under Alternative 2 would include approximately 907,300 gsf of net new building space, which would be generally located in the central portion of campus (Development Areas B, E and F).

## Historic Resources

Development under Alternative 2 would focus of development in the central portion of campus, including within Development Area B. To accommodate assumed development in Development Area B, it is anticipated that the Truly House would be demolished or relocated to a new location on-campus or a potential off-campus location. Given the lack of historic

context and lack of historic architectural value, demolition of the Truly House would not be considered to result in an historic resources impact.

Prior to a determination for demolition of the Truly House, the potential to relocate the building to an on-campus or off-campus location would be explored. If relocated on-campus, relocation to a site in proximity to the Chase House is not recommended because relocation of the Truly House near the Chase House would result in juxtaposition creating a false sense of history for the Chase House and Stringtown. Relocation of the Truly House to a more isolated site on-campus or off-campus would be more appropriate for the Chase House (see **Appendix F** for further details).

Under Alternative 2, the existing Chase House would remain in its current location and no direct impacts would occur. Similar to Alternative 1, assumed development under Alternative 2 could also result in indirect impacts to the Chase House and the off-campus Bothell Pioneer Cemetery during development when construction activities are located in proximity to these resources (i.e., construction in Development Areas A, B and C). Construction activities would result in localized increases in dust, noise, vibration, disruption of pedestrian and bicycle circulation and loss of surface parking. With adherence to measures related to limiting dust, noise and vibration during construction, the potential for indirect impacts to the Chase House and Bothell Pioneer Cemetery is low. Considering that no new development is assumed to be located in Development Area G under Alternative 2, it is anticipated that there would be no operational impacts to the Chase House.

## Cultural Resources

As described above, the majority of the developable areas of the campus are identified in DAHP's WISAARD program as a moderate risk to high risk for encountering archaeological resources. Development under Alternative 2 could impact cultural resources in the campus, if they are present in these areas. If a project is proposed in an area identified as having moderate risk to contain cultural resources, then the project would follow pertinent cultural resources regulations. Under Alternative 2, the focus of development would be in Development Areas E, F and the central portion of Development Area B, which are areas identified as high risk for encountering archaeological resources. In general, Alternative 2 would have a higher risk of encountering archaeological resources than Alternative 1. An IDP and archaeological monitoring during ground disturbance activities would be provided as a part of any project proposed in high risk areas. A portion of development in Development Areas E and F could encroach into very high risk areas and potential development in these areas would include the preparation of an archaeological survey.

## Alternative 3 – Growth along Topography (Northward Growth)

Under Alternative 3, the focus of development that is assumed to follow the north/south topography of the campus. The majority of development under Alternative 3 is assumed for the north portion of campus in Development Areas B, C, D, E and F. Under Alternative 3, assumed development on the campus would include approximately 907,300 gsf of net new building space.

### Historic Resources

Similar to Alternative 1, the existing Truly House and Chase House would remain in their current locations and no direct impacts would occur to those structures under Alternative 3. Assumed development under Alternative 3 could result in potential indirect impacts to the Chase House and the off-campus Bothell Pioneer Cemetery during development when construction activities are located in proximity to these resources (i.e., construction in Development Areas B, C and G). It is anticipated that indirect impacts to the Bothell Pioneer Cemetery would be less than Alternative 1 due to the amount of development assumed for Development Area B. Indirect impacts to the Chase House would be greater than Alternative 1 due to the assumed development within Development Area G. Construction activities would result in localized increases in dust, noise, vibration, disruption of pedestrian and bicycle circulation and loss of surface parking. With adherence to measures related to limiting dust, noise and vibration during construction, the potential for indirect impacts to the Chase House and Bothell Pioneer Cemetery is low (see **Appendix F**).

### Cultural Resources

As described above, the majority of the developable areas of the campus are identified in DAHP's WISAARD program as a moderate risk to high risk for encountering archaeological resources. Development under Alternative 3 could impact cultural resources in the campus, if they are present in these areas. If a project is proposed in an area identified as having moderate risk to contain cultural resources, then the project would follow pertinent cultural resources regulations. Under Alternative 3, the focus of development would be in Development Areas C and D, the central portion of Development Area B, and portions of Development Areas E and F. Development Areas C and D are identified as moderate risks for archaeological resources, while Development areas E, F and a portion of B are identified as high risks. In general, development under Alternative 3 would have a similar risk for encountering archaeological resources as Alternative 2. An IDP and archaeological monitoring during ground disturbance activities would be provided as a part of any project proposed in high risk areas; an archaeological survey would be conducted as a part of any project proposed in high risk areas.

## Alternative 4 – Blended Alternative

Alternative 4 reflects a level and locations of new campus development that blends attributes of Alternatives 1, 2 and 3 analyzed in the Draft EIS<sup>1</sup>. Alternative 4 assumes a net increase in building space of 1,042,300 which falls between that assumed under Alternative 1 (1,072,300 gsf) and that assumed under Alternatives 2 and 3 (907,300 gsf). The existing approximately 0.16-acre of upland wetlands would be retained as assumed under Alternatives 1 and 2, and the existing Truly House and Chase House would be retained as assumed under Alternatives 1 and 3.

### Historic Resources

Similar to Alternatives 1 and 3, the existing Truly House and Chase House would remain in their current locations and no direct impacts would occur to those structures under Alternative 4. Assumed development under Alternative 4 could result in potential indirect impacts to the Chase House and the off-campus Bothell Pioneer Cemetery during development when construction activities are located in proximity to these resources (i.e., construction in Development Area C). It is anticipated that indirect impacts to the Bothell Pioneer Cemetery would be less than under Alternatives 1 and 2 due to the amount of development assumed for Development Area B. Potential for indirect impacts to the Chase House would be greater than under Alternatives 1 and 2 due to the assumed development within Development Area F (potential for indirect impacts to the Chase House would be similar to under Alternative 3). Construction activities would result in localized increases in dust, noise, vibration, disruption of pedestrian and bicycle circulation and loss of surface parking. With adherence to measures related to limiting dust, noise and vibration during construction, the potential for indirect impacts to the Chase House and Bothell Pioneer Cemetery is low (see **Appendix F**).

### Cultural Resources

As described above, the majority of the developable areas of the campus are identified in DAHP's WISAARD program as a moderate risk to high risk for encountering archaeological resources. Development under Alternative 4 could impact cultural resources in the campus, if they are present in these areas. If a project is proposed in an area identified as having moderate risk to contain cultural resources, then the project would follow pertinent cultural resources regulations. Under Alternative 4, the focus of development would be in Development Areas C and D, the central portion of Development Area B, and portions of Development Area E. Development Areas C and D are identified as moderate risks for archaeological resources, while Development areas E and a portion of B are identified as high

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<sup>1</sup> Subsequent to issuance of the Draft EIS, the Development Area configuration was adjusted to combine the areas E and F into one area referred to as Area E; the updated development area description is utilized when referring to Alternative 4.

risks. In general, development under Alternative 4 would have a similar risk for encountering archaeological resources as Alternatives 2 and 3. An IDP and archaeological monitoring during ground disturbance activities would be provided as a part of any project proposed in high risk areas; an archaeological survey would be conducted as a part of any project proposed in high risk areas.

## Potential Indirect/Cumulative Impacts

Development under Alternatives 1 – 4 and No Action Scenario B would contribute to the amount of overall construction in the area and, in combination with potential future new development in the area, could contribute to indirect construction-related impacts to historic resources including short-term, localized traffic congestion, noise and dust. All construction activities in the area would be required to follow applicable regulations, and significant impacts would not be anticipated.

### 3.10.3 Mitigation Measures

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The following measures would be available for development under the *Campus Master Plan*.

#### Historic Resources

- The UW Bothell and CC's existing internal design review processes would continue to review and authorize major building projects in terms of siting, scale, and the use of compatible materials relative to recognized historic structures.
- The UW Bothell and CC would continue to follow the Historic Resources Addendum (HRA) process for all proposed projects that include exterior alterations to buildings over 50 years old, or are located adjacent to buildings or features over 50 years old. The HRA is intended to insure that important elements of the campus, its historic character and value, environmental considerations and landscape context are valued.
- The potential for indirect impacts to on-campus and identified off-campus historic resources associated with construction noise, dust, and pedestrian/bicycle circulation distribution would be mitigated by the following the measures identified in Sections 3.2 (Air Quality), 3.5 (Environmental Health) and 3.13 (Transportation).
- Development under Alternative 2 would require the relocation or demolition of the existing Truly House. As part of the development process, the potential to relocate Truly House would be explored, including the consideration of a suitable new location on-campus or a potential off-campus location.

- If the Truly House were to be demolished as considered under Alternative 2, the building would be evaluated by a salvage contractor, and applicable building elements and materials would be salvaged and made available for reuse.

## Cultural Resources

- If a project is proposed in an area identified as having moderate risk to contain cultural resources, then the project would follow pertinent cultural resources regulations, including the preparation of an IDP.
- If a project is located in an area identified as having a high risk for containing cultural resources, the project would follow pertinent cultural resources, including the preparation of an IDP and archaeological monitoring during ground disturbance activities.
- If a project is located in an area identified as having a very high risk for containing cultural resources, the project would follow pertinent cultural resources regulations, including an archaeological survey.
- Noticing and coordination with Native American tribes will take place on projects conducted by the UW Bothell or CC as the lead agency under the State Environmental Policy Act (SEPA) and/or Governor's Executive Order 05-05.

## *Inadvertent Discovery of Archaeological Resources*

- In the event that archaeological deposits are inadvertently discovered during construction of a potential development site, ground-disturbing activities would be halted immediately, and the UW Bothell and/or CC would be notified. The UW Bothell and/or CC would then contact DAHP and the interested Tribes, as appropriate, and as described in the recommended inadvertent discovery plan.

## *Discovery of Human Remains*

- Any human remains that are discovered during construction at a potential development site would be treated with dignity and respect.
  - If ground-disturbing activities encounter human skeletal remains during the course of construction, then all activity that may cause further disturbance to those remains must cease, and the area of the find must be secured and protected from further disturbance. In addition, the finding of human skeletal remains must be reported to the county coroner and local law enforcement in the most expeditious manner possible. The remains shall not be touched, moved, or further disturbed.



- The county coroner will assume jurisdiction over the human skeletal remains, and make a determination of whether those remains are forensic or non-forensic. If the county coroner determines the remains are non-forensic, they will report that finding to the DAHP. DAHP will then take jurisdiction over those remains and report them to the appropriate cemeteries and affected tribes. The State Physical Anthropologist will make a determination of whether the remains are Indian or non-Indian, and report that finding to any appropriate cemeteries and the affected tribes. The DAHP will then handle all consultation with the affected parties as to the future preservation, excavation, and disposition of the remains.

### 3.10.4 Significant Unavoidable Adverse Impacts

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Campus development under EIS Alternatives 1 – 4 and No Action – Scenario B would occur within the context of a campus with a historic building (Chase House) and potentially historic building (Truly House). Demolition or relocation of the Truly House under Alternative 2 would not be considered to result in a significant historic resources impact.

Development under the EIS Alternatives would also be located in portions of areas that could have a moderate to very high risk for encountering archaeological resources. With implementation of the identified mitigation measures, no significant adverse impacts are anticipated.

## 3.11 PUBLIC SERVICES AND UTILITIES

This section of the Final EIS describes the existing public services (fire and police services) and utilities that serve the University of Washington Bothell (UW Bothell) and Cascadia College (CC) campus and the site vicinity, and evaluates the potential impacts to public services and utilities that could occur as a result of the *Campus Master Plan*. Information added or changed subsequent to issuance of the Draft EIS is shaded to ease identification of the added or changed information.

### 3.11.1 Affected Environment

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#### Fire and Emergency Services

City of Bothell Fire and Emergency Medical Services (Bothell Fire & EMS) provides fire prevention, education, fire suppression, medical services, and other related emergency and non-emergency services for the City of Bothell, including the UW Bothell/CC campus. Bothell Fire & EMS includes approximately 65 staff members,



*Bothell Fire & EMS Station 42*

of which, approximately 50 staff members are part of the Response Operations divisions (i.e. firefighters, lieutenants, battalion chiefs and a deputy chief). Bothell Fire & EMS provides fire and emergency services from three fire stations, including Station 42 (Downtown Headquarters – 10726 Beardslee Boulevard), Station 44 (Queensborough Firehouse – 330 228<sup>th</sup> Street SW) and Station 45 (Canyon Park Firehouse – 1608 217<sup>th</sup> Place SE).

The UW Bothell/CC Campus is located in the service area of Station 42, which is located to the immediate northeast of the campus, on the north side of Beardslee Boulevard. Apparatus that are available at Station 42 include a Ladder Truck, a Fire Engine, an Aid Unit, a Shoreline Medic Unit, a Command Unit and a Reserve Fire Engine<sup>1</sup>.

In 2015, Bothell Fire & EMS responded to approximately 6,200 total incidents. This represented an approximately 20 percent increase since 2012. The majority of the incidents that Bothell Fire & EMS responded to in 2015 were for EMS calls (approximately 74 percent of all incident calls); fire incidents represented only three percent of the total incidents for Bothell Fire & EMS<sup>1</sup>. Based on the total incidents in 2015 (approximately 6,200) and the City's population (approximately 41,200), Bothell Fire & EMS responds to approximately one incident per 6.65 people on an annual basis.

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<sup>1</sup> City of Bothell Fire and EMS. 2015 Annual Report.

Bothell Fire & EMS has established operating guidelines for response times to fire and emergency medical service incidents, including:

- The first fire apparatus on location of a fire – 8 minutes
- The first apparatus on location of an emergency medical incident – 7 minutes
- Total system response time – 7 minutes 15 seconds

In 2015, Bothell Fire & EMS reported a response time for 90 percent of all calls as 8 minutes 31 seconds for the first fire apparatus at a fire incident; 7 minutes 42 seconds for an apparatus at an emergency medical incident; and, 8 minutes 6 seconds for a total average response time<sup>1</sup>.

Most of the major buildings on the campus are equipped with a monitored fire alarm system and fire sprinklers. Existing campus buildings have historically been built with fire resistant materials that meet, and in some cases exceed, minimum code requirements. In the two-year period of 2015 and 2016, the UW Bothell reported a total of six fire service incidents, primarily related to oven/stove fires at student housing facilities (Husky Village) or Husky Hall. No injuries were reported in these incidents and estimated property damage generally ranged from \$0 to \$500<sup>2</sup> (one incident had damage estimated at approximately \$5,000). Based on the existing student, faculty and staff campus population of 9,014 people, the UW Bothell/CC campus currently generates approximately 0.0007 annual fire and emergency service incidents (or one annual incident per 1,502 persons).

## Police Services

The UW Bothell and CC maintain a Campus Safety Department that is intended to help create a safe and secure living, learning and working environment for students, faculty and staff on the campus. The Campus Safety Department is comprised of a Director, two Sergeants, nine Campus Safety Officers and four program assistants; a Campus Resource Officer from the Bothell Police Department (BPD) also serves as part of the campus safety team. The Campus Safety Department provides campus security and safety services 24 hours a day, 365 days a year and work closely with the BPD respond to any emergency needs or major incidents on campus. Campus Safety Officers utilize citizen's arrest powers to enforce all campus regulations and rules, applicable state and federal laws, and city and county ordinances on the campus. Criminal incidents are referred to the BPD, who have jurisdiction on the campus.

Based on security call records from the Campus Safety Department over the past two years<sup>3</sup>, Campus Safety Officers operations and responses to calls are primarily regarding four general issues: area checks of campus, responses to locked/unlocked building calls, calls for safety escorts, and responses for lost and found property. Crime data for the campus since 2013

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<sup>2</sup> University of Washington Campus Safety Department. 2016 Fire Incident Log <http://www.uwb.edu/getattachment/safety/uw-bothell-fire-log-2016.pdf>. Accessed 2017.

<sup>3</sup> University of Washington Bothell. Security Call Records – January 2015 through December 2016.

indicate that there are very few criminal offenses that have been reported on the campus. The most frequent criminal offenses were burglary (an average of two offenses per year) and motor vehicle theft (an average of 1.3 offenses per year). The most frequent other violations on campus were regarding liquor law violations (an average of 27 violations per year) and drug abuse violations (an average of 22 violations per year). These violations primarily occurred within student housing facilities and were referred for disciplinary action on the campus<sup>4</sup>.

As described above, the BPD has law enforcement jurisdiction within the City of Bothell, including on the campus, and work in conjunction with the Campus Safety Department and Campus Safety Officers. BPD maintains a total staff of approximately 60 commissioned officers and 27 civilian employees (administrative, records, communications staff, etc.). The BPD communications center handles all incoming calls within the city for police, fire and emergency medical including non-emergency administrative calls,



*Bothell Police Department*

as well as 9-1-1 emergency calls. In 2015, the BPD communications center received a total of approximately 57,400 calls for the City of Bothell, 30 percent of which (approximately 17,200) were 9-1-1 emergency calls. Based on the total calls received in 2015 (approximately 57,400) and the City's population (approximately 41,200), the BPD receives approximately one call per 1.40 people on an annual basis.

2015 crime statistic trends for the BPD indicate that the greatest increase in crimes within the City were the result of residential burglaries, thefts and sex offenses, all of which were higher than the City's five-year averages in 2015. The BPD also noted that there was a substantial increase in traffic collisions city-wide in 2015 when compared to the five-year average<sup>5</sup>.

Based on Campus Safety Department records, in 2015 the campus generated 12 emergency 9-1-1 calls on campus<sup>6</sup>. Based on the existing student, faculty and staff campus population of 9,014, the UW Bothell/CC campus currently generates approximately 0.0013 annual police service calls (or one annual call per 751 persons).

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<sup>4</sup> University of Washington Bothell. Annual Security and Fire Safety Report. 2016.

<sup>5</sup> City of Bothell Police Department. 2015 Annual Report.

<sup>6</sup> Campus Safety Department. 2015 Security Call Records.

## Utilities

### Water Service

The existing water service for the campus is supplied by the City of Bothell. The domestic water service system consisting of 6-inch, 8-inch, and 12-inch diameter pipes. An 8-inch water line was installed along West Campus Lane during the Discovery Hall project which completed a closed loop system between 110<sup>th</sup> Avenue NE and NE 180<sup>th</sup> Street. An 8-inch water line was also installed west of the library in the Crescent Walk during the Discovery Hall project which will allow for the Library Expansion project to not affect the existing water line to the west. Each building is served by an appropriately sized water meter for domestic water and a fire system connection. Fire hydrants are spaced throughout the campus to provide required fire coverage. The campus domestic water system adequately serves the campus and there are no reported capacity constraints.

### Sewer Service

The existing sewer service for campus is also supplied by the City of Bothell. The existing sanitary sewer (gravity) system consists of 6-inch, 8-inch, and 12-inch pipes, manholes, and cleanouts. The northern portion of the campus discharges to the existing 60-inch diameter trunkline that bisects the campus. The southern portion of the campus discharges to the existing 24-inch diameter trunkline underneath SR-522. Each building is served by a side sewer that connects to a sanitary sewer main. The bottom floor of the Activities and Recreation Center (ARC) is served by a pump station that discharges into the 8-inch diameter gravity line in Campus Way NE (the existing sewer system is not deep enough along Campus Way NE to provide gravity sewer service to the bottom floor of the ARC). The campus sanitary sewer system adequately serves the campus and has no reported capacity constraints.

### Stormwater

UW Bothell/CC campus includes a sustainable stormwater management system that is designed to reduce the discharge of pollutants and to protect the water quality of the surrounding area. Two independent conveyance systems account for the different treatment requirements for “clean water” (rooftop runoff, footing drains, and groundwater) and “dirty water” (road runoff, surface parking runoff, and hardscape runoff). Catch basins, swales, and closed pipe systems transport stormwater runoff through the various treatment, reclamation, and discharge systems. Stormwater detention is not required due to the site’s proximity to North Creek.

Three “clean water” collection systems on campus move water through reclamation systems for irrigation and landscaping or into drainage bioswales. The bioswales are located in the buffer zone between the developed upland part of campus and the lowland area, and

discharge water into the wetlands adjacent to North Creek. This water does not require quality treatment prior to discharge.

Water runoff collected from impervious surfaces subject to vehicular use (“dirty water”) requires treatment before discharge into the wetlands downstream. There are four three-stage treatment facilities on campus, each consisting of a Coalescing Plate oil/water Separator (CPS), a wet-vault, and a biofiltration facility. “Dirty water” from Discovery Hall is treated close to where it is collected in proprietary water quality devices and then conveyed to one of the three-stage water quality treatment systems discussed above. The “dirty water” from the surface parking lot adjacent to 110<sup>th</sup> Avenue NE is treated and detained onsite before discharging into one of the “clean water” systems discussed above.

The “clean water” and the treated “dirty water” is released into the wetlands associated with the North Creek Stream and Wetland area. This area provides the necessary recharge for the wetland habitat and eventually reaches the Sammamish River to the south of campus via North Creek.

### 3.11.2 Impacts

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This section of the Final EIS identifies the potential impacts of development on the UW Bothell/CC campus under the *Campus Master Plan* on public services and utilities that could occur under the EIS Alternatives.

#### No Action Alternative

##### Scenario A – Baseline Condition

Under No Action – Scenario A, the proposed *Campus Master Plan* would not be approved and no additional development would occur on campus. The current number of FTE students is assumed to remain at approximately 7,040; associated faculty and staff populations are anticipated to also remain relatively the same. Since there would be no new development or increase in campus population under Scenario A, it is anticipated that there would be no increase in demand for public services or utilities and significant impacts would not be anticipated.

##### Scenario B – Allowed in PUD

Under No Action – Scenario B, the proposed *Campus Master Plan* would not be approved, and a level of future campus development consistent with the remaining capacity under the original (Phase 1) and current PUD would occur. This scenario assumes buildout of the remaining approximately 386,100 gsf of campus building area, reaching the total of 1.14 million gsf of building space identified on campus under the current PUD; no new student housing would be provided on campus. Student enrollment of up to 10,000 FTEs on campus is assumed, consistent with the current PUD, which would result in an increase by

approximately 1,783 FTE students when compared to the current conditions. Based on an existing student to faculty ratio of 20 to 1 and a student to staff ratio of 20 to 1, it is anticipated that the increase in students would also result in an associated increase of approximately 89 faculty members and 89 staff members on the campus. As a result, the total increase in campus population under Scenario B would be approximately 1,961 people (FTE students, faculty and staff).

### *Fire and Emergency Services*

Construction projects for new building development under Scenario B would require fire department review for applicable project development permits and inspection services prior to occupancy. All development projects on the campus would be constructed in accordance with applicable City of Bothell Fire Code requirements and would include fire alarms and fire suppression systems in accordance with applicable standards. During construction of specific development projects, vehicle access through and surrounding potential development sites could be affected and require the implementation of detour routes, which could affect emergency vehicle responses times in the vicinity of potential development sites.

The increase in population on the campus would be anticipated to lead to an increased demand for public services. Based on the UW Bothell/CC campus current ratio of incidents per person (approximately one incident per 1,502 people) and the anticipated increase in campus population under Scenario B, it is anticipated that development under the current PUD could generate approximately 1.3 additional incidents per year, or an approximately 22 percent increase in the number of incidents on campus per year. It should be noted that this analysis provides a conservative estimate of fire service incidents that could be generated by increased development and campus population since the historic number of incidents over the past two years is low (six incidents over a two-year period). As development occurs, it is anticipated that Bothell Fire & EMS would have adequate staffing to serve the campus and that any incremental increases in staffing could be provided as necessary through Bothell Fire & EMS's annual planning process.

### *Police Services*

Similarly, based on the current ratio of emergency 9-1-1 calls per person to campus (approximately one call per 751 persons) and the anticipated increase in campus population, it is anticipated that development under Scenario B could generate approximately 2.6 additional calls per year, or an approximately 22 percent increase in the number of calls per year. It should be noted that this analysis provides a conservative estimate of police service calls that could be generated by increased development and campus population since UW Bothell and CC also maintain a Campus Safety Department that provides 24-hour campus security and safety services. As development occurs, it is anticipated that BPD would have adequate staffing to serve the campus and that any incremental increases in staffing could be provided as necessary through the BPD's annual planning process.

## *Utilities*

Development under the No Action Alternative – Scenario B would result in an increased demand for water service and sewer service to serve the new buildings. As described above, there are no reported capacity constraints for the existing water service and sewer service system on campus and it is anticipated that new buildings would be connected to the existing water and sewer service systems.

Stormwater runoff is directly related to the amount of impervious surfaces in a given area. New development under Scenario B could result in an overall increase in impervious surfaces associated with buildings and paths/walkways and an associated increase in stormwater runoff from the campus. It is anticipated that new development projects would connect to the existing stormwater management system on campus. New development would be designed to be consistent with the applicable provisions of the City of Bothell Design and Construction Standards and Specifications - Surface Water Design Manual (January 2017) and significant stormwater impacts would not be anticipated.

## Alternative 1 – Develop Institutional Identity (Southward Growth)

Alternative 1 represents a level of development and improvements that would meet the forecasted growth and goals over the 20-year planning horizon for the *Campus Master Plan*. This alternative reflects a focus of development in the southwest portion of the campus, with the majority of development assumed for Development Areas A and B. Alternative 1 assumes a campus student population of 10,000 FTEs plus additional associated faculty and staff, as well as a total of 1,200 student housing beds (representing approximately 20 percent of the assumed UW Bothell student FTEs).

Similar to No Action – Scenario B, student enrollment of up to 10,000 FTEs on campus is assumed for Alternative 1, which would result in an increase of approximately 1,783 FTE students when compared to the current conditions. Based on an existing student to faculty ratio of 20 to 1 and a student to staff ratio of 20 to 1, it is anticipated that the increase in students would also result in an associated increase of approximately 89 faculty members and 89 staff members on the campus. As a result, the total increase in campus population under Alternative 1 would be approximately 1,961 people (FTE students, faculty and staff). This increase in campus population is anticipated to result in an incremental increase in demand for public services and utilities on campus under the *Campus Master Plan*.

## Fire and Emergency Services

Similar to No Action – Scenario B, potential future development under Alternative 1 would result in increased demand for fire and emergency services over the life of the plan. Construction projects for new building development would require fire department review



for applicable project development permits and inspection services prior to occupancy. All development projects on the campus would be constructed in accordance with applicable City of Bothell Fire Code requirements and would include fire alarms and fire suppression systems in accordance with applicable standards. During construction of specific development projects, vehicle access through and surrounding potential development sites could be affected and require the implementation of detour routes, which could affect emergency vehicle responses times in the vicinity of potential development sites.

Under Alternative 1, the increase in population on the campus would be anticipated to lead to an increased demand for public services, similar to No Action – Scenario B. Based on Bothell Fire & EMS’s current ratio of incidents per person on the campus (approximately one incident per 1,502 people) and the anticipated increase in campus population, it is anticipated that development under Alternative 1 could generate approximately 1.3 additional calls per year, or an approximately 22 percent increase in the number of incidents per year. It should be noted that this analysis provides a conservative estimate of fire service incidents that could be generated by increased development and campus population since the historic number of incidents on campus over the past two years is low (six incidents over a two-year period, primarily within student housing facilities). Alternative 1 would include a greater number of student housing beds than No Action – Scenario B (1,200 beds compared with 240 bed), which could result in a slightly higher potential for fire and emergency service demand under Alternative 1 due to the increased student housing uses and past incident history on the campus.

As development occurs, it is anticipated that Bothell Fire & EMS would have adequate staffing to serve the campus and that any incremental increases in staffing could be provided as necessary through the Bothell Fire & EMS’s annual planning process.

## Police Services

Based on the current ratio of emergency 9-1-1 calls per person to campus (approximately one call per 751 persons) and the anticipated increase in campus population, it is anticipated that development under Alternative 1 could generate approximately 2.6 additional emergency 911 calls per year, or an approximately 22 percent increase in the number of calls per year. It should be noted that this analysis provides a conservative estimate of police service calls that could be generated by increased development and campus population since UW Bothell also maintains a Campus Safety Department that provides 24-hour campus security and safety services. Due to the increased amount of student housing under Alternative 1 (1,200 beds compared with 240 beds under No Action – Scenario B), it is anticipated that Alternative 1 could result in a slightly higher potential for police service demand than No Action – Scenario B due to the increased student housing uses and number of students residing on the campus.

As development occurs, it is anticipated that BPD would have adequate staffing to serve the campus and that any incremental increases in staffing could be provided as necessary through the BPD's annual planning process.

## Utilities

Development under the Alternative 1 would result in an increased demand for water service and sewer service to serve the new buildings. As described above, there are no reported capacity constraints for the existing water service and sewer service system on campus; however, potential future development would require improvements to the existing water and sewer service systems. Water and sanitary sewer systems improvements would be designed in accordance with City of Bothell Design and Construction Standards that are in place at the time of development.

New development under Alternative 1 could result in an overall increase in impervious surfaces associated with new buildings and paths/walkways and an associated increase in stormwater runoff from the campus; however, an increase in new buildings and paths/walkways could be offset by a reduction in surface parking areas on campus. It is anticipated that the increase in impervious surface and associated stormwater runoff would be greater than No Action – Scenario B due to the increased amount of development on the campus.

Stormwater management for future development under the Campus Master Plan would be based on utilization of existing campus infrastructure, retrofitting of existing infrastructure, and the addition of new stormwater infrastructure needed to support the expansion of the current campus. The campus is committed to using the most current stormwater drainage code, based on the current standards in place at the time of development. Stormwater management would include conveyance, water quality, and flow control.

Flow control requirements would continue to be evaluated as the campus expands. Much of the campus is currently exempt from flow control, due to the proximity of discharge to North Creek and the Sammamish River, which is exempt from flow control. It has been technically demonstrated that during large storm events it is actually 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. Additional buildings and campus development will result in more collection and diversion of groundwater. Groundwater diversion in the Uplands would be carefully considered to protect existing trees and vegetation, and to balance additional flow to the Lowland areas. This overall drainage strategy will continue to be evaluated as the campus expands and as storm drainage requirements change.

Low impact development (LID) considerations would be reviewed and utilized for stormwater management wherever possible, particularly alternatives and strategies to reduce overall runoff. LID considerations and measures should also be considered to address overall water

quality and to reduce contaminants. Regular maintenance of such facilities is also critical to overall system performance. Salmon Safe Certification was received by the campus in approximately 2008, and has been maintained through present time. The original certification was largely based on the core infrastructure that has been installed, particularly stormwater systems and the overall wetland restoration area. The campus has been highly committed to regular maintenance and has made frequent adjustments to existing facilities (such as bioswales, etc.) as part of the re-certification process. New buildings/facilities that have been added have been designed and constructed to meet Salmon Safe requirements. As the Campus Master Plan develops and as new buildings/facilities are added, Salmon Safe requirements are planned to be met – based on the current program.

While the stormwater conveyance system was designed to handle the full build-out of the campus based on the 1995 Campus Master Plan, modifications will be required to support the future building development under the proposed Campus Master Plan. Runoff from non-pollution generating surfaces will be conveyed to the North Creek Stream and Wetland Area as currently configured. Runoff from new pollution generating surfaces (parking, roadways, etc.) will be collected by a system of catch basins and pipes, and conveyed to a new LID stormwater treatment facility prior to releasing to the existing drainage system. Runoff from pollution generating surfaces in association with new buildings will be collected locally and treated and detained (if required) using an approach to fit the expanding campus. Landscaped and natural areas will utilize a combination of catch basins, underdrains, and underground pipes to collect and convey other surface flows to the existing storm drainage system. Stormwater systems would be designed to the City of Bothell Design and Construction Standards based on the current standards in place at the time of development. As a result, significant stormwater impacts would not be anticipated.

## Alternative 2 – Develop the Core (Central Growth)

Alternative 2 represents a focus of development in the central portion of the campus, with the majority of development assumed for Development Areas B, E and F. Alternative 2 assumes the same level of campus student population as Alternative 1 (10,000 FTEs plus additional associated faculty and staff), but would include a lower amount of student housing on campus (a total of 600 student housing beds compared with 1,200 student housing beds under Alternative 1).

### Fire and Emergency Services

Due to the similar amount of building development and campus population, it is anticipated that impacts to fire and emergency services provided by Bothell Fire & EMS would be similar to Alternative 1. New building development under Alternative 2 would include a lower amount of student housing on campus (600 student housing beds compared with 1,200 student housing beds under Alternative 1) which could result in a lower potential for fire and emergency service demand due to the reduced number of students living on campus.

## Police Service

Under Alternative 2, it is anticipated that impacts to police services provided by the BPD would be similar to Alternative 1 due to the similar amount of development and on-campus population. New building development under Alternative 2 would include a lower amount of student housing on campus (600 student housing beds compared with 1,200 student housing beds under Alternative 1) which could result in a lower potential for police service demand due to the reduced number of students living on campus.

## Utilities

Development under the Alternative 2 would result in an increased demand for water service and sewer service to serve the new buildings that would be similar to Alternative 1. As described above, there are no reported capacity constraints for the existing water service and sewer service system on campus, but potential future development would require improvements to the existing water and sewer service system which would be designed in accordance with City of Bothell Design and Construction Standards that are in place at the time of development.

Under Alternative 2, new development on campus could result in an overall increase in impervious surfaces associated with buildings and paths/walkways and an associated increase in stormwater runoff. It is anticipated that the increase in impervious surface and associated stormwater runoff would be similar to Alternative 1 due to the similar amount of development on the campus. As described under Alternative 1, stormwater management systems for potential future development under Alternative 2 would be designed to the City of Bothell Design and Construction Standards based on the current standards in place at the time of development. As a result, significant stormwater impacts would not be anticipated.

## Alternative 3 – Growth along Topography (Northward Growth)

Under Alternative 3, the focus of development would follow the north/south topography of the campus, with the majority of development assumed for the northern portion of campus (Development Areas B, C, D, E and F). Alternative 3 assumes the same level of campus student population as Alternative 1 (10,000 FTEs plus additional associated faculty and staff), but would include a lower amount of student housing on campus (a total of 600 student housing beds compared with 1,200 student housing beds under Alternative 1).

## Fire and Emergency Services

Due to the similar amount of building development and campus population under Alternative 3, it is anticipated that impacts to fire and emergency services provided by Bothell Fire & EMS would be similar to Alternative 1. New building development under Alternative 3 would include a lower amount of student housing on campus (600 student housing beds compared with 1,200 student housing beds under Alternative 1) which could result in a lower potential

for fire and emergency service demand due to the reduced number of students living on campus.

## Police Service

Under Alternative 3, it is anticipated that impacts to police services provided by the BPD would be similar to Alternative 1 due to the similar amount of development and on-campus population. New building development under Alternative 3 would include a lower amount of student housing on campus (600 student housing beds compared with 1,200 student housing beds under Alternative 1) which could result in a lower potential for police service demand due to the reduced number of students living on campus.

## Utilities

Development under the Alternative 3 would result in an increased demand for water service and sewer service to serve the new buildings that would be similar to Alternative 1. As described above, there are no reported capacity constraints for the existing water service and sewer service system on campus, but potential future development would require improvements to the existing water and sewer service system which would be designed in accordance with City of Bothell Design and Construction Standards that are in place at the time of development.

Under Alternative 3, new development on campus could result in an overall increase in impervious surfaces associated with buildings and paths/walkways and an associated increase in stormwater runoff. It is anticipated that the increase in impervious surface and associated stormwater runoff would be similar to Alternatives 1 and 2 due to the similar amount of development on the campus. As described under Alternative 1, stormwater management systems for potential future development under Alternative 2 would be designed to the City of Bothell Design and Construction Standards based on the current standards in place at the time of development. As a result, significant stormwater impacts would not be anticipated.

## Alternative 4 – Blended Alternative

Alternative 4 reflects a level and locations of new campus development that blends attributes of Alternatives 1, 2 and 3 analyzed in the Draft EIS (see **Figure 2-9** for a site plan of Alternative 4<sup>7</sup>). For example, Alternative 4 assumes a net increase in building space of 1,042,300 which falls between that assumed under Alternative 1 (1,072,300 gsf) and that assumed under Alternatives 2 and 3 (907,300 gsf). Alternative 4 assumes a total number of student housing beds as under Alternative 1 (1,200 beds), with location of new beds assumed as generally

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<sup>7</sup> Subsequent to issuance of the Draft EIS, the Development Area configuration was adjusted to combine the areas E and F into one area referred to as Area E; the updated development area description is utilized when referring to Alternative 4.

under Alternative 3. Alternative 4 assumes the demolition of approximately 106,000 gsf of existing building space, including approximately 74,200 gsf associated with Husky Village (Development Area D) and approximately 31,800 gsf associated with Husky Hall (Development Area C). As under Alternatives 1, 2 and 3, and No-Action Alternative – Scenario B, Alternative 4 assumes a campus student population of 10,000 FTEs.

## Fire and Emergency Services

Due to the similar amount of building development and campus population under Alternative 4, it is anticipated that impacts to fire and emergency services provided by Bothell Fire & EMS would be similar to Alternative 1. New building development under Alternative 4 would include a similar amount of student housing on campus (1,200 student housing beds) which could result in a similar potential for fire and emergency service demand related to students living on campus.

## Police Service

Under Alternative 4, it is anticipated that impacts to police services provided by the BPD would be similar to Alternative 1 due to the similar amount of development and on-campus population. New building development under Alternative 3 would include a similar amount of student housing on campus (1,200 student housing beds) which could result in a similar potential for police service demand related to students living on campus.

## Utilities

Development under the Alternative 4 would result in an increased demand for water service and sewer service to serve the new buildings that would be similar to Alternative 1. As described above, there are no reported capacity constraints for the existing water service and sewer service system on campus, but potential future development would require improvements to the existing water and sewer service system which would be designed in accordance with City of Bothell Design and Construction Standards that are in place at the time of development.

Under Alternative 4, new development on campus could result in an overall increase in impervious surfaces associated with buildings and paths/walkways and an associated increase in stormwater runoff. It is anticipated that the increase in impervious surface and associated stormwater runoff would be similar to Alternative 1 due to the similar amount of development on the campus. As described under Alternative 1, stormwater management systems for potential future development under Alternative 2 would be designed to the City of Bothell Design and Construction Standards based on the current standards in place at the time of development. As a result, significant stormwater impacts would not be anticipated.

## Potential Indirect/Cumulative Impacts

To the extent that potential future development of the *Campus Master Plan* under Alternatives 1 – 4 or under No Action – Scenario B occur in the vicinity of other development projects in the site area (i.e. downtown Bothell), it could result in a cumulative increase in demand for fire and emergency services from Bothell Fire & EMS. Fire service demand increases associated with growth in the City of Bothell would be considered through Bothell Fire & EMS’s annual planning process.

Minor cumulative increases in demand for police services from the BPD could also occur, albeit at a lower level, due to provision of the Campus Safety Department that provides 24-hour campus security and safety services.

Campus development and increased campus population under the Alternatives 1 – 4 or No Action – Scenario B would contribute to overall utility demand and in combination with future development in the City would contribute to a cumulative increase in demand for utilities.

### 3.11.3 Mitigation Measures

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The following measures would minimize potential public service and utility impacts that could occur with development under the *Campus Master Plan*.

- All potential future development under the *Campus Master Plan* would be constructed in accordance with applicable *City of Bothell Fire Code* requirements and would include fire alarms and fire suppression systems in accordance with applicable standards.
- During the construction process for potential future development, Bothell Fire & EMS would be notified of any major utility shutdowns or campus street closures/detours.
- In the case of an emergency, during the construction process for potential future development, the BPD could provide police escort services for fire and emergency service vehicles.
- The designs of specific development projects would be reviewed for potential life/safety and personnel security issues.
- The Campus Safety Department would increase its staff capacity and expand operations, as necessary, to meet the increased security needs associated with development and increased population under the *Campus Master Plan*.
- New campus development would be designed to be consistent with the applicable provisions of the *City of Bothell Design and Construction Standards and Specifications - Surface Water Design Manual*.
- As part of the UW Bothell and CC’s commitment to environmental protection and sustainability, potential future development projects would continue to consider the

use of sustainable features that would result in the efficient use of resources and minimize impacts on utilities.

### 3.11.4 Significant Unavoidable Adverse Impacts

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Potential future development and the associated increase in campus population under the *Campus Master Plan* would result in an increase in demand for fire and emergency services, police services and utilities on the campus. With the implementation of mitigation measures identified above, significant unavoidable impacts to public services and utilities would not be anticipated.



## 3.12 TRANSPORTATION

This section of the Final EIS describes the transportation system on the University of Washington Bothell (UW Bothell)/Cascadia College (CC) campus and in the campus vicinity and evaluates the potential impacts to the transportation system that could occur with the *Campus Master Plan*, through the 20-year planning horizon, as assumed under the EIS Alternatives.

The *Final Transportation Discipline Report* (Transpo Group, July 2017) includes data, methods, and analysis results to support this section of the EIS. The transportation system and analysis encompasses the various transportation modes utilized by campus population, including the students, faculty, staff, and visitors to the campus. This report is included as **Appendix G** of this EIS. Information added or changed subsequent to issuance of the Draft EIS is shaded to ease identification of the added or changed information.

### 3.12.1 Affected Environment

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#### Overview

This section describes the current transportation system that serves the campus. The existing transportation system including street system, pedestrian and bicycle transportation, transit service, traffic volumes, traffic operations, traffic safety and campus parking are described. **Figure 3.12-1** illustrates the transportation study area.

#### Street System

The Campus is bounded by Interstate 405 (I-405) to the east, SR 522 to the south, and residential neighborhoods to the west and Beardslee Boulevard to the north. It is served by Beardslee Boulevard, a minor arterial and SR 522, a principal arterial. Campus Way NE is the main roadway within the campus with signalized intersections with both Beardslee Boulevard and SR 522. Regional access to the campus is provided via the I-405 interchange at Beardslee Boulevard and SR 522/I-405 interchange that is accessed via Campus Way NE at the southern end of the campus.

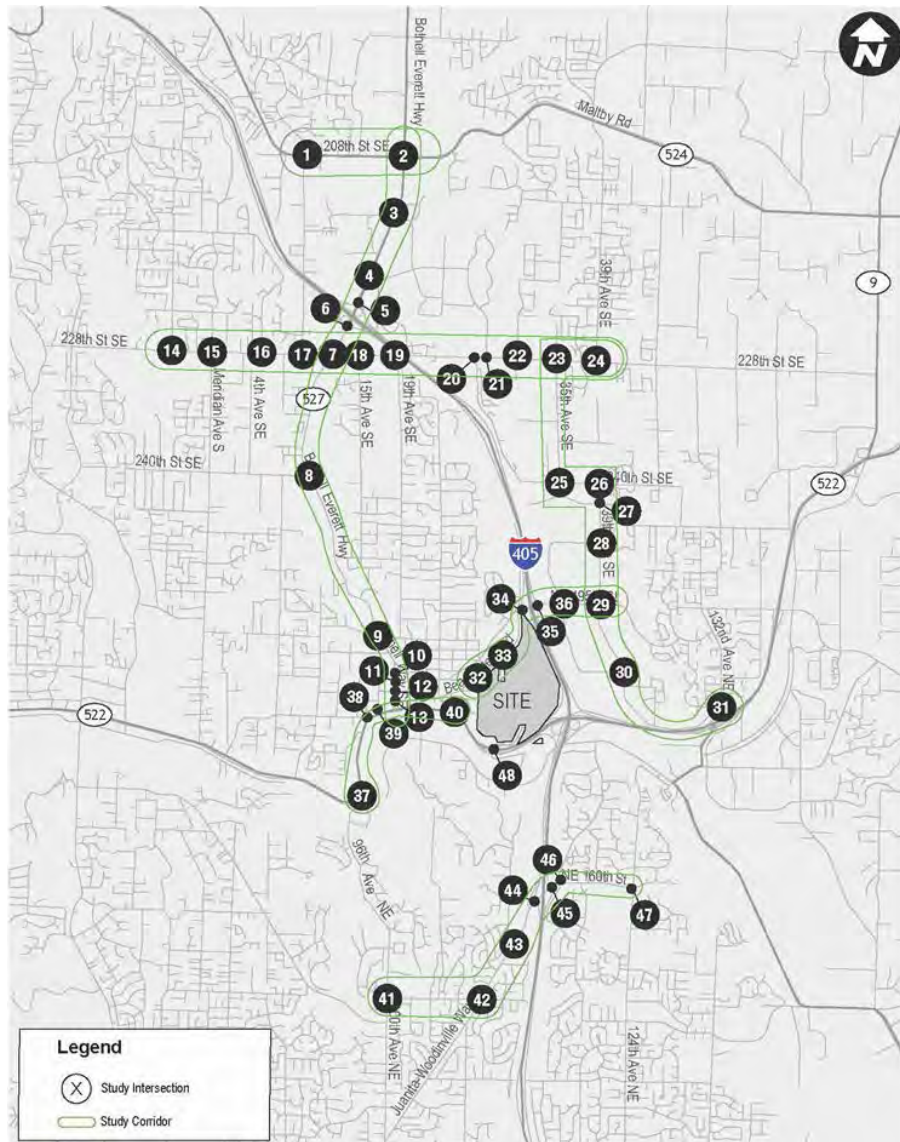
#### Pedestrian and Bicycle Transportation

Sidewalks are provided throughout the campus and along the streets adjacent to the campus. There is a midblock crosswalk, with a rapid flashing beacon, connecting the south parking garage to campus academic buildings to the north. There is a pedestrian overpass in the center of the Campus.

Sidewalks are provided along NE 185th Street and Beardslee Boulevard connecting to Downtown. In addition, Valley View Road between Kaysner Way and 108th Avenue NE is improved to 25-feet. Previous PUD conditions for the campus required this road be widened

to its current width and a 5-foot striped shoulder be provided. This striping as well as a crosswalk at the Kaysner Way intersection have not been maintained. The width exists to accommodate striping consistent with the previous condition. Valley View Road connects to 104th Avenue NE in Downtown. There are pedestrian crossings at the Beardslee Boulevard/104th Avenue NE intersection.

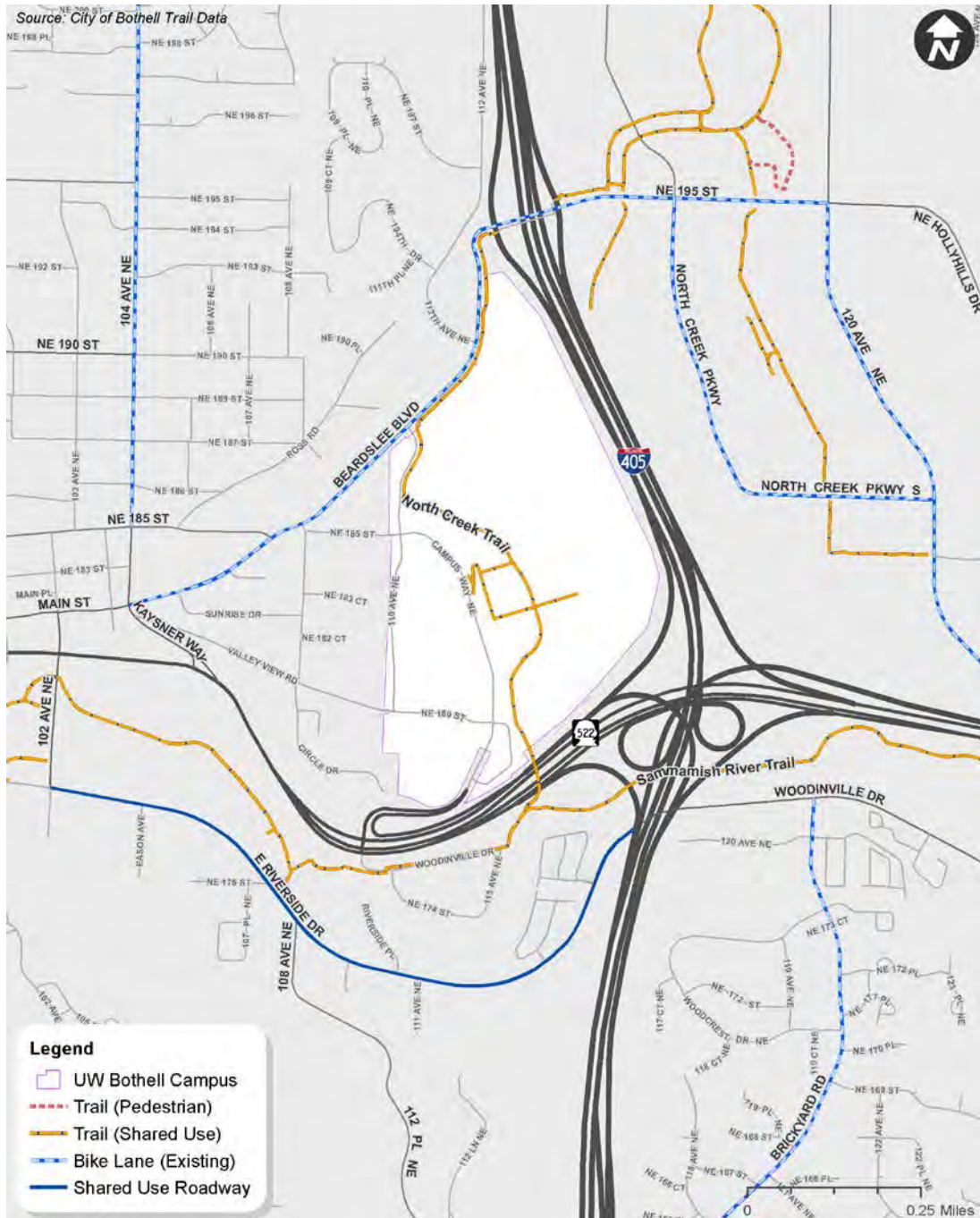
**Figure 3.12-1 Study Area**



Bicycle lanes are provided along Beardslee Boulevard between Main Street and 120th Avenue NE. A bike lane will be provided along Bothell Way within the limits of a current City of Bothell improvement project. The remaining roadways surrounding the campus have shared bicycle facilities.

In addition, there are several regional trails located in the vicinity of the campus. This includes North Creek Trail, the Sammamish River Trail, and the Burke-Gilman Trail. An overview of the bicycle facilities is shown on **Figure 3.12-2**.

**Figure 3.12-2 Existing Bicycle Facilities**

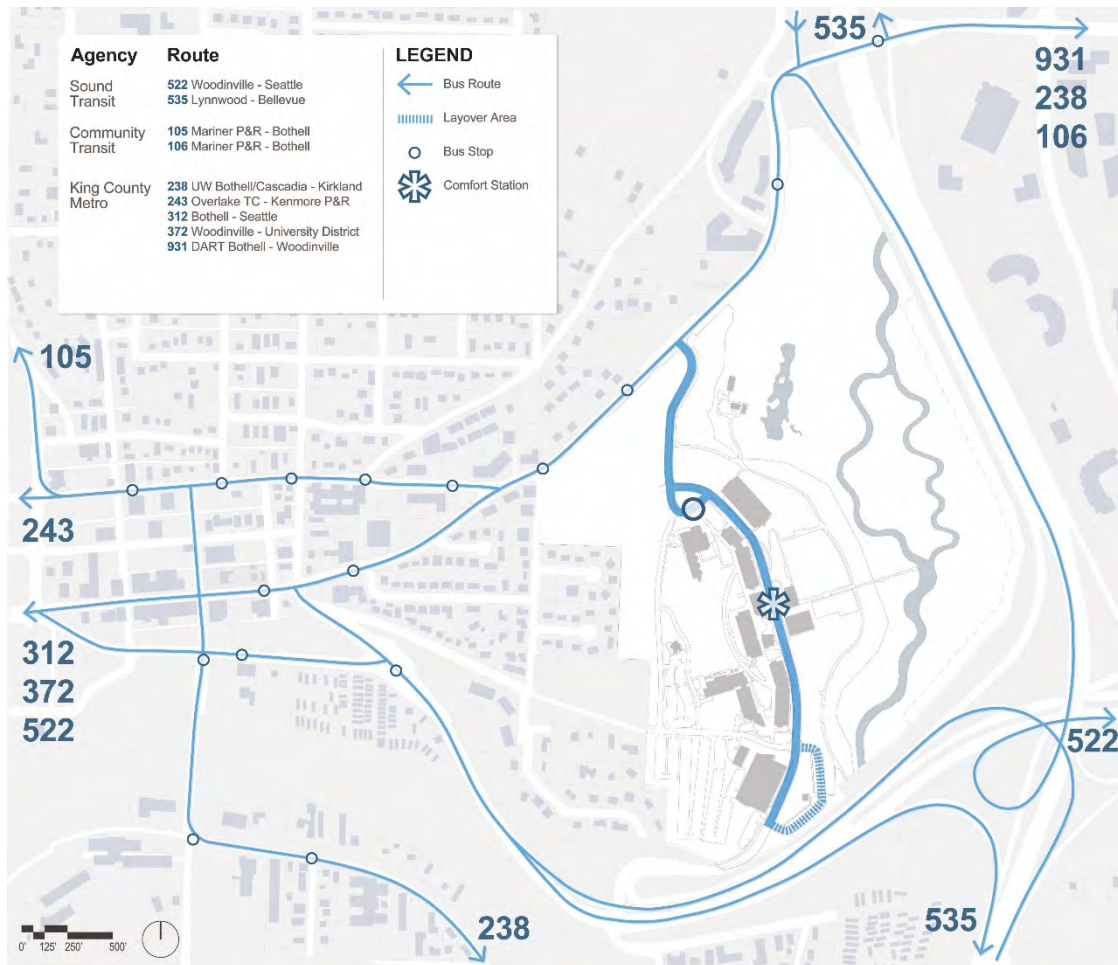




## Transit Service

Transit service in the area is currently provided by King County Metro, Sound Transit, and Community Transit. There is a transit center on Campus located south of NE 185th Street along Campus Way NE. Transit to the campus serves both UW Bothell and CC. **Figure 3.12-3** illustrates the transit routes serving campus and the location of stops.

**Figure 3.12-3 Existing Transit Routes and Stops**



There are approximately 250 inbound and 250 outbound transit trips to and from the campus on weekdays with approximately 45 buses serving the campus during the morning and evening peaks. Observations at the existing transit center on-campus indicate that during peak periods the amount of space is inadequate and transit vehicles queue outside the transit center waiting to access the bus stops. Of the nine routes that serve the campus, seven of them currently utilize the campus for layover as this represents the starting or ending points for the routes.

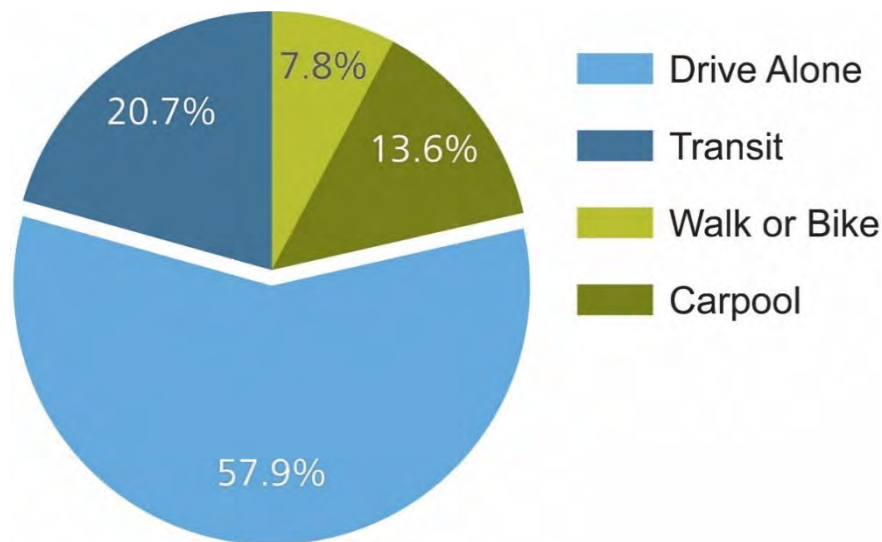
## Traffic Volumes

Based on the City concurrency requirements and the anticipated level of impact associated with the project, all concurrency corridors defined by the City of Bothell were evaluated.

Existing traffic counts at the study intersections were conducted in October 2016, November 2016 and January 2017. There are currently major roadway improvements underway in the Downtown area of Bothell; therefore, existing traffic counts were not conducted. Instead, existing traffic volumes for intersections within the Downtown were developed using the 2015 traffic counts included in the Comprehensive Plan and growing these volumes by 6 percent per year for 2-years. The growth rate of 6 percent is based on a comparison of 2015 and 2016 traffic counts for intersections just outside the Downtown area. Traffic volumes for the corridors and intersections are included in the Transportation Discipline Report (**Appendix G**). Along Beardslee Boulevard, during the weekday peak hours, campus-related vehicle traffic represents approximately 19 to 23 percent of the traffic volume west of 110th Avenue NE and 33 percent of the traffic east of 110th Avenue NE.

Travel to campus occurs through personal vehicles, walking and biking, as well as transit. **Figure 3.12-4** indicates the existing mode splits for the campus as determined through intercept surveys conducted on-campus. A total of approximately 450 surveys were conducted of unique respondents over the two-day period. As shown on the figure, the majority of travel to campus is currently via vehicle and mostly drive alone. However, there is a strong emphasis on the use of transit with approximately 21 percent of the respondents utilizing that travel mode for their commute.

**Figure 3.12-4 Existing Campus Travel Mode Splits**



Existing vehicle trips rates were calculated based on the October 2016 traffic volumes for the commuter students and Fall 2015 counts at the Husky Village driveways for the

residential students. Trip generation for the campus has two components: (1) commuter-related trips, inclusive of faculty, students, and staff, and (2) campus housing trips. Commuters and residents have different trip generating characteristics since on-campus residents typically drive less given that the campus is within walking distance.

Trip generation for use in transportation impact analyses is typically estimated based on students or beds for University/College uses. Based on previous experiences with similar University projects, total on-site student FTE provides the basis for estimating commuter trip generation and total beds is the basis for estimating residential trip generation. Determination of the existing commuter and residential trip rates for the campus is further described in Transportation Discipline Report (**Appendix G**) and summarized in **Table 3.12-1**.

**Table 3.12-1  
EXISTING WEEKDAY CAMPUS TRIP GENERATION SUMMARY**

Time Period	Commuter <sup>1</sup>			Residential <sup>2</sup>		
	Trip Rate (per Student FTE) <sup>3</sup>	Trip Distribution		Trip Rate (per bed) <sup>3</sup>	Trip Distribution	
		In	Out		In	Out
Daily	2.12	50%	50%	1.37	50%	50%
AM Peak Hour	0.24	85%	15%	0.10	57%	43%
PM Peak Hour	0.25	40%	60%	0.17	43%	57%

Source: *Transpo Group, 2017*

1. Based on data collected in November and October 2016 and accounts for estimated off-campus parking.
2. Based on observations conducted Wednesday, October 28, 2015 and Thursday, October 29, 2015 at Husky Village housing.
3. FTE = full-time equivalent.

## Traffic Operations

Corridor operations were reviewed in the study area consistent with the City of Bothell concurrency requirements. The corridor analysis method considers weekday PM peak hour level of service (LOS) at key intersections. Based on the level of impact associated with the continued student FTE growth on campus, the study area includes all concurrency corridors identified by the City. The corridor standard established by the City is LOS E. All the corridors currently operate at LOS D or better during the weekday PM peak hour.

The Beardslee Boulevard corridor LOS is currently LOS D during the weekday PM peak hour conditions; however, it is recognized that there are long queues within the corridor. The 95th-percentile vehicle queues were reviewed at the Beardslee Boulevard/110th Avenue NE and Beardslee Boulevard/108th Avenue NE intersections. The analysis shows that the eastbound queues back-up passed the existing Husky Village driveway located on the south side of Beardslee Boulevard during both the weekday AM and PM peak hours. The

westbound weekday PM peak hour queues are approximately 500-feet during the weekday PM peak hour, which impedes access to the westbound left-turn pocket.

## Traffic Safety

Collision records were reviewed within the study area to document any potential traffic safety issues. The most recent summary of collision data from WSDOT is for the three-year period between January 1, 2013 and December 31, 2015. The collision rate is representative of the number of collisions per one million entering vehicles (MEV) at each intersection. Intersections with a rate greater than 1.0 collision per MEV are typically flagged for further investigation to determine whether an adverse condition exists. Of the four intersections identified for further investigation, improvements were completed recently at two to address safety issues.

## Parking

The existing on-campus total parking supply includes 2,161 spaces for commuters<sup>1</sup> and 131 residential parking spaces. An additional 171 stalls are provided at off-site leased locations. There is a total of 2,463 campus parking spaces considering both on- and off-site locations. On-campus and on-street parking utilization observations were completed on two mid-week weekdays during both mid-day (between 10 a.m. and 3 p.m.) and the evening (7 p.m.). On-campus parking utilization is approximately 90 percent during the peak period with many of the parking lots/garages over 90 percent full. It was assumed that all vehicles parked on-street during the peak period were associated with the campus. The peak parking rate was observed to occur at 12 p.m. Based on the observations, an average peak parking demand for both residential and commuter students were calculated to determine the existing campus parking rate and is summarized in **Table 3.12-2**.

**Table 3.12-2**  
**EXISTING WEEKDAY CAMPUS PARKING DEMAND RATE SUMMARY**

Population	Size <sup>1</sup>	Unit	Demand <sup>2</sup>	Rate
Commuter	7,605	Student FTE	2,327	0.31
Residential	241	Beds	103	0.43
<b>Total Parking Demand</b>			<b>2,430</b>	

*Source: Transpo Group, 2017*

1. FTE = full-time equivalent. Online and resident students are not included. The total on-campus commuter student FTE as of October 2016 was 7,605.
2. Parking demand based on data collection on October 11 and 19, 2016 with a 5 percent adjustment for commuter parking demand to capture parking that may be occurring off-campus on-street.

The parking rates were determined to be 0.31 vehicles per commuter student and 0.43 vehicles per residential student. The existing campus housing is apartments. The current

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<sup>1</sup> Inclusive of faculty, staff, visitors, and students.

peak campus parking demand was found to be 2,430 vehicles and observations confirmed that parking associated with the campus spills over onto adjacent streets.

### 3.12.2 Impacts

The scope of this transportation analysis has been based on information from the Autumn 2016 SEPA scoping period and coordination with City of Bothell staff. The following transportation elements are evaluated in this report:

- Street System
- Pedestrian and Bicycle Transportation
- Transit Service
- Traffic Volumes
- Traffic Operations
- Traffic Safety
- Parking

Alternatives 1 through 4 reflect development under the *Campus Master Plan* and impacts of Alternatives 1 through 4 are disclosed in terms of the comparison to the identified No Action Alternatives (2037) – Scenario A (Baseline) and Scenario B (Allowed in PUD). Changes in commuter population (student FTE), housing (beds), parking, campus access points, and the location of the transit center for the No Action Alternatives and Alternatives 1 through 4 are summarized in **Table 3.12-3**.

**Table 3.12-3  
EXISTING AND FUTURE CAMPUS CHARACTERISTICS**

Metric	No Action Alternative Scenario A	No Action Alternative Scenario B	Alternative 1	Alternative 2	Alternative 3	Alternative 4
<b>Commuter Students (FTE)</b>	7,605	9,759	8,800	9,400	9,400	8,800
<b>Residential Students (Beds)</b>	241	241	1,200	600	600	1,200
<b>Parking Supply</b>	2,500	4,200-6,600	3,700	3,700	4,200	4,200
<b>Main Access Same as Existing?</b>	Yes	Yes	Yes	Yes	No <sup>1</sup>	Yes

*Source: Transpo Group, 2017*

1. Second access via NE 185th Street/Beardslee Boulevard would be provided.

#### Street System

The No Action Alternatives assume no change in campus vehicle access and circulation. A review of local and regional capital improvement programs and long-range transportation



plans was conducted to determine planned funded and unfunded transportation projects that would impact the off-site study area. The review included, but was not limited to, the City of Bothell 2017 – 2022 Six Year Transportation Improvement Program (TIP) and Comprehensive Plan and transportation plans for Washington State Department of Transportation (WSDOT). All the major transportation improvements serving vehicles are anticipated to be completed by 2037; however, there are several that are currently not funded. The unfunded transportation improvements are based on the City’s 2035 Comprehensive Plan analysis and it is anticipated they would be evaluated for inclusion in the TIP as traffic demands increase and other planned projects are completed. Since the forecasted traffic reflects growth enabled by these improvements, the improvements themselves have also been included in the analysis of the intersection and corridors. The Transportation Discipline Report (**Appendix G**) provides a summary of the planned transportation improvements assumed as part of the traffic operations analysis.

Improvements along Beardslee Boulevard between NE 185th Street and I-405 include a 5-lane cross-section (i.e., a second eastbound and westbound) consistent with the City’s Comprehensive Plan travel demand modelling. Construction of the eastbound lane would require expansion to the south, impacting Campus property. Improvements at the Beardslee Boulevard/NE 185th Street intersection do not assume realignment with the south leg of NE 185th Street and 108th Avenue NE; this is evaluated as part of Alternative 3. In addition, the Beardslee Boulevard/NE 185th Street intersection is assumed to have traffic signal control consistent with the Synchro model completed for the Comprehensive Plan analysis. Further analysis is being conducted by the City of Bothell and Sound Transit as part of Sound Transit 3 (ST3) where roundabout control is also being considered.

## Pedestrian and Bicycle Transportation

The 2017 – 2022 TIP and Comprehensive Plan were reviewed to identify pedestrian and bicycle facility improvements within the off-site study area. Many of the planned street system improvements include sidewalk, bike lane, and ADA ramp improvements. Two specific improvements were identified in the study area including: (1) pedestrian crossing beacons at Beardslee Boulevard/ NE 185th Street and (2) a new trail along East Riverside Drive.

With the Action Alternatives, the increase in on-campus residents would likely result in additional pedestrian travel to and from Downtown Bothell. As described previously, pedestrian facilities are provided along NE 185th Street and Beardslee Boulevard, providing defined pedestrian facilities and walking routes between the campus and downtown. Pedestrians accessing the downtown would need to cross either at the 110th Avenue NE traffic signal, an unsignalized crossing at Beardslee Boulevard/NE 185th Street, or continue further into Downtown and cross at the all-way stop at the Beardslee Boulevard/Kaysner Way intersection. As noted previously, pedestrians using Valley View Road are able to use a

widened roadway section. The City has not maintained the striping, so the previous shoulder striping and crosswalk at Kaysner Way are no longer delineated.

There are no on-campus pedestrian or bicycle improvements anticipated with the No Action Alternatives. Alternatives 1 through 4 identify traffic calming measures and improvements along Campus Way NE to reduce vehicle traffic and the resulting conflicts between pedestrians and bicycles. Alternative 2 would facilitate Campus Way NE as the primary pedestrian and bicycle route on-campus by reducing vehicle traffic along this street. Under Alternative 3, direct access from Beardless Boulevard to Campus Way NE would be eliminated by having the 110th Avenue NE access directly to the parking garage. Alternative 4 would provide a primary pedestrian connection through the center of the campus and traffic calming features along Campus Way NE.

## Transit Service

As discussed previously, King County Metro, Sound Transit, and Community Transit all provide service to the campus. The 2017-2022 TIP, Comprehensive Plan, and Sound Transit, Community Transit, and King County Metro transit plans were reviewed to determine potential transit improvements that may impact the campus by 2037. Key improvements in the immediate vicinity of the campus include transit along NE 185th Street and the I-405 Bus Rapid Transit (BRT) stop at the Beardslee Boulevard interchange. Specific transit service plans for the agencies serving the campus include:

- **King County Metro Connects.** This is a long-range vision adopted by King County. Service to the Campus would include a new RapidRide line providing 15-minute headways all-day, additional service connecting to future Sound Transit LINK light rail, and all-day 15 to 30 minute headways. RapidRide is King County Metro's BRT service.
- **Community Transit Swift.** Swift is Community Transit's BRT. Community Transit plans to have Swift service to the campus by 2017. This service would provide 12 to 20 minute headways all-day.
- **Sound Transit BRT.** Sound Transit is planning BRT service to the campus. This service would be along NE 185th Street and transit enhancements would be provided along the corridor to facilitate service. It is anticipated this service would begin by 2024.

A review of existing conditions indicates that the existing transit center is inadequate to accommodate the current service; therefore, it is anticipated under the No Action Alternatives, without improvements, these facilities would continue to be inadequate and there would be additional buses queuing outside the transit center waiting to access the bus stops.

Several transit routing options could occur in the future as the voter-approved Sound Transit 3 (ST3) planning for the SR 522 BRT line progresses. No changes to the transit

circulation patterns are proposed directly as part of the Campus Master Plan Alternatives. Three potential future circulation scenarios that could occur in the future were reviewed for Alternatives 1 through 4 including existing, NE 185th Street and Beardslee Boulevard routing. The evaluation shows for the Alternatives:

- **Existing Routing.** Alternatives 1 and 2 assumes maintaining the existing routing, layover areas, and on-site circulation; however, improvements would be required to accommodate planned service. Alternatives 3 and 4 assumes the elimination of the existing transit facilities.
- **NE 185th Street Routing.** All Alternatives could accommodate transit circulation via NE 185th Street.
- **Beardslee Boulevard Routing.** The land use plan for the Action Alternatives does not preclude this transit circulation option; however, widening Beardslee Boulevard with Alternatives 1 and 2 would impact the Husky Village parking supply. In addition, unless buses circulate and/or layover on campus, additional non-revenue transit travel time may be required for buses.

## Traffic Volumes

Traffic forecasts for the Scenario A 2037 baseline conditions were determined based on annual growth rate of 2 percent from the adopted Bothell Comprehensive Plan. The Baseline 2037 forecasts were determined by applying the 2 percent per year growth rate to the existing traffic volumes. It is noted that this forecasting method generally resulted in forecasts that were similar to or higher than the 2035 Comprehensive Plan forecasts that included campus growth. For the No Action Alternative – Scenario A conditions during the weekday peak hours, campus-related vehicle traffic would make up approximately 14 to 17 percent of the traffic volume along Beardslee Boulevard west of 110th Avenue NE and 25 percent of the traffic east of 110th Avenue NE.

The No Action Alternative – Scenario B, in addition to Alternatives 1 through 4, assumes increases of on-campus student FTE to a maximum of 10,000 on-campus student FTE population. **Table 3.12-3**, presented previously, denotes the anticipated student FTE for both commuter and residential populations. **Table 3.12-4** summarizes the estimated weekday daily, AM peak hour, and PM peak hour trip generation for the No Action Alternative – Scenario B and Alternatives 1 through 4. The No Action Alternative – Scenario A trip generation would be consistent with existing conditions since no growth is assumed.

**Table 3.12-4  
NO ACTION ALTERNATIVE – SCENARIO B AND ALTERNATIVES 1-4 ESTIMATED WEEKDAY DAILY  
AND PEAK HOUR VEHICLE TRIPS**

Trip Type	Daily Trips	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
<b>No Action Alternative – Scenario B</b>							
Future Commuter	20,690	1,991	351	2,342	976	1,464	2,440
Future Residential	330	14	10	24	18	23	41
Total Future Trips <sup>1</sup>	21,020	2,005	361	2,366	994	1,487	2,481
<b>Net New Trips<sup>2</sup></b>	<b>4,590</b>	<b>456</b>	<b>75</b>	<b>531</b>	<b>224</b>	<b>344</b>	<b>568</b>
<b>Alternative 1</b>							
Future Commuter	18,660	1,795	317	2,112	880	1,320	2,200
Future Residential	1,640	68	52	120	88	116	204
Total Future Trips <sup>1</sup>	20,300	1,863	369	2,232	968	1,436	2,404
<b>Net New Trips<sup>2</sup></b>	<b>3,870</b>	<b>314</b>	<b>83</b>	<b>397</b>	<b>198</b>	<b>293</b>	<b>491</b>
<b>Alternative 2</b>							
Future Commuter	19,930	1,918	338	2,256	940	1,410	2,350
Future Residential	820	34	26	60	44	58	102
Total Future Trips <sup>1</sup>	20,750	1,952	364	2,316	984	1,468	2,452
<b>Net New Trips<sup>2</sup></b>	<b>4,320</b>	<b>403</b>	<b>78</b>	<b>481</b>	<b>214</b>	<b>325</b>	<b>539</b>
<b>Alternative 3</b>							
Future Commuter	19,930	1,918	338	2,256	940	1,410	2,350
Future Residential	820	34	26	60	44	58	102
Total Future Trips <sup>1</sup>	20,750	1,952	364	2,316	984	1,468	2,452
<b>Net New Trips<sup>2</sup></b>	<b>4,320</b>	<b>403</b>	<b>78</b>	<b>481</b>	<b>214</b>	<b>325</b>	<b>539</b>
<b>Alternative 4</b>							
Future Commuter	18,660	1,795	317	2,112	880	1,320	2,200
Future Residential	1,640	68	52	120	88	116	204
Total Future Trips <sup>1</sup>	20,300	1,863	369	2,232	968	1,436	2,404
<b>Net New Trips<sup>2</sup></b>	<b>3,870</b>	<b>314</b>	<b>83</b>	<b>397</b>	<b>198</b>	<b>293</b>	<b>491</b>

**Source: Transpo Group, 2017**

1. Future trips are based on existing trip generation rates, which are likely conservative for residential since the proposal would include traditional (dormitory) housing and dining services resulting in a lower rate per bed for housing.
2. Net New Trips are calculated by subtracting “Affected Environment” existing trips from future total trips.

As shown in the table, Alternatives 1 through 4 would all generate less net new trips than the No Action Alternative – Scenario B due to the provision of additional on-campus housing. The accommodation of student housing on-campus reduces the overall campus vehicle trips because residential students make fewer vehicle trips since they can walk or bike to campus buildings. Alternatives 1 and 4 would generate approximately 10-20 percent less trips compared to Alternatives 2 and 3 due to an additional 600 beds on-campus with Alternatives 1 and 4. The proportion of campus-related traffic along Beardslee Boulevard during the weekday peak hours for Alternatives 1, 2 and 4 would be 2 to 5 percent greater than the No Action Alternative – Scenario A and up to 2 percent less than No Action Alternative – Scenario B.

For Alternative 3, campus-related vehicle traffic during the weekday peak hours along Beardslee Boulevard would make up a greater proportion of the traffic compared to No Action Alternative – Scenario A except west of 110th Avenue NE where traffic would decrease due to the second access point at 108th Avenue NE. The campus-related traffic for Alternative 3 compared to the No Action Alternative – Scenario B would be less.

### Trip Distribution and Assignment

Net new trips for Scenario B and Alternatives 1, 2, 3 and 4 were added to the Scenario A – Baseline conditions to forecast future 2037 conditions. Trips were distributed and assigned to the study area based on campus intercept surveys, zip code data for the campus population (i.e., students, faculty, and staff) as well as peak period traffic volumes at the Beardslee Boulevard and SR 522 access points. Outside the immediate study area, the project trip distribution was based on existing travel patterns and zip code data for the campus population.

The localized trip assignment to the north and south campus access points were determined through a capacity analysis at the north end of the campus and the allocation of on-site parking for each Alternative.

The overall trip distribution to the Campus access points would be approximately 48 percent to and from the north access along Beardslee Boulevard and 52 percent to and from the south at Campus Way NE.

### Traffic Operations

Corridor operations were evaluated based on the methods and assumptions described in Affected Environment. Signal timing was optimized for the No Action Alternatives and kept consistent for Alternatives 1, 2, 3 and 4. The evaluation of all future scenarios also includes the improvements in the street system section and further in **Appendix G. Table 3.12-5** provides a summary of corridor LOS for all the Alternatives.

**Table 3.12-5  
NO ACTION ALTERNATIVE – SCENARIO B AND ALTERNATIVES 1-4 PM PEAK HOUR CORRIDOR  
LEVEL OF SERVICE SUMMARY**

Corridor	No Action Alternative - Scenario A		No Action Alternative - Scenario B		Alternative 1		Alternative 2		Alternative 3		Alternative 4	
	LOS <sup>1</sup>	Delay <sup>2</sup>	LOS <sup>1</sup>	Delay <sup>2</sup>	LOS <sup>1</sup>	Delay <sup>2</sup>	LOS <sup>1</sup>	Delay <sup>2</sup>	LOS <sup>1</sup>	Delay <sup>2</sup>	LOS <sup>1</sup>	Delay <sup>2</sup>
<b>SR 524 (208th St SE/Maltby Rd) Corridor</b> between 9th Ave SE and SR-527	E	56	E	58	E	57	E	58	E	58	E	57
<b>SR 527/Bothell-Everett Hwy/Bothell Wy Corridor</b> between SR-524 and SR-522	E	60	E	62	E	63	E	62	E	63	E	63
<b>228th St SE Corridor</b> between 4th Ave W and 39th Ave SE	E	69	E	70	E	71	E	70	E	67	E	71
<b>39th/35th Ave SE/120th Ave NE/NE 180th St</b> between 228th St SE and 132nd Ave NE	E	63	E	67	E	66	E	67	E	67	E	66
<b>Beardslee Blvd/NE 195th St Corridor<sup>3</sup></b> between NE 185th St and 120th Ave NE	E	75	E	78	E	77	E	78	E	78	E	77
<b>SR 522 (NE Bothell Wy) Corridor</b> between 96th Ave NE and Kaysner Wy	E	63	E	68	E	67	E	68	E	68	E	67
<b>NE 145th St/Juanita-Woodinville Wy NE/NE 160th St</b> between 100th Ave NE and 124th Ave NE	E	66	E	68	E	68	E	68	E	68	E	68

**Source: Transpo Group, 2017**

1. Level of service, based on 2010 Highway Capacity Manual methodology.
2. Average corridor delay in seconds (sec) per vehicle (veh) calculated by as a weighted average of intersections delays along the length of the corridor in seconds per vehicles.
3. The analysis assumes a second eastbound and westbound travel lane is constructed along Beardslee Boulevard resulting in 4- to 5-lanes between NE 185th Street and I-405 consistent with the City's Comprehensive Plan. The corridor LOS would be the same with or without the second eastbound lane (see the Beardslee Boulevard Improvement Sensitivity Analysis for additional detail).

As shown in the table, all the corridors would operate at LOS E under each analysis scenario and would meet the City's LOS E standard. Although the LOS along Beardslee Boulevard shows LOS E conditions during the weekday PM peak hour for the Alternatives, it is recognized that there are long queues within the corridor. The 95th-percentile vehicle

queues were reviewed at the Beardslee Boulevard/110th Avenue NE and Beardslee Boulevard/ 108th Avenue NE intersections to show how the Alternatives would impact queuing within the corridor. The No Action Alternatives and Alternatives 1 through 4 vehicle queues would impact access along Beardslee Boulevard on the south side of the corridor. Alternative 3 would also result in vehicles queues extending west of NE 185th Street. Further analysis is being conducted as part of ST3 at the Beardslee Boulevard/NE 185th Street intersection, which could lead to alternate traffic control such as a roundabout and/or the identification of additional lanes to manage queues.

The campus access intersections of Beardslee Boulevard/ 110th Avenue NE and SR 522/Campus Way NE were also reviewed for the weekday AM and PM peak hours for the Alternatives. For Alternative 3 the proposed campus access at the Beardslee Boulevard/108th Avenue NE/NE 185th Street was also evaluated (see **Table 3.12-6**).

**Table 3.12-6  
ALTERNATIVES 1-4 ACCESS LEVEL OF SERVICE SUMMARY**

Corridor	No Action Alternative Scenario A		No Action Alternative Scenario B		Alternative 1		Alternative 2		Alternative 3		Alternative 4	
	LOS <sup>1</sup>	Delay <sup>2</sup>	LOS <sup>1</sup>	Delay <sup>2</sup>	LOS <sup>1</sup>	Delay <sup>2</sup>	LOS <sup>1</sup>	Delay <sup>2</sup>	LOS <sup>1</sup>	Delay <sup>2</sup>	LOS <sup>1</sup>	Delay <sup>2</sup>
<b><i>AM Peak Hour</i></b>												
Beardslee Boulevard/110th Avenue NE <sup>3</sup>	B	17	C	21	B	20	C	21	B	19	B	20
SR 522/Campus Way NE	F	130	F	148	F	147	F	145	F	144	F	147
Beardslee Boulevard/108th Avenue NE <sup>3</sup>	-	-	-	-	-	-	-	-	C	22	-	-
<b><i>PM Peak Hour</i></b>												
Beardslee Boulevard/110th Avenue NE <sup>3</sup>	B	13	B	15	B	15	B	15	B	15	B	15
SR 522/Campus Way NE	D	45	F	82	E	77	F	80	F	80	E	77
Beardslee Boulevard/108th Avenue NE <sup>3</sup>	-	-	-	-	-	-	-	-	A	8	-	-

**Source: Transpo Group, 2017**

1. Level of service, based on 2010 Highway Capacity Manual methodology.

2. Average delay per vehicle in seconds

3. The analysis assumes a second eastbound and westbound travel lane is constructed along Beardslee Boulevard resulting in 4- to 5-lanes between NE 185th Street and I-405 consistent with the City's Comprehensive Plan. The intersection LOS would be the same with or without the eastbound lane (see the Beardslee Boulevard Improvement Sensitivity Analysis for additional detail).

As shown in **Table 3.12-6**, delays at the campus access intersections under Alternatives 1, 2, 3 and 4 would generally decrease when compared to the No Action Alternative – Scenario B and increase compared to No Action Alternative – Scenario A. Alternatives 1, 2 and 4 vehicle queues at the access intersections would be the same as or slightly less than conditions with No Action Alternative – Scenario B given that traffic volumes would be similar for these Alternatives. Compared to No Action Alternative – Scenario B, the Alternative 3 vehicle queues could be longer for some movements at the Beardslee Boulevard/110th Avenue NE intersection due to the additional access point along Beardslee Boulevard and the shifting traffic along Beardslee Boulevard with this new access point.

LOS F operations at the SR 522/Campus Way NE intersection are triggered due to the high traffic volumes along SR 522 during both the weekday AM and PM peak hours. The Action Alternatives would result in less overall delay at this intersection compared to No Action Alternative - Scenario B.

### Beardslee Boulevard Sensitivity Analysis

An analysis of conditions with and without the second eastbound lane along Beardslee Boulevard was conducted for all the Alternatives. The corridor operations and campus access intersection LOS would be similar with and without the second eastbound lane; however, eastbound vehicle queues along Beardslee Boulevard at 110th Avenue NE would nearly double without the eastbound lane. The vehicle queues would impact peak hour travel along the corridor and these conditions would occur with or without the *Campus Master Plan*.

### Traffic Safety

As traffic volumes increase, traffic safety issues could increase proportionally. Under Alternatives 1 through 4, traffic volumes are anticipated to be less than those of Scenario B, which could result in proportionally less potential vehicles conflicts. With previously noted planned improvements to intersection operations, non-motorized facilities, and roadway capacity, it is anticipated that safety issues would decrease within the study area.

### Parking

Parking demand for Scenario A would be consistent with existing conditions since there is no change anticipated in on-campus population. The current peak parking demand is 2,430 vehicles and the campus parking supply of 2,463 spaces is at capacity. It is anticipated that under Scenario A during peak periods campus parking would continue to impact the adjacent street system consistent with current conditions and finding parking on-campus would be difficult.

Peak parking demands for No Action Alternative – Scenario B and Alternatives 1 through 4 were calculated based on the existing parking demand rates previously shown in **Table**



**3.12-2** and on the projected number of commuter and residential student FTEs shown in **Table 3.12-3**. Use of existing parking rates to project future demand represents a conservative analysis as transit service to the campus is expected to increase in frequency and modifications to the campus layout and transit access/circulation with the Action Alternatives would help the campus realize the full benefits of the increased service. The analysis assumes all residential units are apartment type housing consistent with the existing campus housing. The Campus Master Plan would likely provide traditional student housing (dormitory) with dining services, which would have a lower parking per bed ratio.

**Table 3.12-7** provides a summary of the resulting peak parking demand and the recommended 85 percent utilization parking supply for each analysis alternative.

**Table 3.12-7  
FUTURE PEAK PARKING DEMAND BY ALTERNATIVE**

Metric	Existing / No Action Alternative Scenario A	No Action Alternative Scenario B	Alternative 1	Alternative 2	Alternative 3	Alternative 4
<b>Commuter Demand</b>	2,327 veh	3,030 veh	2,730 veh	2,910 veh	2,910 veh	2,730 veh
<b>Residential Demand</b>	103 veh	100 veh	520 veh	260 veh	260 veh	520 veh
<b>Subtotal</b>	2,430 veh	3,130 veh	3,250 veh	3,170 veh	3,170 veh	3,250 veh
<b>Recommended Supply<sup>1</sup></b>	2,800 stalls	3,600 stalls	3,740 stalls	3,650 stalls	3,650 stalls	3,740 stalls
<b>Supply Increase Over Recommended Existing<sup>2</sup></b>	-	+800 stalls	+940 stalls	+850 stalls	+850 stalls	+940 stalls

*Source: Transpo Group, 2017*

1. Recommended supply to attain 85 percent on-campus utilization.
2. Additional parking supply recommended as compared to the supply recommended to accommodate existing and No Action Alternative – Scenario A demand.

There are 2,161 commuter parking spaces on-campus and an increase of 639 spaces (for a total of 2,800 spaces) is recommended to accommodate the current parking demand. An additional 800 to 940 spaces beyond what is needed to serve current demand would be recommended to accommodate the *Campus Master Plan*. As shown in

**Table 3.12-7**, the recommended parking supplies are generally within the range of the proposed parking supply and it is anticipated that the parking demand would be fully accommodated on-campus.

## Impacts of Near-Term Development

The Campus Master Plan is a long-term vision that would be developed over 20-years or more. It is anticipated that an initial phase of development would occur within a near-term horizon over the next 10-years. An evaluation of transit, transportation concurrency, site access and parking are provided for the near-term horizon.

The near-term evaluation assumes up to 8,739 on-campus student FTE could be accommodated. In addition, on-campus housing would be increased by 501 beds for a total of 742 on-campus beds. Existing access points to the campus are assumed to remain unchanged. Up to approximately 3,123 parking stalls are proposed (including 171 stalls off-site), representing an increase of approximately 660 stalls compared to existing.

### *Transit Service*

In the near-term no land use changes to the north end of campus are anticipated. Changes to transit may occur due to ST3.

### *Traffic Volumes*

Background traffic forecasts for 2027 conditions were determined by applying a 2 percent per year growth rate to existing traffic volumes. It is anticipated that with near-term growth Campus traffic would increase by approximately 1,540 net new daily trips with 158 occurring during the weekday AM peak hour and 212 occurring during the weekday PM peak hour. The near-term project trips were added to the background 2027 forecasts to form the basis of the near-term development analysis.

### *Traffic Operations*

All the corridors would operate at LOS E or better and meet the City's LOS standard under near-term 2027 conditions. Although Beardslee Boulevard shows LOS D conditions during the weekday PM peak hour for the near-term conditions, it is recognized that there are long queues within the corridor. The analysis shows that the 95th-percentile queues for all movements would be accommodated within the existing storage lengths for the near-term 2027 conditions. It is not anticipated that weekday peak hour vehicle queues would impact adjacent City intersections.

The near-term development would increase delays at the site access intersections compared to Scenario A. A comparison of near-term development conditions to the No Action Alternative - Scenario B shows that delays would generally decrease.

### *Parking*

Near-term parking demand was determined based on the existing parking rates and projected commuter and residential students. It is anticipated in the near-term up to 3,074

parking spaces would be provided within campus and off-campus leased parking. The Campus is currently reviewing and planning for additional parking.

The analysis assumes existing mode split assumptions continue in the future. This represents a conservative analysis as transit service to the campus is expected to increase in frequency. In addition, the Campus Master Plan would likely provide traditional student housing (dormitory) with dining services, which would have a lower parking per bed ratio compared to the existing apartments. A parking supply of approximately 3,220 spaces would be recommended in the near-term to achieve an 85 percent parking utilization on-campus. With the proposed parking supply of approximately 3,294 spaces (including 171 stalls off-site), it is anticipated that the parking demand would be fully accommodated on-campus and the peak parking utilization would be approximately 85 percent.

### Indirect/Cumulative Impacts

Indirect and cumulative impacts on area transportation system are included in the analysis of direct impacts. In addition, there is a potential for cumulative impacts due to the combined effects of traffic being generated by development of the *Campus Master Plan* and construction activities on campus and in the surrounding vicinity. This potential impact could be mitigated by scheduling construction activities such that arrival and departure of construction traffic occurs outside the peak hours.

### 3.12.3 Mitigation Measures

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This section presents potential mitigation measures that would offset potential impacts of the Alternatives. Alternatives 1 through 4 result in less traffic to and from the campus and traffic operations that are generally better than the No Action Alternative – Scenario B (Allowed in PUD); therefore, on this comparative basis no mitigation would be required. In addition, new traffic from development of the Alternatives would be a small percentage of the existing and projected future traffic volumes on Beardslee Boulevard and SR-522.

### Transportation Management Plan

With the goal of reducing reliance on single-occupancy vehicles (SOV) trips to the UW Bothell/Cascadia College campus, the Commuter Services Department currently provides transportation resources to students and faculty. Transportation impacts would continue to be mitigated through the implementation of the Transportation Management Program (TMP) to reduce overall SOV traffic and parking needs for the campus. Specific strategies would continue to be refined annually. A TMP is included in **Appendix G**. This TMP outlines a series of strategies for each of the key travel modes and programs on on-campus. The University and College will submit to the City a TMP annual report highlighting results of the monitoring study and providing any recommended updates to the TMP strategies.

## Parking Management

It is recognized that parking on-campus is currently near full and that some parking related to the campus is occurring on streets surrounding the campus and within Downtown. The parking supply identified for Alternatives 1-4 would fully accommodate parking on-campus.

Implementation of TMP strategies and reduction in SOV travel would help reduce on-campus parking demand. These strategies could be targeted towards both residential and commuter students. The analysis of parking presented previously assumes residential housing consistent with the apartment type units provided today. The Campus Master Plan includes dining services and would likely develop more traditional university/college housing (dormitory) in both the near- and long-term. With more traditional housing, the need for auto ownership would decrease since dining and other services would be provided on-campus. In addition, parking policies could be set to limit residential student vehicle demand. It is anticipated that more traditional housing parking demand could be approximately 50 percent less than the current housing parking demand.

## Potential Roadway Improvements

The current PUD conditions with the City of Bothell require additional street right-of-way along the Beardslee Boulevard frontage (east of 110th Avenue NE) for future dedication sufficient to accommodate final road widening, as determined by the Director of Community Development and Public Works. In addition, a 10-foot wide utility easement is required adjacent to the new right-of-way on the campus side of Beardslee Boulevard. The agreement also notes that some of the additional right-of-way to be reserved is constrained by the existing wetland restoration which was required as part of the original campus development. No campus development is proposed east of 110th Avenue NE, and additional campus traffic from the Alternatives will be a small percentage of existing and projected traffic volumes on Beardslee Boulevard.

## Pedestrian and Bicycle Connection Improvements

The Campus is partnering with the City to construct the pedestrian crossing at the Beardslee Boulevard/NE 185th Street intersection. This signalized crossing will improve connectivity between Downtown and the Campus.

When additional campus housing is developed, the need for additional pedestrian improvements should be evaluated.

## Transportation Impact Fees

Development of the campus requires payment of transportation impact fees to mitigate off-site impacts. Transportation impact fees are assessed based on increases in student FTE

associated with the development of buildings on-campus. Impact fees would be calculated at the time of permitting for specific campus buildings.

### 3.12.4 Significant Unavoidable Adverse Impacts

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Development of the *Campus Master Plan* and increase in on-campus population to up to 10,000 student FTE by the year 2037 would result in increases in all travel modes – vehicles, transit, pedestrians, and bicycles. It is anticipated that with the proposed mitigation there would be no significant and unavoidable impacts related solely to campus growth.

The SR 522/Campus Way NE intersection would operate at LOS F under the No Action Alternative – Scenario B and Alternatives 1 through 4, and potential improvements at this location are limited due to right-of-way constraints. This is considered a cumulative significant and unavoidable adverse impact that would likely occur with or without the proposed *Campus Master Plan*.

As noted in the analysis of vehicle operations, the SR 522/Campus Way NE intersection is forecasted to operate at LOS F under all No Action Alternative conditions during the weekday AM peak hour. Congestion and poor intersection operations are largely due to growth along SR 522 as shown in the evaluation of the No Action Alternative – Scenario A conditions where campus growth is limited. On-going TMP measures implemented by the Campus would reduce overall campus trip generation and reduce related impacts at this intersection.

# **Comment Letters and Responses**

## CHAPTER 4

### COMMENT LETTERS AND RESPONSES

This chapter of the *Campus Master Plan Final EIS* (Final EIS) contains comments received on the *Campus Master Plan Draft EIS* (Draft EIS), and provides responses to the comments.

Nineteen (19) letters with comments regarding the Draft EIS, and the analysis of environmental impacts were received during the public comment period on the Draft EIS. Each letter is included in this section of the Final EIS. Comment letters/numbers appear in the margins of the letters commentary and are cross-referenced to the corresponding responses. Responses are provided directly after each letter/transcript commentary.

In addition, verbal comments were received during the Draft EIS public meeting held on April 10, 2017 and are included and responded to in this chapter.

The following comment letters and emails regarding the Draft EIS were received:

1. City of Bothell (page 4-2)
2. Community Transit (page 4-22)
3. King County Metro (page 4-32)
4. Sound Transit (page 4-34)
5. Cascadia College and UW Bothell Campus Sustainability Committees (page 4-37)
6. Birch, Becky (page 4-53)
7. Blum, Gina (page 4-55)
8. Dalzell, Maki (page 4-57)
9. Galvan, Jodie (page 4-59)
10. Gold, Warren (page 4-64)
11. Jackson, David (page 4-75)
12. Loewen, Jannelle (page 4-81)
13. Macalalad, Kristel (page 4-90)
14. Moehring, David (page 4-93)
15. Ron (page 4-102)
16. Pemberton, Parvin (page 4-104)
17. Pemberton, Stephen (page 4-112)
18. Urquhart, Tammy (page 4-116)
19. Zornes, Jeanne (page 4-119)

Public Meeting Commentary (page 4-121)







City of Bothell™

May 2, 2017

Julie Blakeslee  
Environmental and Land Use Planner  
Capital Planning and Development  
The University of Washington  
Box 352205  
Seattle, WA 98195-2205

Dear Julie Blakeslee  
Environmental and Land Use Planner

**Re: City of Bothell Comments on Draft Environmental Impact Statement for the University of Washington Bothell / Cascadia College Campus Master Plan**

Thank you for the opportunity to comment on the Draft Environmental Impact Statement (DEIS) for the University of Washington Bothell / Cascadia College Campus Master Plan. This letter transmits the City's comments, which are compiled in the attachment to this letter.

Please note that the City has tried to confine its comments to the content of the DEIS and recognizes that issues associated with a possible future development agreement, such as the disposition of existing Planned Unit Development conditions of approval, will be the subject of further discussions.

Sincerely,

A handwritten signature in black ink, appearing to read "Gary Hasseler".

Gary Hasseler  
Development Services Manager / SEPA Responsible Official  
Department of Community Development  
City of Bothell  
18415 101<sup>st</sup> Avenue NE  
Bothell, WA 98011  
[Gary.hasseler@bothellwa.gov](mailto:Gary.hasseler@bothellwa.gov)

Cc. Tom Burdett, Community Development Director  
Erin Leonhart, Public Works Director  
Henry Simon, Deputy Police Chief  
Butch Noble, Fire Marshall  
Eddie Low, Deputy Public Works Director / City Engineer  
Don Fiene, Utilities Services Manager  
Dave Boyd, Senior Planner  
Dave Phelps, Senior Civil Engineer  
Wasim Khan, Transportation Engineer

L:\CD\_Share\UWB CC\UWB CC EIS\UWB CC Draft EIS Comment Letter May 2 2017

Community Development  
9654 NE 182nd St.  
Bothell, WA 98011  
[www.ci.bothell.wa.us](http://www.ci.bothell.wa.us)

**City of Bothell**  
**Comments to the Draft Environmental Impact Statement**  
**for the University of Washington Bothell (UWB) / Cascadia College (CC)**  
**Campus Master Plan**

The following comments have been grouped according to the City department originating the comment, since we believe this may provide some practical utility for ongoing future discussions between the City and the UWB / CC.

Community Development (by DEIS page number, except for introductory comments)

General comments on the development alternatives:

Alternative 1 (Southward Growth) could encourage more access from the south, reducing impacts to Beardslee and other City streets. It would be expected to encourage more pedestrian and bicycle traffic to the downtown core via Valley View, emphasizing mitigating efforts to improve that as a non-motorized connection (though improvements are desired for all alternatives).	1
Alternative 2 (Central Growth) should also be developed to encourage more vehicular access from the south.	2
Alternative 3 (Northward Growth) might encourage more vehicular traffic from the north, which should be mitigated. It would create more pedestrian and bicycle traffic to the downtown core (and to Beardslee Crossing), emphasizing mitigating efforts to improve those non-motorized connections connection (though improvements are desired for all alternatives). While this stronger connection to the downtown core has positive aspects concentrating development toward Beardslee Boulevard would alter the Downtown Plan’s Community Vision for that corridor, perhaps requiring a Plan amendment along with the anticipated Code amendments.	3
1-4                    It would be useful to have a map showing the development areas before the document starts referencing them.	4
1-5                    Does Scenario B keep the off-campus facilities at the Med/Dental building and Beardslee Crossing?	5
1-6, 7 & 8            Descriptions claim retaining existing open space, but surely some would be replaced with buildings.	6
1-7                    Add “s” to “measure” in 3 <sup>rd</sup> paragraph of Alt. 2	7
1-8                    It seems odd that one of the lower development scenarios (3) is paired with the highest parking option.	8
1-10                    What is 0.16 acre wetland filled in Areas C and D of Alt. 3?	9
1-15 & 16            First 3.8 - Aesthetics row under Scenario B states that “development would occur without an overall plan for the campus,” but wouldn’t the current campus master plan be used in this scenario?	10

1-16	Under Scenario B views “on” campus are referenced, while under Alts. 1-3 views “to” the campus and new campus development and where they would be “afforded” are referenced. What is more important seems to be how views both <u>from and to</u> campus will be <u>affected</u> .	11
1-17	Add “in” after “increase” in “fire services” and “police services” rows under Alt. 1.	12
1-18	Address bike and pedestrian routes and traffic off campus that would increase due to growth and increased student housing.	13
1-19	Only Alt 2 provides sufficient capacity for future transit growth? Need to address other issues, such as turn-arounds?	14
	Do Alts 2 and 3 have greater traffic impacts just because they have fewer resident students? And why doesn’t the extra parking in Alt 3 differentiate it from Alt 2 re traffic volumes?	15
	Why are LOS and delays at campus accesses lower for Alts 1-3 than for Scenario B?	16
1-20	Why does Scenario B have 4600-6600 parking spaces, instead of the PUD’s 4200-6600?	17
1-24	Check that reference to tree retention / replacement in BMC isn’t being changed as part of 2017 Code Amendments.	18
1-28	First bullet reads “Increases in density... would be minimized...” - should read “Impact of increased density...”	19
1-29	Address potential Joint Use Agreement for recreation and open space facilities with City and NSD here?	20
1-33	Should say the Beardslee dedication <u>would</u> extend along the expansion area frontage.	21
	Need to address multimodal improvements along Beardslee/185 <sup>th</sup> and Valley View, especially in light of campus growth and addition of student housing.	22
2-6	A larger version of the 1995 Campus Master Plan would be good.	23
2-9	Current (2016) split is 65% UWB, 35% CC	24
2-15	Mobility objectives should address pedestrian and bicycle connections.	25
2-17 & 18	Proposal increases height from 4 floors and 45’ to 65’ w/ no floor limit in expansion area. By including the Development Reserve in area C and a portion of the existing campus in area D, there is no good way to maintain the current (and PAEIS studied) heights in the expansion area. The current 3-floor/35’ overlay across Beardslee from this area means there could be a significant difference in built form from one side to the other along this portion of Beardslee. This will likely require amending the Planned Action Ordinance, since it specifies building heights in the former GDC district that comprises the expansion area.	26

- 2-19, Fig. 2-5 Why no landscape buffer at cemetery in Alts 1 and 3? | 27
- 2-33 Deferral of construction impacts is listed as a benefit of deferring implementation of the CMP, but even Scenario B would have significant construction impacts. | 28
- 3.3-2 & 3 It would be good to have a map showing the wetlands identified here. | 29
- 3.3-5, Fig. 3.3-1 Colors on the map don't match the legend, and there appears to be a third color on the west edge of area A that isn't in the legend. | 30
- 3.3-7 & 8 Seems the extraordinary nighttime population of crows in the wetland area deserves more mention. | 31
- 3.6-1 Opening statement under Existing Campus should read "...campus is located in the east part of the Downtown Subarea..." or "...campus is located to the east of Bothell's downtown core..." | 32
- 3.6-3, Fig. 3.6-1 Some existing uses missing or mislabeled (see below). | 33



- 3.6-4 In description of area A, add "single family" before "residential" in description of area to the west. | 34
- 3.6-5 Description of area C implies that it is the only area adjacent to single family residences - see above comment - and doesn't mention MF residences to the west, across 108<sup>th</sup>. | 35
- Typo in last sentence under Development Area C: Maintenance

3.6-7	Specify whether the Chase House is in its original location.	36
	First line under Surrounding Area should read “...campus is located in the east part of the Downtown Subarea...” or “...campus is located to the east of Bothell’s downtown core...”	37
3.6-9	2 <sup>nd</sup> paragraph should read “...zoning <u>classification</u> ...” and the Downtown Plan has been amended more than the one cited in Jan. 2011 (also 3/18/2014, 7/15/2014, 9/2/2014 and 9/7/2016).	38
	2 <sup>nd</sup> paragraph under Surrounding Area should read “...zoning <u>classification</u> ...”	39
3.6-22	3 <sup>rd</sup> bullet in 1 <sup>st</sup> section under 3.6.5 should read “City of Bothell Downtown Subarea Plan <u>and Regulations</u> ”. Add City of Bothell Design and Construction Standards and Specifications.	40
3.6-29	Heading should read “City of Bothell Downtown Subarea Plan <u>and Regulations</u> ”. The Downtown Plan has been amended more than the one cited in Jan. 2011 (also 3/18/2014, 7/15/2014, 9/2/2014 and 9/7/2016).	41
3.6-30	2 <sup>nd</sup> sentence should read “...various districts based <del>the</del> <u>on</u> the types of land uses that are envisioned for the future (i.e., Downtown Core District, Downtown Neighborhood District, SR 522 Corridor <u>District</u> , etc.)	42
3.7-13	Mitigation Measures: Additional student housing will create additional need for pedestrian improvements between the campus and downtown services. The campus should contribute to improvements in pedestrian connections along both Beardslee/185 <sup>th</sup> and Valley View as mitigation, and in the case of Valley View, to more fully meet the PUD condition.	43
3.10-9	Relocation or demolition of the Truly House would require compliance with the measures in BMC 22.28.060 for buildings on the historic inventory.	44
3.12-3	Fig. 3.12-2 shows a continuous shared use trail across I-405 on NE 195 <sup>th</sup> , but the trail is interrupted in that section, requiring cyclists to share the road or sidewalk. Portions of the North Creek Trail to the north of 195 <sup>th</sup> are unpaved and in need of improvement to truly function as a regional trail.	45
3.12-19	Transportation mitigation measures, generally referenced as part of a Transportation Management Program, should include working with the City, North Creek Business Park and others to develop improved bicycle and pedestrian connections to campus from all directions, as well as consideration of additional subsidies of the U-Pass, including joint promotion of Bothell business.	46

Police (by DEIS page number)

1.14	Student Housing: This would likely create a significant increase for police responses ranging from minor theft cases to domestic violence type issues. While Husky Village provides a small look into how student housing is managed, the impact may vary in a dormitory style housing versus converted apartments. Clearly impact would vary depending on the population range provided of 360-960 beds. The traffic associated from this increased population within downtown should also be considered.	47
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1.18	Police Service: In January of this year the campus started a new relationship with the Bothell Police Department by entering into an agreement for a uniformed officer on campus. There will likely be a growing number of cases created due to the increased relationship with this officer and convenience of interacting with that officer in a timely fashion. The addition of student housing will also ensure that there is a higher population on campus 24/7, increasing the opportunity for crimes against persons.	48
1.18 and 1.19	Transportation: The increased population living on campus will increase traffic volume on streets and on bike paths, which in turn creates impacts to the community. The campus only has two streets that provide access. Beardslee place already has significant backups several times during the day that impact flow of traffic into and out of downtown Bothell.	49
1.20	Parking: The campus parking issue is already having impact on the greater Bothell Community. Students are parking in free parking spaces near the campus and walking in. We would assume that the new parking structure also would come with a fee for usage. The free spots currently being used are both on city streets and in commercial and residential parking areas. The cost of parking campus is a deterrent to some students using those spaces and at times the current parking structures are full. The current transit options do not satisfy the needs of the typical student attending at this campus. The Bothell Police Department currently does not have a formal parking enforcement program or a paid parking program.	50

Fire / Community Risk Reduction

The following are comments after reviewing Table 1-1, Impact Summary Matrix, by page number.

1-9	New Building Space: Alternative 1 and Alternative 2 would likely create a significant strain on Fire Operational Permit inspections. Increase in staffing in CRR should be considered as projects developed and inspection time increases. In addition, historically, fire access roads have been impacted during construction of new facilities. A construction parking plan and emergency access plan would be required to keep emergency response delays to a minimum.	51
1-13	Research Labs: Again, and increase in specialized hazardous inspections will result in more time required for operational inspections for Alternatives 1 and 2. Peer review and HMIS required for accurate inventories.	52
1-18 and 1-19	Transportation: The increase in traffic from campus population growth will create more congestion along Beardslee Blvd during peak traffic times. This area already negatively impacts response times along an often traveled response route. In addition, there are currently only two main routes to campus. Potentially adding additional routes (not emergency only routes) could mitigate	53

congestion and facilitate emergency access. The CRR division would like input regarding type and style of traffic calming devices planned for Campus Way. The current “emergency access only lane” that bisects the campus is not ideal and should not be considered for future growth.

53 cont

- 1-20 Parking: CRR regularly receives citizen complaints for students parking in private developments due to lack of affordable on-campus parking and blocking “No Parking Fire Lane” areas. An increase in on-campus parking as shown in 1-19 would hopefully mitigate this problem.

54

Overall general impression is that the slowly increasing size of the UW and Cascadia Campus will eventually impact the fire department in ways that can only be mitigated by an increase in staffing and/or apparatus. Already, Station 42, closest to the campus, responds to 45% of all the incidents in the city. By increasing the size, population and overall traffic around the campus area, thoughtful processes should be put in place to accommodate the growth in a responsible and safe manner regarding the impact on emergency responses – not only to the campus population but the surrounding area.

55

### Public Works

1. As noted in the DEIS, Beardslee Improvements have not been completed. Per the Bothell Municipal Code (BMC), half of that requirement (i.e. Half of the ultimate 5 lanes roadway section) would need to come from the UW Bothell side. Currently, there is only one lane along the frontage of the campus. The PUD condition states that the requirement of another East Bound lane shall be triggered if the traffic analysis for any future expansion indicates it is necessary. Currently the edge of right-of-way on Beardslee Blvd is at the south side of the bike trail. At a minimum another 12 feet of dedication is needed to accommodate an additional eastbound lane and possibly more dedication to cover any slopes needed to build the adjacent fill in the wetland. The FEIS should address how UW Bothell / CC plan to address the Beardslee Improvements. It should provide a plan (with supporting transportation study analysis) and a development timeline as to when these improvements will be made by UW Bothell / CC.

56

2. Off-campus improvements need to be proposed to mitigate traffic congestion besides the dedication of Beardslee Boulevard ROW for additional travel lane based on the following concerns:

57

a. Although each Alternative is lower than Scenario A or B of the No Action Alternatives, with 3,870 to 4,590 new ADT, 397 to 531 new AM peak trips, and 481 to 568 new PM peak hour trips, these new trips will impact the City street system and need to be mitigated for each alternative, particularly at the access locations.

b. The distribution of new campus traffic assumes a 70 percent split to the South Access and 30 percent to the North Access based on previous assumptions which have not proven to be accurate with an actual distribution of existing traffic closer to 50/50 to the North and South. The impacts to the City intersections under the current split need to be identified and evaluated then compared to future traffic conditions. The

58

	mitigation needs to be identified if the proposed traffic distribution monitoring shows that future traffic does not behave as projected and the majority of traffic utilizes the North Access vs. the South Access. Traffic distribution needs to consider route availability to and from specific directions. If these assumptions are documented in a Technical Appendices, then that should be provided for City review.	58 cont
c.	If the South Access is at LOS F and the majority of new traffic is projected to utilize that access, improvements need to be identified to improve the LOS grade back to LOS E (or at worst), back to current LOS F conditions assuming right-of-way constraints were not an issue. It is not logical for the majority of campus traffic to utilize an existing LOS F intersection if the North Access is calculated as an uncongested intersection when the travel distance to the I-405 Corridor is approximately the same. The projected LOS F conditions at the South Access would likely shift campus traffic to the North Access if LOS conditions are only estimated to be LOS B or C which is questionable given the actual delay experienced during peak hours. The mitigation improvements would need to be conditioned or identified as this is expected to address this scenario.	59
d.	With existing queues on the Beardslee Boulevard and 110 <sup>th</sup> Ave NE intersection reaching over 500 feet currently with delays averaging over 5 minutes based on field observations, the intersection volumes used to calculate LOS conditions do not take into account the latent demand through the Beardslee intersections and should be re-evaluated using actual travel time and delay to reflect actual LOS conditions. Future mitigation needs to be proposed to address exacerbated LOS conditions with the future projected increase of 300-500 peak hour trips.	60
e.	Off campus mitigation measures along Beardslee Boulevard need to consider the corridor specifically between NE 185 <sup>th</sup> Street and I 405 to include a full five-lane section with two travel lanes in each direction and a center turn lane throughout this section as a minimum to improve congestion that will be exacerbated under all alternatives.	61
3.	The traffic generation relies heavily on the performance of the Transportation Management Plan. The FEIS should identify the parameters for the monitoring program and the duration this will be carried out until sufficient criteria can be consistently met. Additionally, back up plans and mitigation guidelines need to be identified should the TMP goals not be met.	62
4.	Transit mitigation plans to provide for sufficient on-campus service and accommodation should be addressed in support of the TMP assumptions. Transit access and circulation has been identified as insufficient for all alternatives based on operations and storage for layovers, with no solution provided other than relying on the City to provide for off-campus transit mitigation measures such as a transit turn-around under Alternative 2. Aside from the existing condition, mitigation measures need to be identified for effective transit operations	63



5. The FEIS should fully address and identify mitigation improvements that will enhance the non-motorized pedestrian and bicycle facility connections between the campus and Downtown Bothell given the projected on-campus resident increase and non-commuter students and staff expected to traverse in both directions. This includes the enhancement of the Valley View Corridor from 108<sup>th</sup> to Main Street, and the Beardslee Boulevard Corridor from NE 185<sup>th</sup> St/Beardslee Boulevard intersection to Main Street. The proposed alternatives which feature large increases in campus housing will generate significantly more non-motorized traffic, which will result in significantly more pedestrian flow to the Downtown Area. Currently there is not continuous sidewalk access/improvements on Valley View Drive from the Campus to Main Street and inadequate facilities on 185<sup>th</sup> Street as well. 64
6. The DEIS does not address spillover parking impacts to the surrounding communities, which have created a shortage of available parking spaces in adjacent neighborhoods and the Downtown core area for residents, employees, and patrons. Past issues have put the onus on the City to create permit parking areas and absorb the cost of these programs. The FEIS should identify a mitigation program to monitor, control, and possibly provide for enforcement to regulate campus parking off-site. If additional parking is adequate and available for all users on-campus, then off-campus impacts and the potential need for the mitigation will be minimal. 65
7. In the Transit Service paragraph under the Transportation Section (3.12) of the DEIS, the future transit route along 185<sup>th</sup> Street should be addressed/summarized. 66
8. In the Transportation Section (3.12) of the Draft Pedestrian improvements along 185<sup>th</sup> need to be addressed. When this becomes a transit route the segment of 185<sup>th</sup> will go through to the Beardslee intersection and will require a sidewalk on the Husky Village side of the street. 67
9. Currently, there is no Transit Priority arrangement made at the signal on Beardslee at the UW access connection road intersection (110<sup>th</sup> Ave). UW Bothell should make this option available with the signal for future Transit priority need. 68
10. The Transit Route development plan depicts a Bus stopping lane and Bus Layover area on the travel lanes for each direction on Beardslee. This may have an adverse impact on the overall available capacity of Beardslee. The campus traffic analysis/modelling must evaluate this impact and ensure/verify that required capacity on Beardslee will be available considering full build out of the campus. This should also include the evaluation of the impacted corridor to ensure that the traffic concurrency requirement would be met per the BMC. If capacity is not adequate, separate (in addition to two through lanes in each direction on Beardslee) bus waiting/layover capacity will be required. 69
11. In the Stormwater subsection under the Utility Section of 3.11.1 Affected Environment and 3.11.2 Impacts, further discussion regarding Stormwater impacts is required. For stormwater issues anything outside of the original PUD 70

area and issues regarding direct discharge exemption will be subject to and must comply with the current drainage code. | 70 cont

In section 3.11 of the DEIS, there are three options in addition to the no action alternative. All three options state there would not be significant storm water impacts. The City's storm drainage code has changed since the campus was built. The City's National Pollution Discharge Elimination System (NPDES) permit requires that any projects which haven't broken ground by January 1, 2022 must comply with the storm drainage code in place at that time.

The FEIS should therefore state that the impacts will be evaluated dependent on the date the construction starts on a project. If construction starts after January 1, 2022 then the current drainage code in place must be used and not be vested to the existing master drainage plan. Also, the existing drainage master plan is limited to a set amount of impervious surface. Once that limit is reached, the storm drainage impacts will be evaluated based on the current storm drainage manual in place. | 71

12. There is no "Right Turn Only" lane on Beardslee in the eastbound direction (which would also allow through Transit traffic) directed to SR 405 southbound ramp. The City would like UW Bothell to provide a plan and timeline as to when this improvements will be made by UW Bothell. This should be addressed in the Impacts Section 3.12.2. | 72

13. The existing PUD requirement requires analysis of whether an eastbound lane would be required on Beardslee along the frontage from 110<sup>th</sup> Ave to SR 405 for any additional expansion of the project. Also the campus shall be required to provide additional EB lane to comply with the Comp plan that calls for 5 lanes on Beardslee. Half of this 5 lanes cross section of Beardslee must be provided by the campus. | 73

14. The Transit Route development shows Bus stopping lane and Bus Layover area on travel lane on each direction on Beardslee. This may have an adverse impact on the overall available capacity of Beardslee. The campus traffic analysis/modelling must show this impact and ensure/verify that required capacity on Beardslee will be available considering full build out of the campus. This should also include the evaluation of the impacted corridor to ensure that traffic concurrency requirement would meet per the BMC. If capacity is not adequate, separate (in addition to two through lanes in each direction on Beardslee) bus waiting/layover shall be required. | 74

15. At present, parking is available on Beardslee east of 185<sup>th</sup> intersection on the side of the campus. Transit lane/stop/layover areas are shown on the outer lane, meaning that parking will be eliminated. How will impact be addressed? | 75

16. Overall, Mitigation Measures (Section 3.12.3) are lacking depth and detail regarding how impacts will be mitigated. | 76

## **RESPONSE TO LETTER 1**

### **City of Bothell**

1. The comment indicating that Alternative 1 could encourage more access from the south is noted. As indicated in Chapter 2 (Description of proposed Action and Alternatives) of this Final EIS, Alternative 1-4 include new parking facilities in the southern portion of campus which would encourage more access from SR522 to the south. Please refer to Appendix G (Transportation Discipline Report) for trip assignments associated with the EIS Alternatives.

The non-motorized impact discussion in Section 3.12 (Transportation) has been updated to include additional review of the linkage between the campus and downtown core. Mitigation measures focusing on improving the pedestrian connection have been identified in the mitigation section of Section 3.12 (Transportation of this Final EIS).

2. The comment indicating that Alternative 1 could encourage more access from the south is noted. Please refer to Response to comment 1 of this letter.
3. The comment related to increased non-motorized traffic between campus and Bothell's downtown core under Alternative 3 is noted. The UW Bothell and Cascadia College will work with the city regarding a potential Plan amendment, should it be deemed necessary. Please also refer to response to comment 1 of this letter.
4. The comment regarding including a development areas map earlier in the document is noted. A copy of the Development Areas map has been included in Chapter 1 (Summary) of this Final EIS.
5. Under No Action Alternative Scenario B (Allowed in PUD), the existing off-campus facilities at the Medical/Dental Building and Beardslee Crossing are assumed to remain.
6. The comment regarding some existing open space being removed under the EIS Alternatives is noted. As indicated on page 3.6-13 (Land Use) of the Draft EIS, development "would generally replace existing surface parking and undeveloped area of campus with new buildings." To the extent that undeveloped area is considered open space, development under the EIS alternatives would result in the loss of some open space.

As indicated on page 3.6-14 of the Draft EIS, development under the Campus Master Plan would include" retention of several existing open space areas (North Creek Stream and Wetland Area, the existing sports fields, plazas associated with Discovery Hall and Mobius Hall, and the Crescent Path), as well as the creation of new green, urban open spaces associated with new building development.

7. The cited revision has been made to page 1-7 of Chapter 1 (Summary) of this Final EIS.
8. The comment regarding parking range and EIS Alternatives is noted. The DEIS alternatives present a range in parking demands as it relates to the mix of commuter/resident student FTE assumptions. The Development Agreement to be approved by the City will consider the analysis presented in the FEIS in order to develop a reasonable range of parking that can minimize impacts to off-campus streets/neighborhoods, while still promoting the use of transit as a viable mode of accessing the campus.
9. The 0.16 acre of assumed wetland fill under Alternative 3 relates to the approximately 0.05-acre wetland area located along the eastern edge of Development Area C (east of Husky Hall) and the approximately 0.11-acre wetland area located along the eastern edge of Development Area D (east of Husky Village).

In the event that a specific project would result in a direct impacts to the wetlands in Development Areas C and D, a wetland delineation survey would be completed to facilitate a determination of the extent to which these wetlands were accounted for as part of the North Creek Stream and Wetland Area Restoration Project (Wetland 14 within Development Area C was accounted for and mitigated as part of the North Creek Stream and Wetland Area Restoration Project). Any direct impact to wetlands or wetland buffers not accounted for under the North Creek Stream and Wetland Area Restoration Project would comply with applicable critical areas and wetland requirements (including BMC 14.04)

10. The comment regarding future development under No Action Alternative Scenario B (Allowed in PUD) being conducted under the previous campus master plan and EIS is noted. The discussion under No Action Alternative Scenario B in Section 3.8 (Aesthetics) has been revised accordingly.
11. The comment regarding views both to and from the campus is noted. The focus of the view analysis presented in Section 3.8 (Aesthetics) of the Draft EIS was on views from surrounding areas to new development on the campus. Although internal views on campus and views from campus to surrounding areas was not the focus of the visual analysis, Viewpoints B, H and I presented in Section 3.8 reflect internal campus views.
12. The referenced wording edits are noted and page 1-17 of this Final EIS reflects the edits.
13. The Final EIS narrative has been updated to focus on the availability of non-motorized connections from the campus to the downtown core. The analysis focuses on the pedestrian facilities that exist along Beardslee Blvd, NE 185th Street, and Valley View Road.

14. The comment regarding future transit growth is noted. No changes to the transit access and circulation are proposed by the UWB/CC as part of the master plan. The intent of the discussion included in the Draft EIS was to identify potential impacts associated with the various land use assumptions (EIS Alternatives) and multiple considerations for future transit circulation. Transit is a critical component of the transportation demand management program and the UWB/CC will continue to work with the transit agencies as additional planning as part of ST-3 occurs. To better address the future impacts of transit to the campus development and given the uncertainty of the outcome of the additional ST-3 studies, the Final EIS presents a transit analysis for several circulation options for each EIS Alternative.
15. The comment regarding the relationship between student housing and trip generation is noted. The trip generation forecasts for the campus are approximately 10% higher for Alternatives 2 and 3 compared to Alternative 1 due to less student housing proposed with Alternatives 2 and 3. The additional student housing assumed with Alternative 1 reduces AM and PM peak hour trip generation since more students would already be residing on-campus and would not commute to campus.
16. The No Action Scenario B has a higher trip generation than Alternatives 1-3 due to a less student housing on-campus, which results in more commuters during the peak periods with Scenario B compared to the Action Alternatives.
17. The typographical error has been revised to indicate a range of 4,200 -6,600 consistent with the PUD.
18. The comment regarding potential updates to the Bothell Municipal Code regarding tree retention and tree replacement is noted.
19. The wording comment regarding land use density is noted. Please refer to page 1-28 of this Final EIS for the updated wording.
20. The comment regarding a Joint Use Agreement (JUA) for recreation facilities with the City of Bothell and Northshore School District is noted. On-campus recreational facilities are owned by the UW Bothell and CC students, and would have to be considered as part of any potential future JUA.
21. The comment regarding mitigation measures on Beardslee Boulevard is noted.
22. The comment regarding need for multimodal improvements on Beardslee Boulevard and 185<sup>th</sup> Street is noted. The FEIS narrative has been updated to focus on the availability of non-motorized connections from the campus to the downtown core. The analysis focuses on the pedestrian facilities that exist along Beardslee Blvd, NE 185th Street, and Valley View Road.

23. The comment regarding providing a larger version of the 1995 Campus Master Plan is noted. Please refer to Chapter 2 (Description of Proposed Action and Alternatives) of this Final EIS for the larger version of the map.
24. As reflected on page 2-9 of this Final EIS, the current (2016) campus enrollment split is 65 percent UW Bothell and 35 percent CC.
25. The non-motorized impact section has been updated to include additional review of the linkage between the campus and downtown core. Mitigation measures focusing on improving the pedestrian connection have been identified in the mitigation section of Section 3.12 (Transportation of this Final EIS).
26. The purpose of the Campus Master Plan is to develop new regulations that are appropriate for the Campus District, which is not subject to the Planned Action Ordinance because the UW Bothell and Cascadia College are essential public facilities and state law prohibits a planned action from including essential public facilities. There is no need to amend the Planned Action Ordinance, and GDC regulations do not apply within the Campus District. The impacts of potential development proposed within the Campus District are analyzed in this EIS
27. A primary intent of the landscape buffers is to provide additional buffering between proposed campus development and adjacent single family and multifamily residential land uses. Please note that a 25-foot to 60-foot building setback (depending on the alternative) is proposed in Development Area B adjacent to the Bothell Pioneer Cemetery.
28. The comment regarding the Benefits and Disadvantages of Deferral is noted. Deferring the proposed Campus Master Plan would only defer portions of proposed construction (including development in the portions of Development Areas C and D associated with Husky Hall and Husky Village), and the discussion on page 2-33 of this Final EIS has been revised accordingly.
29. Comment noted. A map showing the upland wetlands on the campus is provided in Section 3.3 (Wetlands) of this Final EIS.
30. The comment regarding the legend on Figure 3.3-1 of the Draft EIS is noted. Please refer to Section 3.3 of this Final EIS for the updated figure.
31. The comment regarding adding additional information regarding crows to the EIS is noted. Please refer to Section 3.3 (Wetlands) of this Final EIS for additional information on crows.
32. The comment regarding the appropriate wording referencing the Bothell downtown core is noted. Please refer to page 3.6-1 of this Final EIS for revised wording.

33. The comment related to labeling on Figure 3.6-1 (Existing Surrounding Land Use map) is noted. Please refer to the updated Figure 3.6-1 of this Final EIS.
34. The comment regarding wording on page 3.6-4 (Land Use) is noted. Please refer to the updated wording on page 3.6-4 of this Final EIS.
35. The comment regarding wording on page 3.6-5 (Land Use) is noted. Please refer to the updated wording on page 3.6-5 of this Final EIS.
36. The Chase House remains at its original location and this is now reflected on page 3.6-7 (Land Use) of this Final EIS.
37. The comment regarding wording on page 3.6-7 (Land Use) is noted. Please refer to the updated wording on page 3.6-7 of this Final EIS.
38. The comment regarding wording on page 3.6-9 (Land Use) is noted. Please refer to the updated wording on page 3.6-9 of this Final EIS.
39. Please refer to response to comment 38 of this letter.
40. The comment regarding wording on page 3.6-22 (Land Use) is noted. Please refer to the updated wording on page 3.6-22 of this Final EIS.
41. The comment regarding wording on page 3.6-29 (Land Use) is noted. Please refer to the updated wording on page 3.6-29 of this Final EIS.
42. The comment regarding wording on page 3.6-30 (Land Use) is noted. Please refer to the updated wording on page 3.6-30 of this Final EIS.
43. The comment regarding increased pedestrian movement between campus and downtown is noted. The Campus Master Plan Alternatives include improved pedestrian connections along NE 185th St. between Beardslee Blvd and the campus core. Furthermore, the campus will be partnering with the City to construct a signalized pedestrian crossing at the NE 185th St. /Beardslee Blvd. intersection. This signalized connection would result in a safer and improved connection between the campus and the downtown core.
44. The comment regarding any demolition or relocation of the Truly House requiring compliance with BMC 22.28.060 is noted. Please refer to Section 3.10.3 (Historic and Cultural Resources) for further details on the Truly House.
45. The comment regarding showing the trail on Figure 3.12-2 is noted. Figure 3.12-2 has been updated to reflect the portion that operates with shared use.

46. The comment regarding working with the City of Bothell regarding transportation measures is noted. A Transportation Management Plan (TMP) has been prepared and included in the Transportation Discipline Report (Appendix G to this Final EIS). This TMP outlines several key strategies including a TMP coordinator that would represent UWB/CC with respect to annual reporting and act as a liaison with the local transit agencies, community partners, and the City of Bothell for ongoing discussions regarding transit and non-motorized infrastructure planning in the area.
47. The comment indicating new student dormitory housing on the campus would increase the number of police responses is noted. As indicated on page 3.11-12 of the Draft EIS, “the Campus Safety Department would increase its staff capacity and expand operations, as necessary, to meet the increased security needs associated with development and increased population under the *Campus Master Plan*.” The campus will continue to coordinate with the Bothell Police Department.
48. The comment regarding the recent agreement between the UW Bothell/CC and the Bothell Police Department for a uniformed officer on campus is noted. The campus will continue to coordinate with the Bothell Police Department and expand service as needed.
49. Comment noted. Increasing the on-campus housing totals will result in a reduction in peak hour trip generation when compared to an equivalent student FTE that is commuting. Please refer to response to comment 15 of this letter.
50. The comment regarding the overall parking situation in downtown is noted. The parking analysis prepared for this EIS considers off-campus parking and recommends an increase in parking supply to accommodate parking associated with the campus that is currently parking off-site. Although charging for parking may be deterring some users additional contributing factors include the current campus parking utilization. While the comment suggests that providing free parking will alleviate the on-street parking issues, fee based parking is required as a funding mechanism for the current facilities. Without parking fees, parking demands would likely be higher and there would be a greater transportation impact to the adjacent street system due to increased single-occupancy vehicle travel. Elements of a comprehensive parking management plan are outlined in the TMP, which could include the expansion of residential parking zones, time restrictions and increased enforcement by the City.
51. The comment regarding new building space on campus creating additional need for Fire Operational Permit inspections by the Bothell Fire and Emergency Medical Services, and the potential for disruption of fire access roads during construction, are noted.

As indicated in Section 3.11 (Public Services/Utilities) of the Draft EIS “during the construction process associated with potential future development, Bothell Fire and EMS would be notified of any major utility shutdowns or campus street closures/detours. Regarding increased inspections, the campus would coordinate with Bothell Fire and EMS



early in the development process for individual projects to address any fire code issues and streamline the inspection process.

52. The comment regarding new laboratory type buildings (or portions of buildings containing laboratory type uses) potentially resulting in specialized hazardous inspections is noted. As indicated in Section 3.11.3 (Public Services/Utilities – Mitigation) “all potential future development under the *Campus Master Plan* would be constructed in accordance with applicable *City of Bothell Fire Code* requirements and would include fire alarms and fire suppression systems in accordance with applicable standards.” Additionally, the campus would coordinate with Bothell Fire and EMS early in the development process for individual projects to address any fire code issues and streamline the inspection process.
53. The comment regarding overall traffic congestion in downtown Bothell is noted. Please refer to Section 3.12 (Transportation) of this Final EIS for detailed discussion regarding traffic conditions with campus development.
54. Comment noted and the Campus Master Plan includes an increase in parking supply considering the existing demand estimated to be occurring off-campus.
55. The comment indicating the increase in fire and emergency responses corresponding with the increased campus building and population is noted. As indicated in Section 3.11 (Public Services/Utilities) of the Draft EIS, the increase in campus population is anticipated to result in an incremental increase in demand for public services on the campus under the Campus Master Plan. It should be noted that the proposed Campus Master Plan does not represent an increase in campus population (FTE) over current approvals; FTE population on the campus under Alternatives 1 – 4 would be the same as under No Action Alternative B – Allowed in PUD.
56. The comment regarding planned Beardslee Boulevard improvements not yet completed is noted. Additional analysis is presented in the TDR that includes a discussion of the project impacts and evaluation of the No Action scenarios with and without the second eastbound lane on Beardslee Blvd from NE 185th Street to approximately NE 112th Street, where the second eastbound lane starts.
57. Expansion of campus student FTE population is reflected in the No Action Scenario B. The No Action Scenario B reflects those improvements and the conditions of the original PUD. The Campus Master Plan Alternatives identified in the EIS reflect increases in building gsf to "right-size" the campus gsf/student FTE and also increase the amount of on-campus housing, reducing traffic impacts surrounding the campus by reducing the commuter FTE population.
58. The comment regarding trip assignment utilized in the transportation analysis is noted. The assignment of traffic to the north and south access points is based on a review of the current trends, distribution of parking on-campus, distribution of the campus population,

and future operations at the north and south entrances. The Final EIS provides a summary of the future split in traffic considering both the existing traffic and future increase in students reflected in the No Action and Action Alternatives. Please refer to Section 3.12 (Transportation) and the Transportation Discipline Report (Appendix G of this Final EIS) for detail.

59. The assignment of traffic between the north and south provided in the transportation analysis is based on the delay experienced for the left-turn into the campus from Beardslee Blvd as well as a consideration of the location of parking. The future LOS conditions at the SR 522 intersection are a result of the background condition as the FTE increase is part of the approved No Action background condition. The alternatives analyzed in this EIS result in a decrease of campus traffic volumes due to the increase in on-campus student housing.
60. The comment regarding existing queues on Beardslee Boulevard is noted. Additional analyses for this Final EIS have been conducted along Beardslee Blvd to validate the counts that were utilized in the Draft EIS report. Field observations and travel time studies showed that eastbound queuing levels did not result in vehicles sitting through 2 eastbound cycles. As a result, the counts that were conducted and utilized in the analysis reflect the current demand and there is no latent demand in the intersection traffic counts.
61. The comment regarding need to consider improvements along Beardslee Boulevard is noted. Additional technical analyses of conditions with and without the second eastbound lane on Beardslee Blvd has been included in the Final EIS (refer to Section 3.12 of this Final EIS).
62. As indicated in the comment, a Transportation Management Plan (TMP) has been prepared and included in the Transportation Discipline Report (Final EIS Appendix G. This TMP outlines several key strategies including a TMP coordinator that would represent UWB/CC with respect to annual reporting and act as a liaison with the local transit agencies, community partners, and the City of Bothell for ongoing discussions regarding transit and non-motorized infrastructure planning in the area.
63. The comment regarding transit mitigation is noted. See response to comment 62 of this letter.
64. The comment regarding increased pedestrian movement between campus and downtown is noted. The Campus Master Plan Alternatives include improved pedestrian connections along NE 185th St. between Beardslee Blvd and the campus core. Furthermore, the campus will be partnering with the City to construct a signalized pedestrian crossing at the NE 185th St. /Beardslee Blvd. intersection. This signalized connection would result in a safer and improved connection between the campus and the downtown core. The campus will work with the City to determine a proportionate share

of additional pedestrian improvements to Valley View Drive when student housing is constructed east of Campus Way NE.

65. The comment regarding spillover parking is noted. Mitigation measures are outlined in the FEIS that could be implemented to minimize parking impacts to the surrounding neighborhoods. This could include an expansion of the RPZ program, time limited parking surrounding the campus, and increased enforcement of those areas. Please refer to Section 3.12 (Transportation) of this Final EIS.
66. The transit analysis has been revised for each alternative to discuss the potential impacts of multiple transit circulation options that could be implemented in the future. No immediate changes to the transit circulation patterns are proposed as part of this campus master plan.
67. The comment regarding pedestrian connections is noted. An expanded discussion on the 185th pedestrian connections has been included in the Final EIS. Please refer to Section 3.12 (Transportation) of this Final EIS.
68. The comment regarding transit priority is noted. The proposal does not preclude upgrading the Beardslee/110th signal to provide transit signal priority; however, this could be done in the future should the transit operators feel it is warranted.
69. Please refer to response to comment 66 of this letter regarding transit circulation.
70. The Comments regarding direct discharge requirements and current stormwater drainage code are noted. The Campus is committed to using the current stormwater drainage code, based on the current standards in place at the time of development, for new stormwater infrastructure needed to support the expansion of the current Campus.
71. The comments regarding the City's NPDES Permit for projects started after January 1, 2022 are noted. There is currently a PUD Condition addressing the maximum amount of impervious area allowed within the PUD regulated Campus boundary. It is anticipated that this Condition will be further addressed as part of a Development Agreement between the City and the Campus. It should be recognized that the Campus boundary is expanding and includes property outside the PUD boundary that is subject to different requirements regarding impervious area. The Campus is committed to using the current stormwater drainage code, based on the current standards in place at the time of development, for new stormwater infrastructure needed to support the expansion of the current Campus.
72. The condition to resign/restripe the eastbound approach to the interchange reflects an old PUD condition prior to the last round of the City's improvements to Beardslee. Based on discussions with City staff, there is no requirement for an additional eastbound right-turn lane at the interchange (specifically the I-405 southbound on-ramp).

73. Please refer to response to comment 61 of this letter regarding a second eastbound lane on Beardslee Boulevard.
74. Please refer to response to comment 66 of this letter regarding transit circulation.
75. The comment regarding parking currently provided on Beardslee Boulevard east of 185<sup>th</sup> Street is noted. If transit stops/layover areas were to be moved to Beardslee Blvd in the future, this parking would be removed. The forecasted demand for the campus in the future includes off-campus parking that is occurring today.
76. Comment noted. Additional details regarding the mitigation plans are included in this Final EIS. This includes a more detailed TMP, parking management plan, and non-motorized related improvements that are planned or underway. Please refer to Section 3.12 (Transportation) of this Final EIS.



April 17, 2017

Julie Blakeslee, AICP  
UW Capital Planning & Development  
University Facilities Building, Box 352205  
Seattle, WA 98195

**Re: UW Bothell/Cascadia College Master Plan Draft Environmental Impact Statement**

Dear Julie,

Community Transit appreciates the opportunity to provide comments on long range planning projects and current development proposals. Because land use decisions have the greatest impact on our ability to provide transit service, it is our policy to evaluate projects for their compatibility with Community Transit’s current operations and Long Range Transit Plan. The goal is ensuring the agency’s ability to continue providing public transportation and services in an efficient manner form Snohomish County. Staff is providing the following comment in response to the Draft Environmental Impact Statement issued for the University of Bothell/Cascadia College (UWB/CC) Master Plan.

1

In general, Community Transit supports Alternatives 1 (Develop Institutional Identity), 2 (Develop the Core) and 3 (Growth along Topography) for accommodating the growing educational and housing needs for the region. The UWB/CC campus is an anchor for transit service and a transfer point between local and regional services. Transit is most efficient when serving areas with high land use intensities and mixed-use developments. The proposed alternatives increase the total number of full-time equivalent students and two of the three alternatives include additional on-site housing and between 907,300-1,072,300 gross square feet of net new building space.

As a transit provider, Community Transit has the following comments relating to the proposed transportation changes and transit circulation:

1. Community Transit offers the following goal statement for transit, “Design transit facilities to ensure that the UWB/CC Campus remains a major destination served by high capacity transit for two counties and serves as an important regional hub for connecting transit service.”
2. With modifications, Community Transit could continue to increase bus service to the UWB/CC campus under Alternatives 1 (Develop Institutional Identity with Existing On-Campus Transit Center) and 2 (Develop the Core with the 185<sup>th</sup> Street Transit Loop).

2

3

Existing On-Campus Transit Center

Community Transit encourages the UWB/CC Campus Master Plan project team to consider retaining and building upon the existing transit facilities (bus stops and layover area) and routing on Campus Way and prohibit private vehicles beyond the current and proposed parking

4

garages at the north and south ends of the road, see Attachment 1. This proposal prioritizes transit as a preferred travel option to/from the campus, decreases the bus/vehicle conflict points and improves the multi-modal travel options for pedestrians and cyclist.

This option also allows for flexibility in transit routing through the campus and enables transit agencies to plan for the future as new routing options materialize along I-405, SR-522 and through the city of Bothell via NE 185<sup>th</sup> Street and Beardslee Blvd. Future bus stops and stations could be staggered along Campus Way, while bus layover remains separated but in close proximity to stops/stations, in its current location.

4  
cont.

### NE 185<sup>th</sup> Street Transit Loop

Community Transit has prepared two options to make the 185<sup>th</sup> Street transit loop a viable option:

Option 1 - Add a second westbound travel lane on the south side of NE 185<sup>th</sup> Street transit loop, see Attachment 2. The addition of a second westbound lane would allow for bus stops and stations on both sides of NE 185<sup>th</sup> Street, and would help with the lay-over needs for the proposed levels of transit service planned for the campus during the next 20 years.

5

Option 2 - Add a second westbound travel lane on the south side of NE 185<sup>th</sup> Street, eliminate the turn around, maintain the existing road section that connects to current transit loop and retains the existing bus stops, see Attachment 3. This options allows maximum flexibility for transit routing to/from and through the campus, making use of 110<sup>th</sup> Avenue, Campus Way and Beardslee Blvd.

3. As currently designed, Alternative 3 (Beardslee Transit Hub) is not a viable option for Community Transit. Lack of a transit turnaround at campus would significantly degrade existing and planned transit service to the UWB/CC campus and could preclude future Swift Bus Rapid Transit development.

In addition to the lack of an on-site bus turnaround, this proposal pulls transit service off campus, would create a wall of buses along Beardslee and potentially increase the bus/vehicle/pedestrian conflict points with the five-lane road profile and three proposed cross walk locations. Buses will make use of the interior travel lane when approaching and leaving the bus zones along the curb. This could also increase traffic along Beardslee Blvd with private vehicles trying to get around buses.

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4. Please revise the information regarding the Swift Green Line on page 3.12-10. As stated in the February 9, 2017 letter, the Community Transit Swift Green Line cannot be extended to the UW Bothell/Cascadia campus until the Bothell-Everett Highway is improved between 240<sup>th</sup> St SE and NE 185<sup>th</sup> St, and until Community Transit has capacity to develop and operate the additional service.

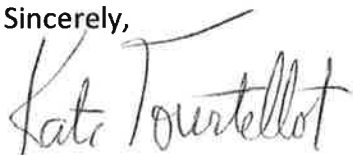
7

5. A copy of the February 9, 2017 letter to the project team is attached for reference. The letter includes initial comments regarding the proposed transit options, future facility needs based on Community Transit's build-out potential for service to the campus and additional comments regarding our operations to/from and around the campus. See Attachment 4.

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Thank you again for the opportunity to provide comments on the Draft EIS, and the invitation to participate in the in-depth transit planning process for UW Bothell/Cascadia campus. We look forward to continuing the discussions regarding the best way to serve the campus with transit service. Please feel free to contact me if you have any questions.

Sincerely,

A handwritten signature in black ink that reads "Kate Tourtellot". The signature is written in a cursive style with a large, sweeping initial "K".

Kate Tourtellot, AICP

Senior Transportation Planner

[kate.tourtellot@commtrans.org](mailto:kate.tourtellot@commtrans.org)

(425) 348-2314

cc: Community Transit Development Review Team



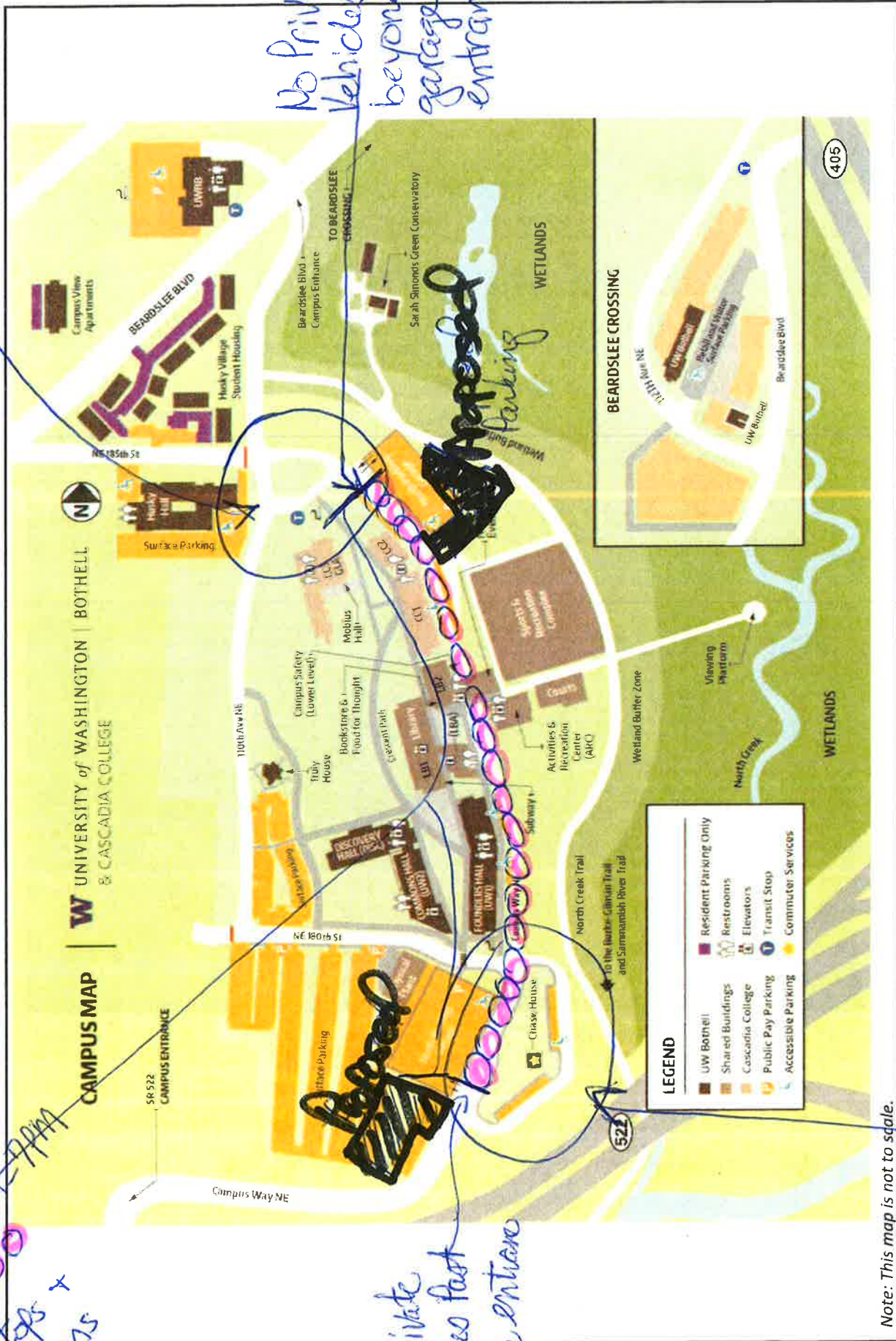
Figure 2-2  
Campus Map

Keep Existing bus stop + Turn Around

Keep Existing Transit Circulation

Bus Only  
M-F 7AM-7PM  
w/ stops + Stations

University of Washington Bothell/Cascadia College Campus Master Plan  
Draft Environmental Impact Statement



Note: This map is not to scale.

Source: UW Bothell and CC, 2017.

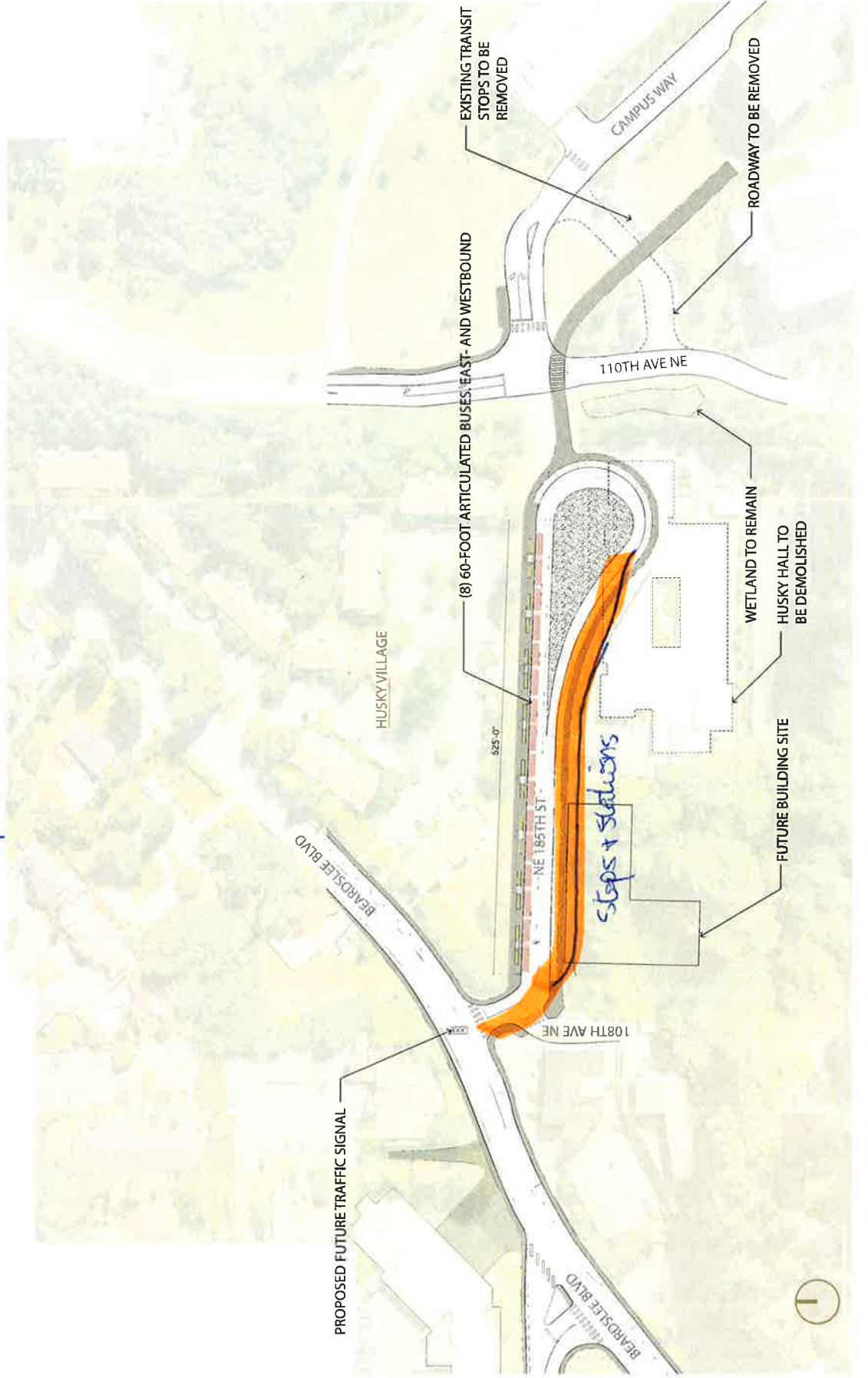


Keep Existing bus turn around and Layover



NE 185TH STREET TRANSIT LOOP : PLAN

*Option 1: Add 2nd Westbound Lane*



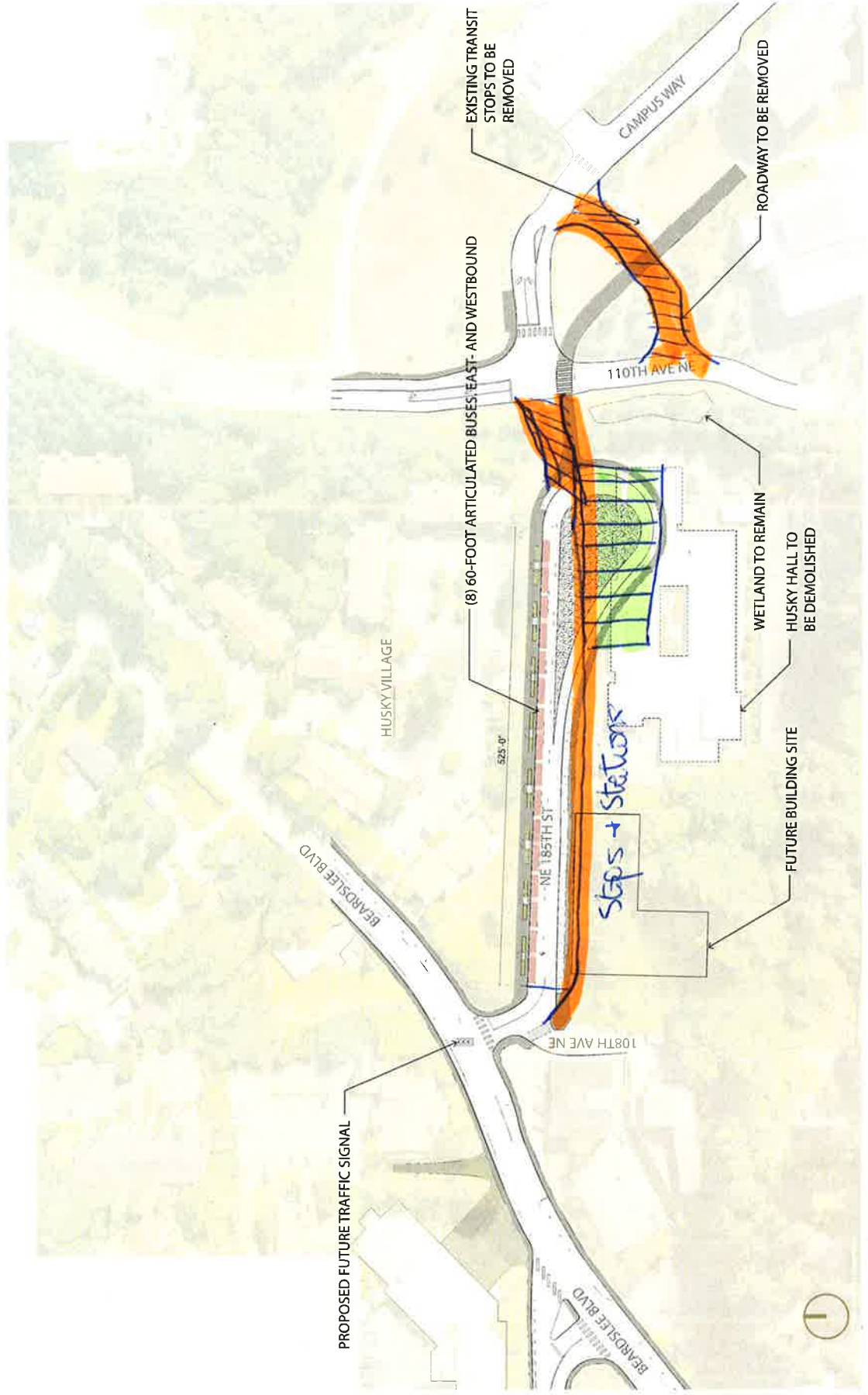
Remove 

Keep 

• Add 2nd Westbound lane

Option 2:

NE 185TH STREET TRANSIT LOOP : PLAN





Julie Blakeslee, AICP  
UW Capital Planning & Development  
University Facilities Building, Box 352205  
Seattle, WA 98195

February 9, 2017

**Re: UW Bothell/Cascadia College Master Plan**

Dear Julie:

Thank you for inviting Community Transit to the early planning phase of the UW Bothell/Cascadia College Master Plan update process. It was very helpful hearing the three options the University and College are considering as well as the transit concepts. Community Transit has long term plans to provide transit service to the City of Bothell and the UW Bothell/Cascadia Campus. Based on the information provided at the January 30<sup>th</sup> meeting, we are providing the following information and comments:

1. A modified **Develop the Core** option provides the most flexibility for Community Transit to provide the campus with future Swift Bus Rapid Transit (BRT) and local transit service. In addition to the proposed L-shaped access points, using both current entrance off 110<sup>th</sup> Ave NE and the proposed NE 185<sup>th</sup> Street, we request the existing bus loop be retained. The existing transit loop provides for an easy way to turn buses around and allows for a separation between local and high capacity (i.e. BRT) transit services. A roundabout, properly designed at the intersection of 110<sup>th</sup> and 185<sup>th</sup> could also fulfill this purpose. Based on the conceptual drawing, it appears the NE 185<sup>th</sup> Street access is approximately 500 feet in length: we believe we can work with King County Metro and Sound Transit staff to layout all the needed bus stops, layover and stations within the proposed access off 185<sup>th</sup> Street.

The least preferred option, from a transit perspective, is **Grow Along Topography**. This option does not include a clear way for Community Transit to turn buses around on campus, and would require significant street frontage to accommodate the high capacity transit stations (Swift, Rapid Ride and Sound Transit's future BRT line). Unlike King County Metro service, our routes are envisioned to terminate at the UW Bothell/Cascadia campus, so this option would likely involve extend routes to some other endpoint at additional expense to Community Transit.

2. Community Transit does not believe the Swift and Rapid Ride stations can be co-located on the same platform. The two systems have different curb heights, docking requirements, branding, and require independent off-board ticket vending machines and ORCA readers. A single ORCA reader cannot distinguish between Community Transit and King County Metro boardings, which is required since revenue sharing occurs in the ORCA model, as opposed to requiring full payment on each service independently.
3. High level 2025 bus forecasts for project EIS purposes ONLY for the UW Bothell/Cascadia College Master Plan:
  - 6 Swift 60-foot buses per hour, all day service – layover capacity for 2-3 Swift buses on site at any given time

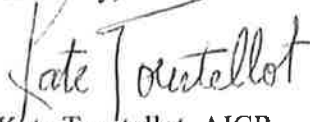
- Local Route A: 4 40-foot buses per hour, all day service – all requiring some layover space
- Local Route B: 2 40-foot buses per hour, all day service – may require some layover space
- Express Route A: 3 60-foot buses per hour, peak periods only
- Express Route B: 3 60-foot buses per hour, peak periods only, may require layover space

4. Other notes:

- The forthcoming Swift Green Line cannot be extended to the UW Bothell/Cascadia campus until the Bothell-Everett Highway is improved between 240<sup>th</sup> St SE and NE 185<sup>th</sup> St, and Community Transit has the financial capacity to operate the additional service. Additionally, there is a formal process Community Transit must complete that includes a feasibility study, project development and will most require us seeking grant funds for the capital components of the project.
- Community Transit requests the south campus entrance and layover area be retained as an option for transit routing and layover. Although, the proposed 185<sup>th</sup>/110<sup>th</sup> access points will be the preferred circulation paths for most transit routes, there are times when Community Transit may need an alternative route for emergencies and/or reroutes for City of Bothell events. This option may be the preferred entrance for routes coming from East Snohomish County as Community Transit builds out service in the Highway 9 and Highway 522 corridors.
- Community Transit supports the goal of reducing conflicts between autos, transit, and people walking, cycling or using assisted mobility devices. Because transit delivers many people of all abilities to campus, we recommend minimizing the number of vehicle crossing conflict points between building entrances and points of access to transit service.
- This planning process could also identify pick up and drop off locations for ADA paratransit vehicles, where vehicles may wait for short periods.
- Finally, this planning process provides the opportunity to incorporate additional incentives to increase the number of high occupancy vehicles, by designating priority parking stalls for rideshare, vanpool and other high occupancy choices where new parking is being provided.

Thank you again for the opportunity to provide comments and participate in the master planning update process for the UW Bothell/Cascadia campus. Please feel free to contact me if you have any questions.

Sincerely,



Kate Tourtellot, AICP  
 Senior Transportation Planner  
 Community Transit  
 Kate.tourtellot@commtrans.org  
 (425) 348-2314

**cc: Eric Goodman, Transit Service Planner  
Sam Brodland, Supervisor of Service Planning & Scheduling  
Roland Behee, Strategic Planning Unit Manager  
June DeVoll, Manager of Strategic Planning & Grants  
Tony Smith, Capital Transit Planner**



## **RESPONSE TO LETTER 2**

### **Community Transit**

1. The comments regarding support for Alternatives 1, 2 and 3 regarding the UWB/CC campus being an anchor for transit service and a transfer point between local and regional transit services are noted.
2. The comment reflecting the Community Transit goal statement is noted. Please refer to Response to Letter 1 (City of Bothell), comment 22 for a discussion on non-motorized connections.
3. Comment noted. Transit usage is a critical piece of the campus TMP and important for reducing parking and transportation impacts on the surrounding community. UWB and CC will continue to work with the City and transit agencies as service levels increase in the future.
4. The Final EIS includes an assessment of multiple future transit circulation changes as it relates to each of the proposed land use alternatives. No change in existing transit circulation is proposed in the near-term; however, as the campus develops in the future and/or changes in the transit circulation are proposed, the campus will work with the transit agencies and the City to use the limited development area on campus as effectively as possible, while maintaining reliable and convenient access to transit. Please refer to Section 3.12 (Transportation) of this Final EIS for discussion on transit circulation.
5. Please refer to response to comment 4 of this letter, and Section 3.12 (Transportation) of this Final EIS, for discussion on transit circulation.
6. Please refer to response to comment 4 of this letter, and Section 3.12 (Transportation) for discussion on transit circulation.
7. The comment regarding the Swift Green Line is noted. The Final EIS text has been revised accordingly (see Section 3.12 of this Final EIS).
8. Please refer to response to Comment 4 of this letter, and Section 3.12 (Transportation) for discussion on transit circulation.



**King County**

Department of Transportation  
Metro Transit Division  
Design and Construction Section  
201 S. Jackson Street  
KSC-TR-0431  
Seattle, WA 98104-3856

April 17, 2017

Julie Blakeslee, Environmental and Land Use Planner  
University of Washington Capital Planning and Development  
Box 352205  
Seattle, WA 98195-2205

Dear Ms. Blakeslee:

Thank you for the opportunity to review and comment on the SEPA Draft Environmental Impact Statement (DEIS) for the Campus Master Plan for UW Bothell and Cascadia College. King County Metro Transit (Metro) staff have reviewed the DEIS and Transportation Report, and we have the following comments.

Metro strongly prefers Alternative 2 because it provides up to eight bus bays which is sufficient to accommodate existing service and is likely to be sufficient for future service increases. Additionally, Alternative 2 concentrates transfer and layover activity in one location, north end of campus, and provides turnaround for buses, an efficient layout for bus operations and for transit patrons.

Alternative 1 includes only four bus bays which is insufficient to accommodate existing and future transit service. Alternative 3, while potentially providing up to six layover spaces, does not include turn-around options for buses, something that is essential to providing service to the UW Bothell and Cascadia Campus.

In Metro Connects, Metro's Long Range Plan, Metro envisions more service investments and new service designs to serve UW Bothell and Cascadia College, and Metro plans to continue to use the UW Bothell and Cascadia College campus as a terminal. Adequate bus right-of-way, turn-arounds, layover, and comfort stations are essential if we are to continue to operate and grow our service to/from the UW Bothell and Cascadia College Campus. Alternative 2 most closely meets the core needs of transit. We look forward to working with you as your planning continues and to resolve any outstanding issues. Please contact Brand Koster, Transit Planner, at [brand.koster@kingcounty.gov](mailto:brand.koster@kingcounty.gov) or by phone at 206-477-8366 to coordinate planning efforts or for clarification of any issues.

Sincerely,

Gary Kriedt  
Senior Environmental Planner

## **RESPONSE TO LETTER 3**

### King County Department of Transportation - Metro

1. The comment regarding Metro's preference of Alternative 2 is noted. This Final EIS includes an assessment of multiple future transit circulation changes as it relates to each of the EIS Alternatives. No change in existing transit circulation is proposed in the near-term; however, as the campus develops in the future and/or changes in the transit circulation are proposed, the campus will work with the transit agencies and the City to use the limited development area on campus as effectively as possible, while maintaining reliable and convenient access to transit.
2. Comment noted. Please refer to the response to Comment 1 of this letter.
3. Comment noted. Please refer to the response to Comment 1 of this letter.





April 13, 2017

Julie Blakeslee, Environmental Land Use Planner  
Capital Planning & Development  
University of Washington  
Box 352205  
Seattle, WA 98195-2205

Re: University of Washington Bothell/Cascadia College Master Plan

Dear Ms. Blakeslee:

Thank you for the opportunity to review the Draft Environmental Impact Statement (EIS) for the University of Washington Bothell/Cascadia College (UW Bothell/CC) Master Plan. Sound Transit has the following comments on the Draft EIS.

In Chapters 1 and 2 (Section 2.6), consider including additional transit-related objectives. Objectives could include improving transit access, speed and reliability in the UW Bothell/CC area to increase the use of transit to access the campus. It appears that the mode split assumptions for future scenarios remain the same as current mode splits. Could additional student housing or general development anticipated in the vicinity increase off-campus private housing for students, enabling more students to access the campus via non-motorized or transit modes? If so, Sound Transit recommends modifying the mode split assumptions accordingly.

In Chapter 5, Impacts of Alternative 2 (page 44), the pedestrian and bicycle transportation section should mention the shared transit/bike lanes in the conceptual design of the transit center shown in Figure 19 on page 46. We also suggest acknowledging that further study would be needed on the potential safety and operational impacts of shared transit/bike lanes and other possible locations for a bike lane or trail.

In Chapter 6, Impacts of Alternative 3 (page 56-58), the pedestrian and bicycle transportation section should mention the adjacent transit/bike lanes in the conceptual design of the transit center shown in Figure 24 on page 58, and we also suggest acknowledging that further study would be needed on the potential safety and operational impacts of this configuration and other possible locations for a bike lane or trail. In addition, this option does not currently include bus

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layover space, a driver comfort station, and options for turning buses around, which are important components for bus operations. If buses could also operate on NE 185<sup>th</sup> Street and 110<sup>th</sup> Avenue NE to circulate through the campus in both the inbound and outbound directions, a turnaround facility may not be needed.

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cont.

For additional parking and vehicle traffic, UW Bothell/CC might consider locating additional parking near the south end of the campus to encourage vehicle traffic toward the south rather than north end of campus to reduce conflicts with other modes.

4

At the March 27, 2017 meeting of transit agencies and the City, UW Bothell/CC provided an overview of a modified version of Alternative 2, called "Option B - NE 185<sup>th</sup> Street Transit loop". Further analysis would be needed to fully understand the impacts on transit operations including layover opportunities and how buses access layover spaces after stopping at bus stops/bus rapid transit (BRT) stations. In addition, this option requires removal of a building, which UW Bothell/CC acknowledges would require additional funds. There are likely other options that would be worthwhile to explore with UW Bothell/CC.

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Finally, depending on the timing of UW Bothell/CC Master Plan implementation and Sound Transit's implementation of the BRT project in the vicinity of the campus, Sound Transit would like to coordinate related work (e.g., inter-related utility lines), to maximize efficiency and minimize disruptions.

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We look forward to continuing to work with UW Bothell/CC as we implement the I-405 and SR 522 BRT projects, including an expanded transit center in the UW Bothell/CC area. Please contact Kathy Leotta, at [Kathy.leotta@soundtransit.org](mailto:Kathy.leotta@soundtransit.org) or 206/903-7028 with questions regarding these comments.

Sincerely,



Lauren Swift  
Senior Environmental Planner

Cc: Kathy Leotta, Senior Transportation Planner  
Andrea Tull, Senior Project Manager

## **RESPONSE TO LETTER 4**

### **Sound Transit**

1. The comment regarding transit objectives is noted and additional transit-related objectives have been added. Please refer to the Transportation Management Plan (TMP) that is included as part of the Transportation Discipline Report (Appendix G of this Final EIS) for additional transit objectives.
2. The comment regarding non-motorized facilities is noted. Additional analysis of future transit circulation options have been included for each EIS Alternative presented in the Final EIS. This includes consideration of the interaction with the non-motorized travel modes accessing the campus.
3. The comment regarding bike and transit lanes is noted. Please refer to the response to Comment 2 of this letter.
4. Future parking on-campus is oriented more to the south to help encourage and promote the use of the south access for campus access. Traffic calming measures are proposed along Campus Way through the campus to further encourage the use of the south access interchange.
5. The comment regarding transit circulation is noted. Please refer to the response to Comment 2 of this letter.
6. The comment regarding transit circulation is noted. Please refer to the response to Comment 2 of this letter.



**Comments and Recommendations in response to the Campus Master Plan and Draft Environmental Impact Statement  
Cascadia College and University of Washington Bothell Campus Sustainability Committees  
April 13, 2017**

Dear Master Plan Committee,

Sustainability and environmental stewardship have been defining characteristics of the UW Bothell/Cascadia College campus since its inception. The North Creek Wetland, a celebrated and regionally recognized restored ecosystem, is a signature element of the campus identity and a vital ecological, academic, and aesthetic resource for the campus population and wider community. The UW is a signatory of the Presidential Climate Commitment and as such is required to reduce our carbon footprint. Environmental sustainability is one of the seven key priorities in the 21<sup>st</sup> Century Campus Initiative. For these reasons, it is imperative that the Draft Environmental Impact Statement (DEIS) and the Campus Master Plan (CMP) are crafted in such a way that ensures the campus's continued commitment to these values and is designed so that our campus can exemplify leadership in campus sustainability.

1

As the campus entities responsible for advising leadership on environmental sustainability, the Chancellor's Advisory Committee on Environmental Sustainability (CACES) and the Cascadia Sustainability Committee, we have reviewed the DEIS from an environmental sustainability perspective. While the DEIS has some good sustainability elements and analysis, we strongly feel there is need for improvement as we move forward to the Final Environmental Impact Statement (FEIS) and revised CMP if we are to position our campus as a sustainability leader. To improve the DEIS and ensure a CMP more in line with our campus's sustainability commitments, we jointly submit the following recommendations and comments for the DEIS:

**General**

- The DEIS needs to do a better job of recognizing the developed campus and its natural spaces, especially the floodplain wetland, as a coupled system. There are many places in the document where potential impacts to the wetland are said to not occur simply due to the physical distance of the development activities from the wetland, when in reality, the physical distance does not reduce certain impacts to the downgradient wetland. Our recommendation is to integrate language throughout the DEIS and CMP that explicitly defines and recognizes the upper campus and natural spaces (floodplain, buffer zones, wetlands and upland forests) as an interconnected complex system, and that all specific future development on campus should analyze impacts in this context.
- There are many places in the DEIS where it was clear that the writers lack site-specific knowledge, made apparent by information that does not reflect the on-the-ground reality or is outdated. This is especially true with the wetland, but is also true in other sections, such as information about bicycle routes. Our recommendation to remedy the potential negative unintended consequences from this incomplete understanding is to ensure site-specific experts are intimately included in further revisions of the EIS, CMP, and in the design phases of specific sites throughout campus development. We have many faculty and staff on campus who have been researching and observing the campus and its natural spaces for over a decade, and this knowledge should be integrated meaningfully into all phases of the CMP refinement and

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development processes. Past development projects on campus have not done this well and it has led to implementation of generic environmental mitigation measures by external consultants without good site knowledge that have not always worked well on our campus. The EIS and CMP should call for specific representation from knowledgeable faculty and staff as well as inclusion of someone from CACES/CSC on specific design/development projects as well as future iterations of the CMP.

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cont.

- Many of the mitigation measures offered will bring the campus to merely meeting state or city environmental compliance requirements, such as LEED certified buildings, meeting construction compliance code, tree replacement in accordance with BCM 12.18.030, etc. We strongly urge the DEIS/CMP to aim for environmental standards that go well beyond compliance, if we are to live our values and be recognized as a **leader** in sustainability.

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### Earth

- The DEIS should acknowledge that additional buildings will likely result in more collection and diversion of groundwater. We can only assume, as there is no mention of plans for groundwater management in any of the alternatives, that any groundwater encountered at building sites above the base of foundations will be diverted to the wetland buffer. This practice short circuits the filtering process of groundwater flow through sediment, speeds the transport of dissolved solutes like nitrate to the surface, and focuses the flow from diffuse seepage in the wetlands near North Creek to point discharge from pipes into the wetland buffer. Our current stormwater pipe outfalls are discharging into runoff ponds and bioswales that are already handling greater flows than is optimal in terms of slowing the flow and sequestering contaminants. Furthermore, the diversion of groundwater can deprive trees in the uplands of a critical source of water, while the additional flow at specific points in the wetland buffer can exacerbate surface erosion. Both of these impacts have been observed as a consequence of water diversions from the construction of the newest parking lot. The potential for impacts such as these from building alternatives, and plans to avoid or mitigate them, should be addressed in the DEIS.

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### Air Quality and Greenhouse Gases

- The DEIS states that following the Transportation Management Plan would reduce vehicle trips and associated GHG emissions. While hopefully the TMP leads to decreased GHG per capita, the increased population and parking availability essentially guarantees **more** vehicle trips and increased overall GHGs. The EIS must recognize this reality and propose mitigation measures that will decrease overall GHGs, which may require more dramatic alternatives to our current energy portfolio.
- If UW Bothell and CC are meaningfully committed to embracing sustainability as an objective for all development on campus, the building standard should be beyond LEED Silver, which is a compliance requirement for the state. There are several more environmentally progressive building standards available, such as Living Building Challenge. Additionally, the proposed key measures to be explored (i.e. low VOC, high performance glazing, occupancy sensors) are essentially business-as-usual building standards for new buildings and do not reflect a commitment to **leadership** in green building practices. New development should aim for more advanced and innovative measures. Living Building Challenge standards would help achieve this. An additional strategy would be to establish performance criteria (i.e. must achieve 40% decreased energy usage than standard building) rather than the proposed design specifications.

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- The DEIS should not suggest that no significant unavoidable GHG impacts will be caused from campus development, when it is certain that there will be increases in GHG emissions with campus growth. The EIS should not attempt to excuse the CMP from addressing climate change, as it does in the statement “Climate change and other issues associated with GHG emissions is a global issue, and it is not possible to discern the impacts of the GHG emissions from a single campus master plan.” This kind of boilerplate language does not represent the values of our campus community, nor our commitment to sustainability leadership based upon careful analysis and innovative approaches. While the quoted statement might be literally true, we can certainly model the impact of campus development alternative on GHG emissions.

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### Wetlands and Plants/Animals

- The restored floodplain wetland and stream channel of North Creek is an integral part of our campus as a resource for education, research, outreach, and even serves as an important element as our campus identity. Management of its dual role as a living laboratory and an ecological refuge is a delicate balancing act that has become increasingly difficult as the use of the wetlands for teaching and research has increased rapidly over the past 5 years. Rather than treating the wetland as a simple preserve, the DEIS/CMP should incorporate the wetland as a campus resource directly. This includes recognizing the need for a Wetlands Master Plan that will help guide the management and decision making of this important resource in the future.
- As expressed in the **General** section, it is vital that the DEIS incorporate more site specific and accurate knowledge by including faculty, staff, and researchers familiar with the biological and hydrological conditions and issues on site.
- Contractors brought in for construction phases need to be held accountable to standards that meet the unique campus requirements, and not just city code requirements. This includes creating enforceable policies that prohibit contractors from accidentally or intentionally introducing invasive species into the campus during construction or using pesticides and synthetic fertilizers that violate the campus pesticide-free grounds practices.
- Much stronger language is needed with regards to handling stormwater management for each specific building development. The preference for alternatives that minimize impervious surfaces and increased stormwater flow via catch basins and pipes to the wetland buffer should be emphasized. Currently, there is some language broadly recognizing the hydrologic connections between upper campus development and wetlands. However, in order for mitigation strategies to be effective, our recommendation is that each individual aspect of development (i.e. building, parking structure, change in surface type, stormwater drainage system changes) be: (1) recognized as having potentially important indirect impacts on the wetland, (2) carefully analyzed on an individual basis, and (3) mitigation measures be carefully assessed for their effectiveness.
  - In order for this to occur, it is our recommendation that expert faculty and staff with intimate knowledge of these sites be meaningfully involved in this stormwater management process. This should include the involvement of campus experts in providing input through the design phase, evaluating the final design, and reviewing its implementation on the ground.
- We should require pervious pavement wherever possible to alleviate some of the stormwater issues that will be created from increased impervious surfaces in development. While we recognize this is probably lumped into mentions of LID, it is important enough to specify that pervious pavement be applied as much as possible.

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- We recommend that the existing capacity of the current-oil water separator vaults be analyzed and that additional capacity planned if necessary to meet the increased on-site parking impacts. 14
- The pocket wetlands that exist in the upland portion of campus should be recognized for their ecological and educational values. All natural open spaces on campus have significant educational value, and the current ecological value assessment ignores this important factor. At both UW Bothell and Cascadia College we pride ourselves on hands-on, applied education that takes place outside of the classroom. We need to explicitly recognize the value of such spaces on our campus for such educational endeavors 15
- Hillslope wetlands are very different from floodplain wetlands in their ecological hydrologic functioning. Wetland 14 and other wetlands in areas C and D represent such locations, valuable for habitat, stormwater control, and education. The EIS/CMP should include such language (as the previous statement) that recognizes the unique functions of such wetlands and their values. 16
- We should commit to minimizing the impacts to Wetland 14 and other hillslope wetlands on campus. In addition to the values stated in the point above, we feel it is important to emphasize that these wetlands provide tremendous opportunities for student research as well as class-based ecological enhancement and restoration activities that can improve their ecological function. 17
- We strongly urge a commitment to preserving as many mature trees as possible on campus. These trees are important for their ecological, educational, and aesthetic values. It should not be suggested in this document that replanting will have any significant impact on offsetting the ecological values of removing mature trees (be they carbon, stormwater, air pollution, habitat, or other functions). If that is to be claimed there should be an analysis that actually backs that up. An example of where this claim is made “The implementation of tree replacement plans and landscaping plans as part of specific development projects would provide new trees, landscaping and associated urban habitat areas on campus and significant impacts would not be anticipated. With the mitigation measures identified as part of development, no significant impacts to wildlife or threatened species are anticipated.” It is not reasonable to imagine no significant impacts to wildlife with tree removal in such isolated urban green spaces and that “tree replacement” would mitigate for any such impacts in a meaningful time frame. 18
- In addition a higher commitment towards mature tree preservation where possible, we should demarcate some of the most significant tree stands for preservation in this iteration of the CMP. This would include the stand between the proposed buildings of UW4 and CC4 in Area B, and some sections of Areas C and D. This does not mean everything outside of those preserved areas should be cut, but instead is meant to place the highest emphasis of preservation on those marked locations. Our attached map has identified such areas, both of ecological importance and educational importance. 19
- When trees are cut they retain ecological value. The CMP should indicate that any cut trees should be used for their habitat value in restoration projects on campus or nearby. Student restoration and conservation projects could benefit greatly from this. Language that indicates this repurposing of removed trees should be included. 20
- A meshing of all three alternatives could achieve (A) the desired preservation of important tree stands and wetlands, and (B) improvement of building footprint efficiencies in Areas C and D. Some building concentration in Area A (Alternative 1), combined with the replacement of the students apartments and Husky Hall in Areas C and D (Alternative 3) could fit with a smaller building south of Wetland 14 and a larger building where the Truly house is (both in Alternative 2). 21



- In section 3.3.3, we suggest that the statement “Vegetation controls would continue to include an Integrated Pest Management Plan and a revegetation plan that emphasizes the propagation of native vegetation” include our Invasive Species Management Policy that is currently being formulated as part of the IPM plan. It should read instead “Vegetation controls would continue to include an Integrated Pest Management Plan that includes measures to control and eradicate problematic non-native species and a revegetation plan that emphasizes the propagation of native vegetation. As with other aspects of the CMP, we request language be included that direct the inclusion of staff and faculty experts in design and implementation of vegetation aspects of any development on campus. 22
- Recommended addition to sentence in section 3.3.3 (additional verbiage in blue): “As specific projects are defined and sites are selected, the campus would perform an evaluation of existing trees to inform the project design team of trees that are considered significant, in an effort to preserve and maintain these trees to the extent feasible. Documentation of trees removed due to construction activities and the loss of ecological functions would be tracked on a campus-wide basis.” 23

#### Energy Resources

- See **Air Quality and GHG Emissions** section for recommendations on addressing GHG emissions from increased energy use on campus due to increased campus footprint and population. 24
- To suggest that proposed energy resource mitigation measures are sufficient to counter the additional energy demand impacts is unrealistic. We recommend that the DEIS not claim this, and that the DEIS/CMP plans for aggressive and innovative measures to reduce overall energy consumption. 25
- The DEIS and CMP should commit to investing in additional renewable or low carbon energy sources, such as geothermal and solar, rather than planning on expanding the use of PSE electricity (which does not have a very clean fuel mix) and natural gas. 26

#### Historic and Cultural Resources

- We urge the CMP to preserve the Truly House in all plan alternatives it is an important piece of campus history, character, and identity. 27

#### Transportation

- The map of bicycle infrastructure does not reflect the reality on the ground, so we recommend that the writers of the DEIS visit the bikeways physically and assess the feasibility of the proposed bikeways. Some areas that are claimed to have bike lanes on them are incomplete bike lanes that do not connect and are therefore unsafe routes to campus. An accurate analysis of bike infrastructure is needed if our final CMP is to address current limitations to bicycle commuting (and its impact on reducing SOV trips to campus). 28
- We recommend more thorough assessment of bike circulation within campus and also into and out of campus. Guidelines or policies to manage biker/pedestrian interaction and right of way on campus is necessary and an increasing problem on college campuses. Walkways and intersections between walkers and cyclists need to be managed to decrease confusion and conflict. Assessment of bike circulation will also improve unsafe or impractical entry and exit points on campus, such as the bike path entry point on the south end of campus that enters the campus on a one way street in the wrong direction of campus. These types of connectivity issues must be corrected to make bicycling a safer, more feasible, and more appealing mode of transportation for commuters. 29

- Cycling is referenced as a strategy to decrease SOV trips but we recommend more thorough analysis and recommendations for how bicycling can be improved to be a more feasible mode of transportation for more people. This would include explicit recognition of the importance of strategically-located (and sufficient) covered bicycle racks, lockers and showers, and a space for self-service bike maintenance, among other things.

30

## Conclusion

The mission, vision and values of UW Bothell and Cascadia College explicitly express a commitment to innovation, environmental sustainability, transformative education, responsiveness, creativity, and serving as a catalyst to enhance the quality of life throughout our region. Furthermore, our Campus Master Plan, and the corresponding Environmental Impact Statement express enhanced environmental and human health as a guiding priority and the documents should clearly demonstrate how those values will guide the future development of our campus. To be innovative and leaders, we must do more than meet the minimum green building standards. To be environmentally sustainable, we must build around our irreplaceable natural resources and protect the upland regions that provide for the infiltration of our stormwater. To provide transformative education, we must continue to get students out of the classroom and into our wetlands, pocket forests and classroom gardens where they can literally get their hands dirty growing food, testing water quality, restoring native understory plant communities, examining soil horizons, measuring trees, contemplating the role of humans in relation to nature and environmental ethics, and experiencing the inspiration of the natural world – an ever-dwindling facet of our fast-paced, modern life.

31

As currently written, the Campus Master Plan and Environmental Impact Statement demonstrate that UW Bothell and Cascadia College are code compliant and ahead of the game on required mitigation for future development. But we are so much more than that. We are institutions leading the way to a sustainable, inclusive future in a rapidly changing world. Let's make sure our Campus Master Plan shows everyone who we really are. Now is our opportunity to ensure that the campus develops in a way that fulfills our promises to our students and our community. Now is our chance to transform words into action. Now is our time to make sure anyone reviewing our Campus Master Plan and Environmental Impact Statement knows, without a doubt, that our commitment to innovation, environmental sustainability, excellence in education, and community service is real and that we will hold these values true for every decision we make – today, tomorrow and ten years down the road.

32

Sincerely,

**Chancellor's Advisory Committee on  
Environmental Sustainability (UWB)**

Cassie Lubenow, Facilities Services

Anthony Guerrero, Facilities Services

(Co-Chair)

Warren Gold, Interdisciplinary Arts  
and Sciences (Co-Chair)

Rob Turner, Interdisciplinary Arts and  
Sciences

Tyson Kemper, Facilities Services

Carolyn Brennan, Office of Research  
Support

Melissa Banks, Recreation & Wellness

Daniele Raymond, Commuter Services

Chelsea Knodel, Auxiliary Services

Joe Cao, Facilities Services

Allena Basset, Interdisciplinary Arts  
and Sciences

**Cascadia Sustainability Committee**

Jodie Galvan (Co-Chair), Asst. Director of Sustainable Practices

John VanLeer (Co-Chair), Founding Faculty

Lisa Citron, Tenured Faculty

David Shaprio, Founding Faculty

Getachew Eshete, Associate Faculty

UW Bothell – Cascadia College – Master Plan – Critical Upland Habitats and Green Infrastructure – Spring 2017

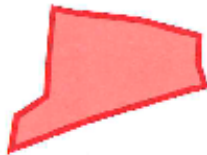




1) Hillslope wetlands and mature native coniferous forest – **very high ecological importance – irreplaceable ecosystem functions**



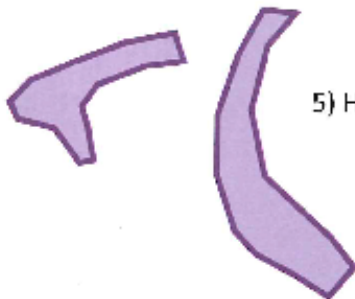
2) Healthy, contiguous stand of mature native coniferous forest – **very high ecological importance – irreplaceable ecosystem functions** - and stormwater retention facility



3) Upland coniferous forest soils learning laboratory and stormwater retention facility



4) Joint campus agricultural best practices learning laboratory



5) High functioning bioswales with habitat value



6) Mature native coniferous forest



7) Largest Douglas fir tree on campus and the bald eagles' favorite roost

## RESPONSE TO LETTER 5

### Cascadia College and University of Washington Bothell Campus Sustainability Committees

1. The comments related to the importance of the natural resources and systems on the campus are noted.
2. The comment regarding upland areas of campus and natural spaces (floodplain, wetlands, etc.) is noted.

As indicated in the comment, the distance of development or land disturbing activities from protected resources such as wetlands or waterways does directly affect the amount of potential pollutants that may reach said resources. Considering the land uses between proposed development and protected resources such as wetlands, forested areas, buffers, and riparian systems certainly can provide significant filtering of pollutants and excess nutrients that may reach these resources. It is agreed that the upper campus, natural spaces, and surrounding areas are interconnected.

Future development including that described under EIS Alternative 1-4 would require all appropriate permits necessary to construct the final design. The development would have to practice “avoidance and minimization” as required by the Clean Water Act to protect wetlands and streams. All unavoidable impacts will require applicable Federal, State, and Local permits prior to construction.

The Campus Master Plan has incorporated language that recognizes the connection between the upland areas and natural spaces of campus. Please refer to Section 3.3 (Wetlands) of this Final EIS.

3. The University of Washington and Cascadia College recognize the valuable understanding and knowledge of campus faculty, staff and students regarding the campus natural systems. Information on campus natural systems provided by the faculty was utilized extensively in the preparation of Draft EIS Section 3.3 (Wetlands, Plants and Animals). The UW Bothell and CC campus administration is open to working with the valued faculty, staff and students regarding operations management of the North Creek Stream and Wetland Area and regarding the development of a Wetlands Master Plan. Please contact UW Bothell and Cascadia College administration to initiate this effort.
4. The comments regarding mitigation measures provided in the Draft EIS are noted.

Washington State SEPA Rules WAC 197-11-768 identifies mitigation as meaning:

- 1) *Avoiding the impact altogether by not taking an action or part of an action;*



- 2) *Minimizing impacts by limiting the degree or magnitude of the action and its implementation, by using appropriate technology, or by taking affirmative steps to avoid or reduce impacts;*
- 3) *Rectifying the impact by repairing, rehabilitating, or restoring the affected environment;*
- 4) *Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action;*
- 5) *Compensating for the impact by replacing, enhancing, or providing substitute resources or environments; and/or*
- 6) *Monitoring the impact and taking appropriate corrective measures.*

In addition to the mitigation measures identified for each element of the environment analyzed in the Draft EIS, the proposed Campus Master Plan incorporates features intended to minimize the potential for impacts and associated mitigation. For example, in regards to natural system of wetlands and creek on the campus, a primary feature incorporated into the plan is the avoidance of any direct impact to the existing North Creek Stream and Wetland area by not proposing any work of development in this area, as well as integrating low-impact development features to reduce the volume of stormwater and treating stormwater prior to entering the overall system; thus, primary SEPA mitigation strategies are incorporated into the proposal. In regards to transportation, a primary feature incorporated into the plan includes the provision of increased number of transit bays and layover space. For land use, the campus master plan incorporates building setbacks and landscape buffers to provide separation and buffers between campus development and adjacent residential areas.

Please also note that this Final EIS includes the identification of Alternative 4 (Blended Alternative) that is intended to blend attributes of EIS Alternative 1, 2 and 3. Alternative 4 assumes the retention of the 3 identified upland wetlands, as well as retention of a substantial portion of existing mature trees.

5. The comment regarding additional buildings and Campus development will result in more collection and diversion of groundwater is noted. The importance of considering groundwater diversion in the Uplands to protect existing trees and vegetation is recognized, as well as the importance of considering the impacts of additional flow resulting from groundwater in the Lowlands. Opportunities to avoid or mitigate impacts will be considered. Stormwater infrastructure as part of specific development projects will be designed to meet or exceed the current stormwater drainage code, based on the current standards in place the time of development.
6. The comment regarding increased GHG emissions under the Campus Master Plan is noted. As indicated in Section 3.2 (Air Quality and Greenhouse Gas) of the Draft EIS, increases in GHG emissions would be anticipated both with and without (No Action Alternative Scenario B) the proposed Campus Master Plan, given that a total campus student population of 10,000 FTEs is assumed. However, because development under

the Campus Master Plan (as analyzed under Alternatives 1 – 4) would increase the amount of building space on campus to achieve the academic building space benchmark of 150 gsf per student, the GHG emissions associated with construction and operations of the additional amount of building space would be greater than under No Action Alternative Scenario B.

As indicated in Section 3.2.3 of the Draft EIS, the UW Bothell and CC will continue to embrace sustainability as an objective for all development on campus, including LEED provisions. Key measures that could be explored include:

- installation of high performance glazing with low-E coatings to further reduce heat gain;
  - maximizing use of outside air for heating, ventilating, and air conditioning;
  - installation of efficient light fixtures, including occupancy and daylight sensors, as well as nighttime sweep controls;
  - use of low VOC emitting materials for finishes, adhesives primers and sealants;
  - incorporation of recycled content and rapidly renewable materials into project designs, including: concrete, steel and fibrous materials (bamboo, straw, jute, etc.); and,
  - salvage of demolished material and construction waste for recycling.
7. The comment regarding sustainability as an objective of campus development is noted. The UW Bothell and CC comply with State standards for all building development and actively attempt to achieve a higher level of sustainability with each building development. Sustainability measures will be evaluated for potential development at the time of specific project design.
8. The comment regarding GHG emissions is noted. Please refer to response to comment 6 of this letter.
9. The comment regarding management of the North Creek Stream and Wetland Area as an educational and research resource is noted, and the proposed Campus Master Plan reflects the importance of this natural resource. The UW Bothell and CC campus administration is open to coordinating with the valued faculty and staff regarding operations management of the North Creek Stream and Wetland Area and regarding the development of a Wetlands Master Plan. Please contact UW Bothell and Cascadia College administration to initiate this coordination.
10. The comment regarding the incorporation of site specific knowledge from faculty and researchers is noted. Draft EIS Section 3.3 (Wetlands, Plants and Animals) incorporated information provided from UW Bothell and CC faculty and researchers as part of the Affected Environment discussion. As indicated in response to comment 9 of this letter, UW Bothell and CC campus administration is open to coordinating with the valued faculty



and staff regarding operations management of the North Creek Stream and Wetland Area and regarding the development of a Wetlands Master Plan. Please contact UW Bothell and Cascadia College administration to initiate this coordination.

11. The comment regarding invasive species and pest management during construction is noted. Invasive species and pests on the campus will be managed through an Integrated Pest Management project during construction of any potential projects. All plants that are brought as part of the landscaping for potential projects will be weeded before planting and monitored for further growth and removal of invasive species.
12. The comment regarding stormwater management for specific building development is noted. It is agreed that all aspects of building development (excavation, groundwater, building, parking, hardscape, landscape, etc.) need to be fully considered both individually and collectively, to fully assess stormwater impacts and impacts on the wetlands and wetland buffers.
13. The comment that LID considerations should be reviewed and utilized for stormwater management wherever possible is noted. However, pervious pavement is not a good LID alternative on much of the Uplands portion of the site. The developable portion of the site consists primarily of dense glacial till material which does not infiltrate well. Once stormwater reaches the glacial till layer it will tend to migrate downward along the slope or saturate the upper layer of topsoil – neither of which is desirable in a fully developed condition. There may be opportunities for pervious pavement in select areas that have underlying soil which can support infiltration, but these areas will be limited.
14. There are currently four (4) oil-water separator vaults located along the lower portions of the Campus which each provide treatment for select drainage basins. The oil-water separators were designed and installed in the early 2000's, based on the stormwater drainage code that was current at that time (1990 Drainage Manual). The oil-water separators have functioned and continue to function well. Key to this performance is annual maintenance that the UW Bothell and CC have been highly committed to. As the Campus develops further, the UW Bothell and CC will evaluate capacity and expand, retrofit, and/or add additional facilities as needed to meet current stormwater drainage code requirements.
15. The comment regarding the existing upland wetlands and the value of those areas is noted. The Campus Master Plan includes a discussion about the importance of the wetlands. Alternative 4 – Blended Alternative in this Final EIS also recognizes their importance and includes the retention of the three existing upland wetlands that are identified in Section 3.3 (Wetlands, Plants and Animals) of this Final EIS.
16. The comments regarding the value of upland wetlands is noted. The upland wetlands (including Wetland 14, Husky Hall and Husky Village wetlands) are considered wetland depressions. By hydrogeomorphic class, wetlands are different and do serve different

functions. The landscape, landform and site characteristics contribute greatly to the values and functions of each slope or depressional HGM class wetland.

Depressional wetlands offer many effective forms of pollutant removal and nutrient reduction/sequestering that can protect water quality. Plants trap sediment and pollutants and depending on the outlet of a depressional wetland unit (no outlet or constricted), cyclical changes in ponding (seasonal hydrology), and contributing drainage to the wetland, the amount of nitrogen transformation (i.e. nutrient reduction) and pollutant removal can vary greatly but do serve a function and value to some degree. For all wetlands, the function and value of it depends on many interrelated ecological processes that are site specific. For example, slope wetlands lack the sequestering capabilities of depressional systems by comparison. Although sloped wetlands do serve unique functions and values compared to other slope systems such as a mowed upland lawn that is sloped.

17. The comment recommending preservation of Wetland 14 is noted. The Campus Master Plan includes a discussion the importance of the wetlands. Alternative 4 – Blended Alternative in this Final EIS also recognizes their importance and includes the retention of the three existing upland wetlands that are identified in Section 3.3 (Wetlands, Plants and Animals) of this Final EIS, including Wetland 14.
18. The comment recommending preservation of as many trees as possible on campus is noted. As indicated in Section 3.3.2 (Wetlands, Plants and Animals) of the Draft EIS related to development under Alternative 1, *“it is anticipated that construction would result in the removal of some moderate ecological value trees, particularly within the central portion of Development Area B, the southern portion of Development Area C, and the southern portion of Development Area F.”* As indicated in Section 3.3.3 of the Draft EIS, *“as specific projects are defined and sites are selected, the campus would perform an evaluation of existing trees to inform the project design team of trees that are considered significant, in an effort to preserve and maintain these trees to the extent feasible. Documentation of trees removed due to construction activities would be tracked on a campus-wide basis.”* Thus, the Draft EIS indicates the impact associated with tree removal and identified measures to mitigate this impact.

Please also refer to response to comment 4 of this letter.

19. The comments regarding tree preservation and the attached map of existing trees is noted. The Campus Master Plan included consideration of existing trees and tree preservation, including the creation of contiguous natural areas by connecting the lowland wetlands to the upland forest via the Cascade Vista.
20. The comment regarding the ecological value of retaining fallen trees is noted. The campus currently strives to repurpose fallen trees on campus for habitat value as possible.

The repurposed fallen trees are primarily placed in the more natural landscapes on campus.

21. The comment regarding a hybrid alternative that combines attributes of the three development alternatives is noted. Consistent with this comment, this Final EIS includes a new Alternative 4 that combines attributes of Alternatives 1, 2 and 3. As indicated in Chapter 2 of this Final EIS, Alternative 4 (Blended Alternative) includes the retention of the three upland wetlands identified on campus. Please also refer to response to comment 4 of this letter.
22. The suggested wording changes have been made and are reflected in Section 3.3 (Wetlands, Plants/Animals) of this Final EIS.
23. The suggested wording changes have been made and are reflected in Section 3.3 (Wetlands, Plants/Animals) of this Final EIS.
24. The comment regarding recommendations for GHG emissions is noted.
25. The comment that reduction in overall energy consumption is best way to limit GHG emissions is noted. Please refer to Section 3.2 (Air Quality and Greenhouse Gases) for detail of sustainability measures.
26. The Campus Master Plan identifies that potential buildings could increase renewable energy through the uses of solar arrays. During the specific project design for potential development, the UW Bothell and Cascadia College will continue to consider sustainable building practices.
27. The comment regarding the preference for retaining the Truly House is noted Please note that Alternatives 1 and 3 assume retention of the Truly House, as does the new Alternative 4 included in this Final EIS.
28. The comment regarding existing bicycle facilities is noted. Figure 3.12-2 has been updated in this Final EIS to reflect this comment.
29. Ongoing review and assessment of bicycle circulation on campus will be completed through the development of the Campus Master Plan. The purpose of this Final EIS is to identify off-site impacts of the proposed Campus Master Plan. On-going review of on-campus vehicle and non-motorized circulation issues will be conducted through the standing parking and transportation committee.
30. The comment regarding bicycle circulation is noted. A Transportation Management Plan (TMP) has been prepared and is included in this Final EIS. This TMP document identifies several key strategies for improving non-motorized travel to/from the campus, including

bicycle circulation. Multiple strategies have been identified that could be implemented in the future.

31. The comment regarding the commitment of UW Bothell and Cascadia College to innovation and sustainability is noted. As indicated in response to comment 26 of this letter, during the specific project design for potential development, the UW Bothell and Cascadia College will consider sustainable building practices.
32. The comment regarding the need to provide mitigation that shows commitment to innovation and sustainability is noted. Please refer to response to comment 31 of this letter.

**From:** [Becky Birch](#)  
**To:** [Julie Blakeslee](#)  
**Subject:** EIS  
**Date:** Friday, April 14, 2017 9:23:23 AM

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Judy, these are my comments:

\* With the anticipated growth of student FTE and housing, it is imperative that a right-turn only lane from Beardslee to 405S is built sooner than later to minimize congestion & backups on Beardslee especially during peak class periods

1

\* We need a longer onramp for merging onto 405S from Beardslee at peak times as it is a current significant bottleneck

2

I would like to add that I thoroughly appreciate the effort expended by UW Bothell and Cascadia College personnel to drive community involvement and feedback throughout this whole EIS process!

3

Thanks.

Becky Ramos Birch  
425.218.7455

## **RESPONSE TO LETTER 6**

Birch, Becky

1. The comment regarding a right-turn only lane from Beardslee Boulevard to I-405 is noted. A right-turn only lane from Beardslee Boulevard to I-405 southbound has not been identified as required mitigation for the project based on the results of the analysis presented in the Draft EIS and Final EIS. Relative to the No Action Condition B, the proposed Campus Master Plan results in a decrease in traffic volumes due to the increase in student housing, and the need for a right-turn only lane is less under EIS Alternative 1-4 than under No Action Alternative Scenario B.
2. The function and configuration of the I-405 southbound on-ramp is a regional issue. The merging issue identified in the comment is primarily an AM peak hour condition, when there is little traffic exiting the campus. The merging issues identified is more a function of the volume and congestion on I-405 and less about the traffic volumes contributed to the this movement by the campus population.
3. The comment regarding the commitment to public involvement is noted.

**From:** [Gina Blum](#)  
**To:** [Julie Blakeslee](#)  
**Subject:** EIS Bothell  
**Date:** Monday, April 17, 2017 5:27:58 PM

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Dear MS Blakeslee,

I apologize for being so late with this, but I have been out of town.

I live on 182<sup>nd</sup> Ct., far enough west that I am not so seriously affected as others by the building out of UWB. That does not mean that I am uncaring about what happens to my neighbors or to my neighborhood.

It appears that either a multi-story parking garage will go up on the reserve development parcel next to us, or a two-story garage with classrooms above. Either will present the neighbors on the border with light that will drive them out of their homes. We can see how much light the current parking structure emits and it is alarming to us. Those lights are on 24/7. I understand, that for the sake of safety, the area has to be well lit, and therefore, in my opinion, it does not belong next to a single family residence. In all honesty, would you live next to a parking garage with open sides? I know you won't answer that, but do please think about it.

Classroom buildings open at 6:30 in the morning. A multi-hundred space parking garage will generate hundreds if not thousands of car trips daily from first thing in the morning until late at night. That has potential for a lot of noise and a lot of pollution. I believe that Parking garages tend to accumulate a lot of carbon dioxide.

I am retired from the Department of Natural Resources. We were told by the tribes that if we come to them with mitigation on our lips we should turn around and go home. I am saddened that the wetlands on the reserve parcel are being treated as insignificant. I was directly told more than a year into this that UWB has so many mitigation credits it can do anything it cares to. When I asked about that, I was told that was not the case. From what I read in the EIS report, that is exactly the case. Did I not see in the EIS report again and again that mitigation has already taken the wetlands west of 110<sup>th</sup> off the table for any protective action because there are higher quality wetlands elsewhere? To put any kind of building on the reserve parcel is going to require grading and filling. What is your plan for where the water is going to go? When your plan fails and my neighbors are flooded, what are you planning to do about it?

I don't know if an EIS has to address liability. I will be addressing this with the risk management group at the U of W. and the Board of Regents.

Thank you for your attention

Gina Blum

1  
2  
3  
4  
5

## RESPONSE TO LETTER 7

Blum, Gina

1. The comment regarding the potential for a new parking garage or academic building in Development Area C to generate light and noise in proximity to adjacent residential area is noted. Chapter 3 of the Draft EIS (Environmental Impacts, Mitigation Measures, and Significant Unavoidable Adverse Impacts) identified noise, light, air quality and visual conditions associated with both a parking garage and academic building in Development Area C under Alternatives 1 – 4. Where impacts are identified, mitigation measures are identified to minimize the impacts; however, an academic building or parking garage located in Development Area C would result in views to the structure, and potentially noise and visible light for a portion of the residential area to the west.

Additional analysis of noise and air quality conditions associated with a parking garage of academic building in Development Area C has been prepared for this Final EIS. Please refer to updated Sections 3.2 (Air Quality and Greenhouse Gases) and 3.5 (Environmental Health – Noise) for detail.

2. The comment related to the potential for noise and air quality impacts associated with an academic building or parking structure located in the vicinity of residential uses is noted. Please refer to response to comment 1 of this letter.
3. The comment recommending preservation of existing upland wetlands is noted. The Draft EIS considers three development alternatives (Alternatives 1, 2 and 3), two of which assume retention of all existing upland wetlands. Please also note that Alternative 4 added for this Final EIS also assumes preservation of the three existing upland wetlands.
4. The comment regarding wetlands and stormwater associated with new development is noted. Subsequent to the issuance of the Draft EIS, the UW Bothell and CC developed a blended alternative (Alternative 4 in this Final EIS) that incorporates features from each of the alternatives analyzed in the Draft EIS (Alternatives 1 – 3), including the retention of the existing wetlands that are west of 110<sup>th</sup> Ave NE. Potential development under the Campus Master Plan would be required to comply with the City of Bothell Surface Water Design Manual (included as part of the City of Bothell Design and Construction Standards and Specifications) to minimize stormwater impacts from potential development.
5. The comment regarding liability is noted. Liability is not a subject addressed under the Washington State Environmental Policy Act (SEPA).



**From:** [Maki](#)  
**To:** [Julie Blakeslee](#)  
**Subject:** UWB/CC Campus Master Plan EIS Comment  
**Date:** Friday, April 14, 2017 9:39:04 AM

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Thank you for the opportunity to provide comments for the University of Washington Bothell/Cascadia College Campus Master Plan EIS. Please accept the following comments

- Appendix C - Wetland Technical Memorandums - please include the location of sample plots and data sheets for the sample plots. Without them, we don't know where in the study area was investigated for soils. | 1
- I am not seeing any specific measures to handle invasive species during construction in Section 3.3.1. Please address how UWB/CC would prevent spreading of invasive species during construction. | 2

Thank you for your consideration.

Sincerely,

Maki Dalzell

10814 NE 183<sup>rd</sup> Court

Bothell, WA 98011

## **RESPONSE TO LETTER 8**

Dalzell, Maki

1. Please refer to Appendix D to this Final EIS for the location of sample plots and data sheets related to the Husky Hall and Husky Village wetland areas.
2. The comment regarding invasive species is noted. Invasive species on the campus will be managed through an Integrated Pest Management project during construction of any potential projects. All plants that are brought on campus as part of the landscaping for potential projects will be weeded before planting and monitored for further growth and removal of invasive species.

Ding, Jeff

Subject: FW: Send us your comments

From: [jgalvan@cascadia.edu](mailto:jgalvan@cascadia.edu) [<mailto:jgalvan@cascadia.edu>]

Sent: Tuesday, April 11, 2017 1:33 PM

To: Govt Community Relations <[uwbcccmp@uw.edu](mailto:uwbcccmp@uw.edu)>

Subject: Send us your comments

MasterPlanContactFormID: 50

Form inserted: 4/11/2017 1:30:15 PM

Form updated: 4/11/2017 1:30:15 PM

Your Name: Jodie Galvan

Your Email: [jgalvan@cascadia.edu](mailto:jgalvan@cascadia.edu)

Your Message: Our green campus is an essential part of our institutional identity and contributes to our ability to meet our mission and our carbon neutrality requirements. As part of the master planning process, I urge you engage in conversation with the people who know the natural areas on our campus best (Tyson Kemper, Rob Turner, Warren Gold, Midori Sakura, Sadie Rosenthal, John VanLeer and Cassie Lubenow) and to deeply consider their suggestions. Cassie, Tyson and I identified seven essential natural areas on campus for protection (in addition to the wetlands): 1) the hillslope wetlands on the NW end of campus; 2) the stand of mature native conifers between the proposed CC4 and new UWB building; 3) the stand of conifers behind CC3 which is used as a soil laboratory for Midori's classes; 4) the class/lab garden beds just south of the north parking garage; 5) the two highest functioning bioswales on campus (one just south of the ARC and the other on the east side of the walkway that runs behind the north parking garage); 6) the mature native conifer forest south of the high functioning bioswale that is south of the ARC; 7) the largest Douglas fir tree on campus that is also the preferred roost of our resident bald eagles. I submitted a map of these locations during the community forum on campus on April 10. I am happy to provide a digital copy upon request. These spaces are just as important to our campus infrastructure and our ability to implement our five year strategic plan as our indoor classrooms and parking lots. These spaces provide essential urban wildlife habitat and carbon sequestration and stormwater filtration services. Our wetlands have a finite capacity to capture and filter stormwater runoff. With development booming all around us we need to protect as many spaces that infiltrate water as possible or we'll have a compounding problem that will eventually require us to build expensive gray infrastructure to mitigate. We've already seen that all bioswales are not created equal and retrofitting low functioning low impact development facilities is difficult and expensive. We should take every opportunity to build around the places and green infrastructure facilities that working well. Perhaps even more importantly, these spaces are living laboratories. Students come to our campus because it provides robust opportunities for hands on learning. Hillslope wetlands cannot be recreated. Mature coniferous forests take hundreds of years to develop. We cannot replace these resources if they are lost. Last, but certainly not least, institutions of high education are looked to by the community as leaders. They are often the first major entities to adapt to our changing world and chart a new course. We teach our students that climate change is real. We lecture on the critical functions that wetlands, forests, gardens, and open spaces provide - not just to our native fish and wildlife species but to all of us whose health is improved in statistically significant ways by the view of large trees from our windows and the opportunity to walk on forested trails on our lunch break. We challenge our students to become leaders, to change their communities for the better. How can we do all this and then ignore these very principles in our

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4

campus master planning process? If we don't walk the talk - and protect and plan for these key places - then why should anyone else? Thank you for your consideration. | 4  
cont.

Security Question:: True

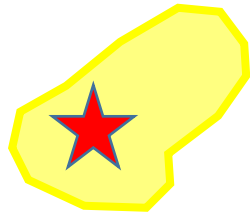


UW Bothell – Cascadia College – Master Plan – Critical Upland Habitats and Green Infrastructure – Spring 2017

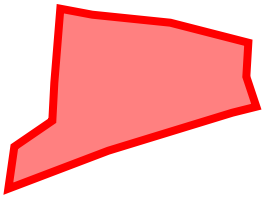




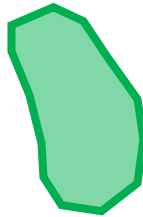
1) Hillslope wetlands and mature native coniferous forest – **very high ecological importance – irreplaceable ecosystem functions**



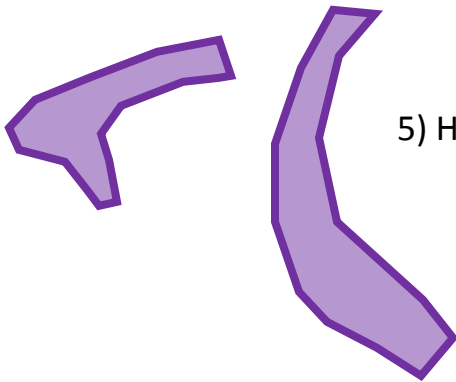
2) Healthy, contiguous stand of mature native coniferous forest – **very high ecological importance – irreplaceable ecosystem functions** - and stormwater retention facility



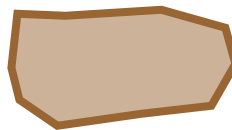
3) Upland coniferous forest soils learning laboratory and stormwater retention facility



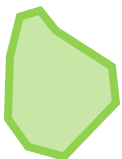
4) Joint campus agricultural best practices learning laboratory



5) High functioning bioswales with habitat value



6) Mature native coniferous forest



7) Largest Douglas fir tree on campus and the bald eagles' favorite roost

## **RESPONSE TO LETTER 9**

Galvan, Jodie

1. The comment regarding the incorporation of site specific knowledge from faculty and researchers is noted. Draft EIS Section 3.3 (Wetlands, Plants and Animals) incorporated information provided from UW Bothell and CC faculty and researchers as part of the Affected Environment discussion. Please also refer to response to Letter 5 (Cascadia College and UW Bothell Campus Sustainability Committees), response to comments 9 and 10.
2. The comment and map regarding existing natural areas is noted. Alternative 4 – Blended Alternative that is included as part of the analysis in this Final EIS includes the preservation of several existing natural areas identified as part of this comment. As future development occurs, specific project design will take into consideration the preservation and enhancement of natural areas on campus. In the event that these areas could be impacted by construction, mitigation measures will be taken to ensure proper functioning natural systems in consultation with campus expertise (faculty and staff) that are knowledgeable about the functional aspects of these areas.
3. The comment regarding the educational value of existing natural areas is noted. The Campus Master Plan includes a discussion the importance of these areas. Alternative 4 – Blended Alternative in this Final EIS also recognizes their importance and includes the retention of the three existing upland wetlands that are identified in Section 3.3 (Wetlands, Plants and Animals) and several other existing natural areas.
4. The comment regarding sustainability and natural areas as an objective of campus development is noted. The Campus Master Plan includes a Design Principle regarding the Relationship to the Environment and is intended to preserve and enhance the upland forest, campus green and existing wetlands. The UW Bothell and CC comply with State standards for all building development and actively attempt to achieve a higher level of sustainability with each building development. Sustainability measures will be evaluated for potential development at the time of specific project design.





**Campus Master Plan DEIS Comments – Warren Gold**

**CAMPUS WETLANDS**

**The restored floodplain wetland and stream channel of North Creek is an integral part of our campus as a resource for education, research, outreach, and even serves as an important element as our campus identity.** Management of its dual role as a living laboratory and an ecological refuge is a delicate balancing act that has become increasingly difficult as the use of the wetlands for teaching and research has increased rapidly over the past 5 years. The DEIS / Campus Master Plan (CMP) treats the wetland as a simple preserve, examining potential impacts to the wetland of campus development on the hillsides. The CMP should incorporate the wetland as a campus resource directly. **There is urgent need for a Wetland Master Plan (or an Interpretive, Education, and Research Plan).** Some of this kind of a plan would incorporate programming beyond the level of the CMP, but the CMP needs to consider infrastructure needs to accommodate increased uses that will come along with the planned growth in students, faculty, and staff (e.g., trails, research and teaching nodes along the stream, and so on). Further, over the years there have been some serious management issues that have arisen in the wetland (e.g., beaver dams, crows, and so on). A wetland plan would help to guide management decisions and ensure that these are consistent with the educational and research uses of that portion of campus. At the very least the CMP should recognize the need for a wetland plan explicitly and call for its development. We are certainly past the point where we can manage research and education activities to minimize impacts and conflicts with the informal structure in place.

1

**It appears that the biological and hydrological characterization of the campus floodplain wetland in the DEIS was written with either (A) field observations or (B) discussing things with faculty and staff that know the site.** These descriptions of the wetland appears to have been done from some general print sources and in some cases references plants communities that were installed 15 years ago – many of which have changed considerably. At least talking with folks that are familiar with the wetlands would be helpful to **incorporate some degree of accuracy and understanding of the biological and hydrological conditions and issues on the site. EIS document have a long shelf life and are often referenced many years down the road.** Using current, accurate information helps make such a document more useful in the long run. **I would urge the inclusion of greater accuracy in these descriptions in the FEIS.**

2

**CAMPUS WETLANDS – UPLANDS CONNECTIONS**

**The CMP/DEIS should do a better job of recognizing the upper campus and floodplain wetland as a coupled system.** There are many places in the document where potential impacts to the wetland are said to not occur simply due to the physical distance of the development activities from the wetland. In the instances where the hydrologic connections between upper campus development and the wetland are recognized, there is relatively weak language referencing the need for LID, or BMPs with regard to handling stormwater with each specific building development. **I feel stronger language is needed – specifically urging that each aspect of development be (1) recognized as having potentially important indirect impacts on the wetland, (2) they be carefully analyzed, and (3) mitigation measures be**

3

**carefully assessed for their effectiveness ON THIS SITE.** Simply relying on language of oh well, “we will use BMPs and LID” can often result in generic solutions applied unsuccessfully (or inadequately) to site-specific problems. We have seen this with past campus developments that have altered hydrology in ways that have adversely impacted the floodplain wetlands and trees on upper campus. These measures have been designed and employed with inadequate (or a complete lack) of consultation with experts in the faculty and staff present on campus that best understand these system on this specific site. **I would also like to see some language in the CMP / EIS that recognizes the need to bring in such expertise (i.e., faculty and staff that know the site) in meaningful ways and that such input would be considered.** This could go into mitigation measures sections in the document.

3  
cont.

**Addition of impervious surfaces in upper campus will impact the wetlands. We are already anticipating greater impervious surface storm flows from future development along Beardslee Blvd (west of Beardslee Crossing).** Any single project may have relatively small impacts but over the years impacts from many projects add up to be highly impactful. **The DEIS / CMP should explicitly recognize the importance of considering and assessing these cumulative indirect impacts of hydrologic changes. Language that directly stresses considerations of using pervious pavements as well as other LID approaches in the design of specific projects could be strengthened in the DEIS/CMP.**

4

**Placement of more student activities or housing buildings down in the wetland “buffer” area will also increase the likelihood of informal, unpermitted student use of the wetlands** (wandering into the wetland with who-knows-what in mind). This should be considered and included and in the DEIS/CMP.

5

I did not read the DEIS exhaustively but in what I did read I could not find any analysis of **the capacity of the current oil-water separator vaults** and what the increase in impervious surfaces (particularly parking structures) might mean for their ability to function effectively. That should be addressed if it is not in there already.

6

### **UPLAND / POCKET WETLANDS**

**The pocket wetlands that exist in the upland portion of campus should be recognized for their ecological and educational values.** There is some mention of ecological value (understated in my opinion) but no mention of the educational value. All natural open spaces on campus have significant educational value. At UW Bothell we pride ourselves on hands-on, applied education that takes place outside of the classroom. We need to explicitly recognize the value of such spaces on our campus for such educational endeavors. On campus spaces provide the possibility of such experiences where off campus sites are often impractical to use in short class periods.

7

**Hillslope wetlands are very different from floodplain wetlands** in their ecological hydrologic functioning. Wetland 14 and other wetlands in areas C and D represent such locations, **valuable for habitat, stormwater control, and education.** Their habitat value may not be the highest due to their size, isolation, and current condition but it is important nonetheless. This same assessment has been used as a basis for the destruction of many hillslope wetlands in our region. I would like to see stronger

8

language that recognizes the unique functions of such wetlands and their values that may go beyond the coarse and often inadequate grading systems for wetlands employed in planning documents. 8 cont.

As such, **we should do all possible to minimize the impacts to Wetland 14 and the other hillslope wetlands on campus.** These wetlands provide tremendous opportunities for class-based enhancement and restoration activities and studies that can improve their function and connectivity. From my reading **I see some conflicting messages as to how the different alternatives will affect Wetland 14.** According to the text, Alternative 2 decreases direct impact to Wetland 14 relative to Alternative 1. In the DEIS Summary Chapter the table states that Alternative 2 would have the same impact as Alternative 1. Wetlands in areas C and D are also not impacted in Alternative 2 (same as alternative 1) so this is good. Hillslope wetlands are not all that common anymore. 9

There are some attractive elements of Alternative 3 (see comments below). These include the redevelopment (improvement) of student housing in area D and the replacement of Husky Hall with a taller building that would be more space-efficient per unit building footprint. The impacts to hillslope wetlands in that Alternative 3 could be reduced by careful building siting and possibly replacing the buildings in area C with buildings in the area A parking lot as shown in Alternative 1. 10

At the same time that we should minimize impacts to the hillslope wetlands the DEIS should examine what we are doing to ensure the hydrologic health of those wetlands. **I don't see any analysis of the impacts of neighboring construction on the hydrology of Wetland 14 and other hillslope wetlands.** 11

### **UPLAND TREES**

**I would like to see more emphasis (language) placed on the importance of preserving some of our stands of mature trees on campus.** These trees are important for their ecological, educational, and aesthetic values. The UW is a signatory to the President's Climate Commitment and as such is required to reduce our carbon footprint. Large mature trees go a long way toward that and planting small trees to offset the removal of mature evergreens simply does not do the job. It should not be suggested in this document that replanting will have any significant impact on offsetting the ecological values of removing mature trees (be they carbon, stormwater, air pollution, habitat, or other functions). If that is to be claimed there should be an analysis that actually backs that up. Here is one example (used in many locations in the DEIS): 12

"The implementation of tree replacement plans and landscaping plans as part of specific development projects would provide new trees, landscaping and associated urban habitat areas on campus and significant impacts would not be anticipated. With the mitigation measures identified as part of development, no significant impacts to wildlife or threatened species are anticipated."

**It is not reasonable to imagine no significant impacts to wildlife with tree removal in such isolated urban green spaces and that "tree replacement" would mitigate for any such impacts in a meaningful time frame.** I would urge the DEIS not to claim this.

**In addition to more language on the importance and reasons for tree preservation where possible, we should demarcate some of the most significant tree stands for preservation in this iteration of the** 13

**CMP.** This would include the stand between the proposed buildings of UW4 and CC4 in Area B, and some sections of Areas C and D. This does not mean everything outside of those preserved areas should be cut, but instead is meant to place the highest emphasis of preservation on those marked locations.

13  
cont.

When trees are cut they retain ecological value. **The CMP should indicate that any cut trees should be used for their habitat value in restoration projects on campus or nearby.** Student restoration and conservation projects could benefit greatly from this. Language that indicates this repurposing of removed trees should be included.

14

I like the elements of Alternative 2 that seem overall to have less impacts on the higher value tree stands than the other two alternatives. In the DEIS it is claimed that Alternative 2 would have a higher impact on trees in area B than Alternative 1. While this is true, its impact is really greater around the Truly house where the trees are of not so great value (rather than the central forest section north of DH). So this is not such a worry.

15

### **OVERALL: ALTERNATIVES AND ENVIRONMENTAL IMPACTS**

**A meshing of all three alternatives could achieve (A) the desired preservation of important tree stands and wetlands, and (B) improvement of building efficiencies in Areas C and D.** Some building concentration in Area A (Alternative 1), combined with the replacement of the students apartments and Husky Hall in Areas C and D (Alternative 3) could fit with a smaller building south of Wetland 14 (and a larger building where the Truly house is (both in Alternative 2). There are many other smaller details but I see room for allowing development to occur without sacrificing many of the excellent, valuable open spaces on upper campus.

16

### **MITIGATION MEASURES for WETLANDS, PLANT AND ANIMALS (Section 3.3.3)**

This section contains a number of examples where it is suggested that the only significant impacts to the floodplain wetlands and stream would be through direct construction on or immediately adjacent to that site. This is not correct (I made this point earlier). While building directly on top of the wetlands or immediately adjacent to it would have large effects, any construction uphill from the wetlands will have impacts (some of which have been poorly mitigated in the past). Here are example statements:

17

“No development would occur within the North Creek Stream and Wetland Area.”

“Planned development would be sensitive to areas that are proximate to the North Creek Stream and Wetland Area.”

(A) “Vegetation controls would continue to include an Integrated Pest Management Plan and a revegetation plan that emphasizes the propagation of native vegetation.” This statement should include the Invasive Species management Policy that is being formulated as a part of the Integrated Pest Management Plan:

18

Vegetation controls would continue to include an Integrated Pest Management Plan that includes measures to control and eradicate problematic non-native species and a revegetation plan that emphasizes the propagation of native vegetation.

(B) **Add text in blue:** “As specific projects are defined and sites are selected, the campus would perform an evaluation of existing trees to inform the project design team of trees that are considered significant,

19

in an effort to preserve and maintain these trees to the extent feasible. Documentation of trees removed due to construction activities **and the loss of ecological functions** would be tracked on a campus-wide basis.”

19  
cont.

### **HOUSING / EXISTING BUILDINGS AND ROADWAYS**

I like the building northward of Alternative 3 in general. The use of land space in the current student housing area is not efficient. **The apartments themselves are not energy efficient. Redevelopment would allow improved energy efficiency and the employment of LID approaches. Same for Husky Hall.** I think these attractive elements of Alternative 3 could be combined with buildings in area A to reduce impacts to Wetland 14 and other hillslope wetlands as well as preserving some significant tree stands while moving toward more energy- and footprint-efficient buildings.

20

**Why is there no explicit mention of the use of pervious pavement?** This might be considered to be lumped under LID approaches generically but a list of possible LID applications at appropriate places in the DEIS would give more weight to such things and help that they might not get lost in the future. We are already seeing possible detrimental effects of not using pervious pavement for the new parking lot in SW campus on some mature trees where subsurface water flows have been disrupted. If it is true as stated in the DEIS that “The proposed Campus Master Plan includes guiding principles to create a more sustainable campus environment”, then we should be including some clear language as to some of the approaches this requires. **With all of the impervious surfaces going in under this CMP we should be requiring pervious pavement wherever possible.**

21

### **ENERGY**

I see estimates for the increased needs for electric and natural gas. Why is there no discussion / consideration of **geothermal or solar** in the mix? We should be examining alternative energy sources that are more sustainable wherever possible!

22

### **TRANSPORTATION: BICYCLING**

**The analysis of bicycling infrastructure in its current state suffers from the same lack of checking the reality on the ground** (versus developing things from Google maps).

“Bicycle lanes are provided along Beardslee Boulevard between the I-405 Southbound Ramps and Main Street and east of the I-405 Northbound Ramps.” – This is wrong. The bike lane westbound on Beardslee stops just slightly west of our current north campus entrance. I would not expect someone to check all the bike lanes in the area, but this is just west of our campus entrance!

23

The bike map is not good (even though it may have come from the CoB). Many roads are indicated in blue as “bike lane or shared roadway”. This is a completely unhelpful indicator. Any roadway can be a shared roadway. Some shown this way on the map are fine and some are dangerous in places (I bike all of them). If one is producing a map it should have some grounding in reality and accuracy and should strive to not simply repeat errors that might already be present in presently-existing

materials. Bicycling maps should focus on roadways with actual bike lanes or functional shoulders (or at least designate them separately from shared roads) if you want to encourage more people to cycle. Ground checking these things are not possible but asking one or two people who know the roads can be a quick way to double check such information.

23  
cont.

**Please don't indicate the wetland boardwalk as a bikeway** – it is NOT (and is often slippery and not the best thing for people to cycle on).

**The considerations of bike circulation on campus are inadequate.** There are references to roadways and some general thoughts about reducing transit on Campus Way and how this might benefit bicycling (marginal in my opinion). There is a lack of analysis of bicycling throughout campus on walkways.

**Pedestrian - cyclist conflicts are common on college campuses** (see UW Seattle for a nearby example). Planning ahead of time for how walkways are configured (width, sinuosity, sightlines, and so on) can go a long way to addressing potential conflicts as a campus grows. Trying to address that after the fact is much harder. **Not considering such things now is an opportunity missed.**

24

While there is clear reference to the need to reduce SOV trips to campus, **there is no meaningful analysis of how to facilitate and encourage cycling to help in that regard.** I see little mention of **strategic issues of bike rack numbers, location / cover, locker and shower facilities, and so on.** If you are going to be serious about the role of cycling in reducing SOV trips **more language should be included as to the type of things that must be considered in future facility development on campus.** The DEIS goes to some length to even mention the need to think about more recreational equipment to accommodate more students – why no mention of what it takes to facilitate bike commuting?

25

## **RESPONSE TO LETTER 10**

Gold, Warren

1. The comment regarding management of the North Creek Stream and Wetland Area as an educational and research resource is noted. The UW Bothell and CC campus administration is open to coordinating with the valued faculty and staff regarding operations management of the North Creek Stream and Wetland Area and regarding the development of a Wetlands Master Plan. Please contact UW Bothell and Cascadia College administration to initiate this coordination.
2. The UW Bothell and Cascadia College recognize the valuable understanding and knowledge of campus faculty and staff regarding the campus natural systems. Information on campus natural systems provided by the faculty was utilized extensively in the preparation of Draft EIS Section 3.3 (Wetlands, Plants and Animals).
3. The comment regarding upland areas of campus and natural spaces (floodplain, wetlands, etc.) is noted. The Campus Master Plan has incorporated language that recognizes the connection between the upland areas and natural spaces of campus. Please also refer to Section 3.3 (Wetlands, Plants and Animals) for additional detail.
4. The comment regarding the relationship between campus wetland systems and stormwater generated by impervious surface is noted. As indicated in Section 3.3.3 (Wetlands, Plants and Animals) of the Draft EIS, *stormwater controls would be applied during construction activities and over the long term. These controls and BMPs would control on-site erosion and transport of sediment and pollutants off site, by minimizing disturbance, stabilizing unworked materials, applying vegetative or mulch controls, and implementing other controls to reduce and treat contaminants in drainage water.*
5. The comment regarding location of student housing facilities in proximity to wetlands increasing the potential for human activity in wetland buffer areas is noted. Please refer to Section 3.3 (Wetlands, Plants and Animals) for discussion regarding human activity related to wetland buffers.
6. The comment regarding oil-water separator vaults is noted. The Campus Master Plan has been updated to a discussion on oil-water separator vaults on campus.
7. The comment regarding the existing upland wetlands and the value of those areas is noted. The Campus Master Plan includes a discussion the importance of the wetlands. Alternative 4 – Blended Alternative in this Final EIS also recognizes their importance and includes the retention of the three existing upland wetlands that are identified in Section 3.3 (Wetlands, Plants and Animals).

8. Wetland 14 was initially delineated and evaluated under the 1995 EIS and subsequently evaluated as a wetland depression by Arcadis U.S., Inc. (Arcadis) in their report dated April 13, 2015. By hydrogeomorphic class, wetlands are different and certainly do serve different functions. The landscape, landform and site characteristics contribute greatly to the values and functions of each slope or depressional HGM class wetland.

Depressional wetlands offer many effective forms of pollutant removal and nutrient reduction/sequestering that can protect our water quality. Plants trap sediment and pollutants and depending on the outlet of a depressional wetland unit (no outlet or constricted), cyclical changes in ponding (seasonal hydrology), and contributing drainage to the wetland, the amount of nitrogen transformation (i.e. nutrient reduction) and pollutant removal can vary greatly but do serve a function and value to some degree. For all wetlands, the function and value of it depends on many interrelated ecological processes that are site specific. For example, slope wetlands lack the sequestering capabilities of depressional systems by comparison. However, it is agreed that sloped wetlands do serve unique functions and values compared to other slope systems such as a mowed upland lawn that is sloped.

As indicated in Section 3.3 (Wetlands, Plants and Animals), any potential filling of Wetland 14 (as assumed under Alternative 3) was mitigated as part of the North Creek Stream and Wetland area restoration. Please note that Alternatives 1, 2 and 4 assume the retention of the three upland wetlands.

9. The comment regarding Alternatives 1 and 2 preserving upland wetlands, and Alternative 3 assumed to result in the filling of 0.16 acre of upland wetland area is noted. Please note that Alternative 4 identified for this Final EIS includes elements of Alternatives 1, 2 and 3; Alternative 4 assumes the retention of the upland wetlands.
10. The comment regarding positive elements of Alternative 3, except for the filling of upland wetlands, is noted. Please note that Alternative 4 identified for this Final EIS includes elements of Alternatives 1, 2 and 3; Alternative 4 assumes the retention of the upland wetlands.
11. Additional buildings and campus development would result in more collection and diversion of surface and groundwater. Surface and groundwater diversion in the Uplands will be carefully considered on an individual project and campus-wide basis to protect existing wetlands, trees and vegetation. It is also recognized that additional groundwater will result in addition flow into the Lowlands, which needs to be balanced. This overall drainage strategy will continue to be evaluated as the campus expands and as storm drainage requirements change.

Low impact development (LID) considerations would be reviewed and utilized for stormwater management wherever possible, particularly alternatives and strategies to reduce overall runoff. LID considerations and alternative measures would also be



considered to address overall water quality and to reduce contaminants. Regular maintenance of such facilities is also critical to overall system performance. Salmon Safe Certification was received by the campus in approximately 2008, and has been maintained through present time. The original certification was largely based on the core infrastructure that has been installed, particularly stormwater systems and the overall wetland restoration area. The campus has been highly committed to regular maintenance and has made frequent adjustments to existing facilities (such as bioswales, etc.) as part of the re-certification process. New buildings/facilities that have been added have been designed and constructed to meet Salmon Safe requirements. As the Campus Master Plan develops and as new buildings/facilities are added, Salmon Safe requirements are planned to be met – based on the current program

While the stormwater conveyance system was designed to handle the full build-out of the campus based on the Preliminary 1995 Master Plan, modifications will be required to support new development under the 2017 Master Plan, including stormwater measures to continue recharge and water quality at the existing upland wetlands and North Creek wetland restoration area. For example, runoff from non-pollution generating surfaces would be conveyed to the wetland restoration area as currently configured. Runoff from new pollution generating surfaces (parking, roadways, etc.) would be collected by a system of catch basins and pipes, and conveyed to a new LID stormwater treatment facility prior to releasing to the existing drainage system. Runoff from pollution generating surfaces in association with new buildings would be collected locally and treated and detained (if required) using an approach to fit the expanding campus. Landscaped and natural areas would utilize a combination of catch basins, underdrains, and underground pipes to collect and convey other surface flows to the existing storm drainage system.

12. The comment regarding impact associated with tree clearing is noted. As noted in Section 3.3 (Wetlands and Plants/Animals), campus development under Alternatives 1, 2 and 3 would result in impacts to moderate ecological trees. As indicated in the comment, the Draft EIS identifies mitigation measures to minimize the potential for impacts, including *“evaluation of trees in the area of any individual project to identify measures to preserve and maintain trees and possible”*, and *“replacement of trees removed consistent with City of Bothell requirements.”*

Please note that the Campus Master Plan includes provisions to protect much of the original extents of the upland forest in a contiguous block to provide a rich and natural backdrop and northwest identity to the campus, a buffer to nearby residential areas, and an ecological laboratory for restoring these wooded areas. Alternative 4 identified for this Final EIS reflects these master plan provisions.

13. The comments regarding tree preservation and the attached map of existing trees is noted. The Campus Master Plan included consideration of existing trees and tree preservation. Please refer to response of comment 12 of this letter and Section 3.3 (Wetlands, Plants and Animals) of this Final EIS.

14. The comment regarding the repurposing of trees removed as part of potential development is noted. The Campus Master Plan has been updated to include the consideration of repurposing trees as part of potential development.
15. The comment regarding the trees preservation features of Alternative 3 is noted.
16. The comment regarding a hybrid alternative that combines attributes of the three development alternatives is noted. Consistent with this comment, this Final EIS includes a new Alternative 4 that combines attributes of Alternatives 1, 2 and 3. As indicated in Chapter 2 of this Final EIS, Alternative 4 includes retention of the three identified upland wetlands, provisions for the retention of upland forest areas, and establishment of connections between natural areas of campus.
17. The comment indicating that indirect impacts to wetland systems could occur even without direct wetland fill is noted. As indicated in Section 3.3 (Wetlands, Plants and Animals) *“development under Alternatives 1 – 3 would contribute to the overall amount of impervious surface and stormwater discharge in the area, as well as the overall amount of short-term (construction activity) and long-term (building operations and increased human activity) disturbances to wetlands, plants and animals.”*

Please also refer to responses to comment 8 and 11 of this letter.

18. The suggested wording regarding Integrated Pest management is noted. Please refer to Section 3.3 (Wetlands, Plants and Animals) for the added wording.
19. The wording comments are noted. Please refer to Section 3.3 (Wetlands, Plants and Animals) for the added text.
20. The comment favoring redevelopment of the Husky Hall and Husky Village sites as depicted under Alternative 3 is noted. It is also acknowledged that new buildings on the Husky Hall and Husky Village sites would likely be more energy efficient than the existing buildings in these areas. Please note that Alternative 4 (Blended Alternative) identified in this Final EIS also includes redevelopment of Husky Hall and Husky Village.
21. The comment that LID considerations should be reviewed and utilized for stormwater management wherever possible is noted. However, pervious pavement is not a good LID alternative on much of the Uplands portion of the site. The developable portion of the site consists primarily of dense glacial till material which does not infiltrate well. Once stormwater reaches the glacial till layer it will tend to migrate downward along the slope or saturate the upper layer of topsoil – neither of which is desirable in a fully developed condition. There may be opportunities for pervious pavement in select areas that have underlying soil which can support infiltration, but these areas will be limited. Please note

that the Campus Master Plan includes provisions for the use of pervious pavement as appropriate.

22. The comment regarding renewable energy is noted. The Campus Master Plan identifies that potential buildings could increase renewable energy through the uses of solar arrays. During the specific project design for potential development, the UW Bothell and CC would consider sustainable building practices.
23. The comment regarding bike mapping is noted. The bike map included in the Draft EIS has been updated in this Final EIS (Figure 3.12-2). Primary corridors that could be used for commuting to the campus have undergone additional field review to verify City of Bothell GIS data.
24. The comment regarding bike circulation is noted. Ongoing review and assessment of bicycle circulation on campus will be completed through the development of the Campus Master Plan. The purpose of this Final EIS is to identify off-site impacts of the proposed Campus Master Plan. On-going review of on-campus vehicle and non-motorized circulation issues will be conducted through the standing parking and transportation committee.
25. The comment regarding strategies to increase bike use is noted. A Draft Transportation management Plan (TMP) has been included in this Final EIS. The TMP includes on-campus strategies to encourage bicycle commuting to the campus. This includes enhanced facilities such as strategically located and covered bike racks as well as additional faculty/student/staff accessible showers.



From: [Kelly Snyder](#)  
To: [Julie Blakeslee](#); [Peggy Brown](#)  
Subject: FW: Salmon Safe in Master Plan  
Date: Monday, April 17, 2017 8:26:15 PM

# Kelly Snyder

UW Bothell  
Assistant Vice Chancellor of Government and Community Relations  
425-352-3623 office  
425-941-1839 cell

**From:** David Jackson [mailto:david.w.jackson.jr@gmail.com]  
**Sent:** Monday, April 17, 2017 7:41 PM  
**To:** Kelly Snyder  
**Subject:** Salmon Safe in Master Plan

Hello,

My name is David and I am a student working with campus sustainability for Salmon Safe. I attempted to submit the following as a comment but it was well over the character limit. Thanks.

## Introduction

Salmon Safe is a certification focusing on the preservation and conservation of salmon in Washington streams and rivers. The certification encourages that developed and developing areas follow guidelines concerning surface water runoff and contamination. These guidelines ensure that salmon habitats are safe and healthy for salmon populations. UW Bothell has been Salmon Safe Certified since 2008 and it is an integral component of the campus commitment to sustainable practices. As part of our ongoing re-certification process, it is necessary for us to demonstrate that development of campus is not adversely impacting our salmon population. The proposed changes in the master plan will have profound stormwater runoff impacts that may have unintended consequences on our salmon population. In order for the new campus development to be in accordance with our Salmon Safe certification commitments, it is imperative that the master planning committee and environmental impact state incorporate the following:

### 1. Prime objective

Implement low-impact practices, especially runoff retention (Retention means keeping runoff from flowing off the site on the surface by preventing its generation in the first place capturing it for a water supply purpose, releasing it via infiltration to the soil or evapotranspiration to the atmosphere, or some combination of these mechanisms.) practices, addressing both water quantity and water quality control to the maximum extent technically feasible in redeveloping infrastructure parcels. Provide documentation of how the objective will be achieved. If full achievement of the goal is technically infeasible, assemble documentation demonstrating why it is not and proceed to consider Objective 2A and/or 2B, as appropriate to the site.

### 2. Alternative objectives

Assess if achieving Objective 1 is documented to be technically infeasible.

**2A.** Alternative water quantity control objective when the site discharges to a combined sanitary-storm sewer or a stream—Start with the low-impact practices identified in the assessment pursuant to Objective 1. To the extent that they cannot prevent the generation of stormwater runoff peak flow rates and volumes greater than in the predeveloped condition (A predeveloped condition is the natural state of the site as it typically would be for the area prior to any modification of vegetation or soil.) (As determined through hydrologic modeling of the

previously pre-developed and modified conditions.) implement effective alternative measures to diminish and/or slow the release of runoff to the maximum extent technically feasible, with the minimum objective of complying with the regulatory requirements for water quantity control applying to the location (Specified for discharges to Western Washington streams by the Washington Department of Ecology’s Stormwater Management Manual for Western Washington, Minimum Technical Requirement #7; specified for discharges to combined sewers by the municipal jurisdiction.). If the site is exempt from a standard flow control requirement, the minimum objective shall be reducing the quantity discharged below the amount released in the immediately preceding condition.(As determined through hydrologic modeling of the preceding and modified conditions.)

3  
cont.

**2B.** Alternative water quality control objective when the site discharges to a water body or a separate storm sewer leading to a water body—Start with the low-impact practices identified in the assessment pursuant to Objective 1. To the extent that they cannot prevent the generation of stormwater runoff containing pollutants, implement alternative effective measures to reduce contaminants in stormwater to the maximum extent technically feasible, with the minimum objective of complying with the regulatory requirements for water quality control applying to the location.(In Western Washington, specified by the Washington Department of Ecology’s Stormwater Management Manual for Western Washington, Minimum Technical Requirement #6.)

4

### 3. Plan Elements

The elements of the plan to achieve the Prime or Alterantive objects are detailed below.

#### **3A. Inventory and analysis**

Narrative, mapping, data, and quantitative results that summarize:

(1) site land uses and land covers in the newly developed or redeveloped condition and the preceding condition; (2) results of hydrologic modeling of the undeveloped, preceding and modified conditions, as the basis for pursuing quantity control objectives; and (3) stormwater drainage sub-basins, conveyance routes and locations of receiving stormwater drains and natural water bodies in the modified state.

#### **3B. Low-impact practices**

Low-impact practices are systematic methods intended to reduce the quantity of stormwater runoff produced and improve the quality of the remaining runoff by controlling pollutants at their sources, collecting precipitation and putting it to a beneficial use, and utilizing or mimicking the hydrologic functioning of natural vegetation and soil in designing drainage systems. The following low-impact practices are particularly relevant to infrastructure sites:

##### **3B- 1. Source control practices**

- minimizing pollutant introduction by building materials (especially zinc- and copper-bearing) and activities conducted on the site
- isolating pollutants from contact with rainfall or runoff by segregating, covering, containing, and/or enclosing pollutant-generating materials, wastes and activities
- conserving water to reduce non-stormwater discharges

5

##### **3B -2. Minimizing structure footprints**

Constructing streets, driveways, sidewalks and uncovered parking lot aisles to the minimum widths necessary, provided that public safety and a walkable environment for pedestrians are not compromised.

Harvesting precipitation and putting it to a use such as irrigation, toilet flushing, vehicle or surface washing, or cooling system make-up water.

Constructing low-traffic areas with permeable surfaces, such as porous asphalt, open-graded

Portland cement concrete, coarse granular materials, concrete or plastic unit pavers, and plastic grid systems (Areas particularly suited for permeable surfaces are driveways, walkways and sidewalks, alleys, and overflow or otherwise lightly-used uncovered parking lots not subject to much leaf fall or other deposition.)

Draining runoff from roofs, pavements, other impervious surfaces, and landscaped areas into one or more of the following green stormwater infrastructure (GSI) systems:

- Infiltration basin
- Bioretention area\* (also known as a rain garden)
- Planter box\*, tree pit\* (bioretention areas on a relatively small scale)
- Vegetated swale (Preferably with an open bottom for the fullest infiltration, but with a liner and underdrain if the opportunity for deep infiltration is highly limited or prohibited for some specific reason, e.g., bedrock or seasonal high-water table near the surface, very restrictive soil (e.g., clay, silty clay) that cannot be adequately amended to permit effective infiltration, non-remediable contamination below ground in the percolating water pathway.) \*
- Vegetated filter strip\*
- Infiltration trench
- Roof downspout dispersion system
- Green roof

\* signifies compost-amended soils as needed to maximize soil storage and infiltration

Additional practices especially pertinent to new developed locations are:

- Conserving natural areas including existing trees, other vegetation and soils
- Minimizing soil excavation and compaction and vegetation disturbance
- Maximizing non-hardened drainage conveyances
- Maximizing vegetation in areas that generate and convey runoff

### **3C. Alternatives**

When on-site low-impact practices alone cannot achieve Objectives 2A and/or 2B, implement one or more of the following strategies to meet at least the minimum water quantity and quality control objectives stated above:

For runoff quantity and/or quality control:

- Contribute materially to a neighborhood project using low-impact practices and serving the stormwater control needs of multiple properties in the same receiving water drainage basin, with the contribution commensurate with the shortfall in meeting objectives on the site itself.
- Implement low-impact practices on-site to manage the quantity and quality of stormwater

generated in a location off the infrastructure site but in the same receiving water drainage basin, with the scope of the project commensurate with the shortfall in meeting objectives using practices applied to stormwater generated by the site itself. For runoff quantity control—install a pond, vault or tank to store water for delayed release after storms to help avoid high flows damaging to a stream or combined sewer overflows. While useful for runoff quantity control, passive vaults, tanks and ponds not specifically designed for treatment provide very little water quality benefit. For runoff quality control: install an advanced engineered treatment system suitable for an infrastructure site:

- Treatment pond
  - Treatment wetland
  - Conventional swale
  - Conventional filter strip
  - Basic sand filtration
  - Chitosan-enhanced sand filtration
  - Advanced media filtration coupled with ion exchange and/or carbon adsorption
- (The most effective candidate treatment systems now available are chitosan-enhanced sand filtration and advanced media filtration coupled with ion exchange and/or carbon adsorption.)

5 cont



## RESPONSE TO LETTER 11

Jackson, David

1. The comment related to the UW Bothell/Cascadia College campus being Salmon Safe Certified since 2008, and the need to demonstrate salmon safe practices as part of the re-certification, are noted. The original certification was largely based on the core infrastructure that has been installed, particularly stormwater systems and the overall wetland restoration area. The UW Bothell and CC have been highly committed to regular maintenance and has made frequent adjustments to existing facilities (such as bioswales, etc.) as part of the re-certification process. New buildings/facilities that have been added have been designed and constructed to meet Salmon Safe requirements. There has also been a focus on education to strengthen the understanding of the Salmon Safe Certification and overall sustainability. As the Campus Master Plan develops and as new buildings/facilities are added, Salmon Safe requirements will continue to be met.

Please refer to responses to comments 2, 3, 4 and 5 of this letter and Section 3.3 (Wetlands and Plants and Animals) for additional information regarding campus planning elements intended to maintain or enhance salmon habitat conditions.

2. The comment regarding low-impact practices noted. Flow control requirements will continue to be evaluated as the campus expands, based on current stormwater requirements and drainage code. Much of the campus is currently exempt from flow control, due to the proximity of discharge to North Creek and the Sammamish River, which is exempt from flow control. It has been technically demonstrated that during large storm events it is actually 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. This overall drainage strategy will continue to be evaluated as the campus expands and as storm drainage requirements change.
3. The comment regarding alternative water quality objectives is noted. LID considerations should be reviewed and utilized for stormwater management wherever possible, particularly alternatives and strategies to reduce overall runoff. The UW Bothell and CC are committed to using the current stormwater drainage code for new stormwater infrastructure needed to support the future development of the campus.
4. The comment regarding alternative measures to reduce contaminants is noted. LID considerations and alternative measures should be considered to address overall water quality and to reduce contaminants. Regular maintenance of such facilities is also critical to overall system performance. Opportunities to involve the academic community in the evaluation of alternative measures should also be explored. The UW Bothell and CC are committed to using the current stormwater drainage code for new stormwater infrastructure needed to support the expansion of the campus.

5. The comment regarding stormwater plan elements is noted. Best Management Practices (BMPs) and LID considerations should be reviewed and utilized for stormwater management wherever possible. The UW Bothell and CC are committed to using the current stormwater drainage code for new stormwater infrastructure needed to support the expansion of the campus.

Jannelle W. Loewen  
 10828 NE 183<sup>rd</sup> CT  
 Bothell, WA

Dear UWB, Cascadia Community College

April 10, 2017

Julie Blakeslee, Kelly Snyder, Meagan Walker and others involved,

Let me begin by saying that as an individual living here 30 years in our 30+ year old single family neighborhood, a community that shares a boundary with a the growing UWB campus that plans to expand from the original satellite campus and expand again and then expand again, it is disheartening to say the least. That UWB has changed its mission statement from one that was to “serve the community of Bothell and the Eastside, and WA state”, to “multi-cultural learning and to ensure land use and capital investment decisions to support institutional missions of UWB and CCC.” As much as I am for education and learning, I think the great and good education that is happening between classes (on Environmental/anti-climate change policies and community relationship degrees) between professors and students is quite different than what is happening in the administration side of things. I believe that if we forget our goals we can get confused; what comes out of being confused are conflicted actions. It seems to me that the 1996 mission statement and the 1996 EIS had a lot more wholesome, unifying and meaningful goals than the new one. It was clear and unified and detailed. The new one seems very vague and uses words that are vague. Just like the 18-20 years old student’s desire for sports fields, even taxing themselves for the next 20 years was a pointless goal, as the fields are hardly ever used, and it destroyed wonderful natural habitat, except for the 10,000 crows that roost there in the evenings, so is the huge desire for growth, dorms and continued unending growth in the future confused and misguided. Just because one is in charge and expected to be “doing something in the aim of growth” and does something does make for a focused or useful goal. University and college administrations seem to be more interested in growth, acquiring more money (like out of state and country tuitions) in order to keep the institution alive and kicking or – to make it look like it is alive and kicking - than to keep to the original truly purposeful mission of the institution. Something seems very awry with the whole plan of expansion. Where does it all end? Especially considering the fact the original plans were that this delicate and limited use area was purchased and built for a commuter campus and build out was for a limited FTE of 7,000. NO dorms for sure. Again – the original mission is being ignored. No one can serve confused and conflicted goals and serve them well.

1

That said, I personally feel that even though these confused and shocking plans have tried to be ‘normalized’ through talking and waiting and talking some more, there is still shock, devastation and a feeling of attack on our individual selves and neighborhood. Yes, there is listening and a personable friend (Kelly Snyder) who is a great go-between, a sincerely nice, intelligent and hardworking person, there have been meetings and explanations and pictures and note taking, but the fact IS that there is still NO MUTUAL BENEFIT between us and the UWB and their expansions. Our neighborhood especially, and I think Bothell as a whole loses considerable quality of life and happiness. It IS being taken away

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from our neighborhood, and especially the neighbors who live directly against the boundary between our neighborhood and UWB/Cascadia. Just like all those projects in China that seemed good at the time, climate change and flooding are now coming back to bite them. And in some way, this project too, seems good to you now, but will not be for the greater good in the long run. And if, all our concerns are disregarded the only 'Scenario I semi-approve of is the one with the smallest building footprint just behind 182<sup>nd</sup> CT only. NO large building/Admin building on the upper Truly Uplands.

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cont.

Suddenly I feel it is cruel to live here, we citizens of Bothell (going on 30 years) at 10828 NE 183<sup>rd</sup> CT just behind Mobius Hall, 182<sup>nd</sup> Ct and Circle Dr., and to be told we have to sacrifice great swaths of life, views, 200ft trees, quality of air to breathe, quiet noise levels, personal space and privacy, the ability to enjoy darkness at night and to see the stars, hear birds and see hawks and eagles land in our small forest. My home home might be devalued and many other things that have given us a quality human life that Bothell was known for, are all going away. All these are consecutively being taken taken away – not by 'Acts of God' but by human intervention ("progress and growth".) There is no escape from this dying – and it feels like guilt and a punishment, for nothing that we deserve. And, it is all happening at a pace we can hardly keep up with, try to understand and do something about.

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I am appreciative of a new 2017 EIS being done. However, there seem to be contradictions within the new 2017 EIS and the 1995 edition. Here are a few that I have noticed.

1. New EIS - The 'Uplands Truly parcel, Section 'C' is no longer its own entity, but thrown in with the buildable 'Midlands' where buildings are all allowed. 1996 EIS -, no 'Uplands' were to be built on. In the 1996 EIS, the Uplands trees and under growth were to be restored and enhanced. The UPLAND wetland pond was designated and mapped in the previous 1996 EIS, but since, has been almost totally destroyed, the wetland plants taken out. However, the pond continues to form at least 7 – 9 months of the year. No mention of it in the new EIS and even if it was, it "can be mitigated." Which, to us, is not an option.
2. 2017 EIS - Tree's that must be removed (for projects) would be replaced. How are they going to replace a 200ft fir or cedar tree? The tonnage of water uptake, oxygen producing tree? The quality of view and buffer? It isn't possible!
3. How can a statement of "severe impacts to 'Moderate' stand of forest/trees/thinning – a disruption of water, existing tree stands, wild life... needs further investigation," "considerable disturbance and loss of existing habitat" (3.3-15, 3.3-14, 3.3-17, "more noise/impacts under #3 scenario," be together in the same EIS which states, "NO significant unavoidable adverse impacts to wetland, plants or animals are anticipated" (3.3-4) and in (3.3-16) "the Master Plan' includes goals and objectives to create a MORE sustainable environment and retain existing landscapes and natural features... ? The only way to be truly more feasible is to NOT destroy but to fix and add to it.
4. There are numerous statements (stated at least 35 times) in the 1995 EIS that state the 'Uplands should have all undergrowth and pond not only saved but enhanced. There is nothing of the sort in the new one. It's obvious that NO understory or additional tree planting has been done to the Uplands as a whole. Very illegal! This is almost as bad as the nefarious destruction of the eagle's nest (two) that were already constructed and under construction before the UW project

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was begun. I saw the little yellow airplane that buzzed the eagle couple and drove them away. Then they cut down the tree! Despicable.

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cont.

5. How is it that the huge attack-like impact to the well-being, happiness and quality of life for neighbors isn't a factor in "the severe impacts" as a part of this study? People mindset, psychology and a factor of 'happiness' and their home values don't count?

8

I was interested in the plan that the Transit Person (sorry, I don't have his name) prescribed to me when I asked him about additional noise and pollution impacts that continued use and dramatic increase of buses mean to us in particular, as the closest neighbors to the impact that 500 buses daily; seen, felt, breathed in and heard continuously from our house. He said, "We could replace all your windows with triple pane windows. And we could install a wall and a thick foliage boundary between the buses, turn-around and your home." Wow! Really? I would add that the UWB and Cascadia should also take a few more measures to alleviate our distress: hotel or vacation package disbursement for close neighbors during high construction times and tree felling; counselling, massage and other means of alleviating high stress caused by construction. Again – these would be small compensations. After all - what mutual benefit are we getting out of this arrangement? I would even go so far as to ask that the college and university be forced/be first in line to buy our homes or facilitate the selling of our homes at current asking price if we decide to sell and move away. After all, once these facilities are in place, our home values will probably go down by some degrees.

9

I noticed that in the 2<sup>nd</sup> half of the EIS, there were charts of environmental emissions factors. I saw effects and projection numbers but nothing about the actual effects of pollution on people, cancer and other breathing difficulty effects, human and animal tolerances, psychological effects of noise levels and other pollution; lights, vibrations, night noise, gas leaf blowers noise (why is it that institutions use them every weekend mornings? I HATE them and ask you get rid of all gas leaf blowers! The state of CA has banned them!) and so on. What are the actual effects to people? Are there no studies on the health and happiness factors? Where are they? I want to see them.

10

Overall, I think that growth of the UWB is not a good thing. Overall, it only leads to cruelty, dismembering, destruction, using earth's resources unnecessarily, and more pollution, more traffic and parking woes. More impervious surfaces, less beauty, less livability, less enjoyment of life and less quality of life and less happiness. I don't believe educational institutions today and in the near future, including UWB, serve the people enough, pay people enough, give jobs enough, or truly educate that many more people to get jobs that pay for the years of payback students incur. This is in real life and in the real future of our area and planet to be ethically and legally able to take these destructive measures. I think this plan for growth at this time is uncalled for, and only a misguided plan for institution administrations to continue an institution for its own sake. Continued growth for growth's sake, is just like the misguided 18 year old requests for an unused sports field, and it isn't the correct answer. I don't think we, the neighbors and citizens of Bothell should be making the sacrifices - it should be UWB. I say, Get rid of the unused, crow pooped on sports field and put in what you think you really need right there.

11

We neighbors are to have 'mutual benefit,' according to the 1995 EIS. I don't see that statement in the new one. I am not surprised I didn't see it, as the new focus is all on the goal of financial focus and

12

continuation of the institution and not its original ethical goals. If we were to have some benefit at all, I think any new buildings built below the homes on 183<sup>rd</sup> CT (Marvin Property and Husky Hall rebuild) should have an environmental garden roof which we could look down on as a somewhat park/greenspace. I think that during deconstruction, construction and the noisiest times, neighbors should receive massage coupons, and short-term hotel stays somewhere nice. I propose that when we decide to sell, the current price of a similar home should be met or supplemented by the UW. Just some ideas, and I think I could add to them as projects actually happen. It's hard to know what we neighbors are going to need before, during and after a gigantic project like this and asking us to think it all out and know beforehand is not doable. Not all knowable.

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cont.

I feel badly that I am forced to be in a defensive mode. I hate to attack in any way – as I think that what you give is what you get. I want to love the UW (and CCC) and I do appreciate so much about them. As I have mentioned before, I think education is one of the most important things possible, and I received my degree from UWB in 1994 which I treasure. I am in quite a dither as to how to sort out and alleviate all these problems. My thoughts.

13

Thank you,

Jannelle W. Loewen

## RESPONSE TO LETTER 12

Loewen, Jannelle

1. The comments related to the goals of the UW Bothell and Cascadia College are noted. Section 2.6 of the Draft EIS (and this Final EIS) provides the Mission Statements of the UW Bothell and Cascadia College, and provides objectives of the Campus Master Plan. Two of the six objectives focus on the relationship of campus development with the surrounding community, including the following.
  - **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.
  - **Integration with 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 complement adjacent uses. Connections between the campus and downtown core should be strengthened.

Please note that the total full-time equivalent (FTE) students under the 1996 PUD was 10,000, the same FTE student total under the proposed Campus Master Plan.

2. The comments regarding opposition to campus development in the area of campus immediately adjacent to the residential to the west of campus is noted. The Draft EIS identifies potential impacts under the EIS alternatives to portions of the residential area to the west associated with increased light and noise, and changes to views. Where potential impacts are identified, mitigation measures are provided.

Subsequent to issuance of the Draft EIS, additional analysis on noise and air quality conditions associated with a new parking garage and/or academic building located in proximity to adjacent residential areas is provided in this Final EIS. Please refer to Section 3.2 (Air Quality and Greenhouse Gas) and 3.8 (Environmental Health – Noise) for the additional discussions provided in this Final EIS.

3. Comments regarding the potential for impacts to the residential area to the west of campus are noted. Please see Sections 3.2 (Air Quality and Greenhouse Gas), 3.5 (Environmental Health – Noise), 3.6 (Land Use) and 3.8 (Aesthetics/Views) for discussions

on the potential for impacts and mitigation related to the residential area to the west of campus.

4. The 1996 Campus Master Plan called for buildings to accommodate 10,000 FTE students. Those building would require the removal of trees and wetlands, which is why approximately 24 acres of North Creek and associated wetlands were restored as mitigation. Wetland 14 “the pond” was a part of the wetlands that were to be filled, but was not. The proposed Campus Master Plan would continue to accommodate 10,000 FTE students. Alternative 4, identified subsequent to the issuance of the Draft EIS, would also preserve the upland wetlands, including Wetland 14. See **Appendix D** (Wetland Technical Memorandums) for further details on Wetland 14.
5. The comment regarding impacts to mature trees is noted. As indicated in Section 3.3 (Wetlands, Plants/Animals) of the Draft EIS, management of campus trees requires a campus-wide approach to ensure proper growing conditions relative to daylight, hydrology, and other environmental considerations. Efforts to create a live database of existing trees, with information relative to species, size, condition, and maintenance records are currently being initiated in a partnership between campus grounds personnel working with campus faculty and students. This tool would become instrumental to increase the general knowledge and awareness of the trees on campus, and to identify opportunities to become better stewards of the campus landscape. As specific projects are defined and sites are selected, the campus would perform an evaluation of existing trees to inform the design team of trees that are considered significant, in an effort to preserve and maintain these to the extent feasible. Documentation of trees removed due to construction activities is currently and would continue to be tracked on a campus-wide basis.
6. The comment regarding loss of mature trees is noted. As indicated in Section 3.3.2 (Wetlands, Plants/Animals – Impacts), it is anticipated that construction activities would result in potential impacts to some moderate ecological value trees. Thus, the loss of mature trees on the campus is identified as an impact. However, the replacement trees that would be provided will mature over time and provide a diverse and healthy canopy. The proposed mitigation measures are intended to minimize the level of impact to a less than significant level.

A significant impact is defined by the State Environmental Policy Act (SEPA) as meaning a “reasonably likelihood of more than a moderate adverse impact on environmental quality.”

7. The comment regarding the upland areas is noted. Please refer to the updated Chapter 2 – Project Description of this Final EIS for a description of Alternative 4, which is an alternative that blends attributes from Alternatives 1 – 3, and preserves that existing upland wetlands. Please also refer to Section 3.3 (Wetlands, Plants and Animals) for further details.



8. In November 2016, the University of Washington Bothell and Cascadia College began the formal environmental review process for the *Campus Master Plan*. As lead agency under SEPA, the University of Washington determined that implementation of the *Campus Master Plan* would result in the potential for significant impacts and that an EIS should be prepared. The process was initiated by gathering public and agency input regarding specific topics and issues that should be analyzed as part of this EIS.

On October 31, 2016, the University of Washington issued a Determination of Significance and initiated the scoping process for this EIS. From October 31 through November 29, the University conducted the scoping comment period during which the public, public agencies and tribes were encouraged to provide input regarding the scope of the EIS. During the scoping period, 12 comment letters and emails were received. The University of Washington Bothell and Cascadia College held a public scoping meeting on November 14, during which public input was received.

Based in part on the input received during the scoping period, the scope of the EIS was defined. The following environmental elements were identified for analysis in the EIS.

- *Earth (soils)*
- *Air Quality and Greenhouse Gases*
- *Wetlands/Plants and Animals*
- *Energy*
- *Environmental Health*
- *Land Use/Relationship to Plans & Policies*
- *Population and Housing*
- *Aesthetics/Light & Glare*
- *Recreation and Open Space*
- *Historic and Cultural Resources*
- *Public Services/Utilities/Stormwater*
- *Transportation*
- *Construction*

Thus, the elements of the environment analyzed in the EIS are based on a robust public process and consistent with the provisions of SEPA.

9. The comments regarding noise and air emissions associated with bus movement and idling are noted. Please note that as indicated in Section 3.12 (Transportation) of the Draft EIS, a review of existing conditions indicates that the existing transit center is inadequate to accommodate the current service; therefore, it is anticipated under the No Action Alternatives, without improvements, these facilities would continue to be inadequate and there would be additional buses queuing outside the transit center waiting to access the bus stops. The transit access and circulation, pedestrian accessibility, efficiency, and safety were reviewed for Alternatives 1 through 4. Please refer to the updated Section 3.2 (Air Quality and Greenhouse Gases) and Section 3.5 (Environmental Health – Noise) for additional discussion related to air quality and noise conditions associated with potential parking garage in Development Area C and improved transit center.

The comments regarding additional mitigation measures related to stress are noted.

10. The comment regarding emission and noise is noted. Please refer to Section 3.2 (Air Quality) and Section 3.5 (Environmental Health) for an updated discussion on potential emissions and noise associated with future development under the Campus Master Plan. SEPA does not cover psychological effects.

Regarding leaf blowers, the campus currently conducts blower operations once a week, down from the previous three times a week. The campus did explore the use of various non-gas blowers, but given the size of campus they were found to be not as functional or practical as gas blowers.

11. The comments indicating that growth of the campus is not necessary are noted. Please note that guided by the Mission Statements and Guiding Principles of the UW Bothell and Cascadia College, the proposed Campus Master Plan is also intended to achieve the following development goals over the 20-year planning horizon:

- Accommodate projected increase in the number of students, faculty and staff;
- Meet the academic building space benchmark of 150 gsf per University of Washington Bothell and Cascadia College full-time equivalent (FTE) student;
- Provide opportunities to house between 10 percent and 20 percent of University of Washington Bothell student population (representing 600 beds and 1,200 beds respectively);
- Relocate current off-campus lease uses within 0.25 mile from campus to campus; and,
- Improve multi-modal access to campus from downtown Bothell and beyond, through strategic partnerships.
- Meet the State mandate to provide higher education to the growing number of people in our region and state.

12. The comment regarding community benefit is noted. The Campus Master Plan includes a Guiding Principle for Enhanced Environmental and Human Health and states the following:

“UW Bothell and Cascadia College’s commitment 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, optimization of campus infrastructure, life cycle cost decision-making, 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. 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.

13. Comment noted.



**From:** [Kristel Macalalad](#)  
**To:** [Julie Blakeslee](#)  
**Subject:** UW Bothell Master Plan Comments  
**Date:** Monday, April 17, 2017 10:34:11 PM

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Hello Julie,

My name is Kristel Macalalad and I attended the community meeting pertaining to the UW Bothell Campus Master Plan and Environmental Impact Statement on April 10, 2017. I would greatly appreciate it if you could incorporate my comments into the aggregation of feedback that you and the UW Bothell team are compiling. My partner, Anthony Felder, and I own a house that borders the UW Bothell property line, so this expansion plan is particularly concerning to us.

We purchased our house, [10829 NE 183rd Court, in July](#) of 2017, so we are still relatively new to the area. This is our first home and we were drawn to the house and neighborhood because of how quiet and serene it is, and how the foliage behind our house created a beautiful natural landscape, which we couldn't get in the city of Seattle, from where we had moved. Though this is our first home, we purchased it with the intention of it being our forever home, where we would raise our children. We liked that all of our neighbors were friendly and knew each other, that the house was close to the downtown area, and that it was easily accessible from various arterials. We also liked the fact it was so close to the university and thought bordering the university would be beneficial in retaining property value, being so close to the school but far enough with the greenbelt separating the two properties.

Now, it appears that proposed expansion options would establish either an administration building or parking garage structure that would not only disrupt our quiet environment, but also be a detriment to our property value. At the meeting, I saw the renderings of the three options superimposed behind a picture of our house, and my heart sank. I am in awe that the university could propose plans that would border a neighborhood so closely, without even so much as an arterial or other road separating the campus from a residential area. I am concerned that the parking garage options will bring in so much pollution and emissions wafting right into our yard and home. Additionally, with a multistory parking garage (architect mentioned that it could be built to 65 feet), there would be lighting that would shine right into our house, likely at all hours of the day, and disrupt our sleep and quality of life. The constant noise produced from the starting of engines and driving of vehicles would be another issue that eliminates the primary reason we chose to live in the area, which was because it was quiet and peaceful.

We are also concerned about the proposed administration building, because it would cause much of the same problems as a parking garage, especially if it incorporated parking elements. An administration building would have a lot of foot traffic, essentially right beyond our house. The architect mentioned a 30-45 foot setback from the building, but heaving measured that distance, it is still in very close proximity to our home. The constant noise from students, lights from the building, and overall idea that it would look down into our house and that we would be looking into a building or parking structure when we go outside to enjoy our backyard is a disheartening feeling.

While we understand that the university desires to expand to accommodate its growing enrollment, we also do not feel that the university is aligned with the overall UW goal of

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limiting single occupancy vehicles. Having read the UW Seattle's transportation briefing for their Campus Master Plan and EIS, the UW Seattle's goal is to minimize vehicle trips by limiting parking capacity on campus. Statistics in this presentation show the campus as having a 65% utilization rate in 2015, which compares much better than the 85%-90% utilization rate that one of the UW Bothell representatives mentioned at the April meeting. Additionally, the UW Seattle reported a parking ratio of 0.17 parking spaces per student. The UW Bothell Master Plan showed a baseline scenario with the existing student base and no change in parking spaces equating to a 0.32 parking ratio per student. In all of the proposed options for the UW Bothell's expansion, the parking ratio would range [from 0.37](#) to 0.60 parking spaces per student, which is far more than UW Seattle's campus. Additionally, Title 478 of the Washington Administration Code for UW states that the objectives of the UW transportation code are to allocate limited parking space in order to promote its most efficient use and to encourage travel to campus by means other than SOVs (single occupant vehicles). I think UW Bothell should look to their main campus and adopt the same transportation goals.

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Finally, I am very concerned about the construction process that will ensue if these expansion plans get approved. I often work from home and this would be a very disruptive to my work and personal life. My home will no longer be the oasis it is now. With an 8-10 year timeframe, as stipulated in the Master Plan documents, you can see how this expansion plan would directly negatively affect all facets of our lives.

4

In conclusion, I plead you to re-evaluate expansion options that do not border the neighborhood, so that the area can preserve the natural landscape and we can continue fostering good community relations that exist today.

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Thank you,

Kristel Macalalad

Sent from my iPhone

## **RESPONSE TO LETTER 13**

Macalalad, Kristel

1. The comments related to the residential neighborhood to the west of campus are noted.

Based on comments received on the Draft EIS regarding noise associated with a potential parking garage in Development Area C, a quantitative analysis of noise (including sound measurements and noise modeling) was prepared for this Final EIS. Please refer to Section 3.5 (Environmental Health – Noise) for the updated discussion regarding noise.

Please note that there have been plans for continued development on campus since it was established as a joint UW Bothell and CC campus and development decisions are based on many factors (i.e., academic needs, state funding, environmental considerations, cost of construction, etc.).

2. The comment regarding noise associated with an academic building in Development Area C is noted. Please refer to Section 3.5 (Environmental Health – Noise) for an updated discussion regarding noise associated with an academic building in Development Area C.
3. Comment noted. The Final EIS includes a Transportation Management Plan which identifies future SOV goals for the campus as well as list of potential strategies that could be utilized to existing SOV percentages.
4. The comment related to noise and air quality emissions during the construction process is noted. The environmental analysis provided in the Draft EIS addresses conditions associated with construction and operations under the Campus Master Plan. Please refer to Section 3.2 (Air Quality and Greenhouse Gases) and Section 3.5 (Environmental Health – Noise) for mitigation measures to address construction related impacts.
5. The comment regarding need for options that do not include development adjacent to the residential neighborhood is noted. The campus will continue to provide a 30-foot wide landscaped buffer adjacent to the off-campus single family and multifamily residential neighborhoods to the west of campus.





**From:** [David M. Moehring](#)  
**To:** [Julie Blakeslee](#)  
**Subject:** Campus Master Plan Draft Environmental Impact Statement - notice of availability  
**Date:** Sunday, March 19, 2017 12:24:55 PM  
**Attachments:** [ResSite MasterPlan.pdf](#)

Thank you for the opportunity to comment on the Master Plan EIS.

1. See below regarding the reuse of the Husky Village area for new housing while being able to maintain and not reduce the number of on campus beds in the process. All alternatives should consider 1000-1200 beds as the number of campus housing correlates to out-of-state campus tuition revenues. The number of beds should be no less than 12%-15% of the master plan student FTE of 10,000 (including affordable private housing within walking distance).

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2. The summary of existing trees should not just consider the 525 specific trees that are significant, but it should also consider groves of trees that are significant. For example, you may find a grove of 10 trees where only 2 are considered significant, the other 8 may be small or not as healthy. However, if it is determined that the 8 insignificant trees are to be removed, the health of the 2 remaining trees may be jeopardized. Also, consider how many of these 525 are within the 70 acres of wetlands.

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3. Tree-replacement plan: The campus may wish to seek a pre-planting option with the City so that trees that are planted in 2018 and are protected to remain may be counted as a replacement in future trees to be removed. The Master Plan should indicate areas of protected trees to remain over the long-term. These are the areas in which new trees may also be added. The advantage is that the green canopy of the campus will be better preserved with trees that had time to mature. New construction with several 3" to 4" trees leave a "bald spot" on a campus that is differentiated by its current profile of mature trees.

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**From:** David M. Moehring  
**Sent:** Friday, March 17, 2017 12:34 PM  
**To:** 'Kelly Snyder'  
**Cc:** Amy Van Dyke  
**Subject:** Campus Master Plan Draft Environmental Impact Statement - notice of availability  
Hi Kelly-

This campus Master Plan looks like a tremendous effort and has really evolved to produce three distinctive master planning options – each having their own merits!

I was hoping to pass by with you a student housing idea that may have originated with Spectrum Development Solutions in November 2014 with their Housing Planning Study. The idea to reconsider is to locate the new residence halls at the existing Husky Village site in phases without losing any of the existing bed-count at Husky Village. I would guess that many promote the idea of new residences along Beardslee Crossing with ground floor retail and Beardslee Crossing / UW Seattle style housing above.

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The attached 5 page pdf (and Power Point file) was unofficially prepared about 1 year ago to test this idea when the development reserve site at 110<sup>th</sup> was under community re-consideration. Unlike Spectrum’s approach, this attached scenario did not require demolishing any of the existing Husky

Village buildings while building a 200-bed+ new dorm within the residence parking lot (across from Husky Hall along NE 185<sup>th</sup>.)

In essence, one approach would be something like this:

- Phase 1A (slide 1) – possibly remove building 9\*\* Community Center and build a new 200-bed+ dorm in south parking lot of Husky Village; move occupants of Oak and Pine into new dorm when complete.
- Phase 1B (slide 2) – demo Southeast buildings 5 Oak and 6 Pine; then construct a new dining hall with 250-bed+ dorm as An addition to the new Phase 1A dorm (totaling 500 new beds plus the existing beds in Husky Village’s Aspen, Cottonwood, Dogwood, Hawthorn, Spruce, and Willow buildings.)
- Phase 2A (slide 3) – demo north buildings 4 Hawthorn, 3 Dogwood and 2 Cottonwood; add second new 200-bed+ dorm; move former occupants from 1 Aspen into Phase 2A, as well as take on additional new residents.
- Phase 2B (slide 4) – demo northeast building 1 Aspen; add new 250-bed+ dorm as addition to Phase 2A dorm; (totaling about 1000 new beds plus the existing beds in Husky Village’s ADA-remodeled Spruce and Willow buildings).
- Completion (slide 5) – option to demo Spruce and Willow buildings at the end of their useful life and provide exterior campus life grounds and surface parking and landscape.

I hope this idea helps create a win-win opportunity for future campus housing!



**David Moehring, AIA NCARB**

Senior Capital Planner

Physical Planning & Space Management

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Box 358535

Direct: 2.5143

Email: [dmoehrin@uw.edu](mailto:dmoehrin@uw.edu)

\*\* campus map for Husky Village at <https://www.uwb.edu/getattachment/6467bd5a-7308-45c4-b509-d5ae118f1648/campus-map-winter.pdf>

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**From:** nball [<mailto:nball-bounces@mailman12.u.washington.edu>] **On Behalf Of** Kelly Snyder

**Sent:** Friday, March 17, 2017 10:38 AM

**To:** [nball@uw.edu](mailto:nball@uw.edu); 'asuwbteam@uw.edu' <[asuwbteam@uw.edu](mailto:asuwbteam@uw.edu)>; Linda Watts <[lswatts@uw.edu](mailto:lswatts@uw.edu)>; Casey Mann <[cemann@uw.edu](mailto:cemann@uw.edu)>

**Cc:** 'Walker, Meagan' <[mwalker@cascadia.edu](mailto:mwalker@cascadia.edu)>; Rachel Brinn <[mbrinn@uw.edu](mailto:mbrinn@uw.edu)>

**Subject:** [Nball] Campus Master Plan Draft Environmental Impact Statement - notice of availability

Dear Campus Community,

The UW Bothell and Cascadia College Campus Mater Plan will guide development, building on the 2010 (rev 2011) Campus Master Plan and extending the continuity of planning development over the 20 years. The Campus Master Plan will include guidelines and policies for new development on the campus. As part of the campus master plan process a draft environmental impact statement (draft EIS) has been prepared. The draft EIS is intended to foresee, assess, and outline mitigation measures for the direct, indirect and cumulative impacts of development. The anticipated outcome of the planning process is to maximize the positive impacts and minimize adverse impacts upon the City, communities surrounding

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cont.

the campus and promote the health and vitality of the residential, business and academic communities. The official notice is attached.

The 30 day comment period for the draft EIS opens today with a deadline of April 17, 2017. Comments will be taken at a meeting to be held on April 10, 2017 at the North Creek Events Center, 4 – 7 pm. If you cannot attend the meeting to provide your comments, you can e-mail your comments to [jblakesl@uw.edu](mailto:jblakesl@uw.edu) or mail them to:

Julie Blakeslee, Environmental and Land Use Planner  
University of Washington  
Capital Planning & Development  
Box 352205  
Seattle, WA 98195-2205

The [draft EIS](#) and [appendices](#) are available online. The three development scenario alternative are available [here](#).

## Kelly Snyder

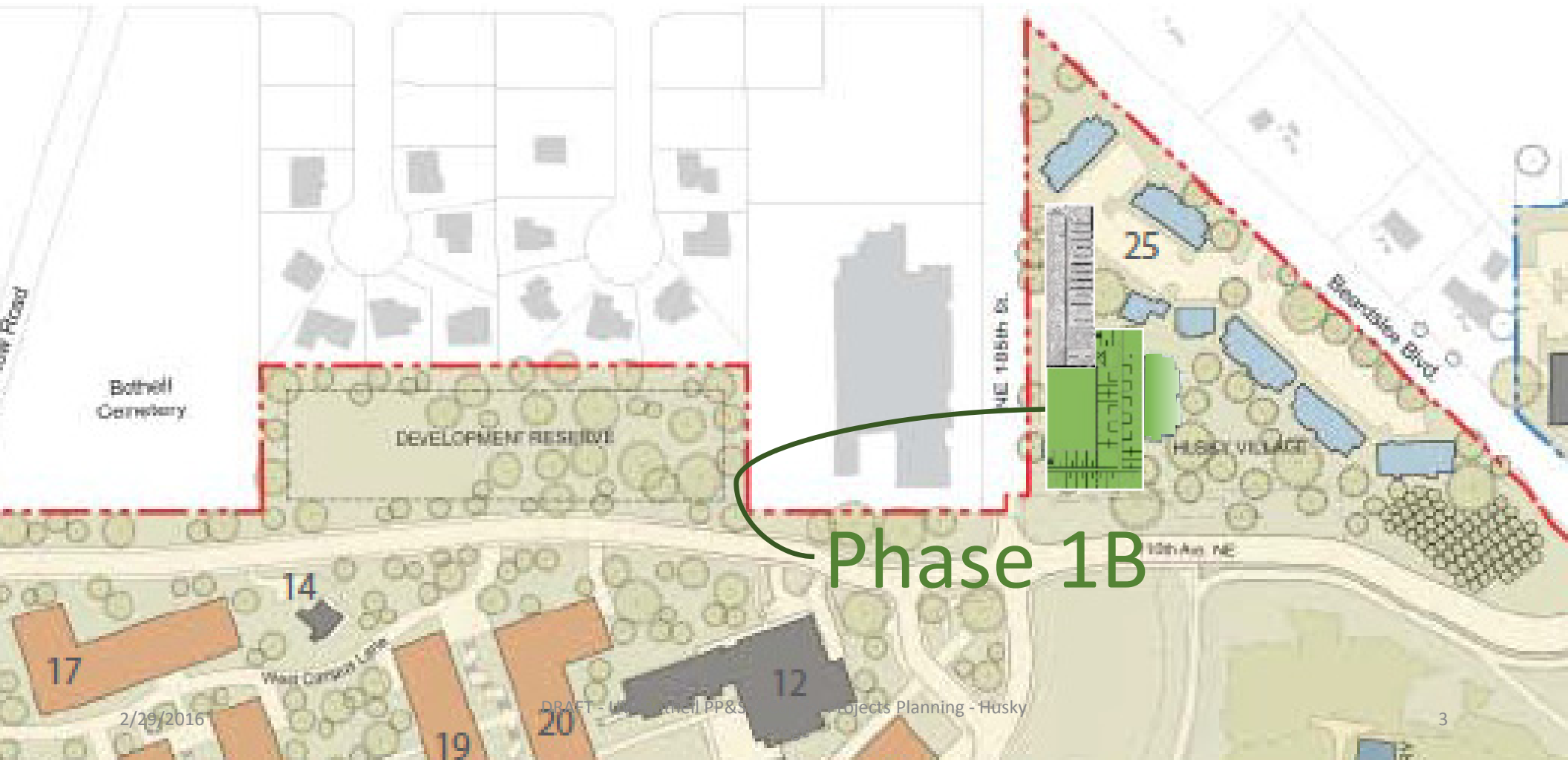
UW Bothell  
Assistant Vice Chancellor of Government and Community Relations  
425-352-3623 office  
425-941-1839 cell

# Phase 1A



2/29/2016

DRAFT - Husky Village PP&S - Projects Planning - Husky



Phase 1B

2/29/2016

DRAFT - Husky Village PP&S - Projects Planning - Husky



# Phase 2A

2/29/2016

DRAFT - Bothell PP&S - Projects Planning - Husky



Phase 2B

2/29/2016

DRAFT - Bothell PP&S - Projects Planning - Husky

5

1000 Beds



2/29/2016

DRAFT - Bothell PP&S - Projects Planning - Husky



## RESPONSE TO LETTER 14

Moehring, David

1. The comments related to reuse of Husky Village area for housing while maintaining 1,000 to 1,200 student beds is noted. As indicated in Chapter 2 of the Draft EIS (and this Final EIS), one goal of the Campus Master Plan is to provide opportunities to house between 10% and 20% of the UW Bothell student population (representing 600 beds and 1,200 beds respectively). The EIS Alternatives analyze both 600 bed (Alternatives 2 and 3) and 1,200 bed (Alternative 1) scenarios. Please note that Alternative 4, which combines attributes of Alternatives 1, 2 and 3, assumes 1,200 student beds.
2. The comment regarding existing trees and the consideration of existing groves of trees is noted. As noted in Section 3.3 (Wetland, Plants and Animals) of the Draft EIS and this Final EIS, existing trees are described by development area, including notable clusters or groves of trees, and an ecological value rating is given to each development area based on the types of tree species, size, condition, location and tree stand structures.

As noted in Section 3.3 (Wetlands, Plants and Animals) the impacts discussion, efforts to create a live database of existing trees, with information relative to species, size, condition, and maintenance records are currently being initiated in a partnership between campus grounds personnel working with campus faculty and students. This tool would become instrumental to increase the general knowledge and awareness of the trees on campus, and to identify opportunities to become better stewards of the campus landscape. As specific projects are defined and sites are selected, the campus would perform an evaluation of existing trees to inform the design team of trees that are considered significant, in an effort to preserve and maintain these to the extent feasible.

3. The comment regarding the use of a pre-planting option as part of a tree replacement plan is noted.
4. The comment regarding phasing of potential new student housing development on the existing Husky Village site is noted. Please note that EIS Alternatives 1 and 2 assume continued use of Husky Village for student Housing, and Alternatives 3 and 4 assume redevelopment of the Husky Village site for campus use, including student housing.



Julie Blakeslee

Box 3522205  
Seattle, Wa 98195


Dear Julie,

I was really amused by your public notice and your careful attention to environmental issues. This document will accomplish what you want it to do, assure the environmentalist you indoctrinate yearly at your university of your green intentions.

However some of us know the real truth. That land used to be owned by a farmer when my wife and I were growing up, and he tried for years to develop his land. The government refused to let him do it. So that allowed you thieves to not only steal the valueless property and then legally finagle a way to do exactly what the private citizen wasn't permitted to do.

Social justice, what as croc, only for those government elites who have the power to decide the fate of others. You won't understand this next statement because of our mental disorder cognitive dissonance but here it goes anyway. You are creating a world your children and grandchildren will not want to live in. A government and elitist controlled socialist utopia, that has never worked since the dawn of civilization. Since real history is not written or reported you probably don't understand that either. I could be wrong but I highly doubt it.

Sincerely,

  
Ron

## **RESPONSE TO LETTER 15**

Ron

1. The comments regarding the development history of the site and campus is noted.

Dear Julie, here are my comments. Please let me know if you need any clarifications. I entered them online but the system was acting up so I am not sure that you received all of them.

1. Item 2.7 on page 2-17 states:

the western portions of Development Area A adjacent to single family residences along Valley View Road and Circle Drive would contain 45-foot to 60-foot wide building setbacks (including a 30-foot wide landscape buffer), and the western portion of Development Area C adjacent to offcampus residences on NE 182nd Court and NE 183rd Court would contain a 45-foot wide building setback (including a 30-foot wide landscape buffer).

The western edge of the campus is a transition zone for the single family residences all along that border. This zone must have transition specifications for transition from tall campus buildings (65 feet) to 2 story residential buildings. A next door neighbor is an environment for any building. The single family residences are a part of the UWB environment. The UWB buildings impact the life of these residences with air, noise, and light pollution, loss of privacy, loss of property value, loss of security and other factors. The draft EIS fails to evaluate any of these factors in a quantifiable way or even mention some for the neighboring residences.

Why is the setback from single family residences in area C 45 and not 60 feet like in area A? The setbacks next to single family homes must be universal and the building heights must be for maximum 3 stories. In the Bothell Municipal Code, downtown transition districts (DT) which abut single family residential neighborhoods have setbacks of 60 feet including the street width and building heights of 35 feet.

2. item 3.3.1 under Wetlands on page 3.3-2 states, also repeated on page 3.6-26: Given the lack of hydrologic connection to the North Creek riverine ecosystem and the mitigation efforts associated with previous permitting, it was determined that impacts to Wetland 14 (pond in the middle of area C ?) were accounted for under the original review for the development of the campus and that future development of the reserve parcel will not adversely affect adjacent wetlands areas, water quality, or fish and wildlife habitat.

How about effects on human habitat? As we hopefully all know, water does not stop just because the land has been filled in. It goes around that fill to wherever it can. So depending on the land below, which I assume no one has looked at, the water from this wetland may go under some of the adjacent houses and end up in their crawl spaces. The houses that are not higher on a hill may start flooding underneath with all the possible side effects of that.

One thing not mentioned in this section regarding wetlands in area C is the fact that there is another wetland in area C right at the southern border with the cemetery.

There is a ditch there but the water draining from the cemetery hill fills the ditch and floods out to about 30 feet of this southern border in the rainy season. This ditch was cleaned out (only the eastern half of it next to 110th Ave NE) in late 2016 so that it would drain into the culvert on 110th Ave NE (right at the end of the south eastern fence of the corporation yard). The water refuses to flow uphill. It drains a bit better now but not by much.

We live at the south west corner of area C. We have a sump pump under our house, right in that corner, that works almost non-stop in the rainy season. We think the drainage caused by the regrading of the corp yard and from the cemetery ends up under our house because it can not flow through the ditch to the campus culvert. If southern half of area C is filled for construction, what accommodation will be made for the drainage from the cemetery hill so that we don't float away? This impact is not mentioned in the EIS at all. Yes, the wetlands might have been mitigated for in the original development documents but the entire area C needs a new analysis as to the wetlands and the effects of putting impervious surfaces on top of them. The EIS must do this.

Where can I get a copy of the document that explains the mitigation plans of the original development with regard to wetland 14 and area C (development reserve parcel)?

3. Existing noise conditions page 3.5-4 states:

The noise environment to the west of campus is characterized by the residential neighborhoods and generally reflect lower noise levels than the other areas surrounding the UW Bothell/CC campus.

The EIS fails to take into consideration the fact that every tree that is cut down allows more noise to get through the campus and the adjacent neighborhood. Yes, urbanization adds a lot of noise but there will be additional noise pollution for the residential neighbors which is not considered "significant" by the EIS. The mitigation measures mentioned on 3.5-11 focus on the construction phase of a building and not the noise level after the building is occupied. For example, there is no measures for the noise level of a multi-story parking structure and there should be one.

4. Land Use page 3.6-5 states:

Vegetation and trees that are located along the western boundary of existing maintenance storage area and provide a buffer and partial visual screen between the existing campus use and the adjacent off-campus residential uses to the west.

The EIS does not mention that the height of the vegetation on the western boundary of storage area is a visual barrier for only a one story structure since this vegetation was planted in the fall of 2016, 18 years late, and needs time to grow to be a real visual barrier. It is definitely a PARTIAL screen. The PUD requires the vegetation barrier to be dense and tall to protect the neighboring residential area.

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cont.

5. Viewpoints page 3.8-20 states:

Viewpoint F – 108th Avenue NE/NE 182nd Court (looking east) From Viewpoint F, which depicts a view from the adjacent residential neighborhood east toward campus, the existing view includes the off-campus residential neighborhood along NE 182nd Court. The existing campus is located in the background from this location but the view of the campus is generally limited to existing mature trees and vegetation that are located along the western campus boundary, with the visual character reflecting a single family residential neighborhood (see Figure 3.8-7 for a photo of the existing view from Viewpoint F).

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The environmental impact should be studied from the point of view of residents of the houses adjacent to the campus property line, from inside their living rooms and on their property, not just from the end of the street. The view of the campus is not limited to the mature trees and vegetation from inside these houses. The view is predominantly of the Corp Yard, Discovery building, the Truly house, and CC3 building. There is also a lot of light pollution from these buildings at night. Attached is a realistic rendering of how a 4 story structure would appear from street end (182nd Court).

6. Significant unavoidable adverse impact 3.8.4, page 3.8-34 states:

The aesthetic/visual changes that would result under Alternatives 1 – 3 could be perceived by some to be significant; however, perception regarding such changes would ultimately be based on the subjective opinion of the viewer.

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Aesthetic/visual criteria may be subjective but there are some juxtapositions of buildings that are commonly understood to not be acceptable in residential neighborhoods such as: a 4 to 6 story large parking structure next to a two story single residence home or any monolithic structure that threatens the integrity of a single family residential neighborhood.

7. Air Quality - Operations page 1-22:

Mitigation measures for greenhouse gas emissions are listed here. In addition to the transportation management plan, there needs to be a plan for dissipation of GHG from parking structures. The PUD states that parking structures be at the north and south end of the campus. The 2 existing parking structures have 3 sides open to the outdoors without buildings or many trees close to them and the 4th side is on a street so it can be assumed that the GHG is dispersed well. The GHG

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emissions from a parking structure in the middle of the campus on the development reserve parcel as displayed in scenario 1 and scenario 3 needs to be studied. This structure will not be as open to the outdoors and the pollution from it will drift to the residential area especially in times of thermal inversion.

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cont.

Thank you, Parvin Pemberton





## **RESPONSE TO LETTER 16**

### **Pemberton, Parvin**

1. The Campus Master Plan and associated Development Regulations would maintain the setback, buffer and height limitations that are currently in place for western edge of the Campus District adjacent to single and multifamily neighborhoods. An analysis of potential impacts from air, noise and light pollution is included in the Draft EIS and this Final EIS (Section 3.2 – Air Quality, Section 3.5 – Environmental Health and Section 3.8 – Aesthetics). Subsequent to the issuance of the Draft EIS, the UW Bothell and CC developed Alternative 4 which represents a blend of development features from Alternatives 1 – 3. Under Alternative 4, a 25-foot wide building setback would be provided along the western boundary of Development Areas A, B and C adjacent to off-campus single family and multifamily residential uses; for each additional foot of building height over 35 feet in Development Areas A and C, the building setback would increase an additional 3 feet. A 30-foot wide landscape buffer would also be provided along the western boundary of Development Area A and the majority of the western and southern boundary of Development Area C
  
2. The comment regarding wetlands and stormwater associated with new development is noted. Subsequent to the issuance of the Draft EIS, the UW Bothell and CC developed a blended alternative (Alternative 4 in this Final EIS) that incorporates features from each of the alternatives analyzed in the Draft EIS (Alternatives 1 – 3), including the retention of the existing wetlands that are west of 110<sup>th</sup> Ave NE. Potential development under the Campus Master Plan would be required to comply with the City of Bothell Surface Water Design Manual (included as part of the City of Bothell Design and Construction Standards and Specifications) to minimize stormwater impacts from potential development. Please refer to Section 3.11 (Public Services and Utilities) for an updated discussion on stormwater.

As noted in the Draft EIS, “site specific geotechnical recommendations would be provided for individual projects and in the event that groundwater issues are identified on specific project sites, measures would be implemented as part of code compliance, based on the specific conditions at the individual sites.” Thus, addressing the effects of groundwater before construction is required by Federal, State, and Local code, regulations, and/or requirements. By converting areas to paved impervious conditions, it is agreed that this could potentially reduce the amount of precipitation available for natural recharge of groundwater (added groundwater) or evapotranspiration (plant water removal) and/or uptake. However, the stormwater system for the campus is intended, in part, to maintain recharge to the upland wetlands. Downstream impacts to Wetland 14 were evaluated by the jurisdictional authority during the permitting process under the Clean Water Act (federal law) for initial campus development. Please also refer to Response to Letter 10 (Gold, Warren), comments 8 and 11.

3. The comments regarding a wetland on the cemetery property and the potential for drainage impacts to adjacent properties due to campus development is noted. The establishment of new buildings and other campus development would result in more impervious surfaces and the resulting collection and diversion of surface and groundwater. Surface and groundwater diversion in the Uplands will be carefully considered on an individual project and campus-wide basis to protect adjacent uses. Please also refer to response to comment 2 of this letter.

City of Bothell and campus staff are evaluating the existing drainage on the city's cemetery property and campus property currently used for the corp yard, and recommendations to address identified issues will be made.

4. Wetland 14 was initially delineated and evaluated under the 1995 EIS and subsequently evaluated as a wetland depression by Arcadis U.S., Inc. (Arcadis) in their report dated April 13, 2015. According to the Department of the Army Corps of Engineers, Permit #95-4-01737 filling was permitted. "Place fill into 4.62 acres of wetlands and 1.63 acres of other waters of the U.S. for campus development; and excavate, grade, and fill 13.55 acres of wetlands and 4.97 acres of other waters of the U.S. for proposed mitigation that would result in creation and enhancement of 58 acres of wetland and riparian area in accordance with the plans and drawings attached hereto which are incorporated in and made a part of this permit."
5. The comments related to noise associated with construction and operations under the Campus Master Plan, including noise associated with a parking garage are noted. Based on comments received on the Draft EIS, additional noise analysis has been conducted and included in this Final EIS. Please refer to Section 3.5 (Environmental Health – Noise) for detail.
6. The comments regarding the existing vegetated buffer along the western boundary of the storage area is noted. As indicated in Section 3.8 (Aesthetics) of the Draft EIS (and this Final EIS), depending on the alternative, views from portions of the residential neighborhood to the west of campus would change to reflect a portion of campus development in Development Area C, and would change the visual character of the area to reflect campus development. Section 3.8.3 (Aesthetics – Mitigation) of the Draft EIS provides measures intended to minimize the potential for visual impacts, including provision of building setbacks including landscaped buffers. Please note that new visual simulations reflecting views from the residential neighborhood to the west have been provided for the new Alternative 4 analyzed in this Final EIS.
7. The comment indicating that the view of simulated campus buildings being greater at locations closer to the campus and light from existing buildings are noted. Light would be generated by new buildings located on the campus, including light associated with

security lighting, as well as interior lighting visible from windows. New buildings in Development Areas C and A would have the greatest potential to generate light visible from surrounding residential areas. All outdoor lighting would contain shields and/or focused downward to limit the potential for outdoor lighting to be cast to off-campus areas. Interior lighting would generally be on movement sensors to limit interior lighting at night during non-class or non-office hours. Please also refer to response to comment 6 of this letter.

8. The comment regarding large campus buildings impacting neighborhood integrity is noted. As indicated in Section 3.8 (Aesthetics) of the Draft EIS (and this Final EIS), depending on the alternative, views from portions of the residential neighborhood to the west of campus would change to reflect a portion of campus development in Development Area C, and would change the visual character of the area to reflect campus development. Section 3.8.3 (Aesthetics – Mitigation) of the Draft EIS provides measures intended to minimize the potential for visual impacts, including provision of building setbacks and landscaped buffers. Please note that new visual simulations reflecting views from the residential neighborhood to the west have been provided for the new Alternative 4 analyzed in this Final EIS.
9. The comment regarding air quality emissions associated with a parking garage in Development Area C is noted. Please refer to Section 3.2 (Air Quality and Greenhouse Gases) of this Final EIS for updated discussion regarding air quality conditions associated with operations of a parking garage in Development Area C.

**From:** [pembos@comcaast.net](mailto:pembos@comcaast.net)  
**To:** [Govt Community Relations](#)  
**Subject:** Send us your comments  
**Date:** Sunday, April 16, 2017 11:03:39 AM

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MasterPlanContactFormID: 56

Form inserted: 4/16/2017 10:58:12 AM

Form updated: 4/16/2017 10:58:12 AM

Your Name: stephen pemberton

Your Email: [pembos@comcaast.net](mailto:pembos@comcaast.net)

Your Message: regarding setbacks and height restrictions: bothell single family residential areas (SFR) are buffered from the downtown core district by transitional zoning. Building height and setback restriction, protecting SFR, are 35 feet height and de facto 60 feet, including street, width. Part of this is what is suggested in alternative C. Along with a landscape buffer this should be the minimum requirements in order to insure (see 1.3 guiding principles)"development along the edges of the campus should complement the adjacent uses."

1

Security Question:: True

**From:** [pembos@comcaast.net](mailto:pembos@comcaast.net)  
**To:** [Govt Community Relations](#)  
**Subject:** Send us your comments  
**Date:** Sunday, April 16, 2017 11:12:48 AM

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MasterPlanContactFormID: 57

Form inserted: 4/16/2017 11:07:43 AM

Form updated: 4/16/2017 11:07:43 AM

Your Name: stephen pemberton

Your Email: [pembos@comcaast.net](mailto:pembos@comcaast.net)

Your Message: as to parking garages: PUD(1999) states (conditional uses 6.a,b.c) specific mitigations for parking structures adjacent to single family residences (SFR). They are to include and are not limited to adjusting elevation of parking garage and/or physical plant to reduce impact on adjacent residences. The hearing examiner recommended for the south parking garage 50 feet set back and building not to exceed 2 stories. Also plans for controlling and monitoring noise and emissions were required. The EIS has not addressed these areas at all.

2

Security Question:: True

**From:** [pembos@comcaast.net](mailto:pembos@comcaast.net)  
**To:** [Govt Community Relations](#)  
**Subject:** Send us your comments  
**Date:** Sunday, April 16, 2017 11:22:45 AM

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MasterPlanContactFormID: 58

Form inserted: 4/16/2017 11:19:54 AM

Form updated: 4/16/2017 11:19:54 AM

Your Name: stephen pemberton

Your Email: [pembos@comcaast.net](mailto:pembos@comcaast.net)

Your Message: Your governing PUD (0004-95) limits the square footage of college buildings to 1,143,000 sq. ft. 3 of the proposals considerably exceed this, contravening the PUD. As we have been told that the PUD is and will remain in effect, how do you reconcile the differences, as this would increase intensity and density not currently allowed?

3

Security Question:: True

## **RESPONSE TO LETTER 17**

Pemberton, Stephen

1. Subsequent to the issuance of the Draft EIS, the UW Bothell and CC developed Alternative 4 which represents a blend of development features from Alternatives 1 – 3. Under Alternative 4 and consistent with existing City codes, a 25-foot wide building setback would be provided along the western boundary of Development Areas A, B and C adjacent to off-campus single family and multifamily residential uses; for each additional foot of building height over 35 feet in Development Areas A and C, the building setback would increase an additional 3 feet. A 30-foot wide landscape buffer would also be provided along the western boundary of Development Area A and the majority of the western and southern boundary of Development Area C.
2. As described above, this Final EIS provides an analysis of Alternative 4 which represents a blend of development features from Alternatives 1 – 3 and assumes the development of a smaller parking garage within Development Area C than under Alternatives 1 and 3 that would be approximately 35 feet in height. An updated analysis of potential air quality and noise impacts is also provided in Section 3.2 (Air Quality) and Section 3.5 (Environmental Health), respectively.
3. The original campus PUD planned for development on 127 acres. Subsequently, UW Bothell purchased property known as Husky Village and two Marvin properties and leased the property known as Husky Hall. These properties are currently underdeveloped or vacant. The addition of the purchased and leased property increased the campus district to a total of 136 acres. During the campus master planning process, the UW Bothell and Cascadia College conducted a facilities benchmarking analysis. The campus currently has 93 GSF per student, which is significantly below the institutional goal of 150 GSF per student FTE based on benchmarks of peer institutions. The campus master plan development allowance incorporates the assessed needs to accommodate 10,000 on-campus student FTE, consistent with the original enrollment targets established by the state legislature. Using the combined planning target of 150 GSF/FTE for UW Bothell and Cascadia College facility's needs, the Development Allowance (GSF Cap) for campus is 1,800,000 GSF which equates to 1,042,368 net new GSF. 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.



Ding, Jeff

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To: Peggy Brown  
Subject: RE: Comments re: UW/CCC Building Plans and concern re: Tree Planning

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From: Tammy Urquhart [<mailto:tammyurquhart@yahoo.com>]  
Sent: Thursday, April 13, 2017 3:05 PM  
To: Kelly Snyder <[snyderk@uw.edu](mailto:snyderk@uw.edu)>; Meagan Walker <[mwalker@cascadia.edu](mailto:mwalker@cascadia.edu)>  
Cc: [tom.agnew@bothellwa.gov](mailto:tom.agnew@bothellwa.gov); [davina.duerr@bothellwa.gov](mailto:davina.duerr@bothellwa.gov); [joshua.freed@bothellwa.gov](mailto:joshua.freed@bothellwa.gov);  
[james.mcneal@bothellwa.gov](mailto:james.mcneal@bothellwa.gov); [andy.rheaume@bothellwa.gov](mailto:andy.rheaume@bothellwa.gov); [tris.samberg@bothellwa.gov](mailto:tris.samberg@bothellwa.gov); [del.spivey@bothellwa.gov](mailto:del.spivey@bothellwa.gov)  
Subject: Comments re: UW/CCC Building Plans and concern re: Tree Planning

Hi Kelly;

I am still laughing that I showed up as the meeting was ending! I will try and read better next time.

I did want to give you my thoughts in writing.

First and foremost, I do not believe there should be building in the strip of property behind our homes - certainly NOT the significant structures that continue to show up in these pictures. I believe between the writing in the PUD and the precedence that has been set both by the transitional zone afforded all single family homes within the Bothell downtown corridor and the protections that were afforded when the homes when the upper parking was established, these buildings should not be in the discussion.

I believe the downtown transitional zone is restricted to 60 ft back and 35 feet high. I believe this should be a minimum standard for all property adjacent to the University.

I also promised to send you a picture from my backyard. Although some of the planting has gone in behind my house - I am not certain whether anything has gone in behind the Whites, the amount "stuff" on the University side of this buffer has increased. This has made an obvious hole in the planting that I would like to make sure the University is aware. The picture that I have attached is a picture from my kitchen window looking roughly South/East.

Thanks,

Tammy



## **RESPONSE TO LETTER 18**

Urquhart, Tammy

1. Subsequent to the issuance of the Draft EIS, the UW Bothell and CC developed Alternative 4 which represents a blend of development features from Alternatives 1 – 3. Under Alternative 4 and consistent with existing City codes, a 25-foot wide building setback would be provided along the western boundary of Development Areas A, B and C adjacent to off-campus single family and multifamily residential uses; for each additional foot of building height over 35 feet in Development Areas A and C, the building setback would increase an additional 3 feet. A 30-foot wide landscape buffer would also be provided along the western boundary of Development Area A and the majority of the western and southern boundary of Development Area C.
2. The comment regarding loss of some existing vegetation along the campus's western boundary is noted. Please note that as indicated on page 2-17 of the Draft EIS, the provision of landscape buffers and building setbacks would be established for the portions of campus located adjacent to residential neighborhoods.

Please note that the Campus Master Plan includes provisions to protect much of the original extents of the upland forest in a contiguous block to provide a rich and natural backdrop and northwest identity to the campus, a buffer to nearby residential areas, and an ecological laboratory for restoring these wooded areas. Alternative 4 identified for this Final EIS reflects these master plan provisions.



**From:** [Jeanne Zornes](#)  
**To:** [Julie Blakeslee](#)  
**Subject:** UWBothell/CC EIS statement/consideration  
**Date:** Sunday, April 16, 2017 8:21:17 PM

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Just an after-thought over an idea that seems to have merit ... at least from a neighbors' perspective and would provide the campuses with more flat buildable area.

It is the section of NE 185th that runs behind Husky Village- ask the city to vacate it and do a land swap and slide it up the hill where it would run the length of the north side of 183rd Ct. It would become a buffer now where the city has also put into providing a land buffer for the community; and the campus gains that vacated street area for a meeting square/plaza, building, pedestrian corridor into downtown.

It certainly doesn't fit with all the scenarios, but it might allow more flexibility in moving those project pieces around.

Thanks to your whole team as you work thru this ambitious project!

~Jeanne Zornes  
206.922.9877

## **RESPONSE TO LETTER 19**

Zomes, Jeanne

1. The comment regarding the vacation of NE 185<sup>th</sup> Street is noted. EIS Alternatives 3 and 4 assume the realignment of NE 185<sup>th</sup> Street. For Alternative 4 (Blended Alternative) provided for this Final EIS, the existing NE 185<sup>th</sup> Street between Beardslee Boulevard and 110<sup>th</sup> Avenue NE could be reconfigured in the future or remain similar as today. It is anticipated that circulation on NE 185<sup>th</sup> would be limited to transit, emergency services, temporary construction access and/or access to Husky Hall.

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SEPA Draft EIS Public Meeting

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REPORTED BY: Thad Byrd, CCR  
REPORTED ON: April 10, 2017

BOTHELL, WASHINGTON; MONDAY, APRIL 10, 2017

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**Commenter #1**

ANN AAGAARD: My name is Ann Aagaard. My address is 16524 104th Avenue Northeast, Bothell 98011. My phone number is 425-488-8418. I did sign in with my e-mail address, so you can get it off there.

I am providing these comments with the anticipation that someone will contact me. A number of these are questions or comments or requests for further clarification.

I have read the EIS, and the first comment I would make is that in the EIS there is a reference to Appendix E, and I could not find any Appendix E anyplace.

I have reviewed the entire document, 285 pages, and there was no Appendix E to it, so please clarify where that appendix might be and provide it. It should have been provided with the document.

The second comment I would have is I thought the graphics that were used in the DEIS were excellent. They made it very clear and good, excellent graphics.

The first question I had is -- this is I believe on page 14. There is a comment that these are the goals, the following development goals of the 20 year planning horizon.

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It says relocate current off campus lease uses within a quarter mile from the campus to campus.

I'm not clear exactly what they mean here. I'm assuming, but please clarify. Does this mean that now there are off campus lease uses that are a quarter mile from campus, and they're going to put them on campus or what? The statement isn't clear.

**3 cont**

Then it says improve multimodal access to campus from downtown Bothell and beyond through strategic partnerships.

Now, I know they talked about working with King County and rapid transit and so forth, but clearly there is a significant access and transportation issues that are either Bothell's or jointly the University's, Cascadia and Bothell's to work out, and I'll talk about that more later.

**4**

On that same page, page 14, it says -- this is the last paragraph on that page. A 65 foot maximum building height would be established for the majority of campus, development A, B, C, D and G with a hundred foot maximum height for a portion of the campus east of Campus Way, development area E.

**5**

When it says it would be established, I would like to know what the current height limitation is now and how are they planning to establish this new height? Is this through the campus master plan? Does it involved the changes to the PUD? Does it involve a change to Bothell's comprehensive

plan and zoning code?

I would like to know how that would be established, and I will have a further question about the hundred foot setback in Section E.

5 cont

The next one is on the summary sheet. This is summary sheet 1-10, so this is the blue summary sheet, blue titles at the top. It summarizes the environmental impact.

I am looking at Section 3.3 titled Wetlands and Plants/Animals. It says approximately 0.16 acres of Category 3 wetlands in development area C and D could be filled.

It was not really clear. There was no map, so I would like to see a map that shows exactly where that wetland area is because nothing really showed that I could identify.

They describe it as being -- well, at one point they described it being near the Husky Village, so I couldn't figure out where it was.

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It wasn't identified as normally what is identified on a wetland map, so I couldn't find where it was. Then on page 1-14 of the same summary that's blue at the top, there is a statement under Alternative 3. Let me go back one second.

That other previous comment from 1-10 is under Alternative 3, the wetlands impact. This is Alternative 3, growth along topography. It says a second campus access roadway from Beardslee Boulevard would also increase

7

activity levels.

I know in other places they discuss the second access for Beardslee, but at least in the EIS I could not see a chart. I may have missed it or a map showing where that second Beardslee Boulevard access would be. I'd like to know where that is.

7 cont

On page 1-15 of the summary under Alternative 3, although it says alternative, it says existing open space areas would be retained and new open space areas would be included with new building development.

I'm just wondering what new open spaces are they talking about? If it's not developed now, it is an open area, so I don't see the connection between how there would be new open space areas because you have significantly more development unless they're taking something down to create new because the implication is that they are creating a new open space area, so I don't understand.

8

Again, on the summary 1-17, it says no -- this is Alternative 3 again. No direct impacts to the Truly House or Chase House would be anticipated. Then it says less potential for indirect impacts to the Truly House and so forth. Well, I have a question about the Truly House and the impacts because this is discussed in the cultural and historical resources section.

9

The question I had with that is the document indicates

that it does not have historical or cultural significance. I'm not questioning that, and they do say that it might be relocated or it might be torn down. I understand that.

What I do not understand is that I was part of the group that originally did the master planning for the co-located campus with the architects, LBBJ, and so my expertise is in wetlands, for example.

We met weekly during the summer prior to the actual development of the plan and laying out a master plan. At that time and after that, I always heard that Dick Truly had an agreement with the University that the house would be maintained in its present location.

I would like to know, as I don't see it here in the DEIS -- I understand it may not have historical significance, but I would like to know what that agreement was with Dick Truly or is with the Dick Truly Family and exactly what it consisted of and is the University in conformance with that agreement?

Page 1-34, the top of the page says potential roadway improvements. It says the current PUD conditions with the city of Bothell require additional road right of way along the Beardslee Boulevard frontage east of 110th Avenue Northeast for future dedication sufficient to accommodate final road widening as determined by the director of community development and public works.

9 cont

10

In addition, a 10 foot wide utility easement is required adjacent to the new right of way on the campus side of Beardslee Boulevard.

The agreement also notes that some of the additional right of way to be reserved is constrained by the wetland restoration, which is required as part of the original campus development.

My question -- I've got numbers of questions here. If this is an agreement with the current PUD conditions, I trust it is, they say it is, then it would appear to me that this new master plan should be required to conform to that current PUD condition.

That's not clear from this document because it goes on to say, mitigation of projected impacts could include dedication of right of way for the city to improve improvements or payment of transportation impact fees.

Well, it seems to me that if this is a PUD condition, then they have to comply with it. My question is are they planning to comply with it or are they not?

Then I want to know more about this utility easement and the right of way that's reserved, which is constrained by the wetland restoration because there's no diagram in here that tells me what constrained means.

Does it mean it's constrained by one foot or constrained by two feet or is it all constrained? This is the extent

10 cont

11

of it. This is repeated in another place.

There needs to be more detail about what that constraint consists of and how much it is and also what are they going to do about this agreement?

**11 cont**

Also in that same page, under the title significant unavoidable adverse impact, it says the SR 522 Campus Way intersection would operate at LOS F under no action, Scenario B, and 1 through 3.

Here again it says, the potential improvements at this location are limited due to right of way constraints, and then there's no proposed mitigation or anything. It just says, well, it would occur anyway.

**12**

I do not consider that an adequate response that it would occur anyway with or without the proposed campus master plan. Within what time? I mean, in year hundred or fifty? What are they talking about? I think this needs to be -- that's an important issue, and that needs to be clear.

Now I am looking at figure 2-4. It's titled Campus Master Plan Building Heights, and it's a very good graphic. It's showing where this 65 foot maximum building height is and where the hundred foot maximum building height is. This is what I referenced earlier.

**13**

Are these in place now? They said they would be or how are they going to achieve this 100 foot and 65 foot? Does something need to be amended or whatever?

Now I'm on the campus figure 2-4, and there is this area outlined as the hundred foot maximum building height. Then if I look at the plan in here, I can't tell -- for example, Alternative 3, I can't tell exactly what buildings would now be 100 feet.

I'm looking at figure 2-4, and then go to figure 2-5. These are the different alternatives. If I look at this one and I look here, this can now be 100 feet, so which buildings are they actually talking about which would be 100 feet? That's the issue.

I look at this, and then there is -- I didn't -- I don't have it here, but there's another graph that shows what is existing and what would be built. There's one that shows what's existing and what would be built.

This is new parking. This gray is new parking in Section E. It looks like it's an expansion of the current parking. Does that mean that that new parking is going to be 100 feet?

There is a new building over here. This is a new proposed building. It's a dark yellow color right next to the E, and so is that building going to be 100 feet? Then there is an existing building. I think this might be right where we are today. That one's already there.

There's another little existing building there, and then there's some more new buildings. These are

proposed -- I believe this is proposed academic and student parking, restricted. No. It says academic residential parking.

14 cont

What is academic residential parking? I know what academic would be. I'm assuming they mean the staff, but residential, you usually think that means a residence. Is that dormitory parking, and is this going to be 100 foot high? That's leaves a real question in my mind.

15

Then when you get back to where they're talking about the views that will be blocked, I'll come back to that again and we'll get back to the subject again.

16

Here's where you're talking about the total students, page 2-21. It says the total gross students is 10,000, the total student population. Total beds 600, and that's Alternative 3 and so forth and so on.

17

Then this basically is a summary of all these different things. I think I mentioned where is the second entrance to Beardslee Boulevard and the second signal? It talks about for Alternative 3 realigning 108th.

18

It talks about 185th being -- I couldn't figure out exactly what they were doing to 185th, but the point is there is no graphic in the document that shows exactly what they're doing to these different transportation uses. That's one that's missing.

They've done a great job and everything else, but I



don't know exactly for the different alternatives what actual -- they need to have a graphic to show exactly what they're talking about, where that second signal on Beardslee is, how they're realigning 108th, what they're doing to 185th.

18 cont

Where are the transit bays for six bays under Alternative 3, for example? Another, Alternative 2, they talk about eight transit bays. Where are those? There's just a discussion, but it's not specified.

19

We're back here just briefly to this wetland, 14, that we talked about earlier. I'm on page 3.3-14. Here under wetlands it says, wetland 14 was analyzed under the original environmental review for the development of campus, and restoration of potential fill of wetlands was included as part of the North Creek Stream and Wetland Area Restoration.

20

I want to know specifically what they're talking about there because it just says -- they're just making an all-inclusive statement. I would like some documentation for that.

I'm not saying they're wrong, but this is just too general a statement to make. I need the specific documentation for it.

Page 3.6-30, I thought this was really interesting, and I thought -- I want to commend them for putting this in. I got in here -- I may have actually read this on a different

21

page. I wrote it down here.

They give figures as to the number of faculty and staff. This is actually in table 3.7-4. You give a figure for the number of faculty and staff, and that was very interesting.

20 percent of them live in Bothell, and then I think it was 17 percent in the area, and 30 percent in the city of Seattle and then 37 percent are otherwise. I thought that was really interesting figures.

Now these viewpoints. We were talking about earlier about where are these 100 foot buildings? Now they have these view quarters. Again, this is figure 3.8-4. I'm looking at Viewpoint Location C and Viewpoint Location B.

When I look at these, I'm referencing the map that shows those locations, figure 3.8-1. It shows me looking down this way to the east, and this is Alternative 3. I want to know what are these buildings that are basically framing it? It says Alternative 3.

What are these buildings that are basically creating these boundaries to the view, framing that view? The view is almost eliminated. What buildings are they that are doing this?

Is this the 100 foot buildings that they were talking about over here? Is this the new academic building we're talking about?

What buildings are they talking about that are blocking

**21 cont**

**22**

these views or is it the new 100 foot parking garage or whatever that light gray color is over there at Section E?

I mean, I thought this is a great way to do this, but you don't know what it is that you're talking about. You don't know what that is.

Similarly, here where Viewpoint Location B is, I assume that they're talking about looking down the Campus Parkway in that sense, but they're not talking about -- for example, if you went B and you were looking down across the stream here, the north creek on here, if you correlate that, I assume that is down in here someplace.

Here, you would have some great big new buildings right in front of you I think. Well, maybe not. Maybe they're on this side. Maybe they're not. Okay. I take that back. It looks to me like it's looking down the Campus Parkway, but nothing out here. Okay. Take that back, but definitely on C.

Then a few transportation things, and we're almost done. This is page 3.12-15, and I'm looking at table 3.12-5. Again, it's in connection with this in particular.

They mention this Appendix E, but this is not Appendix E, so I don't know what it is. It says as shown in the table, all corridors would operate at LOS E under each analyst scenario.

It was my understanding that when you measured the LOS,

22 cont

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the level of service, you're talking about an actual intersection. To my knowledge, you don't -- I didn't think you talked about the corridor capacity, but you rather looked at what the intersection is.

I'm a little confused here. I'm not a transportation expert, but that doesn't seem right. Then it says average corridor delay in seconds per vehicle calculated by as a weighted average of intersections delays.

Here, they're talking -- I don't know how they came to these figures. That's the bottom line. This says calculated by as, which is not a good sentence, by a weighted average of intersections delays along the length of the corridors. I don't know what a weighted average of intersection delays means.

When we get over here, then we've got this -- you're definitely talking about an intersection. This is average delay of per vehicle in seconds.

Then we get to this F over here. This is table 3.12-6. That's where you get the 522 Campus Way level of service F that they talk about earlier.

I don't accept their analysis of the LOS level that they have given here because I have never seen an LOS figured in this way. I would like more explanation as to why they did it and why they felt they could do this in the EIS in this manner.

**24 cont**

Then as I mentioned before, it would be really good to have the diagram to show what these changes are that they're talking about that they would like to do to improve this.

25

Then back to the transit center, 3.12-11. It says the Alternative 3 transit center. Now, here they're talking about an actual transit center with up to six bays would accommodate existing transit service.

The Alternative 3 transit center layover would likely not be sufficient to accommodate planned increases in transit service. It allows for only one additional bus compared to just being observation would show five buses at one time.

Then at the bottom of the page under efficiency, continuing that it says, in addition, the traffic operations analysis shows that Beardslee Boulevard, 110th Avenue Northeast section would have vehicle queues extending into the transit center during peak periods.

26

Without improvements to this intersection, it is anticipated that transit operations would be adversely impacted.

Again, that's a very general statement. One is looking for more specific things that they're talking about, particularly when they've gone over here and claimed that the corridors are functioning at level E, which clearly this would tend to be contradictory. There's obviously a big

problem with this transit service, so I'd like to see more details on it. That's it.

26 cont

**Commenter #2**

CHRIS NEWMAN: I'm Chris Newman.

JANIS NEWMAN: And Janis Newman. These aren't proposals as a package, but we are favorable of building to the south partly because it's already cleared.

On the core, develop the core map fitting in -- that's what I was saying about not doing any more about the trees up there. That has an academic building on a pretty much already cleared area.

CHRIS NEWMAN: The south end of --

JANIS NEWMAN: It's right behind 182nd.

CHRIS NEWMAN: The C section. It's to the far south of it. It looks like the smallest impact on that area behind all the houses.

JANIS NEWMAN: Right. It's right behind the 192nd Court.

CHRIS NEWMAN: Right.

JANIS NEWMAN: So we like that. That's the least invasive.

CHRIS NEWMAN: And then one of the development proposals is the -- what was this one over here?

JANIS NEWMAN: The third one?

CHRIS NEWMAN: Topography.

JANIS NEWMAN: That's part of the buildings to

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the north.

CHRIS NEWMAN: Right. That's not too bad except for it shows a road between the main building kind of going right behind our houses on the 183rd Court cul-de-sac, and I think that just puts too much traffic really close to all the housing.

JANIS NEWMAN: And it's going to take a lot more trees down.

CHRIS NEWMAN: Right.

JANIS NEWMAN: And also they'd have to put in the chilling tower.

CHRIS NEWMAN: The chilling tower close to the housing.

JANIS NEWMAN: If they build up north, they're going to have to make another one of those.

CHRIS NEWMAN: Already there's a road going behind the houses, and there's a fair amount of noise with the buses and things going by.

They're quite a distance away, but bringing it in this proposal is really close to the houses. I think it would be just really too loud there.

JANIS NEWMAN: At one point they proposed a maintenance yard. I think they called it a core building, again where they showed that one small academic up in the western parcel.

**2 cont**

**3**

That would be again already cleared. That's where they'd store the machinery, and they would build a storage, like a barn type thing I guess, but that wouldn't be bad.

CHRIS NEWMAN: That was the one we just talked about, that one right there, the small one.

JANIS NEWMAN: Correct, but that's academic, so it could also be the core because they have the core proposed down there, up there, south.

CHRIS NEWMAN: Right.

JANIS NEWMAN: You said something about the garages in two places.

CHRIS NEWMAN: Well, if they end up building a garage behind the cul-de-sacs here in the C section of core development, if they ended up doing that, I think they'd almost have to because it's right behind all the houses.

They'd have to close off I think the back side of the parking garage because all those lights would be shining right into the house all the time as they drove around inside that parking building because it'd be a multistory garage.

JANIS NEWMAN: Well, somewhere we kept seeing access to the garages, wherever they are, two different accesses.

CHRIS NEWMAN: I don't remember that.

JANIS NEWMAN: There's two entrances to garages, so they're not all just coming in on one side. The

3 cont

4

5



south entrance, for all the money you spent, and we've talked about this at the meetings, is just very poorly used for all that money, that south entrance coming outside.

5 cont

CHRIS NEWMAN: So far, yeah.

JANIS NEWMAN: It says keep campus mainly pedestrian, but I don't know what that means.

CHRIS NEWMAN: Ideally from our perspective, not building anything on that section at the very end of our cul-de-sacs would be far better. There's a beautiful stand of trees there.

6

JANIS NEWMAN: It's just tragic if that goes.

CHRIS NEWMAN: Yeah.

JANIS NEWMAN: For everything, it's just tragic. That's probably my main goal. There's a question on the setbacks for different parts of the campus.

It seems to me that it might be -- this is a pretty general statement, but originally they were talking about having everywhere, just have the same setback restrictions.

7

The reason was pretty wimpy. It was like just because it was easier, but I would think that you might want to look at different restrictions for different parts of the campus, you know, if they are encroaching. What else? Leave the trees.

CHRIS NEWMAN: Other than the --

JANIS NEWMAN: Oh, the soccer field.

8

CHRIS NEWMAN: The soccer field and such. We think the best use of that would be to take the soccer fields back from the students and build a gym for them instead.

JANIS NEWMAN: Or a building, an academic building on one of them.

CHRIS NEWMAN: Well, that's what you'd do if you got rid of the soccer fields, put academic buildings there.

JANIS NEWMAN: All of that land that is down there and is sports field, the campus admits it's very underused. I'm still having trouble figuring out how the students were able to decide that that's what they wanted, and those students are gone.

They were able -- it's allowed usage, but how were they allowed to decide? I still don't get that. It seems like the UW would be choosing what to do with it.

They probably are wishing they had that back. That's a lot of land that's already cleared. I guess that's not going to happen. That's our brainstorm. I think that's all we got. I tried to keep it simple.

**Commenter #3**

JEANNE ZORNES: My name is Jeanne Zornes. I live at 18319 108th Avenue Northeast in Bothell. I'll just list off my concerns.

The Truly House, I would like to see an effort be made to save that, either donate it or move it to a different part of campus. I'd hate to see it demolished, so I'd like to

8 cont

1

see a good faith effort in finding a place for it, a forever home.

1 cont

Then as a neighbor on this hill, I have concerns that students who like to smoke their pot come into our neighborhood, which they already do because they cannot do it on campus.

Whatever plan comes up, I would like to -- I would appreciate the campus making it more difficult or less obvious for foot traffic to go onto the neighborhood hillside.

2

I'm really concerned about setbacks being effective. I want them broad enough that there are effective dense buffers that go in as far as plantings.

3

They could even use a cement wall like what we have on the cemetery. I don't think that's ever going to happen, but effective dense buffers so that the neighbors don't have people peering into their yard and they don't see it as an easy way to kind of cut through traffic into the neighborhood.

Tied in with that is height. I'm a little concerned about the height over here for the third proposal, 65 to 100 feet. I think that's going to be a little tall and still be able to peer into the neighborhood.

4

The other thing that I'm curious about is has there ever been a study on air flow? I'm thinking of it in terms of

5

how heavy the traffic is, especially if we're talking about putting most of the traffic on Beardslee Boulevard.

In the past we have known when Stockpot Soups was in Woodinville. When they were making their split pea soup, all that air came down and sat in this valley here where Beardslee Boulevard is and just stayed stagnant even in the winter when there was rain.

I'm concerned about putting the brunt force of the traffic on Beardslee Boulevard, which puts me back to using that south campus entrance also, making it earn its keep.

I would appreciate the campus finding ways to use effectively that beautiful big entrance down there in their plan, not just here off of Beardslee Boulevard.

I do like the bus routing through the campus on the institutional proposal. I know they're concerned about maybe that would be a traffic hazard.

I do have concerns if there are people who have mobility issues, but can they really put all that time and effort to come off of Beardslee and travel all the way to the interior part of campus when they could be doing it centrally and the buildings would be right there?

Then my last concern is I don't know that it's a protective frog, but there's a healthy frog population on the Marvin property in the springtime. I would like to know what that is.

5 cont

6

7

8

9

I've not seen any indication. I've seen a broad general description of the frogs around the area, but we know there's a healthy frog population there in the springtime. They'll be gone if any serious development goes in there. That's the sum total of what I have.

**9 cont**



## **PUBLIC MEETING COMMENTER 1**

Aagaard, Ann

1. Appendix G of the Draft EIS refers to the Transportation Discipline Report for the Campus Master Plan and was included as part of the hard copy and electronic copy versions.
2. The comment regarding the graphics in the Draft EIS is noted.
3. The references to relocating off-campus lease uses to the campus as part of the Campus Master Plan refer to the existing approximately 70,700 gsf of off-campus uses that the UW Bothell currently leases within two commercial office building developments to the north of the campus.
4. The comment regarding improving multimodal access to and from campus is noted. As indicated in Chapter 2 – Project Description and Section 3.12 (Transportation), each of the EIS Alternatives include transportation improvements to improve circulation to and from campus, as well as internal circulation.
5. Under the current Campus Master Plan and PUD, the maximum building heights are the same as under the proposed Campus Master Plan. Buildings to the east of Campus Way NE are currently allowed to be up to a maximum of 100 feet tall and buildings to the west of Campus Way NE are currently allowed up to a maximum of 65 feet (see Section 2 of the Campus Master Plan for an illustration of the existing maximum building heights on campus).
6. Section 3.3 (Wetlands, Plants and Animals) provides a description of the location of the wetlands located within Development Areas C and D. Please refer to Appendix D for maps of these wetlands (Figure 4 and Figure 5 of the Wetland Technical Memorandum dated March 6, 2017).
7. The second access from Beardslee Boulevard under Alternative 3 is indicated in Figure 2-8. The second access extends from the northwest corner of Development Area C and connects with 110<sup>th</sup> Avenue NE.
8. Chapter 2 – Project Description provides a discussion of open space that is assumed to be provided under each of the alternatives. New green and urban open spaces would be provided in association with new building development that is anticipated under each alternative.
9. The comment regarding retention of the Truly House in its current location is noted. Alternatives 1 and 3 in the Draft EIS assumed the retention of the Truly House in its currently location. Subsequent to the issuance of the Draft EIS, the UW Bothell and CC developed Alternative 4 which blends various features of Alternatives 1 through 3 and

also includes the retention of the Truly House. Potential impacts associated with Alternative 4 are analyzed in this Final EIS.

10. The comments related to the PUD conditions for road right-of-way are noted. Mitigation measures identified in this Final EIS are consistent with those previously identified for the PUD regarding the dedication and reservation of additional right-of-way along the Beardslee Boulevard property frontage east of 110<sup>th</sup> Avenue NE to accommodate the potential future widening of the street section.
11. The potential need for widening of Beardslee Boulevard must also consider the presence of existing restored wetlands located nearby. When the City of Bothell decides to widen the roadway in the future, an analysis and preliminary design would have to occur to determine the roadway width, construction techniques and options for avoiding or minimizing impacts to the existing wetlands.
12. Comment noted. LOS F conditions projected for the Campus Way/SR 522 interchange have been identified in the No Action scenarios and is largely due to regional growth along SR 522 and the capacity of the signalized intersection (studied for the year 2038). The proposed Campus Master Plan and the increase in on-campus resident student FTE's results in a decrease in campus trip generation and reduced impacts to adjacent intersections compared to No Action Alternative Scenario B.
13. As referenced in the response to Comment 5, the proposed maximum building heights are the same as under the current Campus Master Plan and PUD. Buildings to the east of Campus Way NE are currently allowed to be up to a maximum of 100 feet tall and buildings to the west of Campus Way NE are currently allowed up to a maximum of 65 feet to the west of Campus Way NE.
14. The comment regarding maximum building heights is noted. The maximum building heights that are identified in Figure 2-4 indicate that any potential building development in that area under the Campus Master Plan could be up to 65 feet tall within Development Areas A, B, C, D and G, and up to 100 feet tall within Development Areas E and F.
15. The comment regarding academic/residential/parking buildings as indicated on Figures 2-6, 2-7 and 2-8 is noted. Potential buildings that are labelled as academic/residential/parking on the site plans for each of the alternatives indicate that those potential buildings are assumed to be any of these uses or contain a mix of each of those types of uses. Residential uses refer to student housing which could be either a dormitory/residence hall or apartment style housing.
16. The comment regarding views is noted.
17. The comment regarding total student population and total beds under Alternative 3 is noted.



18. The comment regarding the vacation of NE 185<sup>th</sup> Street is noted. EIS Alternatives 3 and 4 assume the realignment of NE 185<sup>th</sup> Street. For Alternative 4 (Blended Alternative) provided for this Final EIS, the existing NE 185<sup>th</sup> Street between Beardslee Boulevard and 110<sup>th</sup> Avenue NE could be reconfigured in the future or remain similar as today. It is anticipated that circulation on NE 185<sup>th</sup> would be limited to transit, emergency services, temporary construction access and/or access to Husky Hall
19. The specific transit center design would occur in the future by the transit agencies in coordination with the City of Bothell and campus staff.
20. The comment regarding Wetland 14 is noted. As indicated in Section 3.3 (Wetlands, Plants and Animals), the original Campus Master Plan and associated EIS contemplated the filling of upland wetlands as part of the original campus construction, including Wetland 14; however, this wetland was never filled as part of development. Impacts associated with the filling of wetlands as part of the original Campus Master Plan and EIS (including Wetland 14) were mitigated as part of the North Creek Stream and Wetland Restoration Project. See **Appendix D** (Wetland Technical Memorandums) for further details on Wetland 14.
21. The comment regarding faculty and staff data provided in Section 3.7 (Population and Housing) is noted.
22. The comment regarding views and potential development indicated in Figure 3.8-4 of the Draft EIS is noted. Under Alternative 3, potential development indicated in Figure 3.8-4 would be located within Development Area D on the left portion of the image, and in Development Area C on the right portion of the image. Potential development within these areas would have a maximum building height of 65 feet.
23. The comment regarding visual simulations from Viewpoint B (Figure 3.8-3) is noted. Potential development indicated in this visual simulation would be located in Development Area F and would have a maximum building height of 100 feet.
24. The comment regarding corridor analysis is noted. The corridor analysis presented in this Final EIS is consistent with the City of Bothell's concurrency standards as outlined in Chapter 17.03 of the Bothell Municipal Code. The LOS for the corridor is based on a "weighted average" of the delay and traffic volumes at the individual intersections within the defined corridor limits. The intersection of SR 522/Campus Way is not part of a defined concurrency corridor but was evaluated as it is a key access point for the campus. Individual LOS measurements for each intersection were included in the Appendix materials for the TDR (Appendix G of this Final EIS).

25. The comment related to providing diagram representations of roadway improvements is noted. Graphic representations of improvements have been included in the report where appropriate (please refer to Appendix G of this Final EIS).
26. The comments related to transit center are noted. The FEIS contains an analysis of potential changes to the transit circulation patterns on the campus considering each of the development alternatives evaluated. As noted in this updated narrative, no changes to the transit circulation are being proposed by the UWB or CC. Instead, the UWB and CC remain a key stakeholder in the level of transit service and how transit access the campus. Representatives from UWB and CC will continue to work with the City and transit agencies in the future as changes are considered to existing service levels, stop capacity, routing, or layover needs.

## **PUBLIC MEETING COMMENTER 2**

Newman, Janis and Chris

1. The comment regarding a preference for Alternative 1 is noted.
2. The comment regarding Alternative 3, the potential second access from Beardslee Boulevard and associated traffic and noise in proximity to existing residences is noted. A noise analysis was provided as part of the Draft EIS (Section 3.5 – Environmental Health) and additional noise analysis has been included as part of this Final EIS.
3. The comment regarding the corp yard building is noted.
4. The comment regarding potential development of a parking garage in Development Area C near existing off-campus residences and associated light and noise is noted. This Final EIS includes an analysis of light and noise impacts, including additional noise analysis for potential development in Development Area C (see Section 3.5 – Environmental Health).
5. The comment regarding parking garages and the south entrance to campus is noted. Several factors can effect which campus entrances are more heavily utilized, including the location of parking, an individual's specific destination (i.e. classrooms, offices, sports fields, etc.), and other factors. The EIS Alternatives (Alternatives 1 – 4) include an increase in parking in the south portion of campus which could result in increased vehicle access from the south campus entrance (please refer to Section 3.12 – Transportation and Appendix G – Transportation Discipline Report for further details on trip distribution)
6. The comment regarding a preference for no development within Development Area C is noted.
7. The Campus Master Plan and associated Development Regulations would maintain the setback, buffer and height limitations that are currently in place for the Campus District. These setback, buffer and height limitations are specific to area of the campus that are immediately adjacent to off-campus residential zones.
8. The comment regarding preference for the development of academic buildings on the existing sports fields is noted.



## **PUBLIC MEETING COMMENTER 3**

Zornes, Jeanne

1. The comment regarding retention of the Truly House is noted. The Draft EIS analyzed several alternatives that assumed the retention of the Truly House (Alternatives 1 and 3, as well as the No Action Alternative scenarios). Alternative 4, which was developed subsequent to the issuance of the Draft EIS, is analyzed in this Final EIS and also assumes the retention of the Truly House.
2. The property referred to is not campus property. However, the campus can work with student affairs staff to explore ways to discourage students from entering the neighborhood.
3. The comment related to building setbacks is noted. The Campus Master Plan and associated Development Regulations would maintain the setback, buffer and height limitations that are currently in place for the Campus District. These setback, buffer and height limitations are specific to area of the campus that are immediately adjacent to off-campus residential zones.
4. The comment regarding building heights is noted. The proposed building heights under the proposed Campus Master Plan are the same as the current Campus Master Plan and existing PUD.
5. The comment regarding an air flow study is noted. The Draft EIS included an analysis of air quality including emission sources during construction and operation, as well as GHG emissions. An updated analysis has also been provided in this Final EIS but did not include an air flow study as significant air quality impacts are not anticipated under the Campus Master Plan.
6. The comment regarding a preference for increased vehicle access use from the south campus entrance is noted. Several factors can effect which campus entrances are more heavily utilized, including the location of parking, an individual's specific destination (i.e. classrooms, offices, sports fields, etc.), and other factors. The EIS Alternatives (Alternatives 1 – 4) include an increase in parking in the south portion of campus which could result in increased vehicle access from the south campus entrance (please refer to Section 3.12 – Transportation and Appendix G – Transportation Discipline Report for further details on trip distribution).
7. This Final EIS contains an analysis of potential changes to the transit circulation patterns on the campus considering each of the development alternatives evaluated. As noted in this updated narrative, no changes to the transit circulation are being proposed by the UW Bothell or CC. Instead, the UW Bothell and CC remain a key stakeholder in the level of transit service and how transit access the campus. Representatives from UW Bothell

and CC will continue to work with the City and transit agencies in the future as changes are considered to existing service levels, stop capacity, routing, or layover needs (please refer to Section 3.12 – Transportation and Appendix G – Transportation Discipline Report for further details on bus routing).

8. Mobility is a key consideration of the UW Bothell and CC and an attribute of the proposed Campus Master Plan. It has been roughly organized from north to south along the existing topography that is level and accessible. Travel from the east and west direction would be through use of building elevators and corridors.
9. The comment regarding frogs located on the campus, specifically within the Marvin property (Development Area C) is noted.

# Acronyms and References

## CHAPTER 5 ACRONYMS

ARC	Activities and Recreation Center
BMC	Bothell Municipal Code
BMPs	Best management practices
BPD	Bothell Police Department
CACES	Chancellor’s Advisory Committee on Environmental Sustainability
CB	Community Business
CC	Cascadia College
CC1	Cascadia College building 1
CC2	Cascadia College building 2
CC3	Mobius Hall
CIG	Climate Impacts Group
CMP	Campus Master Plan
CO	Carbon Monoxide
CO2	Carbon dioxide
CPS	Coalescing Plate oil/water Separator
dba	Decibels
DAHP	Washington State Department of Archeological and Historic Preservation
DISC	UW Bothell’s Discovery Hall
DEIS	Draft Environmental Impact Statement
DOH	Washington State Department of Health
EH&S	University of Washington Health and Safety
EIS	Environmental Impact Statement
EMS	Emergency Medical Services
FTE	Full-time equivalent
IPCC	Intergovernmental Panel on Climate Change
GDC	General Downtown Corridor
GHG	Greenhouse gas
GMA	Growth Management Act
GSF	Gross square feet
HECB	Higher Education Coordinating Board
I-405	Interstate-405
IDP	Inadvertent discovery plan
kBtu	Kilo British Thermal Units
kWh	Kilowatt hour
LB1	Shared Library Building
LB2	Library 2
LBA	Library Annex
LEED	Leadership in Energy and Environmental Design
Leq	Equivalent sound level
LI	Light Industrial



LID	Low impact development
NO <sub>2</sub>	Nitrogen dioxide
NRHP	National Register of Historic Places
MTCO <sub>2e</sub>	Metric Ton Carbon Dioxide Equivalent
NAAQSs	National Ambient Air Quality Standards
NO <sub>x</sub>	Nitrogen oxides
OHWM	Ordinary high water mark
OP	Office-Professional
P	Park
PM <sub>2.5</sub>	Fine particulate matter
PM <sub>10</sub>	Course particulate matter
PPOS	Park and Public Open Space
PSE	Puget Sound Energy
PUD	Planned Unit Development
R-2,800	Residential-2,800
R-4,000/Mobile Home Park	Residential-4,000/MHP
R-8,400	Residential-8,400
R-9,600	Residential-9,600
R-AC	Residential-Activity Center
RCW	Revised Code of Washington
SB	Senate Bill
SBCTC	State Board of Community and Technical Colleges
SEPA	State Environmental Policy Act
SMP	Shoreline Master Program
SO <sub>2</sub>	Sulfur dioxide
SR-522	State Route 522
SVV	Sunrise Valley View
TESC	Temporary Erosion and Sedimentation Control
TMP	Transportation Management Plan
EPA	United States Environmental Protection Agency
UW	University of Washington
UWB	University of Washington Bothell
UW1	Founders Hall
UW2	Commons Halls
VOC	Volatile organic compound
WAC	Washington Administrative Code
WCI	Western Climate Initiative
WHR	Washington Heritage Register
WISAARD	Washington Information System for Architectural and Archeological Records Data
WSAC	Washington Student Achievement Council
WSDOT	Washington Department of Transportation

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